



Atelier
Heritage

Science and Industry Museum
Station Building
Heritage Statement

Client: The Board of Trustees of the Science Museum

Date: May 2023

Revision: A





Image 1: Liverpool Road Station, 1979

CONTENTS

1.0 INTRODUCTION

2.0 SITE LOCATION

3.0 DESCRIPTION

4.0 HISTORY

5.0 SIGNIFICANCE

6.0 PROPOSALS AND IMPACT

7.0 PLANNING CONTEXT

8.0 CONCLUSION

1.0 INTRODUCTION

This Heritage Statement has been written to accompany a Listed Building Consent Application for alterations to 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 building, 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 and Theory of Architecture, PGCert. Conservation of the Historic Environment.

This report relates to proposed changes to the Station Building.

2.0 LOCATION

The Station Building is situated to the west of the overall Science and Industry Museum site, with its two main facades to Liverpool Road and the railway tracks. It is in two parts: the carrier's offices and shops (later workshops), and the passenger station. The building is long and narrow in form, running alongside the southern edge of train line and connected to the 1830 warehouse. It currently houses exhibition space, with some office use. The building dates from 1830 (1831 for the shops) and is Grade I listed. It sits within the Castlefield conservation Area, to the southwest of Manchester City Centre.

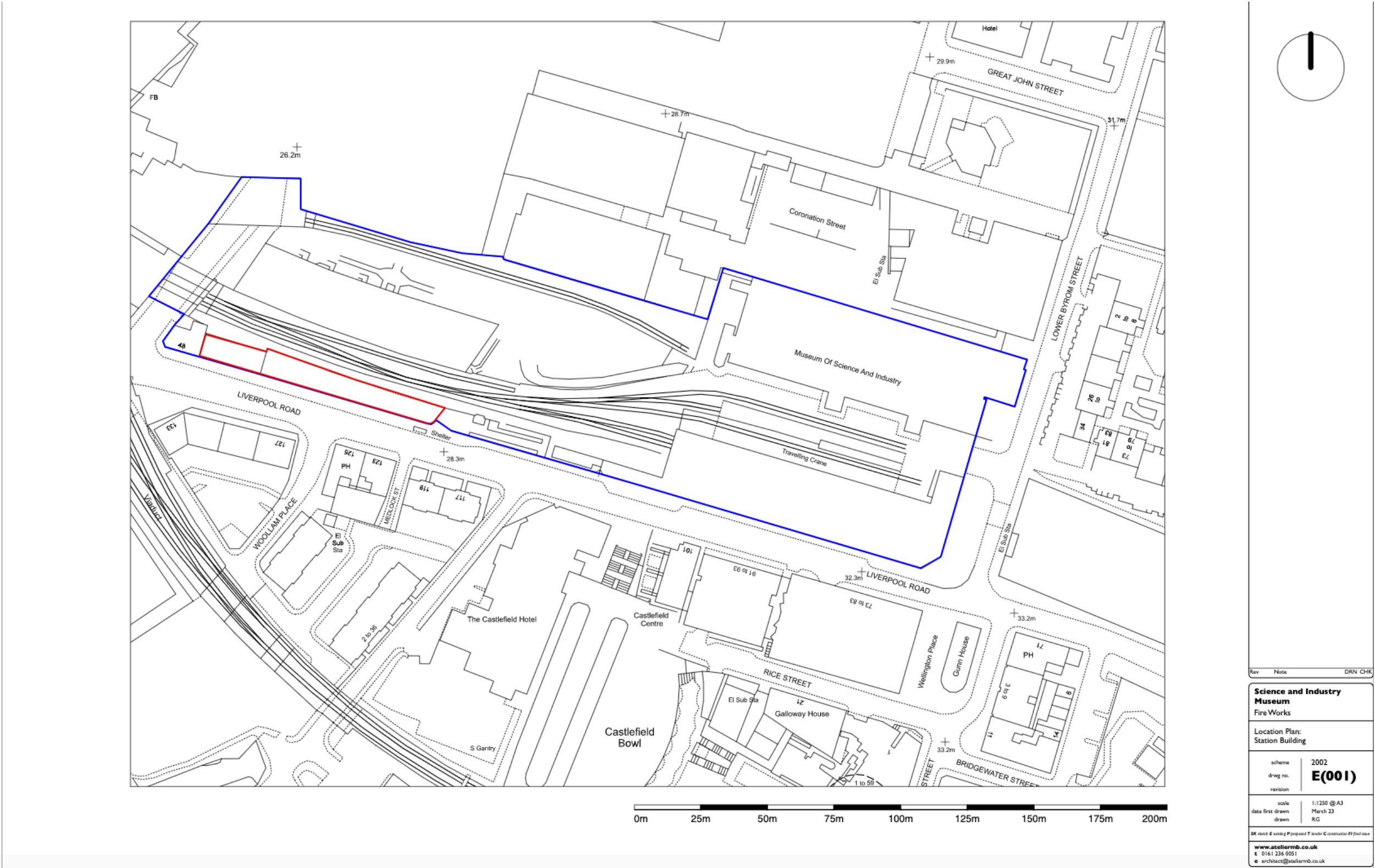


Image 2: Site plan.

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; 1830s 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 Station Building is located alongside Liverpool Road, in the Castlefield Conservation Area. Visitor access is from the museum yard side of the buildings and via the 1830s warehouse.

An extract from the Historic England listing is included here.

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 overhead light; 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

Note that the former Station Master's House is not part of this application. The 'Old Warehouse' is now known as the 1830s Warehouse and a separate application has been made for this building.



Image 3: 1830 Station Building in its current form, with railway alongside and 1830 Warehouse to right hand side of image. SIM website.

4.0 HISTORY

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

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

Site

By the 1770s, the Bridgewater Canal ran from Castlefield to the Mersey estuary, establishing the area as a focus for the transportation 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 freight traffic and the development of associated warehousing and 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.

