

Trinity Islands Manchester

Heritage Statement

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DRAFT

Prepared for:

Renaker Build Ltd

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Trinity Islands, Manchester - Heritage Statement

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EXECUTIVE SUMMARY

In September 2021, Heritage Architecture Ltd were commissioned by Renaker Build Ltd to evaluate the potential impact of the Proposed Development at Trinity Islands, Manchester, upon the built historic environment.

The proposals are for a residential-led development with ground floor commercial uses, underground car parking and public realm at land bounded by the River Irwell to the north and west, Liverpool Road to the east and Water Street and Regent Street to the south in Manchester City Centre.

The Site is located within the Castlefield Conservation Area and within the setting of a number of listed buildings. A Heritage Statement is therefore required to understand the potential heritage impact upon the identified heritage assets. The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising the significance of designated heritage assets (including their setting), such that any potential ‘harm’ from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (**paragraphs 201-202**).

In line with Historic England’s recent Guidance Note on *“Statements of Heritage Significance”* (October, 2019), the following heritage statement is divided into two parts. The Significance Appraisal (Part 1) provides a detailed evaluation of the relative architectural and historic interest of the Site and heritage assets in the surrounding area. Part 2: The Heritage Impact Assessment will utilise recognised ICOMOS and Historic England methodology to assess the potential direct (physical) and indirect (visual) impacts of the proposals upon the historic environment.

Site surveys undertaken in June 2021 have demonstrated the vacant plot of land yields **no heritage interest**. As there will be **no physical (direct) impact** upon any heritage assets, the focus of the HIA has been on the potential for indirect (visual) heritage impacts. The Visual Impact Assessment (VIA) (Section 7) is supported by the technical guidance document published by ICOMOS, *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties* (2011) and Historic England Guidance.

The visual impact assessment has demonstrated that the Proposed Development will result in instances of **moderate and minor adverse visual impact**. The instances of adverse impact are in relation to the visual impact on the understanding and appreciation of the setting of the MSI complex (including views along Liverpool Road). However, it is not considered that this impact will affect the character and appearance of the Castlefield Conservation Areas as a whole.

Whilst it has been demonstrated that the Proposed Development would result in some isolated instances of adverse heritage impact, it is recognised that the proposals will bring forwards a number of public benefits, which are expounded upon within the Planning Statement (Deloitte).

In order to comply with the relevant tests as outlined by the NPPF (2021) and the 1990 Planning (Listed Buildings and Conservation Areas) Act, where instances of adverse impact might occur, these must be clearly outweighed by clear public benefits (in accordance with NPPF).

1. INTRODUCTION

1.1 Purpose of the Heritage Statement.

This **Heritage Statement** has been prepared on behalf of Renaker Build Ltd by Heritage Architecture Ltd, a specialist practice of conservation architects, surveyors, planners and heritage consultants which specialises in the historic environment. The brief required Heritage Architecture to contribute to the decision-making process which informs the proposed redevelopment of the currently vacant Site known as Trinity Islands, Manchester (**Figures 1a-c, below**).

The following report should be read in conjunction with the design and access statement prepared by SimpsonHaugh Architects. The local authority is Manchester City Council (MCC).



Figure 1a: Site location plan. Image Source: SimpsonHaugh



Figure 1b, left: Plot D as existing. **Figure 1c, right:** Plot C as existing. Image Source: Google

The Site comprises approximately 1.78 hectares of brownfield land in the form of a car park and is split into two parcels known as Site C and Site D, as per the red line boundary plan. The Proposed Development is for a total of four residential towers (two on Site C and two on Site D) ranging between 39 and 60 storeys in height.

The land which comprises the proposed development Site is situated within the Castlefield Conservation Area and within the setting of a number of listed buildings.

A Heritage Statement is therefore required in order to assess the residual heritage interest of the Site and identify nearby designated heritage assets which have the potential to be affected by the development proposals. The conclusions of this initial assessment will be outlined in **Section 5.6: Statement of Significance**. This baseline assessment will inform the ensuing Heritage Impact Assessment (**Section 6**).

The content and level of detail of the document accords with the NPPF (2021) requirements, as well as Historic England's October 2019 guidance on the structure and form of Heritage Statements. The NPPF emphasises that the level of detail submitted in support of applications for planning permission and listed building consent should be no more than is necessary to reach an informed decision and should be proportionate to the significance of the heritage asset(s) affected and the impact on that significance (NPPF, paragraph 194).

1.2 General Methodology – focus on proportionality.

This Heritage Statement is framed by the requirements of the **Planning (Listed Buildings and Conservation Areas) Act 1990, Section 66 and 72**. This is necessary because the 1990 Act requires that the Local Planning Authority (LPA) must treat the desirability of preserving the character, fabric and settings of designated heritage assets (including conservation areas) as issues which are afforded great weight (rather than simply as material considerations) as defined by **NPPF paragraph 199**.

The LPAs assessment of potential harm to the character, fabric or setting of a listed building, or to the character and appearance of a conservation area, must be an evidence-based planning judgment. This is because the weight which the authority applies to determine the degree of direct (physical) or indirect (visual) impact must be *proportionate* to the relative significance of the identified heritage asset. Thus, '*less-than-substantial*' harm should not be afforded the same weight as that defined as being '*substantial*'. The NPPF also stresses that all analysis and evidence must be **proportionate** to the relative significance of the heritage asset and the impact of the proposed development. This fundamental requirement informs the methodology used in this Heritage Statement.

The analysis of heritage significance and impact in this Heritage Statement accords with the requirements of the **paragraphs 194 and 199** of the NPPF and Historic England's October 2019 guidance, as it presents sufficient and proportionate evidence to enable the Council, "*to reach an informed decision*". The conclusions of this Heritage Statement are thus based on the, "*need to be proportionate to the significance of the heritage assets [potentially] affected, and the impact on the significance of those heritage assets*".

It is important to distinguish ‘**designated heritage assets**’ from ‘**non-designated heritage assets**’ as they are subject to different legislative and policy evaluation requirements at both national and local level. Designated Heritage Assets are defined as:

“World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or a Conservation Area designated under the relevant legislation”.

Non-Designated Heritage Assets are defined within the NPPF as:

“a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)”.

The Heritage Impact Assessment (Part 2) comprises an assessment of both the **direct and indirect heritage impacts**, defined as follows by ICOMOS in its 2011 guidance:

- **Direct heritage impacts** are physical alterations to the fabric or character of the Site arising as a primary consequence of the proposed development. They result in a degree of change to the Site, or alterations to the surroundings in which the heritage asset is experienced (i.e. its setting).
- **Indirect heritage impact** are changes to the experience of the Site, or the setting of other heritage assets. Indirect heritage impacts on setting refers to perceptible visual effects on the experience and/or character of heritage assets beyond the development footprint.

The assessment of relative significance is a comparative process, and for this reason it relies heavily on the analysis of a range of information, including local knowledge. It aims to establish whether a component of the area is of local, regional, national or international significance, and therefore merit appropriate consideration in the Planning process.

1.3 Research sources.

This Heritage Statement is the result of an extensive process which synthesises relevant evidence sourced from: documentary research, site analysis, building surveying, and professional judgment. The documentary research was based upon primary and secondary sources, including maps, drawings and reports.

Visual surveys of the Site were conducted in April 2021, in order to map out and identify the relative heritage interest of the Site and its contribution to the setting of the adjacent heritage assets within the wider townscape.

Consideration has also been given to the historical development of the area and key views within the locality. The purpose is to define the contribution of the built form to the appreciation and understanding of the special interest of the area.

1.4 Authorship

This report has been prepared by Heritage Architecture Ltd., a conservation practice specialising exclusively in the historic environment.

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- Kirsten McKnight BA (Hons), MA, MSc, IHBC – Associate Director

2. THE SITE AND HERITAGE CONTEXT

2.1 Location and site description

The Site is bounded by the River Irwell to the north and west, Liverpool Road to the east and Water Street and Regent Street to the south in Manchester City Centre and is currently an unused cleared site (**Figure 1**).

The Site comprises approximately 1.78 hectares of brownfield land in the form of a car park and is split into two parcels known as Site C and Site D.

The Site falls within the St Johns and Water Street Strategic Regeneration Framework Areas as well as the Castlefield Conservation Area.

Site C comprises approximately 0.89 hectares of brownfield land is bounded by the River Irwell to the north, Trinity Way to the west, Water Street to the south and a railway viaduct to the east. The Site can be accessed by vehicle or foot via Water Street on the southern boundary. The Site slopes downwards to the north towards the River Irwell and there is a limited amount of vegetation running along this boundary.

Site D comprises approximately 0.89 hectares of brownfield land is bounded by the River Irwell to the north and west, Regent Road to the south and Trinity Way to the east. The Site can be accessed by vehicle or foot via Trinity Way on the eastern boundary. The Site slopes downwards to the north and west towards the River Irwell and there is a limited amount of vegetation running along this boundary.

2.2 Area of Analysis

Consideration has been given to the relevant part of Manchester City centre that surrounds the Site. The choice of study area has been made following consideration of the redevelopment of this Site would have on significant short- to long-range views across the townscape. Due to the proposed scale of the Proposed Development, an initial study area of a 500m radius was proposed.

The 500m study area provides a focus for assessment but is not intended to be prescriptive; listed buildings outside of the study area which have the potential to be affected by the proposals will be included within the Visual Impact Assessment (VIA) where relevant.

2.3 Statutory Designations

2.2.1 Listed Buildings

Statutory listing of buildings means that a building is of special architectural or historic interest and is therefore of heritage significance. Grading of listed buildings reflects their architectural and historic interest; Grade I buildings are of exceptional interest; Grade II* buildings are particularly important buildings of more than special interest; and Grade II buildings are of special interest.

It will be clear that the redevelopment of the Site will have the potential to indirectly impact the settings of a number of listed buildings in the surrounding area. The listed buildings within a 500m study area have been identified in **Figure 2 (below)** and those that are considered to be susceptible

to indirect impacts from the Proposed Development have been listed in **Table 1**. Due to the density of the urban grain, particularly to the west of the Site, it is considered that a considerable number of listed buildings will not be susceptible to potential indirect impacts from the Proposed Development and, consequently, have been scoped out of assessed within this report.

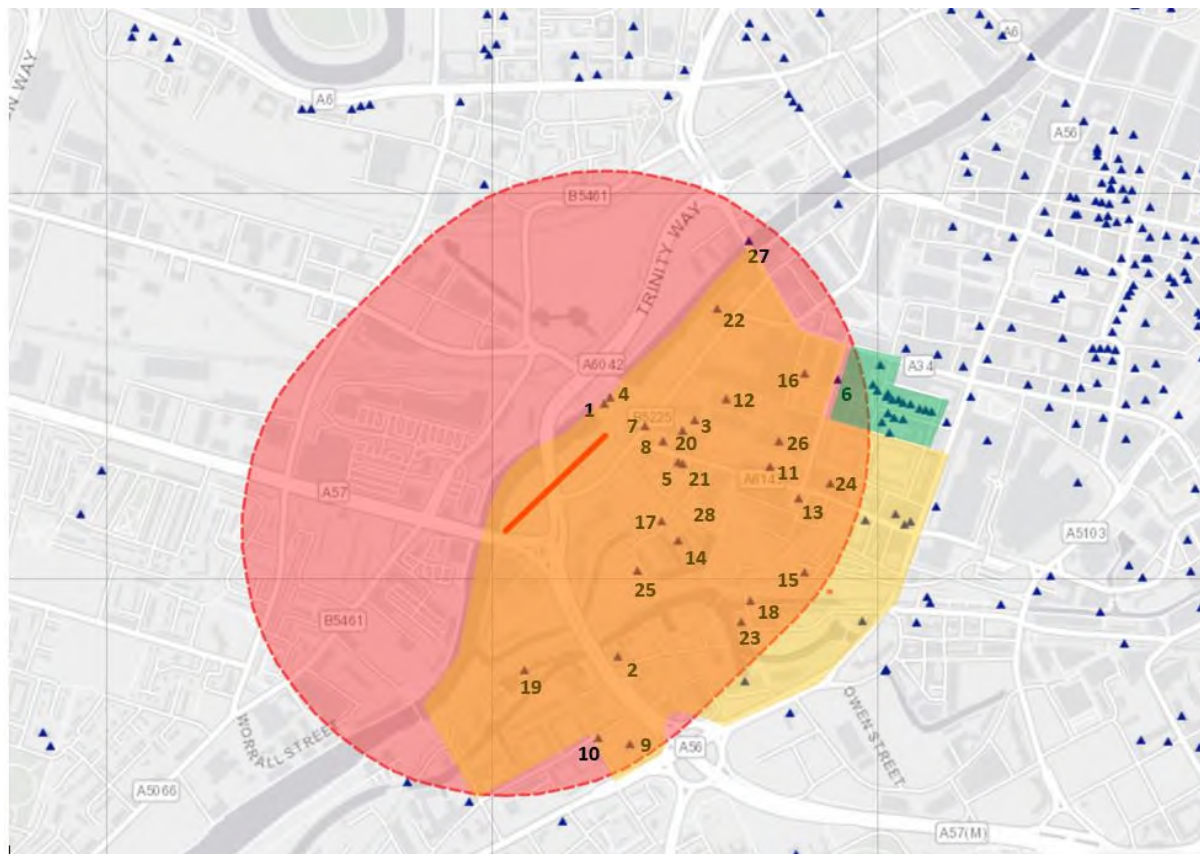


Figure 2: Designated heritage asset plan. Approximate site location indicated by solid red line. The study area (500m radius) is indicated by the red circle, with the Site at its centre. Listed Buildings are indicated by blue triangles, those which are considered to have the potential to be impacted by the proposed development are numbered (corresponding with Table 1, below). Conservation Areas in the wider townscape considered as part of this assessment are limited to the Castlefield Conservation Area (shaded orange); the St Johns Conservation Area (shaded green). **Source:** Historic England NHLE and MCC website: Conservation Areas.

