

Red Bank, Victoria North, Manchester
Heritage Statement
November 2021

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Report

Heritage Statement

Site

Red Bank, Victoria North, Manchester

Client

Arup (Manchester)

Planning Authority

Manchester City Council (MCC)

Grid reference

SJ 84660 99652

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This heritage statement has been prepared to support a planning application for advanced enabling works at a c. 2.9ha site at Red Bank, Victoria North, Manchester (the subject site) and the potential impact of the proposed development of the subject site on the setting and significance of those designated and non-designated heritage assets located in its vicinity. The wider Red Bank site at Victoria North is identified for large-scale residential-led development comprising some 5,500 new homes under the City council's adopted Northern Gateway Strategic Regeneration Framework (SRF) policy document.

In accordance with Paragraph 194 of the *National Planning Policy Framework* (NPPF 2021) this report first identifies and describes the historical development of the subject site and outlines the significance of the designated and non-designated heritage assets before going on to consider the impact of the proposal on that significance.

The subject site is located c. 1600 metres northeast of Manchester city centre and occupies land between the railway located c. 230 meters to its south and Red Bank and Honey Street c. 56 metres to its north (figure 1). The River Irk, situated to the southeast of the subject site flows from the northeast to the southwest before joining the River Irwell. The linear subject site covers an area of approximately 2.93ha in area and is orientated along a northeast to southwest axis. Its northeast boundary abuts a public right of way which crosses the area of former sidings on an arched stone bridge.

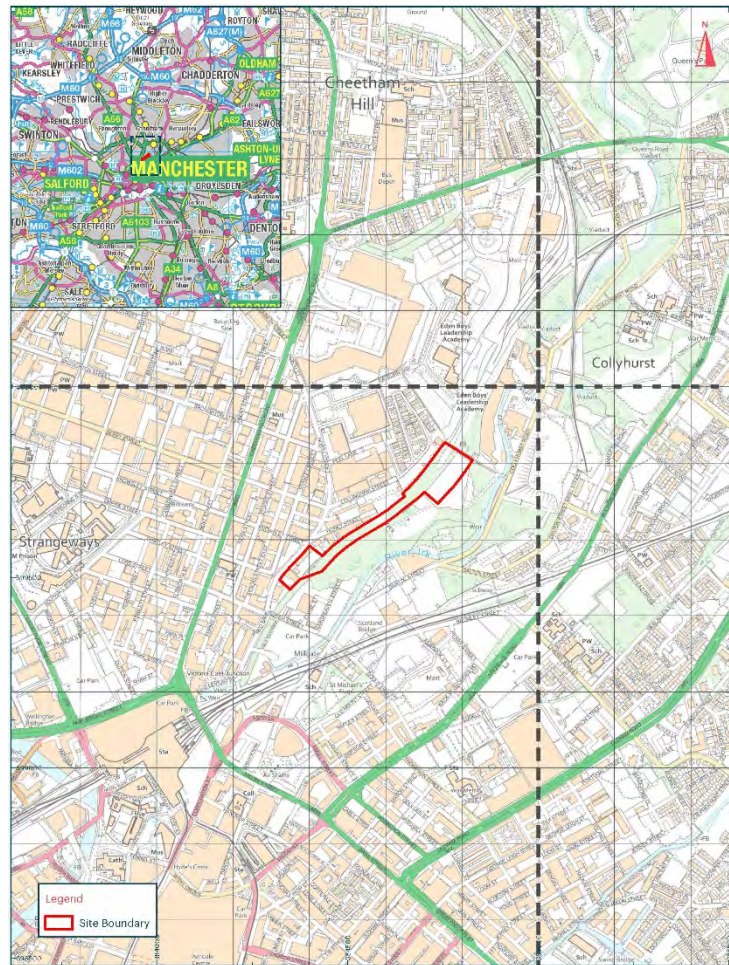


Figure 1 Red Bank, Victoria North, Manchester (the subject site)

There are six Grade II listed buildings within a 500 metre radius of the subject site which have the potential for their significance to be impacted by the proposals. These are the Former Free Library, Roman Catholic Church of St. Chad and St. Chads Presbytery Churchyard Walls of Roman Catholic Church of St. Chad, Former Synagogue, Union Bridge and Victoria Station including concourse to rear with restaurant and booking hall.

