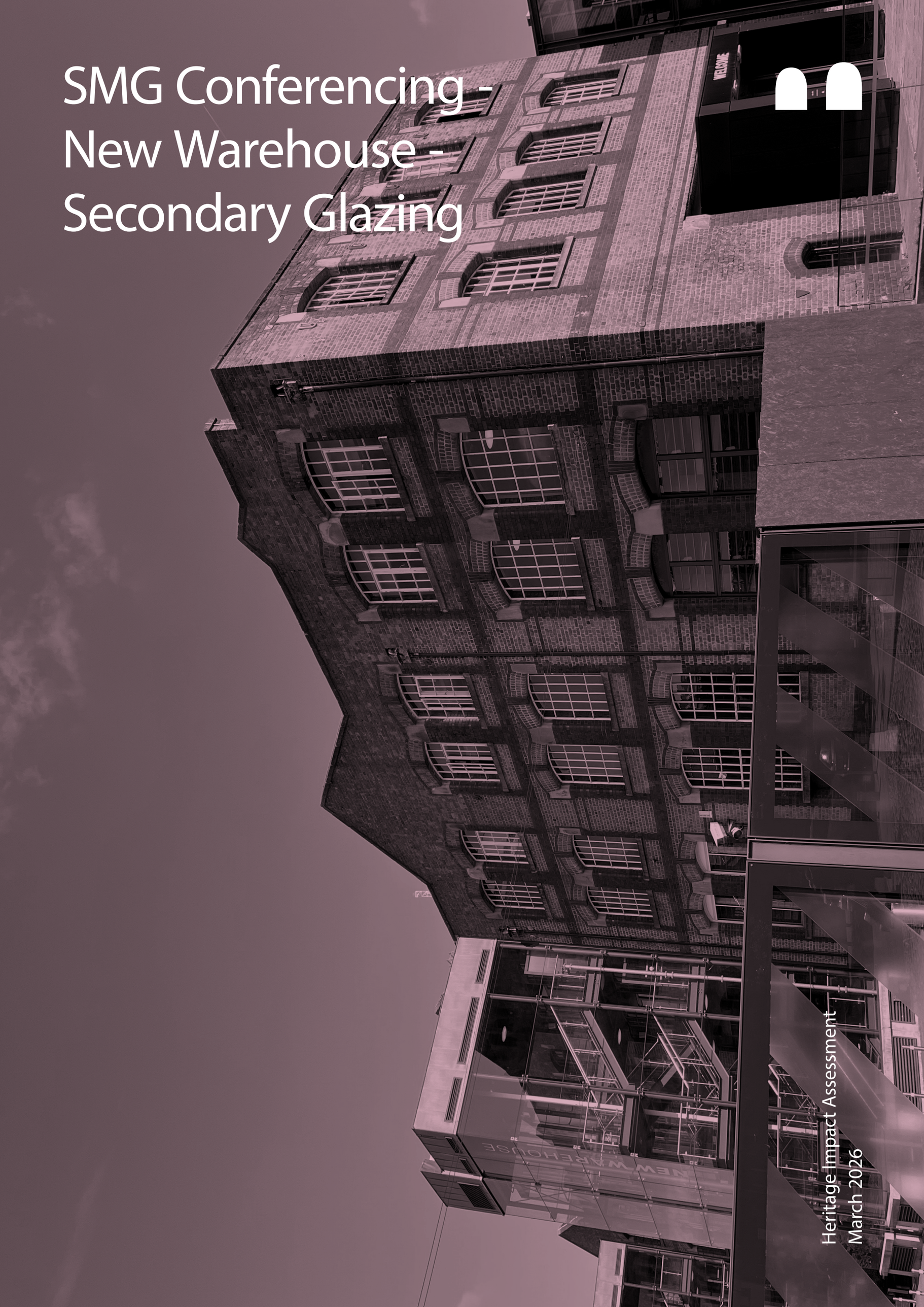
SMG Conferencing - New Warehouse - Secondary Glazing



Heritage Impact Assessment
March 2026

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1.0

Introduction

1.0 Introduction

1.1 Background

This Heritage Impact Assessment has been prepared to support the application for Planning and Listed Building Consent for proposed works to the Grade II listed New Warehouse that forms part of the wider Science and Industry Museum Site in Castlefield, Manchester. The following report provides an understanding of the heritage significance and setting of the asset to inform the development of an appropriate scheme.