2.2.2 Conservation Areas

Conservation Areas are designated areas that are deemed to have special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

As demonstrated in **Figure 2**, above, the Site is situated within a designated Conservation Area – Castlefield Conservation Area. Due to the proposed scale of the development, it will be clear there is some potential for the development to be viewed from select points within the wider townscape.

The height and scale of the Proposed Development has some potential to be viewed from within the St Johns Conservation Area. The potential impact upon their character and appearance will thus be tested within the Heritage Impact Assessment (HIA).

Table 1: Designated Heritage Assets within a 500m study area of the Site which have the potential to be indirectly (visually) impacted by the Proposed Development

Number in Figure 4	Name	Designation and Grade	Potential to be indirectly impacted by the Proposed Development and scoped in for assessment
1	Railway Bridge Over River Irwell to Former Liverpool Road Station	Listed Building, Grade I	Yes
2	Former Canal Flour Mills	Listed Building, Grade II	Yes
3	Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot	Listed Building, Grade II	Yes
4	Railway Viaduct Over River Irwell Leading to Lower Byrom Street Warehouse	Listed Building, Grade II	Yes
5	Former Commercial Hotel	Listed Building, Grade II	Yes
6	Two Bollards at West End of St Johns Passage	Listed Building, Grade II	No
7	Railway Viaduct Linking Bridge Over Irwell to Liverpool Road Station	Listed Building, Grade II	Yes
8	Former Liverpool Road Railway Station, Station Masters House	Listed Building, Grade I	Yes
9	Church Of St George	Listed Building, Grade II*	Yes
10	Churchyard Walls, Gate Piers and Gates at Church of St George	Listed Building, Grade II	Yes
11	Power Hall of Museum of Science and Industry	Listed Building, Grade II	Yes
12	Former Grape Street Railway Bonded Warehouse	Listed Building, Grade II	Yes
13	Former St Matthews Sunday School	Listed Building, Grade II	No
14	The Giants Basin	Listed Building, Grade II	No
15	Castlefield Railway Viaduct From G-Mex to Dawson Street	Listed Building, Grade II	Yes

16	St Johns College of Further Education	Listed Building, Grade II	No
17	Pair Of Culvert Arches Over River Medlock and Associated Overflow Channel	Listed Building, Grade II	No
18	Rochdale Canal Lock Number 92 And Castle Street Bridge	Listed Building, Grade II	No
19	Hulme Lock Branch Canal	Listed Building, Grade II	No
20	Old Warehouse to North of Former Liverpool Road Railway Station	Listed Building, Grade I	Yes
21	123, Liverpool Road	Listed Building, Grade II	Yes
22	Albert Warehouse Quay on West Side Fronting River Irwell/ Victoria Warehouse	Listed Building, Grade II	Yes
23	Merchants Warehouse	Listed Building, Grade II	Yes
24	Museum Of Science and Industry, Air and Space Museum	Listed Building, Grade II	Yes
25	Bridgewater Canal Basin at Potato Wharf	Listed Building, Grade II	NO
26	Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse	Listed Building, Grade II	Yes
27	Irwell Street Bridge (That Part in Salford Civil Parish)	Listed Building, Grade II	Yes
28	MSJ&AR Viaduct	Listed Building, Grade II	Yes
Orange	Castlefield	Conservation Area	Yes
Green	St Johns	Conservation Area	Yes

2.4 Archaeological potential

It is considered that the risk of encountering below-ground archaeology is high. A desk-based assessment will be required prior to any commencement works.

3. POLICY CONTEXT

3.1 The Planning (Listed Building and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990 is of relevance to the proposals as it provides specific protection for buildings and areas of special architectural or historic interest, over and above that provided by development management.

As highlighted within Section 2, the Site is situated within the setting of a number of listed buildings, **Section 66** of the Act is of relevance, as it requires the LPA to “*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,*” when considering whether to grant planning permission.

Section 72 of the Act must also be recognised in line with the proposals, as it embodies the ‘*general duty as respects conservation areas in exercise of planning functions.*’ As the Site is situated within the setting of the Stevenson Square Conservation Area and the Ancoats Conservation Area, it will be clear any proposed development of considerable height on the Site will have some potential to impact external views within the designated areas.

A key phrase in this regard within **Section 72** states that local authorities should ensure while carrying out their planning function that ‘*special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that [conservation] area.*’ This duty is therefore applicable to the present proposals.

3.2 National Planning Policy Framework (NPPF) 2021

The policies in the NPPF constitute the Government’s view of what sustainable development in England means in practice. In these terms, development proposals which fail to give due weight to the conservation of heritage assets are deemed not to be sustainable development, and consequently should not be supported. This is because one of the key dimensions of sustainability is protecting and enhancing our historic environment (NPPF **paragraph 8**).

The NPPF stresses that “great weight” should be given to the conservation of designated heritage assets (**paragraph 199**), emphasising the need to avoid substantial harm in terms of: demolition, alteration, or the compromise of its setting. Substantial harm is defined within the NPPF as having a fundamental impact on the significance of the heritage asset by means of its total loss, profound physical harm to its fabric, or the complete compromise of its setting.

It will be clear that any alteration or demolition of a heritage asset would have some impact on its fabric, and that it could be either beneficial, neutral or harmful. The fundamental design objective is to ensure that the balance of the impact on the heritage assets will minimise any negative impact on their significance. Consequently, development works are required to be justified by clear and convincing evidence of the impact as presented in this Heritage Statement.

3.3 Planning Practice Guidance (PPG) (2014 and as subsequently amended)

The PPG is an online document which is amended as required by the Government. It provides current advice to assist with the interpretation of the NPPF. The section *“conserving and enhancing the historic environment”* of the current iteration of the PPG has been reviewed and referenced in the course of producing this Heritage Statement.

Of particular relevance in this instance is the PPG’s commentary upon the importance of “significance” in decision taking (**Paragraph 7**). This section advises that *“being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals.”* This report aims to provide such information and in particular to assess the significance of the settings of the identified designated heritage assets which may be affected by the proposals.

Also, of relevance in this instance is **Paragraph 13** which aims to define setting as a term and to explain how it should be taken into account in the assessment of proposals. Paragraph 13 defines the setting of a heritage asset as *“...the surroundings in which an asset is experienced [which] may therefore be more extensive than its curtilage. All heritage assets have a setting, irrespective of the form in which they survive...”*. It goes on to note that *“the extent and importance of setting is often expressed by visual considerations”* however setting also includes *“our understanding of the historic relationship between places”*. This highlights the requirement for proportionate research into the development of the area affected by the proposals and the relationships between the various identified heritage assets.

Paragraph 18 of the PPG discusses the assessment of proposals in order to establish whether “substantial harm” is being caused to a heritage asset. It is emphasised that *“what matters in assessing if a proposal causes substantial harm is the impact on the significance of the heritage asset...[and] significance derives not only from a heritage asset’s physical presence, but also from its setting.”*

The PPG emphasises that, in general terms, *“substantial harm is a high test, so it may not arise in many cases”* (Paragraph: 018 Reference ID: 18a-018-20190723). For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset’s *significance* rather than the scale of the development that is to be assessed.

Finally, **Paragraph 8** of the PPG is noted in this context as it identifies the importance of pre-empting or minimising potential harm to heritage assets or their settings by obtaining *“a clear understanding of the significance of a heritage asset and its setting...to develop proposals which avoid or minimise harm.”* This approach has been adopted during the development of the proposals by obtaining early heritage advice and in the research carried out for the present heritage statement.

3.4 Local Planning Policy

The relevant, local heritage Planning policy maintains the same focus as the NPPF. The City Council's heritage policies focus on the fundamental importance of *"preserving or, where possible, enhancing the historic environment"*. The following policies from Manchester's Core Strategy (2012) are of importance to the heritage assets considered within this statement.

Policy CC9 (Design and Heritage) states that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The policy also establishes that new development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

Policy EN3 (Heritage) states that throughout the City, MCC will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

The Council's key regeneration objective is tempered by the need to ensure that: *"historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced for their own heritage merits and as part of wider heritage regeneration proposals"* (paragraph 12.21, Policy EN3). The policy thus evidently requires development proposals to be sensitive to the inherent values of the designated heritage asset, with any impact justified by clear, documentary evidence. This report aims to demonstrate how this requirement is addressed by the current proposal.

3.5 Historic England's guidance.

The Heritage Statement accords with the requirements of the NPPF, and the guidance set out in **Historic England's Advice Note 12**, *'Statements of Heritage Significance: Analysing Significance in heritage Assets'* (October 2019). The recent guidance calls for a staged approach, which provides relevant and proportionate information sufficient to inform decision-making by the Council.

In 2015 Historic England released three Good Practice Advice notes supporting the implementation of national policy and the related guidance in the PPG. The advice notes do not constitute a statement of Government policy itself, nor do they seek to prescribe a single methodology or particular data sources. **Good Practice Advice Note 2 (Managing Significance in Decision-Taking in the Historic Environment – March 2015)** and **Good Practice Advice Note 3 (The Setting of Heritage Assets – as amended December 2017)** were both utilised as part of this assessment in order to gain a full understanding of the relevant issues, alongside the NPPF and PPG.

In particular, the present report takes account of the advice contained within the revised version of Advice Note 3 on understanding what constitutes the setting of a Listed Building, Conservation Area or other heritage asset, and the selection of assets the settings of which may be considered to be affected by development in a particular location, as well as the approach to the selection of indicative key views of a proposed development in context with existing heritage assets.

As regards the approach to the impact assessment itself, the report takes account of Historic England's revised advice to the effect that "*as setting and views are matters of qualitative and expert judgement [...] technical analyses [...] should be seen primarily as material supporting a clearly expressed and non-technical narrative argument that sets out 'what matters and why' in terms of the heritage significance and setting of the assets affected, together with the effects of the development upon them.*" This advice has informed the approach taken to the present report.

4. HISTORY AND DEVELOPMENT

4.1 Introduction

In order to understand the relative significance of the Site and its contribution to surrounding historic environment, it is first necessary to understand its historical development.

This section of the report analyses and interprets historic maps and primary and secondary information in order to provide a sound evidence base, placing the Site in the context of the development of Manchester city centre.

4.2 Brief history and development of the area

To the east of the subject site is Castlefield where the Roman fort of Mamucium was based. However, it wasn't until the 18th Century with the navigation of the River Irwell and the subsequent construction of canals, such as the Rochdale Canal, that the area became developed. The success of the canal system was short lived as it soon became apparent that canals could not move goods quickly enough. This was compounded by the development of the railways; the world's first being opened on Liverpool Road in 1830. Soon devoted to goods traffic, Liverpool Road Station became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the former Roman Fort, where four viaducts, including the Castlefield Viaduct, converge.

During the 20th Century both the canal and rail transport declined but the regeneration of the area for residential, recreational and commercial use has seen the conversion and reuse of many historic industrial buildings in the wider area. The development of the road network immediately surrounding the subject site has dominated the area and resulted in poor pedestrian environments and low quality commercial developments. Regeneration initiatives for the area seek to readdress the imbalance in the economic and social spheres of the area.