In summary, the proposal is compliant with the relevant heritage paragraphs contained in Section 16 of the NPPF 2021 and relevant local heritage policies including Local Plan policies CC9: *Design and Heritage*, EN3: *Heritage*, Policy 18: *Conservation Areas* and Policy 19: *Listed Buildings*.

The significance of designated heritage assets in the vicinity of the subject site, including the contribution made to significance by setting, has been assessed in Chapter 4 of this report. It has been demonstrated that the proposals preserve the significance of the Grade II listed buildings of the Former Free Library, Roman Catholic Church of St. Chad and St. Chads Presbytery Churchyard Walls of Roman Catholic Church of St. Chad, Former Synagogue, Union Bridge and Victoria Station including concourse to rear with restaurant and booking hall.

1.0 Introduction

- 1.1 This heritage statement considers a c. 2.9 hectare site forming part of the wider Red Bank site in Victoria North, Manchester (Figure 1). The wider site is earmarked for significant residential-led development and this specific application proposes advanced enabling works to prepare the site for further infrastructure works which benefit from funding under Government's Housing Infrastructure Fund (HIF). The enabling and infrastructure works are required to ready the wider Red Bank site for its future development for residential use. The site (hereinafter referred to as the "Subject Site") is located at National Grid Reference SJ 84660 99652.
- 1.2 In accordance with the Paragraph 194 of the *National Planning Policy Framework* (NPPF 2021) and the requirement for applicants to describe the significance of heritage assets including contribution to setting, the report draws together available information on designated and non-designated heritage assets. The assessment includes the results of a site survey, an examination of published and unpublished records, charts historic land-use through a map regression exercise and considers relevant local and national policy and guidance.
- 1.3 The Historic Environment Record has been consulted (online) and the relevant designated and non-designated heritage assets located in the immediate vicinity are identified in Figure 2.
- 1.4 A site visit was undertaken on 21st September when the conditions were overcast, but visibility was good.
- 1.5 The report enables relevant parties to assess the significance of designated and non-designated heritage assets within and in the vicinity of the site, thus enabling potential impacts on these assets to be identified along with the need for design solutions.

Location and Description

- 1.6 The subject site and its environs are shown at Plates 1-7 and is located c. 1600 metres northeast of Manchester city centre and occupies land between the railway located c. 230 meters to its south and Red Bank and Honey Street c. 56 metres to its north. The River Irk, situated to the southeast of the subject site flows from the northeast to the southwest before joining the River Irwell. The linear subject site covers an area of approximately 2.93ha in area and is orientated along a northeast to southwest axis. Its northeast boundary abuts a public right of way which crosses the area of former sidings on an arched stone bridge.
- 1.7 The site largely follows the route of the former Prestwich Branch of the Lancashire and Yorkshire Railway which started at Victoria Station to the southwest before heading northwest. The majority of the site is a mixture of trees and scrub with an area of hard standing in its north-eastern corner. The subject site's southwest corner is also formed by an area of hard standing which abuts Red Bank.
- 1.8 Two 20th century buildings occupy the southwest corner of the subject site where it abuts the south side of Red Bank. These buildings have no value in heritage terms.



Plate 1 View looking southwest across the southwest corner of the subject site from the junction of Knowsley Street and Red Bank. The roof of the more northerly buildings that currently occupies this part of the subject site is arrowed.



Plate 2 View northwest from the northern boundary of the subject site. Note the glimpsed view of the turret on the Grade II listed Free Library (arrowed).



Plate 3 Views west at the junction of Knowsley Street and Red Bank at the northern boundary of the subject site with glimpsed views of the tower belonging to the Grade II listed Roman Catholic Church of St. Chad and the Grade II listed Former Free Library (arrowed).



Plate 4 View northeast along Red Bank showing the redundant railway viaduct leading towards the subject site which is located c. 248 metres to the northeast of this location (arrowed).



Plate 5 View west from the northern boundary of the subject site. Note the glimpsed view of the very top section of the tower belonging to the Grade II listed Roman Catholic Church of St. Chad.