This Statement has been prepared in acknowledgement of the multiple designations that apply to the assets across the site and the exceptional group value of the site as a whole. Due to exclusively internal nature of the works, this report will address the New Warehouse exclusively, as the scheme does not have the potential to impact upon the setting or fabric of other assets on the site.

1.2 Methodology

The document surveys the heritage, providing an overview of important information to foster better understanding of the site and its context. This is done through an assessment of historical development and the surrounding area. This is followed by an assessment of significance, based on the information gathered. Significance is assessed in relation to the heritage interests outlined by Historic England. The aim of the assessment is to understand the site through analysis of physical evidence and desktop research. A description of the site and its history will help to provide context for this significance assessment and inform the basis for heritage impact judgements.

This report has been written in accordance with the National Planning Policy Framework (December 2024), Historic England's Statements of Heritage Significance (2019), and Conservation Principles, Policies & Management for the Sustainable Management of the Historic Environment (2008), and BS7913 - British Standards Guide to the Conservation of Historic Buildings.

The Historic Environment Record (HER) has been consulted as standard and the results of the HER search have been used to inform the contents of the report.

This Statement is written without prejudice to previous reports about the site, particularly previous Heritage Statements and Assessments of Significance.

1.3 Authorship & Ownership

This document has been prepared by Freya Needham MA, Senior Heritage Consultant.at Buttress.

1.4 Summary of Scope

The design brief focusses on proposals to the second floor only, with works to the existing conference centre only.

The works will include:

- Installation of secondary glazing within Meeting Rooms B & C.

1.5 Location & Description

The Science and Industry Museum is located in the western part of Manchester city centre, on the site of the former Liverpool Road railway station.

The wider museum site is bounded to the north by a number of large warehouses including the site of the new Factory International building, to the south by Liverpool Road, to the east by Lower Byrom Street, and to the west by the River Irwell as well as Stephenson's Viaduct.

Figure 1 Location Plan

- Site Boundary

- Wider Museum Complex



2.0

Understanding the Heritage

2.0 Understanding the Heritage

2.1 Designation

The New Warehouse is Grade II listed (Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse, List Entry No. 1283016).

The museum site is located in the Castlefield Conservation Area, known for its canals, warehouses, and industrial architecture.

As well as the New Warehouse, the wider museum site also contains an additional 5 listed structures, as well as 2 curtilage listed structures. These are:

- Station Building - Grade I (Former Liverpool Road Railway Station Masters House, List Entry No. 1291477)
- 1830 Warehouse - Grade I (Old Warehouse to North of Former Liverpool Road Railway Station, List Entry No. 1282991)
- 1830 Viaduct - Curtilage to the Grade I listed 1830 Warehouse, see above.
- Water Street Bridge - Grade II (Railway Viaduct Linking Bridge Over Irwell to Liverpool Road Station, List Entry No. 1254726)
- 1867 Viaduct - Grade II (Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot, List Entry No. 1200805)
- New Warehouse - Grade II (Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse, List Entry No. 1283016)
- Upper Yard - Curtilage to the Grade II listed New Warehouse, see above.
- Power Hall & Gantry - Grade II (Power Hall Of Museum of Science and Industry, List Entry No. 1291458)

2.2 Building Identification

For the purpose of this report, assets will be referred to by the names detailed in the 'Museum Name' column.

Listing Name / Historic Name	Grade	Approx. Age	Museum Name (used within this report)	Other Name(s)
Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse	II	1878 - 1880	New Warehouse / Main Building	Great Western Railway Warehouse, Continental Warehouse, Lower Byrom Street Warehouse
Former Liverpool Road Railway Station, and Station Master's House	I	1830	Station Building	Passenger Station or Departure Station
Old Warehouse to North of Former Liverpool Road Railway Station	I	1830	1830 Warehouse	The Old Warehouse
Curtilage to Old Warehouse to North of Former Liverpool Road Railway Station	Curtilage to Grade I	1830	1830 Viaduct	
Railway Viaduct Linking Bridge Over Irwell to Liverpool Road Station	II	1830	Water Street Bridge	
Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot	II	1867	1867 Viaduct	The Pineapple Line
Power Hall of Museum of Science and Industry	II	1855	Power Hall (including Gantry and Offices)	Shipping Shed, Transit Shed, Goods Shed, Freight Shed

2.3 Description of Area Affected by the Proposals

The following description focuses on the area of the New Warehouse which is to be impacted upon by the proposals. A comprehensive description of the whole building can be found in the site's 2007 Conservation Plan[1]

Full listing description for the listed structure is provided in 8.2 Appendix 2: Listing Description.