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. The first-class area was to the left-hand side of the Liverpool Road elevation and slightly larger than the second-class area, which was to the right. The booking halls were accessed from Liverpool Road at street-level and internal stairs led from each booking office up to the corresponding waiting room, connected to the platform through two sets of double doors. The Agent's House, on to which the new building was attached, was to the far left and was the re-use of an existing building dating from 1808.

There is no evidence pointing to the identity of the architect, but it is highly likely construction was by D. Bellhouse Jr. (as per the 1830 Warehouse). Shortly after opening, work commenced on the Carrier's Offices which served the freight operations, with an office for the Goods Clerk and facilities for parcels. These were sited alongside the Coach Offices and, architecturally, they followed the same style. 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. To the rear of the shops and carrier's offices a large canopy formed a carriage shed where rail coaches were housed. In 1833, the Carrier's Offices became used by the Grand Junction Railway (connecting onwards to Birmingham) for parcels and booking. 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.

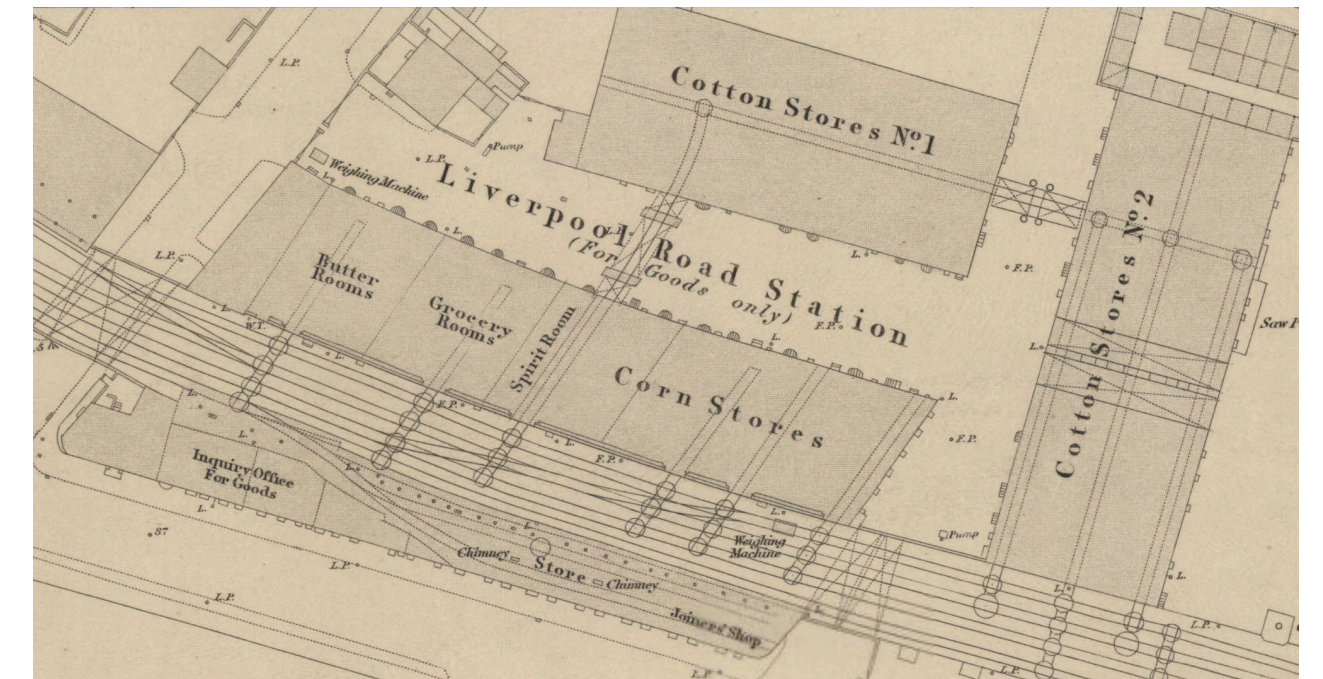


Image 4: 1849-51 OS map showing Liverpool Road Station and stores.