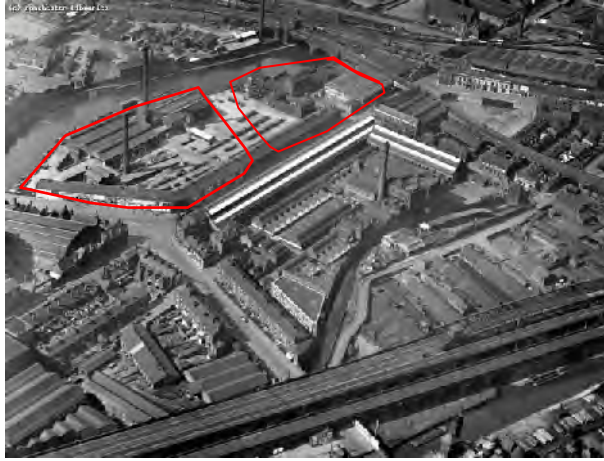
4.3 Map Regression

In order to understand further how the Site has developed from its conception in the late-19th century to present day, historic maps are interrogated.

Through discursive commentary the identification of salient features and useful contextual and interpretative information can then be analysed which will inform the assessment of the development of the buildings and features that remain today (**Table 2, below**).

Table 2: Historic map regression (red outline illustrates the areas of the proposed scheme at ground level and are indicative only)

Image	Date and description
	1851 – by the mid-19th Century the site has been partially developed and can be seen to be defined by a clear street grid. The train lines are visible to the north/ north-east of the site. Within the site itself can be seen various industrial buildings, including a dye works, chemical works and stores.
	1891 – by the end of the 19th Century the site is in two distinct areas; the area to the south-west of the site is defined by a curtain wall to Water Street and is labelled as a 'Corporation Yard.' To the north-east the site is still in multiple industrial uses, including a 'Pig Market.' The area surrounding the site has been extensively developed for industrial and commercial uses. Dominating the area to the south of the site is a large abattoir.
	1908 – by the beginning of the 20th Century the subject site is still in use as a 'Corporation Yard'; this map provides further information as to the extent of this use labelling the buildings to the north of the site as 'Refuge Destructors'. Presumably this site was an area to process rubbish before transporting it via the river. To the north of the site the former pig market is labelled at a 'Pig Sale Depot.' As with the Corporation Yard, the pig depot has been located

	in this place to utilise the position next to the local transport infrastructure (this time the train line).
	1930 – this aerial view of the subject site illustrates how densely development the area was at this time. The long, relentless blind facades of the abattoir and Corporation Yard boundaries would have made for an imposing streetscape along Water Street.
	1950 – by the mid-20th Century, the Corporation Yard is labelled as being a 'Cleansing Department'. The Pig Sale Depot is still present, by additional commercial/ industrial uses are clearly still prevalent within the site as a 'Paper Salvage Shed' is labelled. The abattoirs are still present to the south of the site, yet sites to the south-west have been cleared.
	1960 – by the 1960s the subject site is little changed, but the area surrounding it has; the large abattoir to the south of the subject site has been redeveloped and sites to the north, across the river in Salford, have also been cleared. This reflects great changes in the economy of the area, particularly the downturn in industry.



2015 - Following the construction of the Mancunian Way and the prolific changes to the road network from the 1960s, the area surrounding the subject site has become dominated by the road system. This has resulted in substantial changes to the urban form and the character of the area; the historic urban grain has been eroded and replaced by commercial developments orientated towards the new road layout.

4.4 Summary of History and Development

In summary, this area has witnessed dramatic cycles of development and decline; the area was first developed in the beginning of the 19th century into a dense industrial area before the decline of industry 100 years later saw the area become underused and derelict. Following the construction of the Mancunian Way and the associated road network in the 1960s, the area immediately surrounding the subject site became shorn of any historic context and was redeveloped for commercial uses.

5. SIGNIFICANCE APPRAISAL

5.1 Introduction

The purpose of the significance appraisal is to use recognised criteria to assess the relative heritage significance of designated heritage assets which have the potential to be impacted by the Proposed Development. The existing Site will also be assessed, with particular regard to the contribution the Site makes to the ability to understand and appreciate the heritage significance of surrounding Listed Buildings and Conservation Areas. This will provide a baseline for the relative ‘magnitude of change’ and ‘scale of impact’ which is to be assessed within the subsequent Heritage Impact Assessment (HIA).

This in turn allows, in a planning policy context, the extent of “harm” upon any heritage asset incurred by the proposals to be established within the terms defined by the NPPF. In particular, the assessment of significance of setting informs the choice of heritage views which form a key part of the following Visual Impact Assessment.

5.2 Methodology

Criteria have been established to appraise a building’s significance. Statutory criteria, as set out in the ‘Principles of Selection for Listing Buildings’, DCMS, 2018, provides a list of principles for assessing significance based on architectural and historic interest, age and rarity, aesthetic merits, selectivity and national interest.

The assessment of significance accords with the requirements of the NPPF and uses Historic England’s methodology outlined in its 2019 document, “*Statements of Heritage Significance*”. Historic England’s “*Conservation Principles Policies and Guidance*” 2008 and the revised guidance on “*Setting of Heritage Assets*” (as reissued in Dec. 2017) have also been acknowledged as part of the following assessment.

Consequently, the significance of a designated heritage asset is determined by an analysis of the relevant aspects of the following:

➤ ***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 and 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.

The analysis of the significance allows for an assessment of the current integrity and authenticity of the warehouse buildings and their contribution to the setting of nearby designated heritage assets. The focus is on providing necessary and proportionate amount of information based on the perceived level of heritage significance (refer to **Table 3, below** for full definitions of heritage significance as defined in this present report).

Table 3: Definition of significance terms used in this Heritage Statement

High heritage significance relates to those components deemed to be of special interest. They are important to the understanding of the site's design concept and play a considerable role in reflecting their archaeological, architectural, artistic or historic interest.

Medium heritage significance relates to those components of the site deemed to be of some interest. They will make a modest contribution to the understanding of subject site's design concept and play a minor role in reflecting their archaeological, architectural, artistic or historic interest.

Low heritage significance relates to those components of the site deemed to be of more modest interest. They make a relatively insignificant contribution to the understanding of the architectural design concept and retain a slight role in revealing the building's evidential historic aesthetic or communal values.

No significance /Detrimental features and elements that do not contain any special interest. These can *detract from the significance* of the building and maybe evidence of poor craftsmanship or ad-hoc refurbishments.

Unknown heritage significance features or components where the relative importance or interest requires determination by further investigation.

5.3 Significance Appraisal - The Site

The Site no longer contains any evidence of built form or historic fabric, it yields **no heritage interest** and makes a **neutral** contribution to the character and appearance of the Castlefield Conservation Area.

5.4 Listed Buildings – Contribution of setting to significance

The heritage assets which have the potential to be impacted by proposed redevelopment of the Site have been identified in Section 2.2. The contribution of setting to the significance of these heritage assets will be explored in **Table 4, below**.

The scope of potential impact upon heritage assets can involve impacts upon their setting as well as any physical impact. The importance of ‘setting’ lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance. Therefore, it is the contribution of setting to the significance of the heritage asset which should be established at this stage in the process. For these purposes, the contribution of setting to the significance of any given heritage asset is considered to be either **high, medium, low, negligible, or neutral** (refer to **Table 3** above for complete definitions).

Table 4: Contribution of setting to significance of identified listed buildings.

Number given on Figure 3	Name and Grade	Summary of architectural and historic interest from list description	Contribution of setting to significance and relationship to the Site
1	Railway Bridge Over River Irwell to Former Liverpool Road Station	Railway bridge carrying former Liverpool to Manchester railway over River Irwell. 1830 designed by George Stephenson with slight alterations. Cushion-rusticated sandstone ashlar.	The contribution of setting to the significance of the bridge is through its group value with the adjacent viaduct and MSJ&AR viaduct (nos. 4 and 28) which all converge to the west, Salford side, of the River. The bridge is experienced from the surrounding roads, pavements and bridges and is understood as being part of a historic group of structures. The bridge has high historic value due to its association with the development of the railways in Manchester. The overall contribution of the setting to significance of the heritage asset is thus considered to be medium . The Bridge is viewed in conjunction with the Site due to its proximity.
2	Former Canal Flour Mills	1896, by William Waddington. Red brick (part now painted), 4-span slate roof. Irregular plan within a square, on structural axis parallel to Egerton Street, with north end to Bridgewater Canal and integral canal basin entered through shipping hole. Utilitarian style with Italianate features.	The former flour mill is experienced at multiple levels; from the canal side, from the raised ring road and from street level; this results in very different environments from which to experience and understand the historic and architectural interest of the building. From canal side the building’s industrial history is best appreciated. From the ring road the noise and dominance of the highway and vehicles distracts from being able to experience the building’s heritage interest. From street level the building’s residential conversion is

			understood, but the close proximity of the adjacent contemporary, residential development restricts the ability to understand the historic context of the building and its heritage interest. Consequently, the overall contribution of the setting to the significance of the heritage asset is low. The building will be viewed in conjunction with the Site in kinetic views moving north along the ring road only.
3	Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot	Railway viaduct. Probably c.1870. Cast-iron. A series of cast-iron columns on stone bases supports the viaduct which has cast-iron beams showing at the sides.	The viaduct is largely experienced within the Science and Industry Museum site where the group value with the adjacent former Liverpool Road Station, its warehouse and the 2 bridges and viaducts immediately to the south can be appreciated. The viaduct has high historic value due to its association with the development of the railways in Manchester. Consequently, the overall contribution of the setting to the significance of the heritage asset is high. The viaduct will be viewed in conjunction with the Site when looking north-west.
4	Railway Viaduct Over River Irwell Leading to Lower Byrom Street Warehouse	Built at an angle over the river to abut the 1830 stone bridge on its south side, enabling the railway lines the two bridges carried to converge on the west, Salford side of the river. A trough of riveted cast-iron panels set on a framework of cast-iron beams.	The contribution of setting to the significance of the viaduct is through its group value with the adjacent bridge and MSJ&AR viaduct (nos. 1 and 28) which all converge to the west, Salford side, of the River. The viaduct is experienced from the surrounding roads, pavements and bridges and is understood as being part of a historic group of structures. The bridge has high historic value due to its association with the development of the railways in Manchester. The overall contribution of the setting to significance of the heritage asset is thus considered to be medium. The viaduct is viewed in conjunction with the Site due to its proximity.
5	Former Commercial Hotel	Hotel. Early to mid C19, altered. Red brick in Flemish bond, with some sandstone dressings, slate roof. Double-depth	The contribution of the streetscape setting to the significance of the listed building is intrinsic to its architectural and historic interest. Forming part of the historic streetscape of Liverpool

		double-fronted plan, with rear wing	Road, alongside Nos. 123 (no.21) and opposite the Liverpool Road Station complex, means the setting of the building is limited to the ability to understand and appreciate it from the street. The overall contribution of the setting to significance of the heritage asset is thus considered to be medium. The building will be viewed in conjunction with the Site in kinetic views moving north-west along Liverpool Road.
7	Railway Viaduct Linking Bridge Over Irwell to Liverpool Road Station	Railway viaduct with attached animal ramp at east end of south side, including bridge carrying railway line over Water Street to former Liverpool Road Station. 1830 with bridge rebuilt 1905. Brick viaduct, iron bridge.	The viaduct is largely experienced within the Science and Industry Museum site where the group value with the adjacent former Liverpool Road Station, its warehouse and the 2 bridges and viaducts immediately to the south can be appreciated. The viaduct is also experienced from Water Street where it crosses the street. The viaduct has high historic value due to its association with the development of the railways in Manchester. Consequently, the overall contribution of the setting to the significance of the heritage asset is high. The viaduct will be viewed in conjunction with the Site when looking north-west.
8	Former Liverpool Road Railway Station, Station Masters House	Former passenger railway station at terminus of Liverpool and Manchester railway, now part of museum complex. 1830 by George Stephenson with attached house of 1808, formerly occupied by the station agent. Oldest surviving passenger railway station in the world. Ceased to handle passenger traffic in 1844 but continued in use as a goods station until 1975.	The setting of the former station building is experienced at multiple levels – from street level it is understood as part of the largely enclosed streetscape to Liverpool Road. From within the Science and Industry site, it is experienced from raised and lower levels allowing for the group value of the site, alongside the Old Warehouse and the adjacent bridge and viaduct structures, to be fully appreciated. Short-range views of the building are also experienced from Water Street. Due to the modest height of the buildings and the urban form in this area it is not experienced from outside of the immediate streetscape. The overall contribution of the setting to the significance of the heritage asset is high.