2.3.1 Site Overview

The Science and Industry Museum is spread across several historic buildings that are connected by walkways and outdoor spaces. The museum is located on the site of the former Liverpool Road Railway Station, which was the terminus of the world's first intercity passenger railway. The buildings that house the museum are all listed and include the New Warehouse, the Power Hall, the 1830 Warehouse, and the Air and Space Hall.

Throughout the museum complex, there are a number of outdoor spaces and walkways that allow visitors to explore the historic buildings and enjoy views of the surrounding area. The museum's layout is designed to be both educational and engaging, while retaining the industrial character and general spacial layout associated with its historic use.



Figure 2 New Warehouse South Elevation and Upper Yard



Figure 3 New Warehouse South and West Elevations

2.3.2 Second Floor

The Second floor space of the New Warehouse is now largely subdivided into multiple scapes, used for conferencing, meetings, education and teaching. Floor and wall finishes are largely modern with the exception of the exposed brick walls arounf the perimeter. Spaces are open to the roof, with the trusses and rooflights visible throughout.





Figure 4 Top: Second Floor Interior

Figure 5 Bottom: Second Floor Windows

3.0

History & Development

3.0 History & Development

The following provides a summary history of the New Warehouse. A full site history can be found in the site's 2007 Conservation Plan[2]

3.1 New Warehouse: Summary of History & Development

The New Warehouse, or Great Western Warehouse, was constructed between 1878 and 1880 following a destructive fire in 1866 and the subsequent acquisition of a parcel of land large enough for the building by the London and North Western Railway.

The building was four storeys, the bottom of which was at basement level in relation to the lower yards.

Two railway tracks ran into the west end of the Great Western Warehouse from the 1867 viaduct across an apron, which was created by the westward projection of the building at basement level. Their loading platforms were integral to the structure. To join up the two viaducts and create access to the 1830 viaduct, a roughly triangular extension was made to the latter so that the two viaducts converged. Four new tracks were laid between the Shipping Shed and Great Western Warehouse, three from the 1830 viaduct and the other from the 1867 viaduct, all running through to the east end of the Station. These were linked by a cross track running from the inner end of the Shipping Shed to and in front of the west end of the Great Western Warehouse. The crane gantry, equipped with two 10-ton travelling cranes and abutting the Shipping Shed, was erected during this period.[3]

The Warehouse was not significantly modified during its railway life and, becoming the only operational warehouse as goods traffic declined, was maintained in good working order through to the closure of the Station.[4] The warehouse was sold to Greater Manchester Council [sic] in 1982, for use as part of the museum.

The Museum renovated and converted the Warehouse in several phases between 1984 and 2000. Initially minimal works were carried out in order to allow the ground floor to be used for gallery space, meeting space and workshop facilities, and the basement for large object storage.

The first major scheme was carried out in 1987-88. Its key objectives were the conversion and partitioning of the eastern half of the upper floors to provide gallery space, education facilities and conference facilities, and the reconfiguration and partitioning of the eastern half of the ground floor to provide a new main entrance, toilets and shop, whilst retaining gallery space. In order to provide adequate visitor access to the upper floors, a ground-to-roof slit was cut through the western half of the building to accommodate a ramp and a lift, which, in combination with the insertion of skylights in the roof, increased the natural light at ground, first floor and second floor levels. The slit also served to reveal the internal structure of the Warehouse at the entry points. Three fire escape staircases were located on the external walls.

In 1989, the easternmost quarter of the basement was converted to form the Museum's Library and Record Centre, conforming to BS5454, and the former van yard was decoratively paved to create a forecourt with anamorphic sculptures. In 1992, the Museum shop was extended by building a new glass frontage on Lower Byrom Street flush with the entrance frontage, thus occupying the forecourt, which was reinstated to the south. A self-contained large object store was created in the basement in the same year. In 1995-96, the ground floor was reconfigured by the creation of a Changing Exhibition Gallery in the space formerly occupied by the Textiles Gallery, followed by the conversion of the former restoration workshop to accommodate a new, larger Textiles Gallery, thus making the whole ground floor a public area. In addition to new partitioning, this development entailed the insertion of a raised floor over part of the original rail well in the Changing Exhibition Gallery space and the introduction of a ramp, providing access to the southern loading deck, and two bridges across the rail well in the Textiles Gallery.

Upon completion of these internal works, the Museum decided to waterproof the 'apron' between the west elevation of the Lower Byrom Street and the colonnaded viaduct, which forms the ceiling of the westernmost section of the Warehouse basement. Preparation for the tanking work revealed two rail turntables, which were recorded.