Plate 6 View southwest along Red Bank illustrating the visual severance between the Grade II listed Victoria Station which is located c. 298 metres from this location (arrowed) and the immediate environs of the subject site.



Plate 7 View northeast towards the subject site from the Grade II listed Victoria Station. Note the road bridge (arrowed) severing any visual links with the subject site which is located c. 298 metres northeast of this location.

2.0 Planning Background and Development Plan Framework

Planning (Listed Building and Conservation Areas) Act 1990

- 2.1 The *Planning (Listed Building and Conservation Areas) Act 1990* sets out broad policies and obligations relevant to the protection of Listed Buildings and Conservation Areas and their settings.
- 2.2 Section 66(1) states:
- In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.*
- 2.3 Section 69 of the Act requires local authorities to define as conservation areas any *areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance* and Section 72 gives local authorities a general duty to pay special attention to *the desirability of preserving or enhancing the character or appearance of that area* in exercising their planning functions. These duties are taken to apply only within a Conservation Area. The Act does not make specific provision with regard to the setting of a Conservation Area, that is provided by the policy framework outlined below.

National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG)

- 2.4 Government policy in relation to the historic environment is outlined in Section 16 of the *National Planning Policy Framework 2021* (NPPF), entitled *Conserving and Enhancing the Historic Environment*. This provides guidance for planning authorities, property owners, developers and others on the conservation and investigation of heritage assets. Overall, the objectives of Section 16 of the NPPF can be summarised as seeking the:
- Delivery of sustainable development;
 - understanding the wider social, cultural, economic and environmental benefits brought by the conservation of the historic environment;
 - conservation of England's heritage assets in a manner appropriate to their significance; and
 - recognition of the contribution that heritage assets make to our knowledge and understanding of the past.
- 2.5 Section 16 of the NPPF recognises that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term.
- 2.6 Paragraph 194 states that planning decisions should be based on the significance of the heritage asset, and that the level of detail supplied by an applicant should be proportionate to the importance of the asset, and should be no more than sufficient to understand the potential impact of the proposal upon the significance of that asset.
- 2.7 *Heritage Assets* are defined in Annex 2 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 assets include designated heritage assets and assets identified by the local planning authority (including local listing).
- 2.8 *Designated Heritage Assets* comprise: World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields and Conservation Areas.
- 2.9 *Significance* is defined as: the value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
- 2.10 *Setting* is defined as: the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

- 2.11 The NPPF is supported by the *National Planning Policy Guidance* (NPPG). In relation to the historic environment, paragraph 18a-002 states that:

Conservation is an active process of maintenance and managing change. It requires a flexible and thoughtful approach to get the best out of assets as diverse as listed buildings in every day use and as yet undiscovered, undesignated buried remains of archaeological interest.

- 2.12 Paragraph 18a-001 makes a clear statement that any decisions relating to Listed Buildings and their settings and Conservation Areas must address the statutory considerations of the *Planning (Listed Buildings and Conservation Areas) Act 1990*, as well as satisfying the relevant policies within the National Planning Policy Framework and the Local Plan.

- 2.13 The NPPG outlines that although the extent and importance of setting is often expressed in visual terms, it can also be influenced by other factors such as noise, dust and vibration. Historic relationships between places can also be an important factor stressing ties between places that may have limited or no intervisibility with each other. This may be historic as well as aesthetic connections that contribute or enhance the significance of one or more of the heritage assets.

- 2.14 Paragraph 18a-013 states:

The contribution that setting makes to the significance of the heritage asset does not depend on there being public rights or an ability to access or experience that setting. This will vary over time. When assessing any application for development which may affect the setting of a heritage asset, local planning authorities may need to consider the implications of cumulative change. They may also need to consider the fact that developments which materially detract from the asset's significance may also damage its economic viability now, or in the future, thereby threatening its on-going conservation.

- 2.15 The key test in NPPF paragraphs 199-202 is whether a proposed development will result in substantial harm or less than substantial harm. However, substantial harm is not defined in the NPPF. Paragraph 18a-018 of the NPPG provides additional guidance on substantial harm. It states:

Whether a proposal causes substantial harm will be a judgment for the decision taker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. In general terms, substantial harm is a high test, so it may not arise in many cases. 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.

