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HERITAGE STATEMENT

NEW WAREHOUSE, SECURITY CAMERA
SCIENCE + INDUSTRY MUSEUM

REVISION	
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ARCHITECTURE + HERITAGE

AMAZON HOUSE • BRAZIL STREET

MANCHESTER • M1 3PW

CONTENTS

1.0 INTRODUCTION 4
2.0 LOCATION + DESCRIPTION 6
3.0 HISTORY + SIGNIFICANCE 8
4.0 PROPOSALS + IMPACT 10
5.0 PLANNING CONTEXT 12
6.0 CONCLUSION 14



Image: New Warehouse, Science and Industry Museum, Manchester.

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1.0 INTRODUCTION

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Image: New Warehouse, Science + Industry Museum, Manchester.

This Heritage Statement accompanies a listed building consent application for the installation of one security camera to the interior area in the lobby to the cafe at the New Warehouse, Manchester Science and Industry Museum. It was produced by Atelier MB in August 2026 and its author is Laura Jessup, MA History and Theory of Architecture, PGCert. Conservation of the Historic Environment.

A full description of the site and its history is contained within the Conservation Management Plan produced in 2007 by Kathryn Sather.

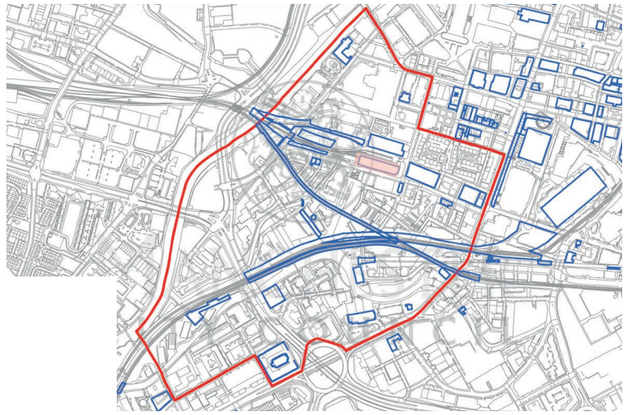
This document includes a brief overview of history and significance.

2.0 LOCATION + DESCRIPTION

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The New Warehouse is the main block of the museum, currently housing the entrance, the shop, café, exhibition spaces and meeting areas. It sits to the North-East of the museum site, and its side elevation faces Lower Byrom Street, off which the main visitor access is positioned.

The New Warehouse is a Grade II listed building and dates from 1880. An extract from the Historic England Grade II listing is included here.
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



Images, Above: Castlefield Conservation Area, site highlighted.

3.0 HISTORY + SIGNIFICANCE

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



Image: The New Warehouse in 1964 (Manchester Archives).

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.

The 'New Warehouse' was built in 1880, following the purchase by the Railway Company of land bounded by Grape Street and Lower Byron Street. It was specifically built for use by the Great Western Railway and housed both the goods and livestock which were transported on the railway. It was four storeys, with the surrounding levels meaning the track side had a basement, but the yard and Water Street sides did not. Two railway tracks ran into the western end of the building, with loading platforms. The four-storey construction was, unlike the earlier warehouses, designed to be fireproof, with the use of cast iron columns with wrought iron beams internally. The station and its buildings handled huge amounts of goods throughout the late 1800s and into the first quarter of the twentieth century with traffic as diverse as cotton, grain, timber and meat.

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

Following negotiations, and with pressure from the Liverpool Road Station Society, part of the site including the Station Building and 1830s Warehouse was sold to Greater Manchester Council in 1978 for £1, with formal transfer of ownership in 1982. The New Warehouse was bought by GMC in 1982 to house the new Greater Manchester Museum of Science and Industry, which 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.

The upper floors were later partially renovated and converted to museum use by BDP (late 1980s), with alterations including insertion of a ramp and lift, fire escape stairs, restaurant, education and conference spaces, and a new main entrance to Lower Byrom Street. The library and records areas were added in the basement in 1990 and in 1992 the shop was extended with a new frontage and additional basement storage created. In 1995 funding allowed further works and Ian Simpson Associates designed the changing exhibition

gallery with a partial new floor inserted. Between 1996 and 2000, the remainder of the first and second floors of the New Warehouse were converted, a new glass lift and stair tower added, the shop further extended, first floor partitioned and top floor restaurant formed, alongside a new interactive zone and meeting rooms. The basement record and library areas were altered with storage capacity increased. Work on the New Warehouse was undertaken again in 2009-10, incorporating a Learning Centre, Conference Centre, new shop facilities and new main entrance.