The second major renovation scheme took place in 1999-2000. It entailed the conversion of the vacant western halves of the first and second floors of the Lower Byrom Street Warehouse, the construction of a largely glass lift and stair tower and a fire escape tower abutting the west elevation and the expansion of the shop extension. The latter element involved extending the frontage closer to the road, in order to accommodate new entrance facilities as well as a shop, and adding a first floor, in order to create an office and boardroom suite for the Museum's Directorate. The western half of the first floor was partitioned to extend the Learning Centre and provide a large permanent gallery space, now the Manchester Science Gallery. The top floor was partitioned to create a large restaurant (with kitchen), with a raised floor at the western end, a reconfigured interactive science gallery, Xperiment, and two new meeting rooms. In the basement, a new concrete floor was laid along the southern side and the space was re-partitioned to enlarge the existing objects store and create new storage for smaller object and new visitor facilities, whilst retaining the existing Library and Record Centre. Together with the new stores and staff workshops in the adjacent Colonnade, these facilities formed the new Collections Centre.[5]

Between 2009 and 2010, Buttress Fuller Alsop Williams Architects (now Buttress Architects Ltd.) completed another round of restoration and expansion works to the New Warehouse.

The works included the removal of modern ramps, staircases and partitions, the introduction of a series of new partitions, the construction of a new entrance extension, the construction of glazed external stair cores and rooflights.

In 2021, the lower ground floor of the New Warehouse was converted into the Special Exhibitions Gallery (SEG). The SEG connects out to the lower yard with a secondary entrance leading to the undercroft of the 1867 Viaduct.



Figure 7 Image Showing the New Warehouse and Gantry, 1978 © Manchester Libraries, M62941


MANCHESTER STUDIOS

4.0

Assessment of Significance

4.0 Assessment of Significance

Following guidance outlined in Historic England's Conservation Principles, Policies and Guidance (2008), along with the more recent Historic England Advice Note 12 Statements of Heritage Significance: Analysing Significance in Heritage Assets, the following section will aim to assess any heritage interest(s) that the site might hold.

The level of significance will be assessed based on the scale below:

Exceptional: Heritage interests having national or international importance, usually found where assets are designated at grade II*, grade I, scheduled monuments and UNESCO World Heritage sites.

High: Heritage interests having national importance, usually found where assets are designated at grade II*.

Medium: Heritage interests having regional importance, usually found where assets are designated grade II. Also, generally applies to Conservation Areas.

Low: Heritage interests that make a positive contribution to their area, group or setting. Usually, non-designated heritage assets and historic townscapes.

Neutral: Historically unimportant. These ratings are intended to address the heritage values outlined below, and do not relate to the significance of specific buildings, spaces, or areas of fabric.

Understanding of significance is broken down into the following categories:

Archaeological Interest

There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Architectural & Artistic Interest

These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

Historic Interest

An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

NOTE: The following provides a high level summary of the overall significance of the asset, proportional to the scale of proposed works. This is supported by a statement outlining the overall significance of the areas which will be affected by the proposed development to help better inform the impact assessment.

The significance has been written and understood in accordance with the Statement of Significance found in the 2007 MoSI (now SIM) Liverpool Road Station: Conservation Management Plan, for consistency.

4.1 Summary of Overall Significance of the New Warehouse

4.1.1 Archaeological Interest

The archaeological interest of the New Warehouse is considered low across all periods due to significant ground disturbance caused by the construction of the warehouse and its associated infrastructure:

- Prehistoric: Evidence of prehistoric activity in the area is minimal, limited to a few stray finds from nearby excavations. The potential for in situ remains within the site is very low.
- Roman: While the area lies within the possible boundary of the Roman vicus (settlement) associated with the Castlefield fort, earlier investigations and trial pits suggest that any Roman remains under the warehouse footprint have been entirely destroyed. Surviving remains are more likely in adjacent, less-disturbed areas such as the Upper Yard, though the likelihood is still low.
- Medieval: There is no significant evidence of medieval activity in the site area. Any potential finds are likely to be accidental, reflecting agricultural use rather than settlement.
- Post-medieval: The area transitioned from agricultural to industrial use in the 19th century. Some fragmentary remains of workers' cottages have been identified in the Upper Yard, but no remains survive beneath the warehouse.