- 2.16 Paragraph 202 of the NPPF outlines that where a proposed development results in less than substantial harm to the significance of a heritage asset, the harm arising should be weighed against the public benefits accruing from the proposed development. Paragraph 18a-020 of the NPPG outlines what is meant by public benefits:

Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (Paragraph 8). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.

- 2.17 Paragraph 203 states:

the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

- 2.18 In considering any planning application for development, the planning authority will be mindful of the framework set by government policy, in this instance the NPPF, by current Development Plan Policy and by other material considerations.

Local Planning Policy

- 2.19 The Manchester Core Strategy (MCS 2012) and the saved policies of the Unitary Development Plan (UDP 1995) are the relevant development plans. The MCS 2012 contains a number of overarching heritage and design policies including CC9: Design and Heritage and EN3: Heritage. The UDP 1995 contains a number of relevant saved policies including Policy 18: Conservation Areas and Policy 19: Listed Buildings, the latter of which is of particular relevance given that the site is located in the immediate vicinity of a number of designated heritage assets.
- 2.20 The relevant part of MCS 2012 Policy CC9 states:
- Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.*
- 2.21 The relevant part of Policy EN3 states:
- Throughout the City, the Council will encourage development that compliments and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.*
- New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.*
- 2.22 The relevant part of UDP saved Policy 18 states:
- The Council will give particularly careful consideration to development proposals within Conservation Areas.*
- e)Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.*
- 2.23 The relevant part of UDP saved Policy 19 states:
- In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:*
- d)Seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;*
- 2.24 The Northern Gateway Strategic Regeneration Framework (SRF) approved by MCC in 2019 identifies the wider Red Bank, Victoria North area for major residential-led redevelopment comprising in excess of 5,000 new homes and associated infrastructure.

Historic Environment Good Practice Advice In Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment (Historic England 2015)

- 2.25 The purpose of this document is to provide information to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the NPPF and NPPG. It outlines a six-stage process to the assembly and analysis of relevant information relating to heritage assets potentially affected by a proposed development:
- Understand the significance of the affected assets;
 - Understand the impact of the proposal on that significance;
 - Avoid, minimise and mitigate impact in a way that meets the objectives of the NPPF;
 - Look for opportunities to better reveal or enhance significance;
 - Justify any harmful impacts in terms of the sustainable development objective of conserving significance and the need for change; and
 - Offset negative impacts on aspects of significance by enhancing others through recording, disseminating and archiving archaeological and historical interest of the important elements of the heritage assets affected.

Historic Environment Good Practice Advice In Planning Note 3: The Setting of Heritage Assets (Historic England 2017)

- 2.26 Historic England's Historic Environment Good Practice Advice in Planning Note 3 provides guidance on the management of change within the setting of heritage assets.
- 2.27 The document restates the definition of setting as outlined in Annex 2 of the NPPF. Setting is also described as being a separate term to curtilage, character and context; while it is largely a visual term, setting, and thus the way in which an asset is experienced, can also be affected by noise, vibration, odour and other factors. The document makes it clear that setting is not a heritage asset, nor is it a heritage designation, though land within a setting may itself be designated. Its importance lies in what the setting contributes to the significance of a heritage asset.
- 2.28 The Good Practice Advice Note sets out a five-stage process for assessing the implications of proposed developments on setting:
1. Identification of heritage assets which are likely to be affected by proposals;
 2. Assessment of whether and what contribution the setting makes to the significance of a heritage asset;
 3. Assessing the effects of proposed development on the significance of a heritage asset;
 4. Maximising enhancement and reduction of harm on the setting of heritage assets; and
 5. Making and documenting the decision and monitoring outcomes
- 2.29 The guidance reiterates the NPPF in stating that where developments affecting the setting of heritage assets results in a level of harm to significance, this harm, whether substantial or less than substantial, should be weighed against the public benefits of the scheme.

3.0 Historical Context and Location of Heritage Assets

Introduction

- 3.1 The following section presents a historical development of the site and wider area through the results of a map regression exercise and review of relevant background documentation.
- 3.2 The location of designated and non-designated heritage assets within and surrounding the subject site are also discussed below; these are shown on Figure 2.