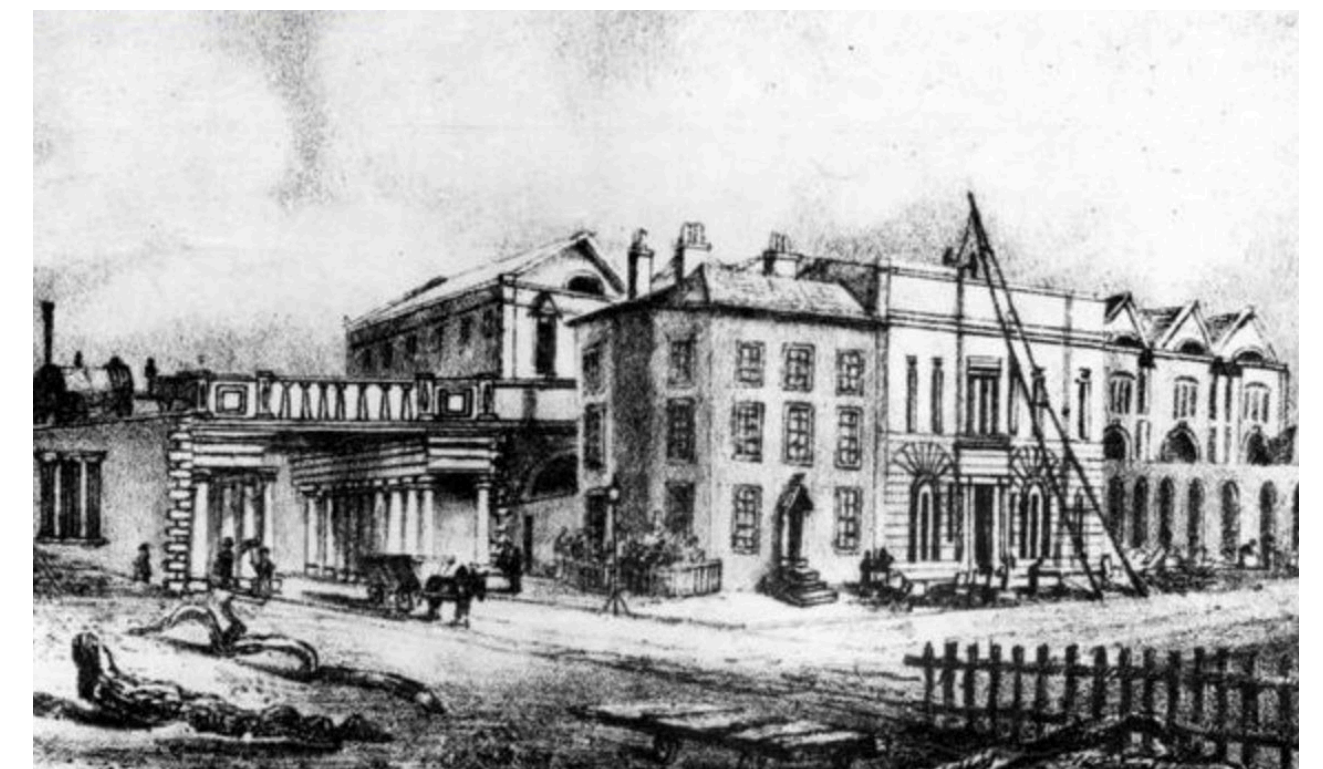


Image 5: Artist's impression from 1830 showing, Liverpool Road elevations

The decline of the railways for goods transportation, political influence, 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 finally closed by British Rail in 1975.

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 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 New 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 Station Building is currently closed to visitors.

Building

The Station Building itself was constructed in three parts: the main station building (1830); the later added carrier's offices (extension of 1830); and the former shop units (1831). The station section was built to house booking offices for first- and second-class departing travellers and was later used as goods offices. The buildings were converted to museum use in 1982, at which time the former first-class booking area was recreated. A previous staircase which led to the second-class booking area had already been removed in 1975.

The Station Building has lower ground, ground and first floors. It adjoins the former Station Master's House at the furthest western end of the site, and the later extensions to house offices/shops are to the eastern end. From the Liverpool Road side, the Station Master's House, Station Building and extensions form one long elevation and the three parts are discernible by their differing elevational treatments to Liverpool Road facades. Whilst all are constructed from brick, the street facing side features stucco (to mimic stone) to the full face of the Station building, the first extension and to the ground floor only of the carriage shed/shops (brick to first floor). The Station Master's House is exposed brick, as are all track-facing elevations and the upper section of the former shops/carriage shed. Details to door surrounds, sills, cornicing, and coping are all in sandstone.

In the early 1980s, the booking halls and passenger waiting rooms of the Station Building were restored following several alterations. The second-class waiting room staircase had been removed, the waiting room door replaced with a window, and several partitions installed. Later additions were removed, and the first class and second-class booking halls opened to the public. In 1986/7 the former parcel offices, shops and carriage shed extensions to the Station Building were rebuilt with the elevation returned to original form. Internal doorways were added to spaces and a glass walled studio space fitted to the western end of the carriage shed. In 1990, the two arches between the Station Building and the 1830s Warehouse were refurbished and fitted with new concrete floors to form part of the Gas Gallery.



Image 6: Liverpool Road entrance, 1902, Manchester Archives.