A series of upgrading and repair works are taking place across the estate, including to the roof, gutters, windows, and masonry at the New Warehouse.

SIGNIFICANCE

The New Warehouse is a component part of the oldest purpose-built passenger/goods railway in the world. The Liverpool Road site as a whole is of national and global significance as the first of its kind and the model for others that followed. Historically, the whole site, including the New Warehouse is of the highest value, for its broader associations with railway pioneers and for its wider global influence on the development of railway transport. The associated communal value, both at the time of their development and today, as an educational and historical resource, is of the highest order.

Liverpool Road remains the most complete surviving early railway station complex in the world and the historic buildings make a unique and highly positive contribution to the Castlefield Conservation Area and the wider city.

The site demonstrates the connections between railways and industry, which developed over the nineteenth century, and which made a substantial impact on the development of Manchester and the wider UK economy.

The New Warehouse is a significant component part of the station complex and is a good example of the evolving design of railway warehousing. Its importance is reflected by its Grade II listed status.

Architecturally and aesthetically, the New Warehouse embraced fire-proofing technology and represents a distinct shift from the early warehousing form (for example, at the 1830s warehouse). The engineering and form displayed in the Liverpool Road buildings went on to influence railway development around the globe.

The New Warehouse is an imposing structure in this part of Castlefield. It is a well-recognised landmark and makes an important contribution to the street scape and wider Castlefield Conservation Area. It has high significance architecturally, aesthetically, and evidentially. In recent decades, the New Warehouse has formed the main visitor building for the Science and Industry Museum, a well visited attraction for local people and tourists to the city. This has given the New Warehouse an increased communal value and the building is a local landmark.

CONSERVATION AREA

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

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

4.0 PROPOSALS + IMPACT

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Proposal: Security camera fixed to internal brick wall in the area between the lobby and the cafe, ground floor, New Warehouse. To use existing power run and fixing screws x2 to be sited within mortar joints.

Impact upon significance: Minor. The new camera is limited in size with minor visual impact. The fixings to brickwork are the minimum required to allow for securing camera and fix through mortar joints. Power links to existing supply, which is contained in surface mounted metal conduit, as approved in other areas of the museum. Changes are reversible and will only require two 5mm diameter holes to be filled.





Images: New security camera, installed to existing power supply in lobby to cafe area, New Warehouse.



Images: Two penetrations to mortar joints, required to secure camera from behind.

5.0 PLANNING CONTEXT

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National Policy

National policy for planning, including legislation related to heritage is contained within the NPPF (National Planning Policy Framework).
Paragraph 207 states that in determining applications, local authorities should require an applicant to describe the significance of any heritage assets. This statement meets that requirement.

Paragraph 210 states that in determining applications, local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness.

212 When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).

Local Policy

Local policy reflects principles established in the NPPF and is contained within the Local Development Framework Core Strategy, 2012. Of particular relevance are CC9, which states that development should preserve or enhance listed assets; and EN3 which states the Council will encourage development that complements and takes advantage of historic and heritage features of neighbourhoods.

Places for Everyone is Greater Manchester's joint development plan. Policy JP-P2 relates to heritage and states that particular consideration will be given to ensuring 'the significance of key elements of the historic environment which contribute to Greater Manchester's distinct identity and sense of place are protected from harm' and that positive management and integration of heritage should be informed by 'delivering positive benefits that sustain and enhance the historic environment as well as contributing to the economic vitality, accessibility and environmental quality of a place.'

Proposals are considered to accord with both local and national planning policy.

6.0 CONCLUSION

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The proposals have been designed to achieve security for the listed building, with minimal intervention. Proposals are necessary, appropriate, and proportionate. There is no harm to the integrity of the asset, nor to its significance, as a result of these works. Overall, the proposal is considered to be a safe-guarding measure and will positively enhance the listed asset, by reducing potential risk to the building and its users.

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