Historical Background

Summary: Victoria North, Manchester

- 3.3 The subject site is a long thin parcel of land to the east of Red Bank and the southeast of Honey Street, to the east of the Strangeways district on the northeast side of Manchester. The northeastern half of the site falls into the district of Cheetham in the parish of Manchester. The southwestern half falls into Central Manchester, which was not tithed.
- 3.4 Manchester was recorded in the Domesday Book. It was the land of Roger of Poitou and included the churches of St Michael's in Ashton-under-Lyne and St Mary's, Manchester (DB Phillimore reference: Cheshire R5,2).
- 3.5 Cheetham is first mentioned in a record of 1212. It was recorded as a ploughland occupied by the tenant Roger de Middleton, who paid an annual rent to King John (Farrer, 1903, Vol. I, p. 66). Under Roger the estate was held by Henry de Chetham. Later in the 13th century Cheetham was held by the Cheetham family directly of the King. Later the manor was held by the Pilkingtons in exchange for knight's service to the King. The manor was forfeited in 1485 and then granted to the Earl of Derby together with the manor of Knowsley until the 17th century. There are no records of Cheetham Manor later than this, but the Earl of Derby remained the chief landowner into the 20th century (Brownbill & Farrer, 1911, p. 260).
- 3.6 There was a common at Collyhurst. Local landowners attempted to enclose the common through the 16th and 17th centuries but were resisted. The burgesses of Manchester had free pasture at Collyhurst (Swindells, 'Collyhurst Common', 1908).
- 3.7 Hearth tax returns from 1666 show that there were seventy hearths liable in the township (Brownbill & Farrer, 1911, p. 259). At this time much of the north and north-eastern parts of the present city were then undeveloped farmland.
- 3.8 The pre-OS mapping of the subject site indicates that the north bank of the Irk was undeveloped fields. The Red Bank area to the north of the subject site was "on a high sandstone ridge that fell away from the middle-class settlement of Cheetham Hill down to the railway in the valley of the Irk" (Vaughan, 2002, p. 2). It was a slum area housing Manchester's Jewish population (Douglas et al., 2016).
- 3.9 On the incorporation of Manchester in 1838 Cheetham became part of the new borough. It was absorbed into North Manchester in 1896, ceasing to be an independent township at that point (Brownbill & Farrer, 1911, p. 259).
- 3.10 On the 1844 Cheetham Tithe Map (Figure 3), the subject site occupies Plots 324 ('Field Stream and ½ of Stream') and 325 ('Field & Footpath'). It also extends partially into Plots 312 ('Field & Enclosure'), 311 ('Field & Enclosure') and 310 ('Field & Cartroad'). All of these Plots were owned by the Earl of Derby. No occupier is listed in the apportionment. The Earl of Derby at this time was Frederick Stanley, 16th Earl of Derby (also known as the Lord Stanley of Preston). He represented Preston, North Lancashire and Blackpool as a Conservative MP (White, 1901-1910). At this point, part of what is to become Bank Street can be seen in Plot 322 with a number of small, detached properties on its southern flank which border the subject site boundary. Cheetham Street can be seen further to the north with its south side undeveloped.
- 3.11 In 1844, Manchester Victoria Station was opened adjoining the workhouse. According to Engels, "here the background embraces the pauper burial-ground, the station of the Liverpool and Leeds railway, and, in the rear of this, the Workhouse, the 'Poor-Law Bastille' of Manchester, which, like a

citadel, looks threateningly down from behind its high walls and parapets on the hill-top, above the working people's quarter below" (Engels, 1845, p. 50).

- 3.12 Red Bank and Cheetham Hill were described in detail in Friedrich Engels' *The Condition of the Working Class in England* (1845). Engels described this area on the south side of the Irk:

"The newly-built extension of the Leeds railway, which crosses the Irk here, has swept away some of these courts and lanes, laying others completely open to view. Immediately under the railway bridge there stands a court, the filth and horrors of which surpass all others by far" (Engels, 1845, p. 51).