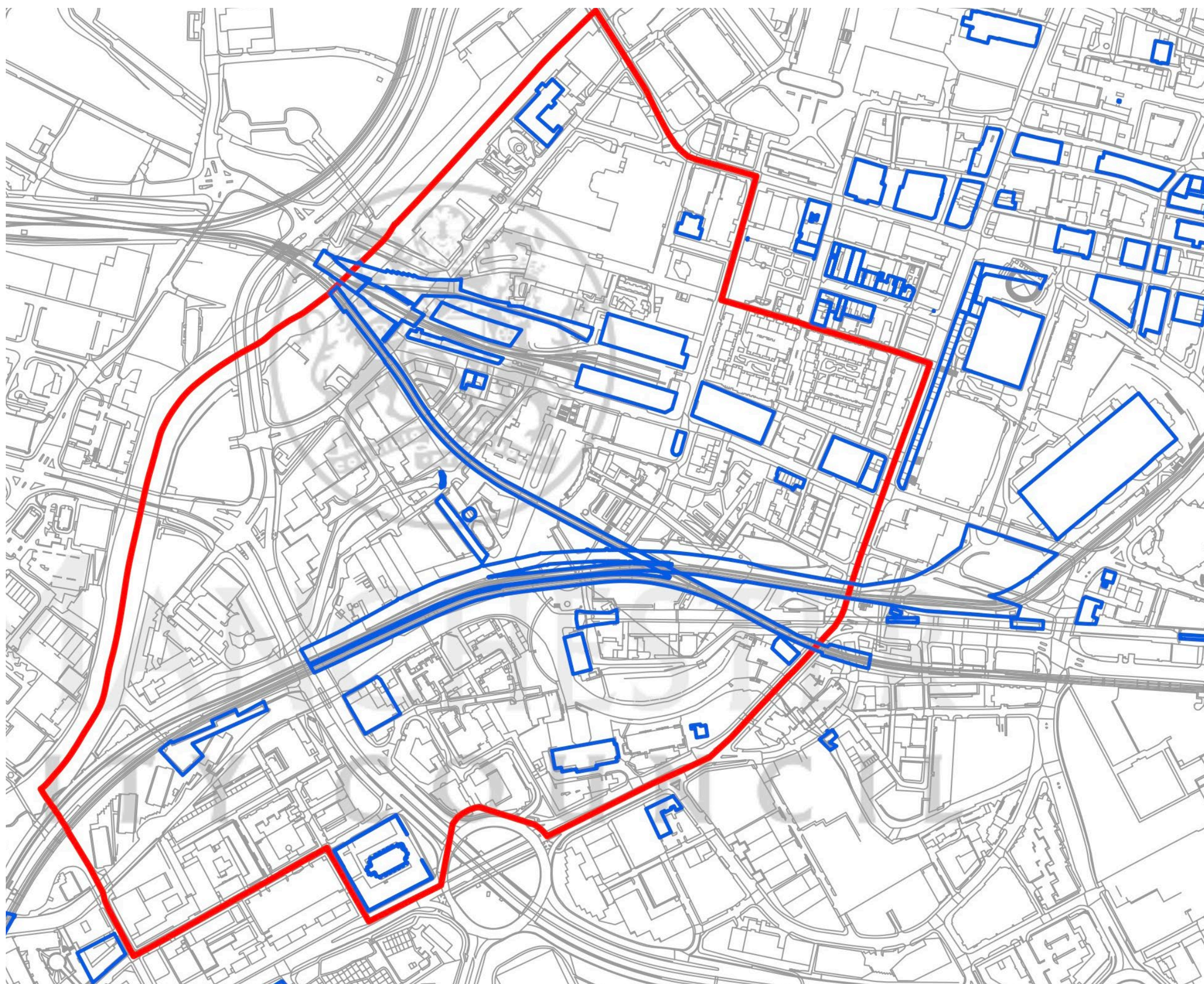


Image 7: Map of Castlefield Conservation Area, MCC.

5.0 SIGNIFICANCE

The Station Building is the earliest surviving passenger station in the world and was the first inter-city passenger railway terminus to be built. Its significance is exceptional.

Historically, the whole site, including the Station Building 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 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 group of buildings 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.

Evidentially there have been numerous adaptations and alterations to facilitate museum use, but the rebuilding and remodelling retain high significance, particularly where original or historic form has been recreated.

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

External elevations of the Station Building are of very high significance, even the rebuilt parts which were constructed from re-used original materials are of high value. Internally there have been numerous changes to fabric of the Station Building and much of what is present now is replica added to recreate

the historic form for the museum use. This restoration itself has a high value and stands as evidence of the historical layout and design, though it is modern replacement, not surviving historic fabric.

Structural fabric is of very high significance including walls, roof and windows.

Internal doors are all later modern replicas, with value as part of the historical aesthetic.

Modern partition walls are of limited heritage value, though they are evidence of how the museum site has evolved. Layout has been altered, but the recreation of the original plan form within the station is of high significance.

Conservation Area

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 Station Buildings 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.

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.’

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.

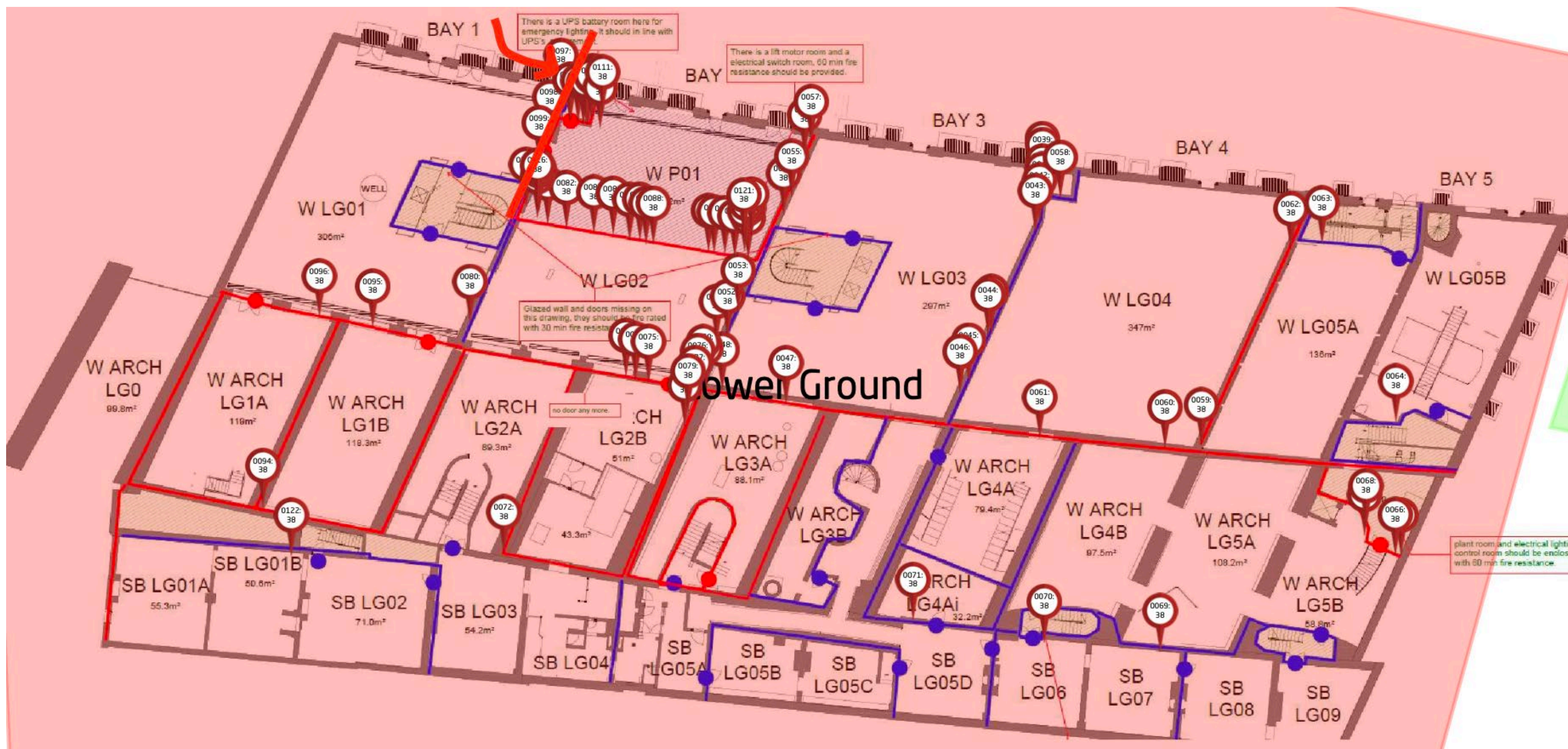


Image 8: NEO plan showing lower ground floor compartment PIN locations.