4.1.2 Architectural & Artistic Interest

The New Warehouse possesses medium architectural and artistic interest:

- Aesthetic Value: The New Warehouse has high aesthetic value as a handsome late-19th century bonded warehouse with a decorative and functional use of blue engineering brick. Its grand scale, industrial aesthetic, and functional design all contribute to its architectural interest, as well as the character and appearance of the wider streetscape and the broader townscape of Castlefield.
- Form and Function: The building's original internal structure, form and layout is demonstrative of the building's original use and cutting edge fireproof construction. The entrances for railway lines through the western elevation from the 1867 Viaduct also contribute to its significance as they demonstrate the building's original use. As the last of the Liverpool Road Station buildings, it illustrates the evolution of construction techniques and goods handling technology, and provides a striking contrast to the original 1830 Warehouse.

4.1.3 Historic Interest

The New Warehouse has high historic interest:

- Illustrative Development: The New Warehouse was originally constructed in the late 19th-century as part of the continued development of Liverpool Road Station, the world's first passenger railway station. The warehouse was built following the end of passenger services at Liverpool Road Station and is representative in the shift to goods handling and processing. The warehouse is symbolic of the last phase of Victorian railway expansion, when traffic was still expanding. By this period, there was little opportunity for the creation of new independent railways, but there was potential for existing railways to extend their networks and thus increase their traffic.
- Economic and Industrial Interconnection: The New Warehouse exemplifies the interdependence of railways and industrial growth, symbolising the Victorian railway expansion era and the economic impact of railway-driven trade and resource consumption.
- Communal Interest: The warehouse and the broader station site are of great local and national significance, valued as an educational and cultural resource. The site continues to hold and develop communal value as a place of conservation, recreation and education.

4.1.4 Summary of Overall Significance

The New Warehouse's medium heritage significance is captured by its Grade II designation.

The building is representative of the growth, expansion and change in use of the Liverpool Road Station site. The building is of high architectural quality and its form and layout is indicative of its former industrial use.

Along with surrounding buildings, the New Warehouse contributes to the group value held by the assets on the museum site. The warehouse contributes to the surrounding townscape and takes a landmark streetscape position on approach to the museum.

The overall heritage significance of the New Warehouse is medium.

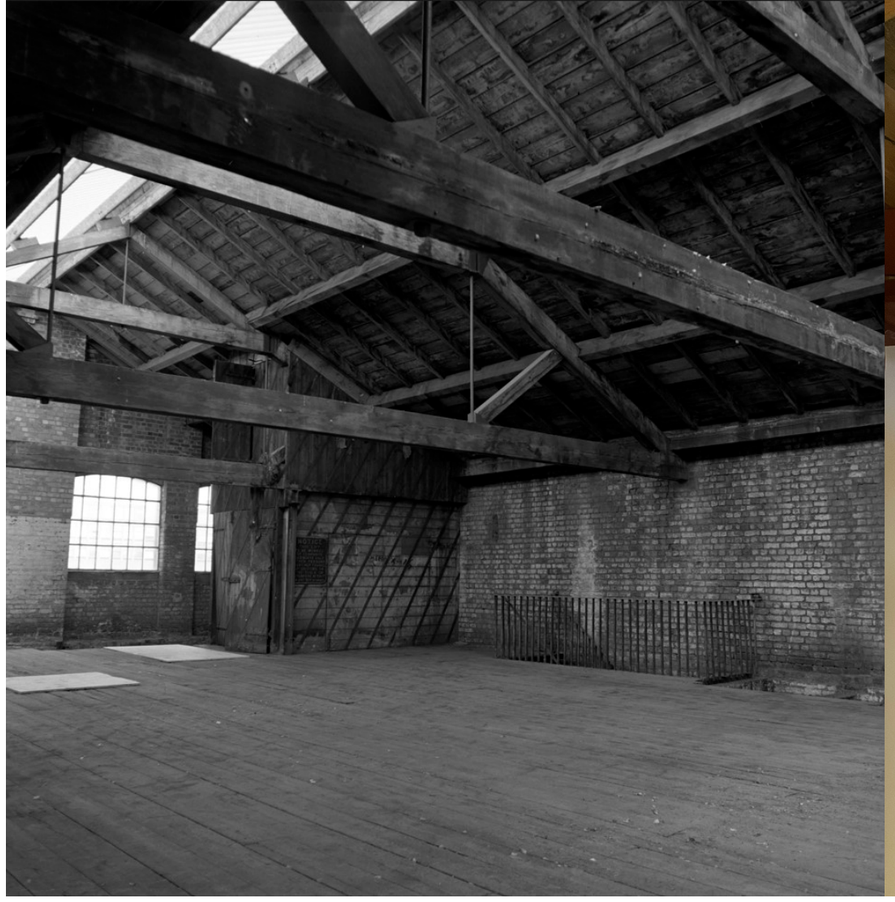
4.2 Significance of Affected Area

The second floor space of the New Warehouse is significant in it's functional layout and design and illustrative value in relation to the building's former use. The large open plan layout is indicative of the space's original function as a storage area, differing from the layout of those below, with a more simple layout.