- 3.13 By the Ordnance Survey mapping of 1850 (Figure 4) shows the subject site and much of the land to its northeast remain as large open undeveloped field parcels. The south side of Cheetham Street now has residential development along its length.
- 3.14 The subject site is on the site of the old railway line, sidings, carriage shed and a footpath and formed part of the East Lancashire Railway running from Manchester Victoria Station northwards past Queen's Road and Cheetham Hill Junction before continuing on to Bury. In 1859 the East Lancashire Railway was absorbed into the Lancashire and Yorkshire Railway (Haydock, 2009, pp. 24-25). The Bacon Map of 1884 (Figure 5) shows the subject site with the railway running southwest to northeast along the northern boundary of the site. There is no other development on the site at this time.
- 3.15 The subject site sidings and carriage shed served the Prestwich Branch of the Lancashire and Yorkshire Railway. This branch was formerly the Bury Line of the East Lancashire Railway. The first part of the Bury Line was built in 1846, linking Manchester Victoria to Bury via Salford, Clifton Junction and Radcliffe. The Lancashire and Yorkshire Railway obtained permission to build a new part of the line in 1872, and constructed it between 1876-1879 through Crumpsall, Heaton Park, Prestwich, Whitefield and Radcliffe (Local Act, 35 & 36 Victoria I, c. cxvi; PA HL/PO/PB/1/1872/35&36V1n159). This was the Prestwich Line which passed through the subject site.
- 3.16 By the Ordnance Survey mapping of 1891 (Figure 6) there has been widescale development of the site. What was possibly a single branch line in 1884 has been widened to include a number of other lines which has necessitated the demolition of an entire street, Great Horrocks Place and the buildings along its length. The northeast area of the subject site is now occupied by numerous sidings and a large carriage shed. Development to the north along Cheetham Street and Bank Street has continued with tightly packed terraced housing along their lengths along with the addition of another entire street constructed on land between them. To the south of the subject site beyond the River Irk, much of the land north and south of the railway line has been developed with new roads and terraced housing. On the banks of the River Irk, two large Gasometers are now present and a circular feature, presumably a turntable for the locomotives is also shown at the end of a branch of sidings on the subject site's southern boundary.
- 3.17 The line was electrified in 1916 (Hindle, 2010, p. 1) and by the Ordnance Survey mapping of 1922 (Figure 7) the railway infrastructure had been expanded on the subject site with the addition of further sidings to the south of the subject site boundary. Bank Street to the north has been renamed as Honey Street and the large industrial buildings and reservoir which were present along Hargreaves Street to the southwest have also gone. Union Bridge is also labelled where Rodger Street crosses the River Irk to the southwest of the site.
- 3.18 The mapping of 1951 (Figure 8) shows the widescale demolition of housing stock along the north and south flanks of a number of the roads in the area particularly along Cheetham Street, Back Bank Street and Honey Street to the north of the site. The buildings which occupied the southwest are of the subject site have also gone and have been replaced by a Z shaped building labelled as Irkdale House.
- 3.19 By the following year, the 1952 mapping (Figure 9) shows that the large carriage shed located in the northeast of the site has gone. There is little other change to the site at this time. In 1953 a major rail accident occurred at Collyhurst, at the point where the trainline crossed the viaduct above the River Irk, just to the northeast of the subject site (Ministry of Transport, 'Report on the Collision', 1953; British Pathé, 'Manchester Railway Disaster' Newsreel).
- 3.20 Between the Ordnance Survey mapping of 1966 and 1978 (Figures 10 - 11) there is little change to the subject site. Although the locomotive turntable is still evident, its link to the other sidings appears to have been severed. To the north of the site Cheetham Street's name has been changed

to Collingham Street and has a number of large industrial units to its north labelled as Empress House. The building which currently occupies the southwest corner of the site is now shown and simply labelled as 'Works'.

- 3.21 The Ordnance Survey mapping of 1990 (Figure 12) shows the Prestwich line as still extant and running through the site, although the area of sidings has been removed. The Z shaped building in the southwest corner of the site, Irkdale House, has gone and been replaced with a linear building on the southern flank of Bank Street. In 1991-92 the trainline was converted into a tramline of the Manchester Metrolink, now known as the Bury Line (Hindle, 2010, p. 2).
- 3.22 The mapping of 2006 (Figure 13) shows the site largely clear of any development and by this time the last remnants of the former Prestwich line have been removed. The route the line took through the site is labelled as 'Dismantled Railway'. Network Rail relinquished ownership of the site in 2017 ('Proposed Property Disposal', 2018, p. 4).
- 3.23 The Ordnance Survey mapping of 2021 (Figure 14) shows the site as it is at present.