Ground Floor

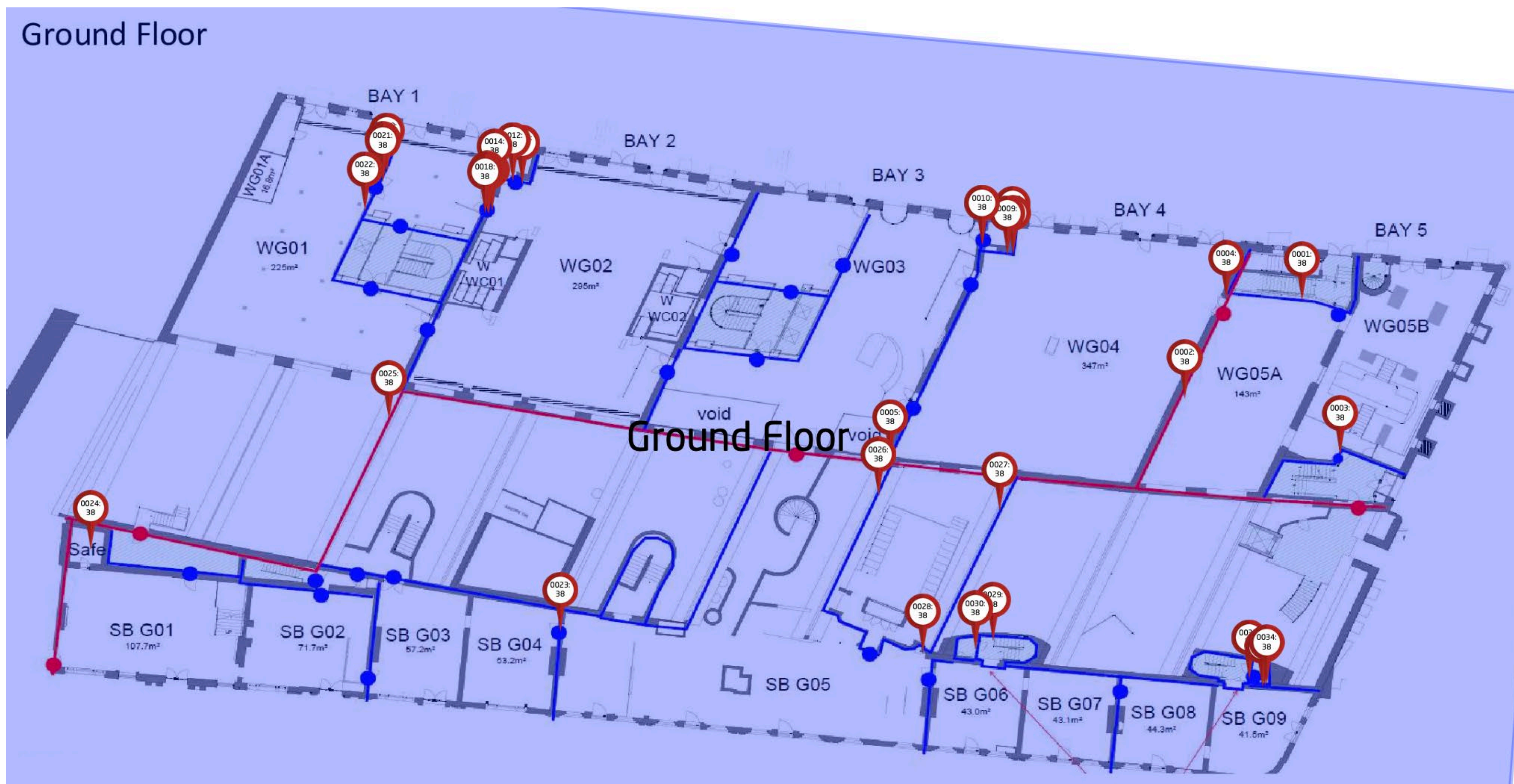


Image 9: NEO plan showing ground floor compartment PIN locations.