The building's complex and attractive roof trusses are visible within the space, contributing to it's character and illustrating the level of engineering a design incorporated into Victorian Industrial infrastructure.

The second floor is however host to a number of more modern interventions and finishes; the floor finishes replaced c.2010, and a number of modern partitions installed over recent years to facilitate the building's educational, conferencing and work spaces. The roof covering is currently being replaced as part of recently consented works. A full planning history, detailing further recent works can be found in the supporting DAS.

Overall, the significance of the space is low/ medium in the context of the asset as a whole, with largely modern finishes, subdivisions.





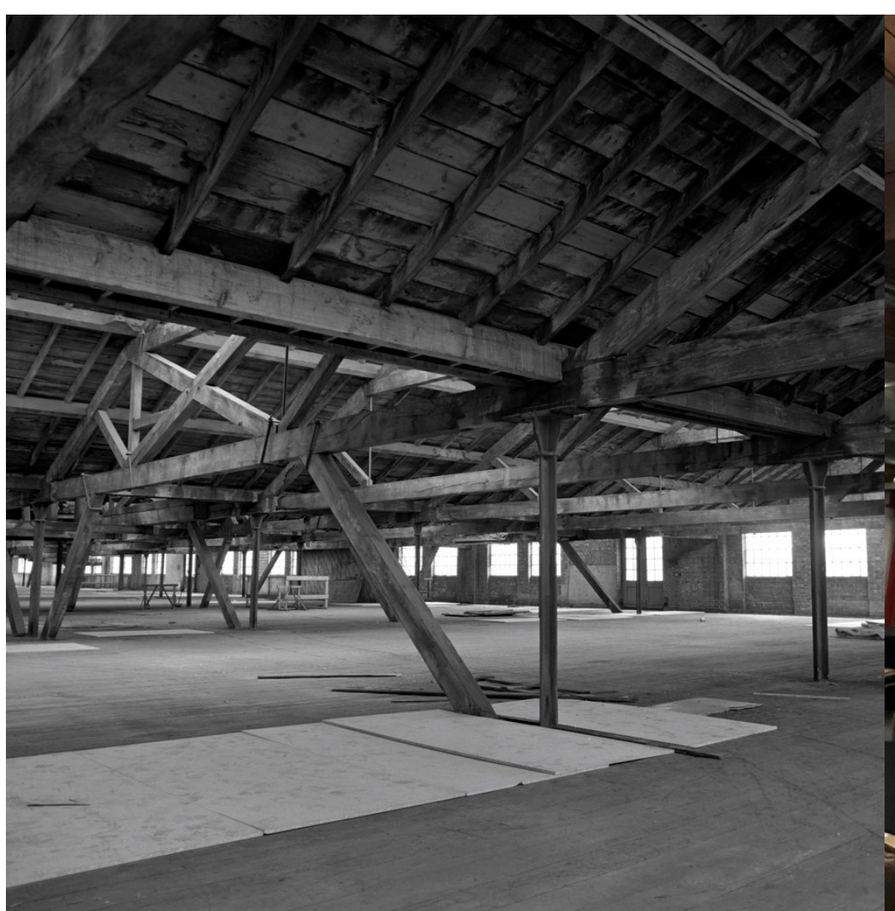




Figure 8 Top Left: Second Floor 1987
Figure 9 Top Right: Second Floor, Present
Figure 10 Bottom Left: Second Floor 1987
Figure 11 Bottom Right: Second Floor, Present



5.0

Heritage Impact Assessment

5.0 Heritage Impact Assessment

5.1 Methodology

Impacts will be assessed and scaled per British Standards BS7913 guidance for the scale of impacts, which correlates with the ICOMOS Guidance on Heritage Impact Assessments. ICOMOS suggest a 9-point scale spectrum for defining the impacts of proposed changes, which is included here in Figure 14. This scale is a useful tool within the context of the benefit and harm dichotomy of the NPPF. The scale provides the opportunity for beneficial outcomes to be quantified, balanced, and considered alongside the NPPF outcomes of: no harm, less than substantial harm, and substantial harm. Together they create a holistic approach to assessment.