			The building will be viewed in conjunction with the Site in kinetic views moving north-west along Liverpool Road.
9	Church Of St George	Church. 1826-8, by Francis Goodwin, restored 1884 by J.S. Crowther. Sandstone ashlar, slate roofs. Gothick Perpendicular style.	The historic setting of the church has been almost entirely lost as a result of extensive development throughout the 20th century, notably the construction of the A56 Chester Road and the A57(M) Mancunian Way to the south and east of the building respectively. To the north of the church, the historic grid iron layout of streets remains in place albeit the majority of the warehouses have been demolished and replaced with early 21st century apartment buildings. The sole surviving aspect of the historic setting of the church is in its immediate surroundings, the churchyard and the separately listed churchyard walls/gate piers discussed below. The contribution of setting to significance, therefore, is low. The building will be viewed in conjunction with the Site in kinetic views moving north-west along the ring road.
10	Churchyard Walls, Gate Piers And Gates At Church Of St George	Churchyard walls, gate piers and gates. Probably 1826-8, by Francis Goodwin.	The significance of the walls and railings are integral to the historic setting of the church. As seen with St George's Church itself, the historic setting of the walls and gate piers have been almost entirely lost to modern redevelopment and road networks, resulting in these perimeter features being solely appreciated from within the churchyard and the setting of the adjacent church as discussed above. The contribution of setting to significance, therefore, is low/medium. The structure will be viewed in conjunction with the Site in kinetic views moving north-west along the ring road.
11	Power Hall of Museum of Science And Industry	Railway goods transfer shed, now museum exhibition hall. 1855, for London and North Western Railway.	The Power Hall is experienced at street level as part of the established, multi-phase streetscapes of Liverpool Road and Lower Byrom Street. Due to its

			location on the corner of the street block, its group value with the former market hall and warehouse of the Science and Industry Museum (nos. 24 and 26) can be appreciated in kinetic views moving along Liverpool Road and Lower Byrom Street. Overall, the contribution of the setting to significance of the heritage asset is thus considered to be medium. The building will be viewed in conjunction with the Site in kinetic views moving north-west along Liverpool Road.
12	Former Grape Street Railway Bonded Warehouse	The former Grape Street bonded warehouse was constructed between 1867 and 1868 between Liverpool Road Station and Grape Street (originally known as Charles Street), as part of a complex of goods warehousing associated with the former Liverpool Road Station (listed Grade I)	The former Grape Street Warehouse shares group value as part of an important group of listed railway structures including Liverpool Road Station (Grade I), the world's first large-scale railway warehouse (Grade I), two further warehouses and stores to the south-east (both Grade II) and various listed railway bridges and viaducts. The contribution of setting to the significance of the Listed Building is therefore, considered to be low-to-medium. The setting of the building will be experienced in conjunction with the Proposed Development in views looking north west.
15	Castlefield Railway Viaduct From G-Mex to Dawson Street	Railway viaduct of 1880, runs south-west from the former Manchester Central Station building, then west into Castlefield where it divides into two. Cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over the River Medlock and roadways.	Due to the length of the structure it has several different settings; these are understood as being different depending on the urban form and or context of the viaduct in the particular location. Along Whitworth Street West, the viaduct forms the setting of the streetscape, with active use in the arches (bars etc) and the Metrolink tram stop on top. The setting of the viaduct changes when it is experienced from within Castlefield where it is seen within the multi-layered environment of associated viaducts and bridges. This is perhaps the most significant part of the viaduct's setting as it best represents the historic and aesthetic interest of the structure in this location. Within the environs of the Site, the structure has been altered to accommodate the Metrolink infrastructure and signage

			associated with the roadways beneath; this lowers the appreciated of the heritage interest of the structure and contribution that the setting makes to significance, in this location. The overall contribution of the setting to the significance of the heritage asset is medium. The viaduct will be viewed in conjunction with the Site when looking north-west.
20	Old Warehouse to North Of Former Liverpool Road Railway Station	Railway warehouse, 1830, by George Stephenson. Red brick with sandstone dressing and slate roofs. Long slightly curved plan, convex to the railway line and concave to the rear. 3 storeys, 10 individually gabled bays arranged in pairs with slotted pilasters between each pair at both ends.	The warehouse is largely experienced within the Science and Industry Museum site where the group value with the adjacent former Liverpool Road Station, its warehouse and associated bridges and viaducts can be appreciated. The warehouse has high historic value due to its association with the development of the railways in Manchester. Consequently, the overall contribution of the setting to the significance of the heritage asset is high. The viaduct will be viewed in conjunction with the Site when looking north-west.
21	123, Liverpool Road	Pair of town houses, now office. Early to mid C19, altered. Red brick in Flemish bond with some sandstone dressings and slate roof. Double-depth plan with back extension.	The contribution of the streetscape setting to the significance of the listed building is intrinsic to its architectural and historic interest. Forming part of the historic streetscape of Liverpool Road, alongside the Commercial Hotel (no.5) and opposite the Liverpool Road Station complex, means the setting of the building is limited to the ability to understand and appreciate it from the street. The overall contribution of the setting to significance of the heritage asset is thus considered to be medium. The building will be viewed in conjunction with the Site in kinetic views moving north-west along Liverpool Road.
22	Albert Warehouse Quay on West Side Fronting River Irwell Victoria Warehouse	Warehouses. Early to mid C19, altered. Red brick with sandstone dressings and slate roof; quay of very large dressed stone blocks. Victoria Warehouse L-plan with one range at right-angles to street	The contribution of the setting to the significance of the Warehouse has been affected by the erosion of development along the riverside over the last c.50 years. The warehouse is largely shorn of its historic context and its setting is therefore understood

		and the other parallel to the quay, and Albert Warehouse continued from north end of this. Five storeys.	against its relationship with the river and the warehouses in the wider area. Having been converted into a hotel, with associated landscaping, exclusively for the hotel users, there is the capacity to extend and enhance the setting of the warehouse. Currently, the experience of the setting of the warehouse is affected by the construction works taking place on the other side of Water Street which adversely impacts on the ability to appreciate the heritage interests of the building. Overall, the contribution of the setting to significance of the heritage asset is thus considered to be medium. The building will be viewed in conjunction with the Site in kinetic views moving south-west along Water Street.
23	Merchants Warehouse	Former canal warehouse serving Bridgewater Canal terminus, offices from early C21. Dated 1823 on pier between shipping holes.	This warehouse retains a considerable amount of its original setting to the east side and the Bridgewater Canal to the west and forms a significant component of the Castlefield Conservation Area. Within a wider context, the Bridgewater Viaduct is visible to the north and the neighbouring Middle Warehouse, of a similar age and type, may be seen within the immediate area of the basin. Where much more recent residential and office blocks have been added within vacant plots around the canal, these have tended to respect the proportions and the materials of the original warehouses surrounding them, providing a sense of coherence to the historic setting. The setting of the warehouse is appreciated from within the close environs of the Castlefield Basin area, where it forms a key element of that area. The contribution of setting to significance, therefore, is medium-to-high. The setting of the building will be experienced in conjunction with the Proposed Development in views looking north west.
24	Museum Of Science and Industry, Air and Space Museum	Market hall, now museum. 1876, by Mangnall and	The Market Hall is experienced at street level as part of the established, multi-phase streetscape of Liverpool

		Littlewood. Cast-iron and wood with slate and glass roofs.	Road and Lower Byrom Street. Due to its location on the corner of the street block, its group value with the Power Hall and warehouse of the Science and Industry Museum (nos. 11 and 26) can be appreciated in kinetic views moving along Liverpool Road and Lower Byrom Street which contributes to its setting. Overall, the contribution of the setting to significance of the heritage asset is thus considered to be medium. The building will be viewed in conjunction with the Site in kinetic views moving north-west along Liverpool Road.
26	Manchester Museum of Science And Industry, Former Lower Byrom Street Warehouse	Railway goods warehouse, now part of museum complex. 1880, altered. Red brick with dressings of red brick and some sandstone, slate and glass roof.	The former warehouse is experienced at street level multi-phase streetscape of Lower Byrom Street. Due to its location adjacent to the Power Hall, its group value can be appreciated in kinetic views moving along Lower Byrom Street which contributes to its setting. Overall, the contribution of the setting to significance of the heritage asset is thus considered to be medium. The building will be viewed in conjunction with the Site in kinetic views moving north-west along Liverpool Road.
27	Irwell Street Bridge (That Part in Salford Civil Parish)	Bridge over river Irwell. c1880. Stone, cast-iron and wrought-iron or steel.	The bridge is experienced from street level and riverside level providing different levels of appreciation of the heritage interest of the structure. Whilst the riverside setting of the bridge allows for a quieter more contemplative environment, from street level it is possible to travel across the structure and enjoy mid-to-long range views of the river and surrounding cityscape. The overall contribution of setting to the significance of the bridge is medium. The bridge will be viewed in conjunction with the Site in views looking south-west.
28	MSJ&AR Viaduct	1846-9 by David Bellhouse Jnr in red brick with sandstone dressings and cast iron bridges. Early example of a 1 ¾ mile long urban viaduct incorporating a	The viaduct has group value with the associated railway structures and buildings from Piccadilly Station to the Liverpool Road Station and the bridges that cross the River Irwell. Due to the

		series of well detailed bridges. The MSJ&AR line is one of the earliest suburban railways and was the first in Manchester.	length of the structure, it has several different settings; these are understood as being different depending on the urban form and or context of the viaduct in the particular location. In the context of the Site, the contribution of the setting to its significance is best represented within the Castlefield area where the viaduct forms part of the multi-level environment, adjacent to associated railway viaducts and bridges. The overall contribution of the setting to significance of the heritage asset is thus considered to be low-to-medium . The viaduct is viewed in conjunction with the Site due to its proximity.
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5.5 Castlefield Conservation Area

The Castlefield Conservation Area has been designated as a Conservation Area due to the **high architectural and historic interest** and grouping of a number of structures which reflect the industrial development of this part of Manchester. Alongside this, the site is of special historic interest due to the connections with the Roman occupation of the area. The Conservation Area is one of the largest in Manchester and was designated in 1979.

Due to the size of the Conservation Area, for the purposes of this report, it has been broken down into smaller character areas (see Figure 3 and Table 5, below).

Character Area 1: Water Street Regeneration Area

This character area is highlighted in blue in Figure 3 and Table 5. It is bounded by the River Irwell to the north and west, the Manchester Salford Junction & Altrincham Railway Viaduct (MSJ&ARV) to the north-east and the Castlefield Viaduct to the south.

Following the development of the Bridgewater Canal, which saw the origins of the industrial development to the area, the construction of the railways concentrated the focus of industry and commerce to this area.

The Regent Road Bridge, which is at the heart of this character area, saw a concentration of development develop around it, including the Corporation Yard (or Cleansing Yard), pig market and abattoirs, in the 19th Century.

Following the decline in industry and the substantial changes to the road network in this area, during the mid – late 20th Century, this character area has lost all of its historic built form except for the Castlefield Viaduct and the MSJ&AR Viaduct, which bound this character area to the south and north respectively.

This area is characterised principally by large, open sites used for temporary car parking/ site compounds. Sites that have been developed contain low quality industrial or commercial units which respond to the new road network, furthering the erosion of the historic urban grain in this area.

Whilst views of the Castlefield Viaduct can be appreciated, due to the open urban grain, the structure has been altered in this area to accommodate the road network and associated signage gantries and is better represented in other areas to the east (see character area 3).

The open nature of the sites in this area also affords views across the river to Salford (west) and Castlefield (east) but the dominance of vehicular traffic makes this a poor pedestrian environment and new residential development at Potato Wharf limits views east.

This area is not considered to enhance the character of the Conservation Area overall and there is the capacity for change.

Character Area 2: Mancunian Way

This Character Area is highlighted in red on Figure 3 and Table 5. It is bounded by the Castlefield Viaduct to the north and the Chester Road Roundabout to the south and follows the linear form of the road.

As with Character Area 1, this Character Area is dominated by the road network which has eroded the historic built form of the area.

The slip roads, junctions and roundabouts along the road create a series of elevated spaces between the surrounding townscape, which is dominated by vehicular traffic. The character area has created a poor pedestrian environment.

The Grade II* Listed St George's Church and Grade II Listed Flour Mill, which are within this Character Area, are shorn of their historic context, but due to their form, height and scale are read as key landmarks in the area.

New residential and commercial development to the west of the area in particular has in-filled previous gap sites but overall, the road infrastructure remains the dominant character within this area. It is considered that despite the presence of key landmark buildings the overall character of this area does not enhance the Conservation Area.

Character Area 3: Castlefield Basin and Potato Wharf

The Character Area is highlighted in green on Figure 3 and Table 5. It is bounded by Liverpool Road to the north and the River Medlock to the north-west and south and east.

Following the development of the Bridgewater Canal, which saw the origins of the industrial development to the area, and the construction of warehouses, the construction of the railways concentrated the focus of industry and commerce to this area.

The numerous viaducts and bridges constructed as part of the development of the railways dominates the character of this area, creating a unique multi-level environment. In recent years the area has been redeveloped for residential, commercial and recreational use which has restored something of the former historic urban grain to the area.