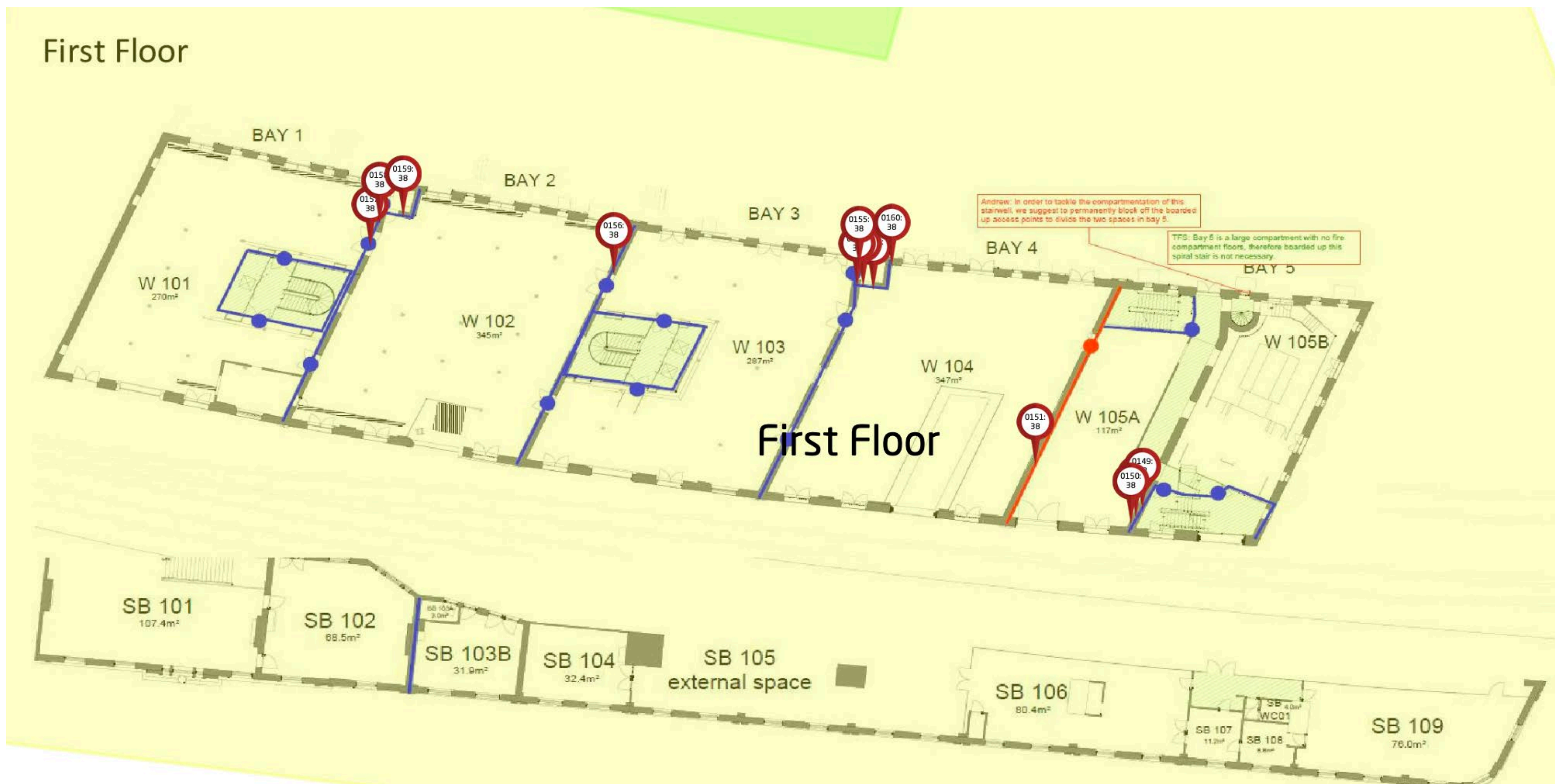


Image 10: NEO plan showing first floor compartment PIN locations.

Compartments

PIN location: 0069:38

Methodology: COMP_MET_527

Existing: Opening through internal brick wall, with inserted modern partition. Non-compliant boarding.

Proposed changes: Ineffective barrier in former door opening to be upgraded by completing fire rated board to two sides. Neutral, this involves the completion of existing partitions.



Image 11: Location 0069:38

PIN location: 0122:38

Methodology: COMP_MET_521

Proposed changes: Paint to be removed from immediate local area to brickwork. Suitable mortar mix to be agreed with CO and localised repointing to match existing. Intumescent seal to be applied to gaps around service penetrations.

Impact: Negligible. Repointing is a minor enhancement. Intumescent sealant will touch the existing fabric but will have limited impact upon walls and is the minimum necessary to achieve fire-proof seal.



Image 12: Location 0122:38

PIN Location: 0031:38

Methodology: COMP_MET_504

Change: Careful removal of redundant services and addition of fire-lined plasterboard inside of cupboard in 2 layers. Decoration of plaster board to match existing.

Impact: Neutral.



Images 13, 14, 15, 16, showing cupboard to location 0031:38, to be relined.

General Changes

There are numerous other changes, not affecting historic fabric. These comprise the following:

PIN location: 0023:38, 0028:38, 0034:38, 0070:38, 0071:38, 0072:38

Existing: Existing penetrations for modern service runs.

Changes: Intumescent sealant applied around gaps to existing cables, cable trays, conduit, pipes, trunking and holes- all involving modern, non-historic fabric.

Impact: Negligible. Minor changes to non-historic fabric. Benefit of protecting asset from potential fire spread.

PIN location: 24:38

Changes: Fire stop to joints with ducts and at wall heads using intumescent sealant and backing where required.

Impact: Negligible. Minor changes to non-historic fabric. Benefit of protecting asset from potential fire spread.

Proposals seek to ensure protection of the asset against potential risk. The aesthetic result of the changes is minor, the impact upon significance is considered to be negligible. Where historic fabric is disturbed or repaired, a suitable like for like match is proposed. The minimal instances of new materials, such as intumescent sealant and boarding, are limited to areas identified in the relevant fire safety reports, and applied only for the purpose of fire stopping. Where new additions are required in the form of limited partition, skirting or new doors, these will replicate existing. The positive benefit of fire protection and upgrading of doors is considered to be an enhancement.

Doors

Across the site there are numerous recognisable door types, each type being contemporary with a different phase of alteration. Whilst none are original, and some are more sympathetic to historic form than others, to maintain the existing aesthetic whilst achieving minimal change, the least

invasive approach is considered to retain these existing typologies and repair or replace with like-for-like. In limited instances across the site where new doors are required, these have been designed to replicate those forms closest to the location of the new.

Doors within the station building are replacement replica or modern. There are no original doors within this space. Replica doors are of some significance, illustrating previous form.

The majority of changes to doors do not involve historic fabric, given that the doors themselves are all modern replacements. Changes are minor in nature involving new or replacement closers, hinges, screws, seals, signage, or ironmongery. None of these proposed interventions have impact upon historic fabric. All door changes can be identified on the accompanying plans and methodology documents which form part of this application.

In instances where intrusive inspection is required, this involves the verification of existing, non-visible, gaps behind frames which need to be investigated. This will impact modern frame fabric and not historic fabric.

Those alterations which do have the potential to alter significance or involve some intervention with historic fabric are detailed below.

PIN location: 0018:09

Methodology: DOOR_MET_136

Existing: Replica historic door, 4 panels.

Changes: Additional fire door signage.

Impact: Negligible by adding signage to door which will alter the clear aesthetic, though door is not original. Outweighed by benefit of safety requirement being met.

PIN location: 0001:10, 0002:10, 0019:09

Methodology: DOOR_MET_256

Changes: Replacement of door set to match existing style, with new ironmongery, signage, closers, and intumescent smoke seals. Decorated as per existing and surround made good.