5.1.1 Assessment of Scale of Specific Impact and Change

The scale of change is based on the level of proposed intervention and how much potential the intervention has to alter fundamental principles of significance of the asset. The scale of impact relates this to the significance of the asset in question. It is important to note that impacts can be both direct and indirect, and do not only relate to the physical fabric. Change and impact can also be primary or secondary; temporary or permanent; reversible or irreversible; and may arise as a consequence of construction or operation of the proposed development. For the purpose of this assessment, the following definitions have been applied:

Direct impacts are those that arise as a primary consequence of the Scheme. Direct impacts can result in the physical loss of part or all of an asset, and/or changes to its setting. Setting is, 'the surroundings in which a place is experienced, its local context, embracing present and past relationships to the adjacent landscape.'

Direct impacts resulting in physical loss are usually permanent and irreversible; normally occur as a consequence of construction; and are confined within the development footprint. The magnitude of these impacts will depend on the proportion of the asset affected, and whether its key characteristics would be affected.

Direct impacts that affect the setting of an asset can occur as a consequence of construction or operation of the scheme and can affect assets some distance from the development. Assessment of impacts on setting refers to perceptible visual and aural effects that can be appreciated at a given time. Such impacts may be temporary or permanent, reversible or irreversible depending on the extent to which the cause of the impact can be removed. Impacts may also be transient where occurrence is sporadic or of limited duration, for example related to hours of operation or the frequency of passage of vehicles.

Indirect impacts occur as a secondary consequence of construction or operation of the development, and can result in physical loss or changes to the setting of an asset beyond the development footprint.

Severity of impacts has been judged taking into account their direct and indirect effects and whether they are temporary or permanent, reversible or irreversible. The cumulative effect of separate impacts has also been considered. The magnitude of impact (summation of direct and indirect impacts) is assigned one of the descriptors; impacts may be adverse or beneficial.

VALUE OF HERITAGE ASSET	SCALE & SEVERITY OF CHANGE/IMPACT (EITHER ADVERSE OR BENEFICIAL)				
	No Change	Negligible Change	Minor Change	Moderate Change	Major Change
Very High (Grade I/Scheduled Monument)	Neutral	Slight	Moderate/ Large	Large/Very Large	Very Large
High (Grade II*)	Neutral	Slight	Moderate/ Slight	Moderate/ Large	Large/Very Large
Medium (Grade II/ Conservation Area)	Neutral	Neutral/Slight	Slight	Moderate	Moderate/ Large
Low (Locally Listed)	Neutral	Neutral/Slight	Neutral/Slight	Slight	Slight/ Moderate
Negligible (Non-Designated)	Neutral	Neutral	Neutral/Slight	Neutral/Slight	Slight

Figure 12 Significance/Scale of Impacts Table

No Change	Negligible Change	Minor Change	Moderate Change	Major Change
No material change to the heritage asset or its setting.	A small change or alteration, but unimportant. Having no visual or indirect impacts on the asset or its setting. Slight changes to use or access.	A small change to an element of fabric or setting that results in a noticeable difference. Limited indirect impacts or changes to character.	Changes to an element, including replacement, or insertion of a new element, where the asset or its setting has clearly been modified. Noticeable indirect impacts.	A change of great extent, including the complete removal of an element. Changes to most or all of the asset or its setting. Total alteration of the asset. Extreme indirect impacts.

Figure 13 Definition of types of change

Major beneficial	Moderate beneficial	Minor beneficial	Negligible beneficial	Neutral	Negligible adverse	Minor adverse	Moderate adverse	Major adverse

Figure 14 9-point scale of impact

6.0 Impact on the Second Floor Space

6.1 Secondary Glazing

6.1.1 Context and Summary of Works

The proposal is to install secondary glazing in order to enhance the acoustic performance of the conference centre and to reduce noise intrusion from the museum and upper yard, which will be frequently used by the public and visiting school groups.

6.1.2 Impact Assessment

Due to the varying and narrow depth of the existing stone cills, and to accommodate the specification requirements of the proposed secondary glazing units, the timber subframe will need to be fixed proud of the existing window openings. This will necessitate the installation of new timber battens at the cill and window head to provide a secure fixing point for the secondary glazing system.