The multi-layered character of the area creates dynamic and varied views and vistas throughout the area and beyond and the listed viaducts are key landmarks within this area.

The rich history of industrial development and associated transport infrastructure is well represented in this area and can be easily understood and appreciated. This area is considered to form the focus of the Conservation Area and is of high value.

Character Area 4: Liverpool Road

This Character Area is highlighted in purple on Figure 3 and Table 5. It is bounded by the River Irwell to the west and Deansgate to the east and follows the linear form of the road.

The area was laid out in the 1700s due to its proximity to the River Irwell. The siting of the Bridgewater Canal in 1765, to the south of this area, reinforced this location as a hub of transportation and industry. In 1830 the construction of the Liverpool Road Station saw the construction of the group of station buildings to the west end of Liverpool Road, including the stone bridge over the Irwell (Grade I listed), a brick viaduct and a cast iron bridge over Water Street (replaced 1905). Rapid development of the railways followed including the MSJ&AR Viaduct in 1850 and the redevelopment of the station following a fire in 1866 by which time the station was used exclusively for transporting goods.

Today the area largely remains unchanged as it did in the mid-19th Century. The buildings have been redeveloped for use as the Museum of Science and Industry (MOSI) and the former railway and industrial buildings form a significant grouping which can be understood and appreciated as a multi-phased railway station development.

Views of this Character Area are largely limited to the enclosed urban form of Liverpool Road, but kinetic views moving south into Potato Wharf and the Castlefield Basin (Character Area 3) reveal the association with this adjacent transport infrastructure and industrial character. Due to this relationship, the Liverpool Road Character Area is of high value to the Conservation Area as a whole.

Character Area 5: St Johns

This Character Area is highlighted in orange on Figure 3 and Table 5. It is bounded by Quay Street to the north, the River Irwell to the west, Liverpool Road to the south and St John's Gardens to the east.

The area was laid out in the late 19th Century for residential use before the Manchester Salford Junction Canal was constructed which cut through the area. The canal and nearby railway development at Liverpool Road gave rise to associated warehouses such as the Victoria and Albert Warehouse (Grade II Listed, now the Marriot Hotel) and the Bonded Warehouse (Grade II Listed within the former ITV site currently under redevelopment) which are the only vestiges remaining of the former historic built form. Whilst these key landmarks indicate the former use and development of

this area, the principal characteristic of the area is the former ITV Granada site, which is now being substantially redeveloped, subject to the Strategic Regeneration Frameworks for the area (2014 and 2019).

The former Granada building on Atherton Street, the commercial buildings on Quay Street and the residential development along Lower Byrom Street from 1960s-80s indicate the late-20th Century redevelopment of the area which is in contrast to the adjacent Character Area of Liverpool Road (Character Area 4). The ongoing construction works to Quay Street and Water Street, including the new cultural arts building called the Factory, demonstrate the area is in a state of transformation.

The presence of St John's Gardens, which are a valuable amenity space, provide a buffer from this Character Area and the adjacent Georgian development of the St Johns Street Conservation Area.



Figure 3: Character areas within the Castlefield Conservation Area **blue** = Water Street Regeneration area; **pink** = Mancunian Way; **green** = Castlefield Basin & Potato Wharf; **purple** = Liverpool Road; and **orange** = St Johns.

Table 5: the site – characterisation appraisal photos

Character Area 1: Water Street Regeneration Area – open sites that line the river afford views across the skyline. Pockets of development create anticipation of further development to enliven the area.



Character Area 2: Mancunian Way – road network dominates the character of the area. Isolated historic buildings, such as the GII* St George's Church and GII Flour Mill building become key landmarks. New commercial and residential development is infilling gap sites up to the edge of the road. Poor pedestrian environment.



Character Area 3: Castlefield Basin and Potato Wharf – multi-level environment focused on inter-relationship of viaducts and canals. Former industrial use can be understood and appreciated and sits alongside new development, particularly for residential use, and open spaces which add amenity value to the area.



Table 5: the site – characterisation appraisal photos



Character Area 4: Liverpool Road – continuous building line, scale and height of buildings all associated with the former Liverpool Road Station.

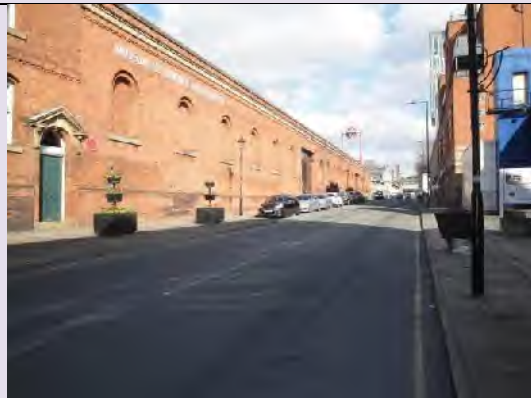
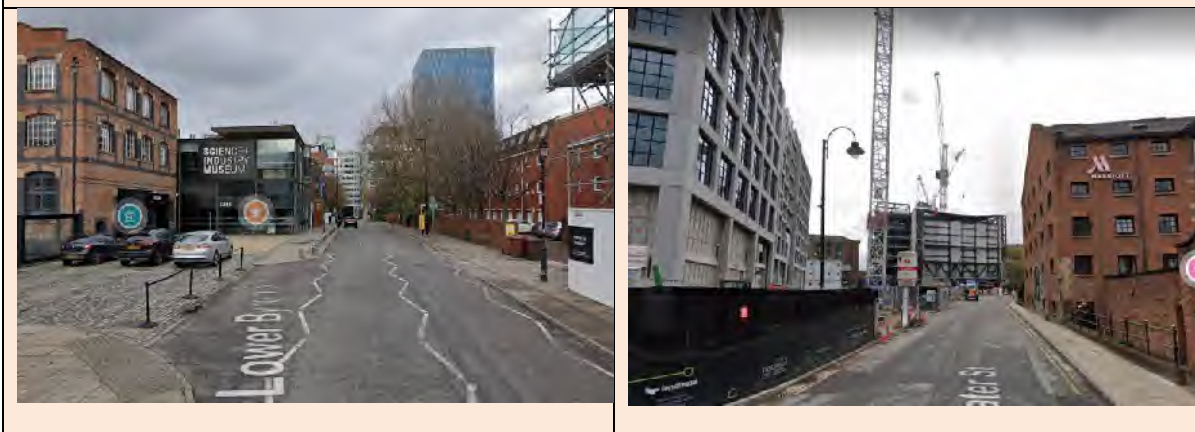


Table 5: the site – characterisation appraisal photos

Character Area 5: St Johns – Area of transformation with multiple development sites under construction. Lack of active street frontages – key landmark listed buildings (V&A warehouse and St John St hotel), mixed use, commercial, residential



As has been demonstrated, the Castlefield Conservation Area is formed of a variety of character areas. The analysis of the different character areas has highlighted the areas which have a positive contribution to the overall character of the Conservation Area.

Whilst the areas to Castlefield Basin/ Potato Wharf, Liverpool Road and the former ITV site illustrate the late 18th – mid 19th Century industrial development of the area, and the subsequent redevelopment mid-late 20th century development of the area, the area surrounding the subject site has no historic built form and is not considered to be a positive contributor to the overall character of the Conservation Area.

5.6 Statement of Significance

The statement of significance provides a summary of the Site's relative architectural and historic interest.

- The Site no longer contains any evidence of built form or historic fabric, it yields **no heritage interest** and makes a **neutral** contribution to the character and appearance of the Castlefield Conservation Area.
- The focus of the Conservation Area is to Castlefield Basin/ Potato Wharf and Liverpool Road as these areas contain a large number of listed buildings which best represent the development of the railways and industry in this part of the city.
- The character area in which the Site lies is dominated by the road network, cleared sites and contains no historic built form. Surrounding character areas have largely been affected by

redevelopment in the mid-late 20th Century but contain landmark buildings which allow for the understanding and appreciation of the industrial and commercial development of the area and the associated growth of the railways in Manchester.

- As stated above, there are no buildings of architectural or historic remaining within the defined Site area. It will be clear, therefore, that there is scope to develop the currently dilapidated Site and enhance the character and appearance of the Conservation Area.

6. HERITAGE IMPACT ASSESSMENT

6.1 Measuring heritage impact

This assessment of the potential heritage impact concerns the visual impact of the proposals upon the settings of identified heritage assets. The contribution of the setting to significance in each case has been established in the significance assessment above, in preparation for the following impact assessment.

The magnitude of impact is a product of the extent of change which is likely to result from the Proposed Development on the setting of the adjacent listed building. Where the proposed changes are considered to enhance the setting or appreciation of a heritage asset, the impact on its significance will be deemed to be beneficial. Conversely, where the Proposed Development is considered to compromise its positive heritage values the impact on the significance will be deemed adverse.

Therefore, measuring the heritage impact of the Proposed Development is essentially an evaluation of change to the: fabric, character, and appearance of the identified heritage asset, balanced against its relative significance. Please refer to **Table 7, Appendix I for relative significance / values used in this Heritage Statement.**

The relative importance and interest of each heritage asset is considered in the context of its surroundings, and the extent to which the setting contributes to the interest of the asset is considered. In terms of the context, where this exists, historical relationships between heritage assets and their surroundings, and other assets in the vicinity, are considered. In some instances, these relationships may be understood in the light of historic research but may not be, immediately, visually apparent.

Regarding non-designated heritage assets (in this instance, locally listed buildings), the NPPF notes that *“the effect of an application on the significance of a non-designated heritage asset should be taken into account”*, i.e. recognising that whilst a “balanced judgement” is required to the scale of any harm or loss, this is a different test to that which should be applied to designated heritage assets. Subsequently, a balanced judgement will be required when assessing the scale of impact upon the Locally Listed Former Post Office and Derby Hall (Locally Listed).

The effects are rated as: **Major, Moderate, Minor, Negligible or Neutral**, and can be direct or indirect, adverse or beneficial.

The criteria for assessing the magnitude of change and significance of impact are set out in **Tables 8 and 9 (Appendix II and III)**, both direct heritage impacts (physical alteration or change in character) and indirect heritage impacts (such as the change to the setting of listed buildings), are set out in **Table 8 (Appendix II)**. This follows the recommended approach to evaluating heritage impact derived by ICOMOS (2011) and the tests set by Historic England in the 2017 guidance on the evaluation of: “The Setting of Heritage Assets” (*Historic Environment Good Practice Advice in Planning. Note 3*).

6.2 Determining the overall impact

The significance of the effect of change – i.e. the overall impact - on an attribute is a function of the importance of the attribute and the scale of change.

The overall impact of the Proposed Development upon the setting and context of the identified heritage assets is assessed in light of the consideration of the identified heritage views and the effect of the development in each case to arrive at a conclusion as to the effect of the proposals. This gives particular consideration to the overall effects upon key heritage assets (listed buildings and conservation areas) which may form part of the Site, exist in close proximity to it, or be frequently visible in a series of views in conjunction with the proposals. Please refer to **Table 9, Appendix III** for ICOMOS Guide on determining significance of overall impact.

Mitigation in respect of any adverse impact upon the setting, and / or the context of the identified listed buildings is formulated upon the overall benefits of the Proposed Development. Benefits relate to both the place in which the development will be constructed, as well as benefits to the wider community or society as a whole. Discussion of such benefits fall outside the scope of the Heritage Statement and are expounded in the wider Planning Statement.

6.3 Direct Heritage Impact Assessment

Direct Heritage Impacts are those that result as a primary consequence of the proposed development or change of use. They will comprise of physical changes to fabric, or a change in the character or appreciation of a designated heritage asset. The degree of impact will thus depend on the relative importance of the affected component.

The **NPPF (paragraph 199)** requires that, when considering the impact of a proposed development on the significance of a designated heritage asset that great weight is given to its conservation in order to avoid any ‘harm’ which might diminish the value of the asset and its significance.

The Site boundary does not contain any designated heritage assets. It will be clear, therefore, that the principal concept of the development would result in **no direct impact** (i.e. harm) to the built historic environment.

It is however noted that the works will trigger various construction impacts which in turn may impact the nearby heritage assets (limited to the Grade II* Store Street Aqueduct) through temporary impacts such as dust and noise. The aqueduct will have to be adequately protected during the demolition works to ensure no direct (physical) harm (i.e. loss of historic fabric) occurs. Comprehensive demolition and construction method statements by relevant contractors should therefore be submitted alongside the Planning application in order to ensure the proposals would result in no direct heritage impact to any heritage assets.