Impact: Neutral



Image 17: PIN Location: 0018:09



Image 18: PIN Location: 0002:10



Image 19: PIN Location: 001:10



Image 20: PIN Location: 0019:09

Lower Ground

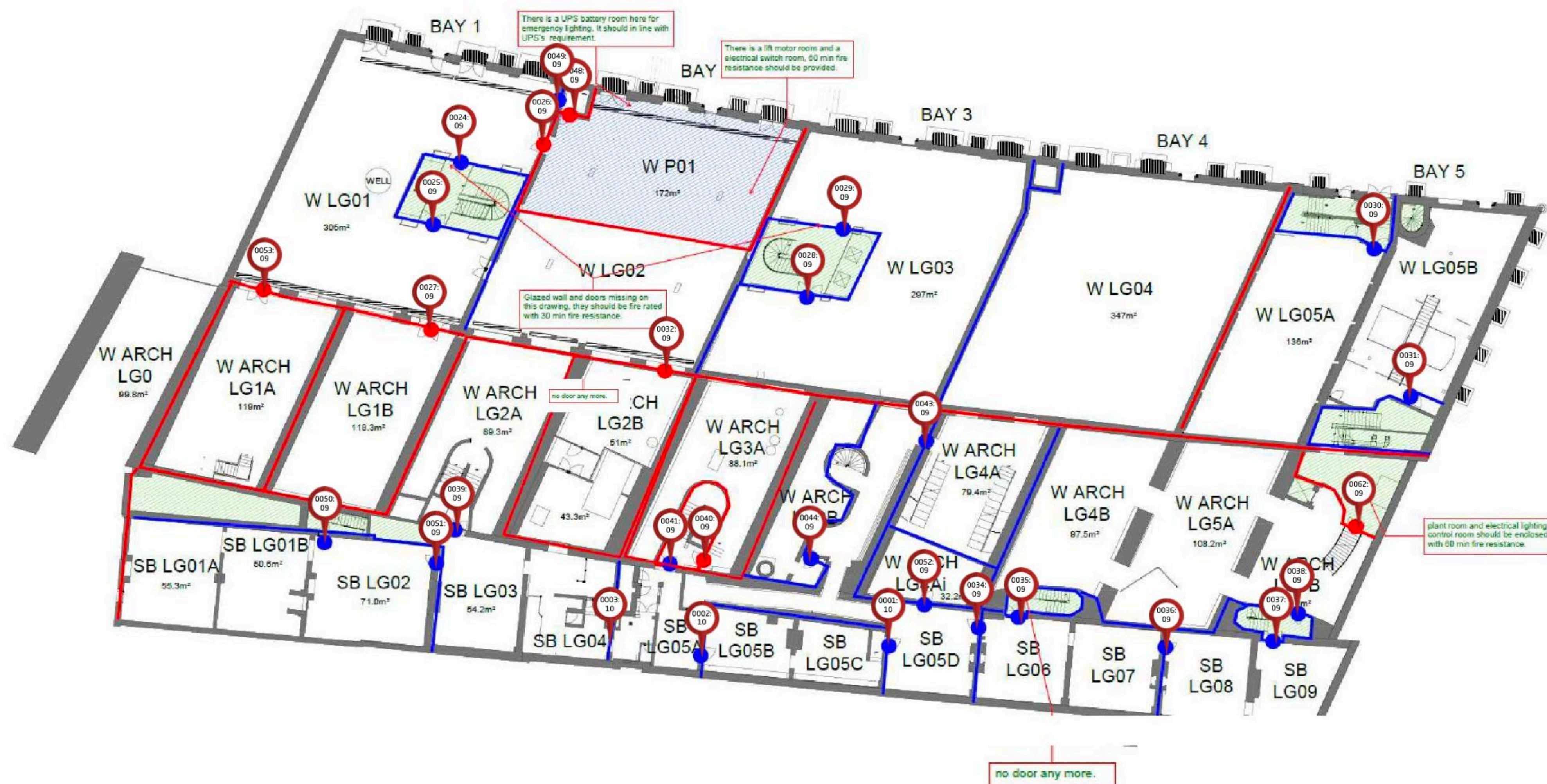


Image 21: NEO plan showing lower ground floor door PIN locations.