Where feasible, fixings will be located within existing mortar joints in order to minimise direct intervention with historic masonry. Subject to the results of pull-out tests and the manufacturer's fixing requirements, it may be necessary for a limited number of fixings to be located directly within the brickwork to ensure a robust and safe installation. In such cases, intervention will be carefully controlled, with fixing points kept to the minimum required to achieve structural stability. All fixings will be fully reversible and capable of repair should the secondary glazing units be removed in the future.

The proposed secondary glazing units have been designed to align with the existing window hierarchy in order to minimise visual impact. The mullions of the new units will match the proportions and positions of those within the existing windows so that the visual rhythm of the glazing pattern is retained when viewed internally. While the single transom within the secondary unit will be marginally deeper than that of the existing window, this increase is necessary to provide adequate structural support for the unit and to accommodate the sliding mechanism. The sliding system will allow the existing windows to remain accessible for maintenance and cleaning, thereby supporting their long-term conservation.

The secondary glazing units will be finished in a dark grey paint colour to match the existing internal window colour scheme. This will help ensure that the units visually recede within the opening and minimise their presence when viewed internally. Due to their internal location within the window reveals, the secondary glazing units will not be visible in more significant external views of the building and will therefore not affect the building's external appearance or its contribution to the wider setting.

The installation of the secondary glazing will provide notable improvements in thermal performance and acoustic insulation. These improvements will enhance the comfort of internal spaces and support the continued viable use of the building, thereby contributing to its sustainable long-term conservation.

Overall, the works involve a limited and carefully controlled level of intervention with historic fabric, primarily associated with the installation of fixings. This level of intervention is considered minor and reversible. Any slight harm arising from the fixing methodology is outweighed by the benefits delivered through improved environmental performance, increased comfort for occupants and visitors, and the continued sustainable use of the building.

As such, the proposals will result in less than substantial harm at the lowest end of the scale to isolated areas of fabric, and will result in no harm to the overall significance of the heritage asset.



6.0

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7.0 Bibliography & Sources

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Manchester Archives, visited 23rd February 2023.

7.0

Appendices

8.0 Appendices

8.1 Appendix 1: Endnotes

1 Katherine Sather, Museum of Science and Industry (MoSI) Liverpool Road Station: Conservation Management Plan (Altrincham: Katheryn Sather & Associates, 2007)

2 Katherine Sather, Museum of Science and Industry (MoSI) Liverpool Road Station: Conservation Management Plan (Altrincham: Katheryn Sather & Associates, 2007)

3 Ibid, 71.

4 Katherine Sather, Museum of Science and Industry (MoSI) Liverpool Road Station: CONSERVATION MANAGEMENT PLAN APPENDIX 1: GAZETTEER, 2007, 120

5 Sather, 2007b, 121

8.2 Appendix 2: Listing Description

8.2.1 New Warehouse

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1283016

Date first listed: 06-Jun-1994

List Entry Name: MANCHESTER MUSEUM OF SCIENCE AND INDUSTRY, FORMER LOWER BYROM STREET WAREHOUSE

Statutory Address 1: MANCHESTER MUSEUM OF SCIENCE AND INDUSTRY, FORMER LOWER BYROM STREET WAREHOUSE, LOWER BYROM STREET

Location

Statutory Address: MANCHESTER MUSEUM OF SCIENCE AND INDUSTRY, FORMER LOWER BYROM STREET WAREHOUSE, LOWER BYROM STREET

The building or site itself may lie within the boundary of more than one authority.

District: Manchester (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SJ 83172 97868

Details

MANCHESTER

SJ8397NW LOWER BYROM STREET 698-1/30/230 (West side) Manchester Museum of Science and Industry, former Lower Byrom Street warehouse

GV II

Formerly known as: Lower Byrom Street Warehouse of Liverpool Road Station LOWER BYROM STREET. Railway goods warehouse, now part of museum complex. 1880, altered. Red brick with dressings of red brick and some sandstone, slate and glass roof. Large rectangular plan on east-west axis with entrances for railway lines through west end. Three storeys and basement, with south facade of 7 gabled bays, each bay having 2 pairs of windows; blue brick plinth and bands between floors with vertical strips extended to the windows; segmental-headed windows diminishing in the height, with stone imposts and blue brick keystones and arch-bands, iron-framed small-pane glazing; large segmental-headed wagon archways to the 2nd, 3rd and 5th bays, 2-stage loading slot to the upper floors of the 3rd bay. Eight-window west end, with 2 large square train entrances at ground floor; staggered east end with 4-window main facade, altered entrance at ground floor.

Listing NGR: SJ8317297868

Buttress

Architects | Masterplanners | Heritage Consultants