The focus of the following section will focus on the indirect (visual) impact upon the setting of heritage assets closest to the Site. This principally relates to visual impact, but also takes into consideration the changed experience within the setting of the heritage assets in the view, including traffic, noise,

accessibility, permeability and patterns of movement. As set out within Historic England’s assessment checklist for assessing the impact on ‘setting’.¹

6.4 Visual Impact Assessment

Figure 4, below, provides a baseline map with the relative locations of key heritage viewpoints. These views were discussed with the LPA (Manchester City Council; MCC) and Historic England (HE) and **7 heritage views** were agreed to be assessed for the potential heritage impact (views 3, 4, 6, 9, 12, 15, 21).

The selected views have been scoped in where; a) there is a baseline value to the view, in heritage terms, and b) where the proposed development was visible, and c) sensitive / key viewpoints which test whether the Proposed Development would be visible. Additional views will be assessed by Chris Burnett Associates as part of the wider Townscape Visual Impact Assessment (TVIA).

The existing and proposed views are presented within **Table 6**, below to illustrate the degree of visual change. Each view is accompanied by a text discussion which disaggregates the relative impact upon the heritage assets in each view.

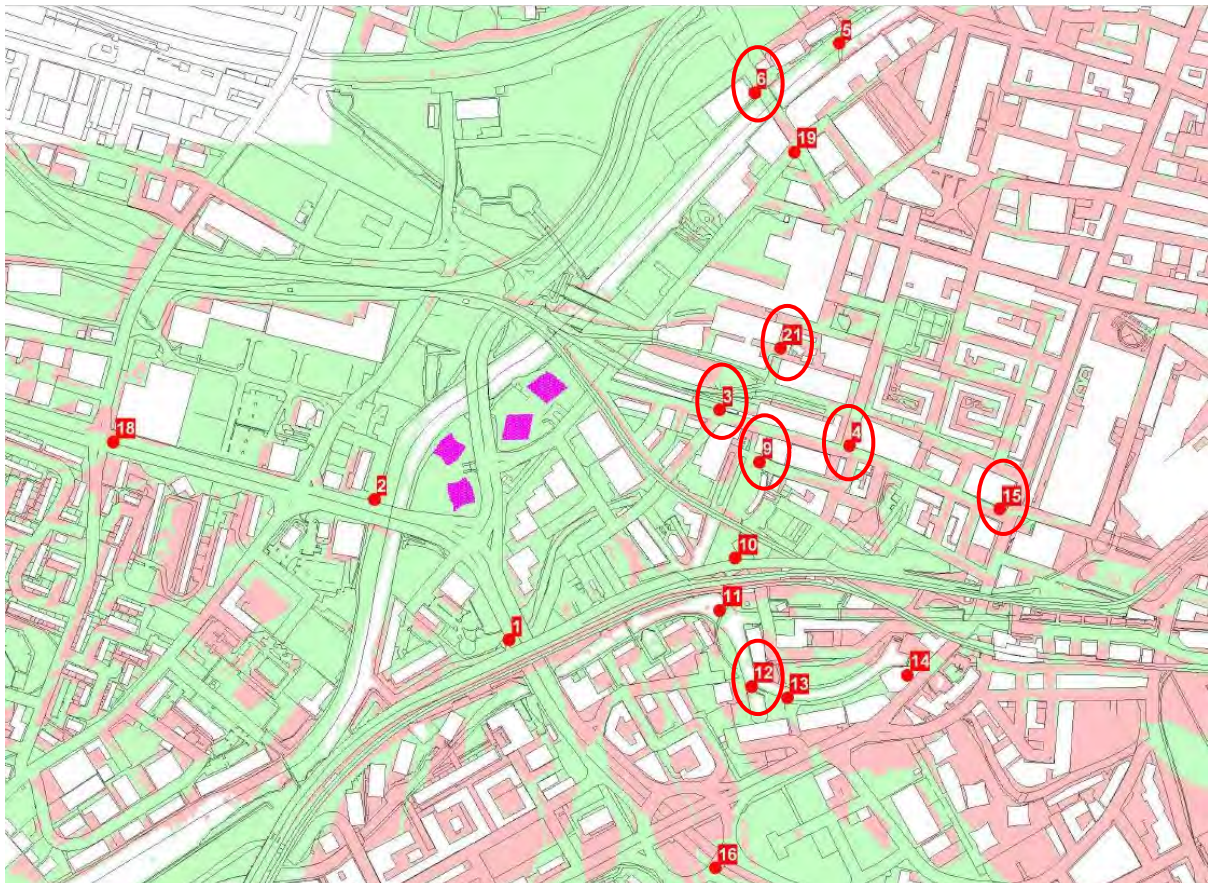


Figure 4: location of viewpoints assessed (circled in red). Site area indicated in purple. Additional views identified from part of the Townscape and Visual Impact Assessment by Chris Burnett.

¹ Historic England (2017). The Setting of Heritage Assets. Historic Environment Good Practice Advice in Planning Note 3 (Second Edition).

Viewpoint 3 - Existing

This view is experienced from the north side of Liverpool Road, at the junction with Potato Wharf, looking north-west.

This view is dominated by the continuous façade of the Grade I listed former Liverpool Road Station building on the right and the Grade II listed 123 Liverpool Road and Commercial Hotel buildings, which are part of the domestic-scaled streetscape on the left. The enclosed streetscape provides a clear vista towards the newly developed Wilburn Basin development which terminates west-facing views down Liverpool Road. Further contemporary development can be seen to the far left of the view, denoting the continuous changes made to the city skyline in recent years.

Kinetic views looking north and east from this viewpoint would provide a fuller understanding and appreciation of the group value of the complex of Grade I and Grade II listed buildings. Due to the historic interest and group value of this complex of heritage assets, this view forms a positive contribution to the character of the Castlefield Conservation Area.

This view has been selected to demonstrate the importance of medium range views of the proposed development in relation to this important group of Grade I and Grade II listed buildings. The high level of retention of historic built form within the streetscape presents a significant location within the designated conservation area and is thus sensitive to change.

Viewpoint 3 – Proposed

The Proposed Development will be clearly visible from this viewpoint, extending above the established roofline of the domestic-scaled buildings in the foreground of the view.

As the proposed view makes clear, the introduction of the contemporary new towers at Trinity Way will result in considerable, visual change which in turn, will result in some visual compromise on the settings of the heritage assets in the foreground of the view. It must however be noted that the view does not capture the wider St. Johns development, which comprises the Factory and the Vita tower (under construction) to the immediate right of the viewing location. The proposed development at Trinity Way will create visual interest and provide a sense of the increasing prosperity of this part of the city centre, which has already commenced to the north. The proposed pairing of the towers, emulating different approaches in elevation treatment, breaks up the site whilst creating a coherent cluster of new development.

Despite the presence of contemporary development already visible in the far distance, the increased height and scale of the proposed tower complex will exacerbate the loss of historic scale and sense of enclosure to the streetscape, which has historically been defined by a range of red-brick buildings of 2-to-3 storeys.

It is therefore considered that the proposals will result in a **moderate adverse impact** on the settings of the heritage assets within viewpoint 3.

Viewpoint 4 – Existing

This view is experienced from the north side of Liverpool Road, at the junction with Lower Byrom Street, looking north-west.

This viewpoint is a kinetic view from viewpoint 3, having moved further east along Liverpool Road. The view is dominated by the Grade II Power Hall of MOSI which occupies the junction of Liverpool Road and Lower Byrom Street; the tall structure with the sign is in contrast to the strong horizontality of the buildings. The continuous elevation of the Grade II listed Power Hall, to the north side of Liverpool Street, leads on to the long elevation of the Grade I listed former Liverpool Road train station building. The enclosed streetscape to Liverpool Road provides a strong vista leading the eye down to the recent Wilburn Basin development which terminates the view.

To the left of the view is the Grade II former St Matthews Sunday School building and modern commercial and residential development that mirrors the historic form, height and scale of the industrial development to the north side of the street.

This view has been selected to demonstrate the longer-range views of the proposed development in relation to the wider context of the Grade I/ Grade II MOSI complex and its positive contribution to the character and appearance of the Castlefield Conservation Area. However, the viewing place does not best represent the heritage values, particularly the group value, of the former industrial and train station buildings, which is better understood and appreciated from within the museum grounds.

Viewpoint 4 – Proposed

The Proposed Development will be visible to the far left hand side of this view, rising above the roofline of the domestic-scaled buildings in the foreground of the view.

This longer-range view demonstrates that the vertical forms of the towers will be seen in juxtaposition to the dominant horizontal, enclosed streetscape. It will be clear that from this particular viewpoint, the collection of new towers will result in some visual compromise to the view as a whole and will be read as an incidental contributor to the developing skyline in the far distance. Despite the evident height and scale of the Proposed Development, it will be clear that the proposals will not diminish the architectural and historic interest of the heritage assets in the foreground or the ability to appreciate their significance to anything beyond a minor degree.

It is therefore considered that the proposals will result in a **minor adverse impact** on the settings of the heritage assets within viewpoint 4.

Viewpoint 6 – Existing

This view is experienced from the south-west side of the Irwell Street Bridge looking south-east.

The view is glimpsed through the structure of the bridge in kinetic views moving south-east across the river. The view is dominated in the foreground by the existing development along the riverside which consists of the Grade II listed Victoria and Albert Hotel in the middle-ground and former industrial structures to the left. In the far distance the view becomes fragmented, signifying the empty gap sites of the site.

This view has been selected to demonstrate the importance of short-to-medium range views of the proposed development of the subject site from the approach into the city from the north. The viewing place does not best represent the heritage values of the heritage assets but is a key view looking into the Castlefield Conservation Area and because of the vistas it presents of the river, which have the potential to be fully utilised and thereby enhanced.

Viewpoint 6 – Proposed

The Proposed Development will be highly visible within this view and will create a distinct collection of contemporary landmark buildings to this gateway site into the city.

This view presents the composition of the proposals well, which is formed of an elegant arrangement of towers which are subtly arranged to ensure each can be appreciated individually, avoiding the potential for a bulky, clustered appearance within short-to-long range views. This creates a varied and dynamic skyline which is complemented by the differing elevational treatments to the proposed towers, which are formed of two distinct pairs. This view illustrates the contrast between the towers well, with the slimline tower to the far right (Site D) juxtaposing the robust towers to the far left (Site C).

It is considered that the heritage values of the Grade II listed Victoria and Albert Hotel will still be understood and appreciated and that the proposed development will not affect the character or appearance of the Castlefield Conservation Area, which is better understood from within other points within the townscape.

It is therefore considered that the proposals will result in a **negligible adverse impact** on the settings of the heritage assets within viewpoint 6.

Viewpoint 9 – Existing

This view is experienced from within the Castlefield Events Arena looking north-west.

The former canal wharf has been redeveloped to incorporate an events space, which dominates the foreground of the view. Beyond this are modern developments for residential and commercial uses. To the left of the view is the Grade II Manchester South Junction and Altrincham (MSJ&A) Railway viaduct, which enhances the industrial character and appearance of the designated area.

This view has been selected to demonstrate the existing character and appearance from the heart of Castlefield, which is the focus of the Castlefield Conservation Area. However, despite the presence of the identified heritage assets within this view, this viewing place does not best represent the significance of any of the heritage assets, the significance of which can be better understood and appreciated from various points within the townscape.

Viewpoint 9 – Proposed

The Proposed Development will be highly visible from this viewpoint and will be seen rising above the horizontal form of the Grade II MSJ&A railway viaduct. Whilst the proposed Trinity Way development will result in considerable, visual change to the view, the magnitude of impact on any designated heritage assets from viewpoint 9 will be mostly negligible. As stated above, whilst the view is taken from within the Castlefield Conservation Area, this is not the best place from which to appreciate its historic character and appearance. The bowl was redeveloped in the early 1990s to accommodate demand for events and yields minimal heritage significance in its own right.

The proposed development will be understood and appreciated as being located within the distance, signalling the continuation of the city beyond. The proposals will introduce variety and dynamism to the skyline whilst ensuring minimal compromise on the settings of any designated heritage assets in the view.

It is therefore considered that the proposals will result in a **negligible adverse impact** on the settings of the heritage assets within viewpoint 9.

Viewpoint 12 - Existing

This view is experienced from the Castlefield basin looking north-west towards the site in the distance. To the immediate left of the view is the outdoor seating area and green space surrounding The Wharf Public House, to the immediate right is the Grade II listed early-19th Century Merchants Warehouse,

To the left of the view is a group of low-rise, four and five storey modern apartment buildings constructed in the late 1980's. Beyond this, and running horizontally across the view, is the dominant linear presence of the three Grade II listed railway viaducts and bridges spanning the Bridgewater Canal and the Castlefield basin area (1848 Manchester South Junction & Altrincham Railway Viaduct, 1877 Cheshire Lines Committee Viaduct, 1893 Great Northern Railway Viaduct). This view is characterised by the wide expanse of the canal network, which meets at this point.