Ground Floor

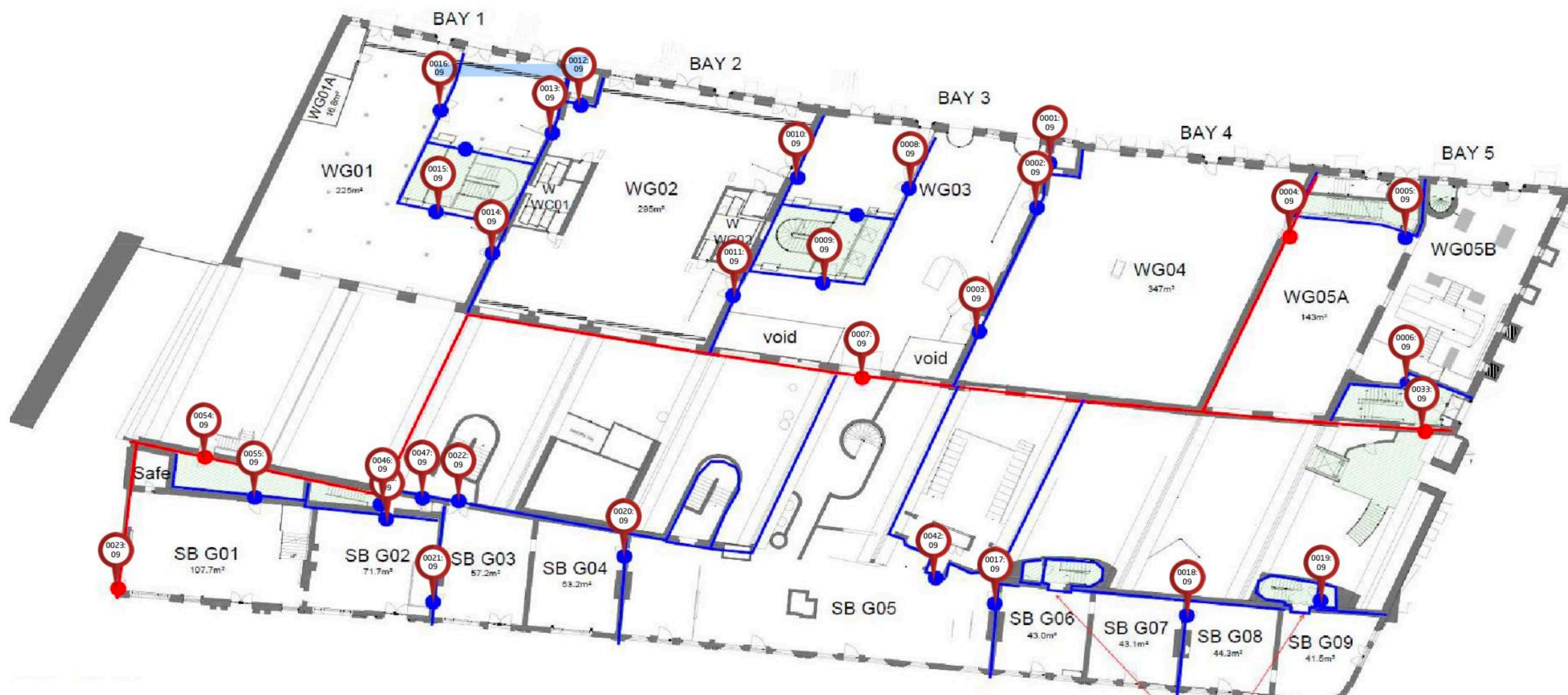


Image 22: NEO plan showing ground floor door PIN locations.

First Floor

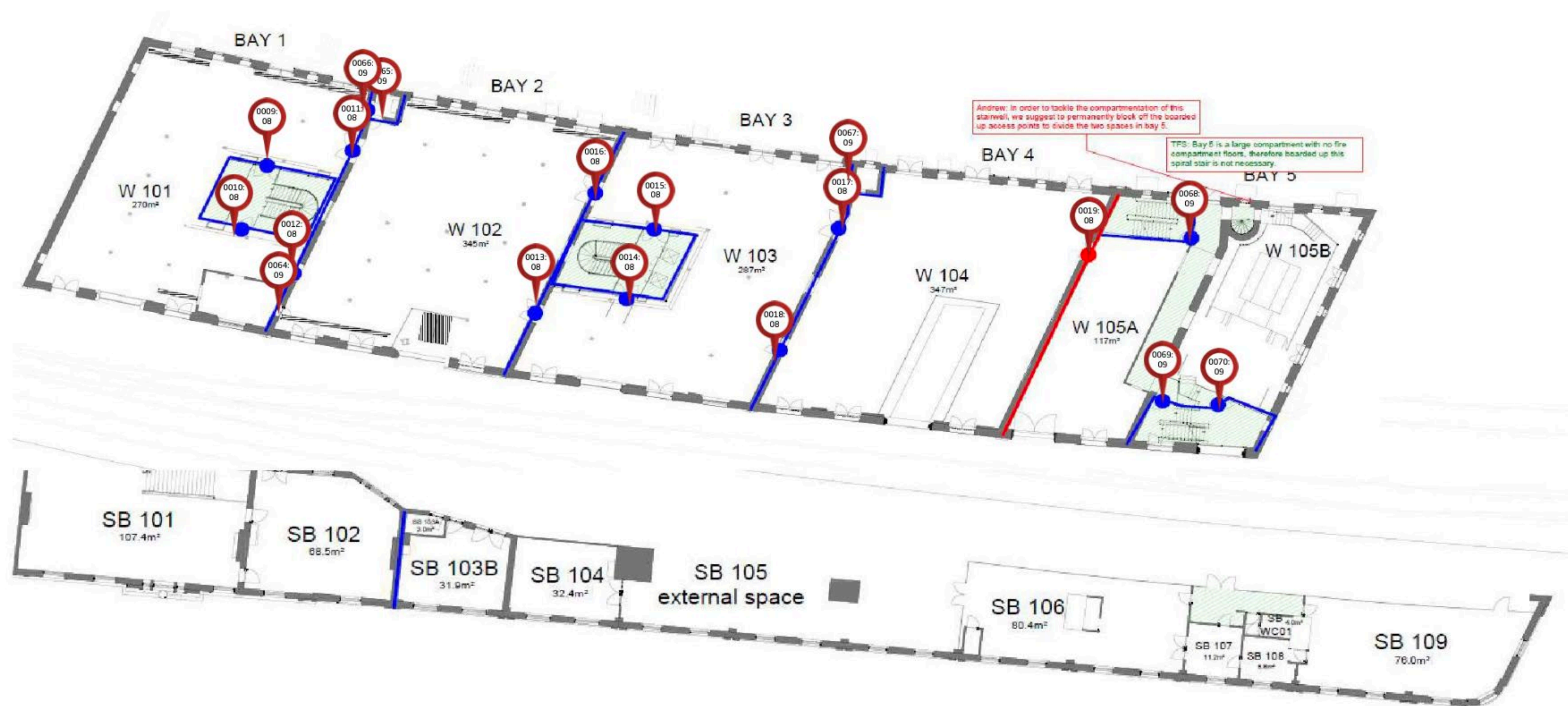


Image 23: NEO plan showing first floor door PIN locations.

PIN location: 0003:10
Methodology: DOOR_MET_258
Changes: Door absent. To be added in suitable style, including ironmongery, signage, closers and intumescent smoke seals.
Impact: Negligible. This will add a degree of partition which is not currently present which impacts the nature of the space but it is considered justified on the basis that fire separation is necessary and the use of a door will enable movement through the two spaces to remain.



Image 24: PIN Location: 003:10

7.0 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. They are considered to be in accordance with national policy.

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 encourages 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.

8.0 CONCLUSION

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 25 : Recent view of Liverpool Road elevation, showing Station Buildings.



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