The existing view provides context of short-to-medium range views from the south of Castlefield Basin, which forms the main focus of the Castlefield Conservation Area. This view has been selected to demonstrate the context of the site (which currently makes a neutral contribution to the designated area).

Viewpoint 12 – Proposed

All four towers of the Proposed Development will be visible within this view. The proposed view presents the composition of the development well, which is formed of an elegant arrangement of towers which are subtly arranged to ensure each can be appreciated individually, avoiding the potential for a bulky, clustered appearance within short-to-long range views.

As a new landmark feature to the wider townscape, it will introduce variety and dynamism to the skyline as juxtapose to the largely horizontal, open and linear forms within the view.

Although rising above the modern residential development, this development retains the coherent character and appearance of the designated area as a whole. Whilst the development will be situated some distance away from the basin area, the height and scale of the proposed development will unequivocally result in considerable, visual change to the composition of the view and upon the experience of the heritage assets within their currently uniform setting.

The proposed visuals of the proposals indicate that the Proposed Development will incur some adverse impact on heritage interest of the assets in the view, and the ability to appreciate those values, but only to a minor degree.

It is therefore considered that the proposals will result in a **minor adverse impact** on the settings of the heritage assets within viewpoint 12.

Viewpoint 15 – Existing

This view is experienced from Liverpool Road at its junction with Deansgate (behind) looking west towards the direction of the site.

To the immediate left of the view is a group of c2000 red-brick terraced buildings, which in part replicate the original Georgian style of buildings once on this site and extend part way down Liverpool Street. Directly leading on from these modern buildings, are a terrace of Grade II late-18th Century three-storey weavers cottages. To the far right is the Grade II listed former Deansgate Free Library (1882) which is joined to the Grade II listed cast-iron Victorian former market hall, a c1960's office building sits between this and a matching Grade II listed market hall on the corner of Byrom Street (right) which has housed the MOSI Air & Space Gallery for a number of years.

This view illustrates the gentle slope along Liverpool Road towards its junction with Water Street where the right of the street lowers in scale towards the two-storey domestic-scaled Grade I listed Liverpool Road Railway Station is situated, and just eclipsed from view to the west.

This view has been selected in order to demonstrate the historic domestic scale of Liverpool Road and medium range views from its junction with Deansgate to the east. This view clearly represents the heritage interest and townscape value of this range of low-scale Grade II buildings.

Viewpoint 15 – Proposed

The proposed development at Trinity Way will be only glimpsed from this particular junction, with further visibility evident in previous views located further west down Liverpool Road. Despite the number of designated heritage assets present in the view, the magnitude of change and the ability to appreciate their significance is little altered.

It is therefore considered that the proposals will result in a **negligible adverse impact** on the settings of the heritage assets within viewpoint 15.

Viewpoint 21 – Existing

This view is experienced from within the Museum of Science and Industry's site (MSI), at the upper level of the former goods yard. The viewpoint looks south-west towards the site at Trinity Way, which at present, makes a neutral contribution to the setting of the heritage assets in the view.

At the time of writing, the MOSI museum is undergoing redevelopment works to enhance the museums current offering. This has resulted in a temporary adverse impact upon the immediate setting(s) of the heritage assets in the view, which is soon to be rectified and ensuring their settings are preserved and enhanced.

To the left of the view is the Grade II listed Power Hall. To the right of the view is the modern glass staircase structure to the south side of Grade II former Lower Byrom Street Warehouse. In the foreground is the cobbled yard where once the numerous train tracks would have fed these buildings; to the middle ground the tracks are still evident and these lead the eye to the western side of the site where the Grade I listed former Station building is (to the left) and the Grade I 1830s Warehouse (to the right). To the right of the view, the change in level, down to the lower yard can be appreciated, reflecting the size and development of the complex.

Beyond the confines of the MSI site, new development and cranes punctuate the skyline, reflecting the continuation of the city and Salford beyond. Development along Liverpool Road, beyond the boundary of the MSI site can also be seen, demonstrating the contrast of the urban streetscape and grain immediately outside the site.

Viewpoint 21 – Proposed

The Proposed Development will be highly visible from this viewpoint with all four towers being legible.

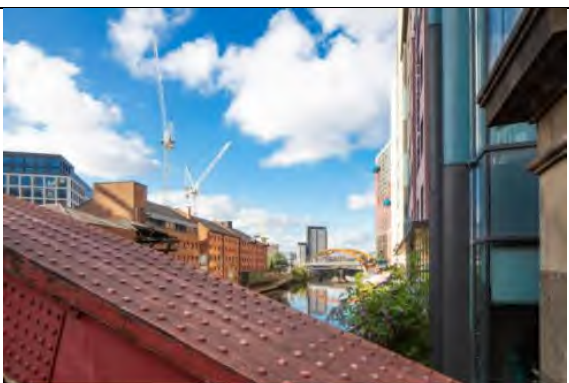
As a new landmark feature to the wider townscape the proposed development will introduce a new skyline to this part of the city, offering a clear juxtapose to the largely horizontal, open and linear forms within the view.

From this viewpoint the proposed development will provide a clear termination to the view, however it is considered that the proposed development will still be understood and appreciated as a contemporary backdrop to the established roofline of the buildings within the MSI site. Kinetic views, moving west from this viewpoint across the site, will diminish the predominance of the designated heritage assets in the view and the proposals will be a distracting element in the middle distance.

It will be clear that whilst the proposed development does not affect the ability to understand and appreciate the heritage values of the identified heritage assets within this view individually, a key element to their significance as heritage assets is their group value.

It is therefore considered that the proposals will result in a **moderate adverse impact** on the settings of the heritage assets within viewpoint 21.

Table 6: Existing and Proposed Views

	
Viewpoint 3 – Existing	Viewpoint 3 – Proposed
	
Viewpoint 4 – Existing	Viewpoint 4 - proposed
	
Viewpoint 6 – Existing	Viewpoint 6 – Proposed



Viewpoint 9 – Existing



Viewpoint 9 – Proposed



Viewpoint 12 – Existing



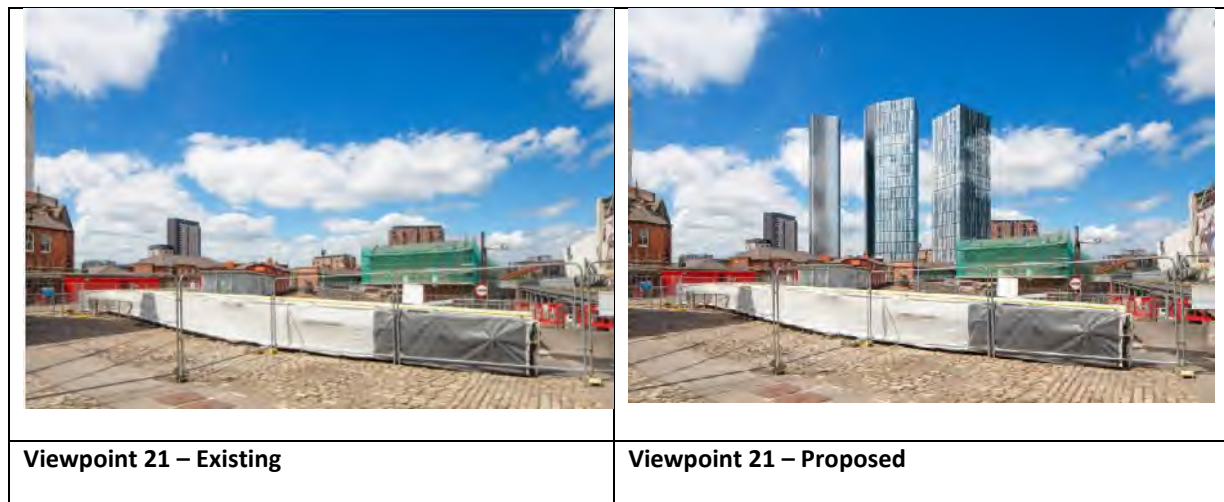
Viewpoint 12 – Proposed



Viewpoint 15 – Existing



Viewpoint 15 – Proposed



6.5 Visual (indirect) Impact Assessment – Summary

As recommended in the revised Historic England guidance on the Settings of Historic Buildings referenced above, the perceived indirect (visual) impact upon the nearby heritage assets have been tabulated below. The impact assessment has been informed by the baseline significance appraisal above and follows the recommended ICOMOS scheme of Heritage Impact Assessment as defined by the Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011).

These values have been established within the following table (**Table 10**) assessing the scale of impact and the perceived effect of change in each case as regard each of the designated heritage assets identified which could potentially be affected by the proposed development.

Table 10 – Predicted impacts of proposed development upon significance of setting to Heritage Assets				
Heritage asset	Designation	Relative Significance / Value (inc. setting)	Scale of impact	Significance of the effect of change, or overall impact
Railway Bridge Over River Irwell to Former Liverpool Road Station	Grade I	High	Negligible change	Negligible adverse
Former Canal Flour Mills	Grade II	Medium	Minor change	Minor adverse
Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot	Grade II	Medium	Negligible change	Negligible adverse
Railway Viaduct Over River Irwell Leading to Lower Byrom Street Warehouse	Grade II	Medium	Negligible change	Negligible adverse
Former Commercial Hotel	Grade II	Medium	Minor-to-moderate change	Minor adverse

Railway Viaduct Linking Bridge Over Irwell to Liverpool Road Station	Grade II	Medium	Negligible change	Negligible adverse
Former Liverpool Road Railway Station, Station Masters House	Grade I	High	Minor-to-moderate change	Moderate adverse
Church Of St George	Grade II*	High	Negligible change	Negligible adverse
Churchyard Walls, Gate Piers and Gates at Church of St George	Grade II	Medium	No change	Neutral
Power Hall of Museum of Science and Industry	Grade II	Medium	Minor-to-moderate change	Minor-to-moderate adverse
Former Grape Street Railway Bonded Warehouse	Grade II	Medium	Minor-to-moderate change	Minor adverse
Castlefield Railway Viaduct From G-Mex to Dawson Street	Grade II	Medium	Negligible change	Negligible adverse
Old Warehouse to North of Former Liverpool Road Railway Station	Grade I	High	Minor-to-moderate change	Moderate adverse
123, Liverpool Road	Grade II	Medium	Minor-to-moderate change	Minor adverse
Albert Warehouse Quay on West Side Fronting River Irwell Victoria Warehouse	Grade II	Medium	Minor change	Negligible adverse
Merchants Warehouse	Grade II	Medium	Minor-to-moderate change	Minor adverse
Museum Of Science and Industry, Air and Space Museum	Grade II	Medium	Minor change	Minor adverse
Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse	Grade II	Medium	Minor change	Minor adverse
Irwell Street Bridge (That Part in Salford Civil Parish)	Grade II	Medium	Negligible change	Negligible adverse
MSJ&AR Viaduct	Grade II	Medium	Minor-to-moderate change	Minor adverse

Castlefield	Conservation Area	High	Minor change	Minor adverse
St Johns	Conservation Area	Medium	Minor change	Negligible adverse

6.6 Conclusions

The Heritage Impact Assessment above has identified that the proposals would result in:

- 2 instances of **moderate adverse** impact;
- 1 of **moderate-to-minor** adverse impact;
- 9 of **minor adverse** impact;
- 9 of **negligible adverse** impact and;
- 1 instance of **neutral** impact upon the settings of designated heritage assets around the site.

The tabulated matrix above is generally consistent with recognised criteria as defined within ICOMOS Guidance (2011). This is not, however, intended to be prescriptive, and does not take into account the existing character of the areas around the site.

For instance, despite the proximity of the Proposed Development to the St John's Conservation Area the relative impact upon the designated area's significance will be negligible, due to the established contemporary nature of the new Factory and Vita developments. It is considered that the Proposed Development at Trinity Way will be read as an incidental contributor to the skyline beyond in conjunction with this new development.

Further to this, the relative impact upon the Castlefield Conservation Area is demonstrated to be minor due to the significance of the area being largely preserved through the retention and abundance of Listed Buildings which characterise the area. Whilst the collection of towers presented by the Proposed Development will result in some visual change within certain views, when assessed as a whole, it will be clear that the proposals will not diminish the areas distinct character and appearance to anything beyond a minor degree. This is reflected in the overall significance of effect value.

It is however recognised that within certain views, particularly to the north-western end of Liverpool Street, the Proposed Development will incur a greater visual change and incur a higher level of harm upon the settings of heritage assets within the view. The Proposed Development has been demonstrated to result in two instances of moderate adverse impact upon the Grade I listed Old Warehouse and the Grade I listed Former Liverpool Road Railway Station and one instance of minor-to-moderate adverse impact upon the Grade II Power Hall. This is due to the development creating a distracting new element within significant streetscape views in which the Listed Buildings have remained the principal focus since their conception in the early-to-mid 19th century.

Consequently, it is considered that the proposals to redevelop the Site would result in an overall **minor-to-moderate adverse impact** upon the built historic environment.

7. PLANNING POLICY ASSESSMENT AND CONCLUSION

7.1 Introduction

The NPPF (2021) and the associated Planning Practice Guide emphasise the need for a thorough understanding of the significance of designated heritage assets, to form the basis for the assessment of any development impact. The Heritage Significance Appraisal (Part 1 of this report) has informed the Heritage Impact Assessment (Part 2) which demonstrates that the cumulative impact of the development proposals would have an overall **minor-to-moderate adverse** impact upon the built historic environment.

The Proposed Development does, however, address the need to redevelop the currently underused site, which for a number of years has remained vacant. Whilst the proposals will be highly visible in a number of views (as has been demonstrated within the Visual Impact Assessment), in most instances, the proposals will not diminish the fabric or character of the heritage assets in the foreground, or the ability to appreciate their significance. The Proposed Development is suitably distanced from a number of Listed Buildings and Conservation Areas, thereby ensuring the towers are read as a component within the far distance, rather than intruding upon the immediate settings of any designated heritage assets.

The proposals introduce a sense of cohesion and complement the largely contemporary roadside environment, which is largely devoid of historic context. The proposals will introduce a new public realm space and in turn, enhance the public environment around the site. This will enliven the area which is currently defined by surface car parks surrounded by busy roads.

7.2 Statutory and policy requirements.

The NPPF requires that all planning proposals contribute to the achievement of “*sustainable development*” (**NPPF. Paragraph 8**), which in this case means the preservation of the fabric, character and appearance of the CA/LBs. This requires a clear and proportionate evaluation of the significance and impact on the identified heritage asset as has been outlined in Parts 1 and 2 of this Heritage Statement.

The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising designated heritage assets, such that any potential ‘harm’ from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (**paragraphs 201-202**).

As has been demonstrated within the Visual Impact Assessment, the Proposed Development does not completely diminish the special interest of the surrounding Listed Buildings and Conservation Areas despite the evident change to their wider setting.

The Visual Impact Assessment has further demonstrated that the Proposed Development would enhance the currently dilapidated character of the streetscape and introduce a sense of cohesion into the area which is currently defined by gap sites.

The development would thus, demonstrably deliver extensive public benefits enhancing the public realm around the site and permeability around the area as a whole. In the above terms, the proposed development positively addresses the core planning principles set out in **paragraph 8** of the NPPF 2021.

7.3 Balanced impact on the heritage asset and historic environment.

The Proposed Development will herald further investment in this part of Manchester, which is currently underutilised and lacking built form. The Proposals will clearly make a positive contribution to the vitality of this part of the city centre, which is currently being redeveloped in line with the St. John's Masterplan.

Consequently, the Proposed Development is demonstrably consistent with national and local policy, in particular, the proposals accord with local planning policy EN2 (Tall Buildings) and accords with the requirements of the NPPF, **paragraph 190 point c**.

Where the proposals have been demonstrated to result in instances of adverse impact upon the built historic environment, the perceived level of harm will is required to be outweighed by the public benefits brought about by the Proposed Development as per the requirements outlined within the NPPF **paragraph 202**.

REFERENCES

The following sources have been referenced and used to inform this report. Due to its name change all publications by English Heritage are referred to as Historic England.

1. Planning (Listed Buildings & Conservation Areas Act 1990.
2. Department of Communities and Local Government (2021). National Planning Policy Framework.
3. Department of Communities and Local Government (2019) Planning Practice Guide. Conserving and enhancing the historic environment.
4. Historic England (2017). Understanding Place: Conservation Area Designation, Appraisal and Management.
5. Historic England (2008). Conservation Principles. Policies and Guidance.
6. Historic England (2017). The setting of heritage assets.
7. Historic England (2016). Making Changes to Heritage Assets. Historic England Advice Note 2.
8. Historic England (2015). Historic Environment Good Practice Advice in Planning. Note 2: Decision-Taking in the Historic Environment.
9. Historic England (2019). Statements of Heritage Significance.

APPENDICES

Appendix I: Definition of Significance Terms used in this Heritage Statement

Table 7: The hierarchy and definition of heritage significance relevant to the redevelopment of the Site (tailored from ICOMOS & Historic England guidance)	
Heritage status / hierarchy	Description.
Very High / Exceptional heritage significance <i>International architectural and historic interest and importance.</i>	This heritage grading relates to the fabric and setting of: - Scheduled Ancient Monuments, - Grade-I listed buildings, - Grade-I historic parks/gardens, - and battlefields, defined by statute, where the particular site is well represented in the impacted historic environment.
High heritage significance <i>National architectural and historic importance and interest.</i>	This heritage grading relates to the fabric and setting of: - Grade-II* and grade-II listed buildings, - Grade-II* and grade-II historic parks/gardens, - battlefields, as defined by statute, - Conservation Areas containing very Important buildings where the particular site is well represented in the impacted historic environment.
Medium heritage significance <i>Regional architectural and historic importance and interest.</i>	This heritage grading relates to the fabric and setting of: - Grade-II listed buildings (dependant on character), - Grade-II historic parks/gardens and battlefields, - designated Conservation Areas, - Unscheduled archaeological sites and landscapes of potential national interest where the fabric and character of the site is well represented in the impacted historic environment.
Low heritage significance <i>Local architectural and historic heritage importance and interest.</i>	This heritage grading relates to the fabric and setting of: - Locally Listed Buildings (as formally identified by the Council and defined by an adopted Local Planning Policy), - Site's identified and recorded as being of heritage interest on the Historic Environment Record, which retain a definable heritage interest as a component of the historic environment. - unrecorded buildings, structures, or designed landscape features, which demonstrably retain a degree of heritage value due to their: architectural design, historic, communal, or townscape interest.
Negligible heritage significance <i>Buildings or fabric components which have been extensively altered, eroding or compromising their architectural and historic interest</i>	This heritage grading relates to sites which may be: - recorded on the Historic Environment Record in record form or as 'Find Sites' but retain minimal or no original fabric or definable character. - buildings, structures, or designed landscape features, which detract from the architectural design, historic, communal, or townscape interest of the principal heritage asset.
Unknown heritage potential <i>Buildings/sites where the potential importance interest requires determination</i>	This heritage grading relates to sites which may be locally identified as meriting recognition but have not been previously recorded or investigated so that their origins and fabric significance have yet to be objectively defined.

Appendix II: Assessing the Magnitude of Change or Impact

The magnitude of change or impact is assessed based upon a detailed understanding of how and to what extent the proposed development might impact the heritage asset.

The contribution of the setting to the value of the heritage asset is an integral component which also contributes to the overall value or significance of the asset. Which in turn, allows for the magnitude of direct and / or indirect heritage impact to be determined.

Table 8: Criteria for defining the effect and degree of direct and indirect heritage impact		
Definition of magnitude and nature of heritage impact.	Direct heritage impacts (physical alteration or change to character)	Indirect heritage impact (visual change to the experience or setting of the building and its context).
Major adverse <i>Substantial harm of this nature, which results in total loss of significance or fundamentally affects the significance of defined heritage assets, should normally be avoided.</i>	Development resulting in demolition of a significant historic fabric component which results in total loss of significance, or fundamental compromises the setting of a designated heritage asset.	Substantially harmful change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development severely erodes the heritage interest of the identified heritage assets in the view, or the ability to appreciate those values and thus results in total loss of significance.
Moderate Adverse <i>less-than-substantial harm will need to be demonstrably mitigated and justified by clear public benefits.</i>	Development resulting in extensive harmful alterations (but not total demolition) of a designated heritage asset or its setting.	Less than substantial harm to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a clearly discernible extent the heritage interest of the heritage assets in the view, or the ability to appreciate those values.
Minor Adverse <i>The negative impact will need to be balanced by appropriate mitigation.</i>	Development resulting in alterations to a designated heritage asset which result in minor compromise of its fabric or erosion of its character.	Minor compromise to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a minor extent the heritage interest of the assets in the view, or the ability to appreciate those values.

Negligible adverse <i>This does not mean that there will be no physical or visual change, rather that the resultant difference would not diminish the value of the heritage assets' significant physical fabric, their settings or significance to any appreciable degree.</i>	Development resulting in negligible direct impact on a designated heritage asset which results in the removal of a minor, original fabric component, but avoids diminishing its character and its special architectural or historic interest.	Negligible perceptible change to the character of a designated heritage asset, or the experience and understanding of its special interest. The degree of change would alter, but not diminish, the intrinsic values of the identified heritage assets, or the experience and appreciation of the buildings or the designated area to any appreciable degree.
Neutral <i>This does not necessarily mean that there will be no physical or visual change, rather that the resultant difference will be imperceptible or appropriately balanced.</i>	Development which comprises an imperceptible physical impact resulting in no apparent change or achieved by removing a component of no heritage value which detracts from the special interest of the building fabric.	Imperceptible change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. A neutral impact occurs when the development does not affect the interest of the heritage assets in the view, or the ability to appreciate its significance.
Negligible beneficial <i>The resultant difference will be imperceptible but have a positive impact on the understanding or appreciation of the heritage asset.</i>	Development resulting in a negligible beneficial direct impact on a designated heritage asset which results in the removal of a minor non-original fabric component which is detracts from the character and its special architectural or historic interest.	Negligible perceptible change to the character of a designated heritage asset, or the experience and understanding of its special interest. The degree of change would imperceptibly enhance the intrinsic values of the identified heritage assets, or the experience and appreciation of the buildings or the designated area.
Minor Beneficial <i>The proposed change would result in a demonstrable improvement to the overall character or setting of a heritage asset.</i>	Development resulting in alterations to a built heritage asset which deliver a minor beneficial physical impact or enhancement of the site's special interest.	Minor enhancement to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development enhances to a minor extent the interest of the heritage assets in the view, the or the ability to appreciate its significance.
Moderate Beneficial <i>The proposed change would result in a considerable improvement to the overall character and appreciation of a heritage asset</i>	Development resulting in alterations to a built heritage asset resulting in moderate beneficial physical impact, or an enhancement of the site's character.	Evident improvement of the fabric and character of a designated heritage asset (or the setting of the identified designated heritage assets) resulting in an enhancement of its cultural heritage values.

<i>with clear beneficial enhancement of its heritage values.</i>		Moderate enhancement to the setting of the built heritage asset. Where the development will enhance to a clearly discernible extent the heritage interest of the heritage assets in the view, or the ability to appreciate its significance.
Major beneficial <i>The proposed change would result in substantial improvement to the overall character and appreciation of a heritage asset, revealing and/or enhancing important characteristics of its heritage values.</i>	Development resulting in restoration or alterations to a designated heritage asset which comprises substantial restoration of its fabric and historic character and an enhancement of its cultural heritage values.	Substantial improvement of the fabric and character of a designated heritage asset (or the setting of the identified designated heritage assets) resulting in a significant enhancement of its cultural heritage interest. Substantial restoration or enhancement of the setting of the built heritage asset where the development will enhance to a fundamental extent the heritage values of the heritage assets in the view, or the ability to appreciate its significance.

Appendix III: Assessing the Significance of Impact

The table below, Assessing the Significance of Impact, uses a matrix to combine the value of the heritage assets with the magnitude of impact. As stated within ICOMOS Guidance, this is a general guide and is not intended to be prescriptive.

Scale or severity of impacts or changes can be 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 should also be considered. The scale or severity of impact can be ranked without regard to the value of the asset. This significance of impact can be either adverse or beneficial.

Table 9: Assessing the Significance of Impact

Value of Heritage Asset	Scale & Severity of Change/Impact				
	No Change	Negligible change	Minor change	Moderate change	Major change
For WH Properties Very High – Attributes which Convey OUV	Significance of Effect or Overall Impact (Either Adverse or Beneficial)				
	Neutral	Slight	Moderate/ Large	Large/Very Large	Very Large
For Other Heritage Assets or Attributes	Significance of Impact (Either Adverse or Beneficial)				
Very High	Neutral	Slight	Slight/ Moderate	Large/very Large	Very Large
High	Neutral	Slight	Slight/ Moderate	Moderate/ Large	Large/Very Large
Medium	Neutral	Neutral/Slight	Slight	Moderate	Moderate/ Large
Low	Neutral	Neutral/Slight	Neutral/Slight	Slight	Slight/ Moderate
Negligible	Neutral	Neutral	Neutral/Slight	Neutral/Slight	Slight