Heritage Assets

Listed Buildings

- 3.24 The subject site itself does not contain any listed buildings and there are no listed buildings within the immediate vicinity of the site. Within a 500m radius of the subject site there are 16 Grade II listed buildings and 1 Grade II* listed building. These are:
- Grade II* Manchester Jewish Museum (NHLE no. 1208472)
 - Grade II Cheetham Town Hall Annexe (Former) (NHLE no. 1283065)
 - Grade II Cheetham Town Hall (Former) (NHLE no. 1208440)
 - Grade II Former Free Library (NHLE no. 1293124)
 - Grade II Knowsley Hotel (NHLE no. 1197784)
 - Grade II Churchyard Walls of Roman Catholic Church of St. Chad (NHLE no. 1197786)
 - Grade II Roman Catholic Church of St. Chad and St. Chads Presbytery (NHLE no. 1208542)
 - Grade II Former Synagogue (NHLE no. 1208420)
 - Grade II Union Bridge (NHLE no. 1255163)
 - Grade II Charter Street Mission (formerly Charter Street Ragged School and Working Girls' Home) (NHLE no. 1461979)
 - Grade II Ashton House (NHLE no. 1197764)
 - Grade II Victoria Station including concourse to rear with restaurant and booking hall (NHLE no. 1254725)
 - Grade II Parkers Hotel (NHLE no. 1208963)
 - Grade II Sharp Street Ragged School (NHLE no. 1254650)
 - Grade II Cooperative Press (NHLE no. 1291013)
 - Grade II Warehouse on West Corner of Junction with Simpson Street (NHLE no. 1270681)
 - Grade II Marble Arch Inn (NHLE no. 1247604)
- 3.25 Many of these assets have no intervisibility with the subject site given the local topography and the intervening built form and therefore can be scoped out of this report. Those located to the north of the subject site include:
- Grade II* Manchester Jewish Museum (NHLE no. 1208472)
 - Grade II Cheetham Town Hall Annexe (Former) (NHLE no. 1283065)
 - Grade II Cheetham Town Hall (Former) (NHLE no. 1208440)
 - Grade II Knowsley Hotel (NHLE no. 1197784)
- 3.26 The presence of the railway viaduct (Figure 2) severs views with those assets located to the south of the subject site and can also be scoped out of this report. These include:
- Grade II Parkers Hotel (NHLE no. 1208963)
 - Grade II Sharp Street Ragged School (NHLE no. 1254650)
 - Grade II Cooperative Press (NHLE no. 1291013)
 - Grade II Warehouse on West Corner of Junction with Simpson Street (NHLE no. 1270681)
 - Grade II Marble Arch Inn (NHLE no. 1247604)

Conservation Areas

- 3.27 The subject site is not located within a Conservation Area nor are there any in the immediate vicinity. In the wider vicinity located c. 544 metres southwest of the subject site is the Shudehill Conservation Area. Due to its distance from the subject site, local topography and intervening built form there is no intervisibility between the two and can be scoped out of this report.

*Non-Designated Heritage Assets**Locally Listed Buildings*

- 3.28 At the time of writing this report, there was no available list of Locally Listed Buildings available on the Manchester City Council website, nor any available criteria for the process of compiling a local list.

Other structures of note

- 3.29 Within the wider vicinity of the subject site approximately 198 metres south of the subject site boundary is the mid-19th century railway viaduct (Figure 2). This will be discussed in more detail in conjunction with the Grade II listed Victoria Station.

4.0 Proposed Development and Potential Impact on Heritage Assets

Background

- 4.1 This section identifies and assesses the impacts of the proposal on the significance of the heritage assets located within and in the vicinity of the subject site. In assessing the heritage impacts of the proposal, the relevant policies cited in section 2.0 have been referenced.

The Proposed Development

- 4.2 The subject site is intended to accommodate advanced enabling works to prepare the wider Red Bank site for further infrastructure works which benefit from HIF funding and are scheduled to commence in 2022. The enabling and infrastructure works will prepare the wider Red Bank site for residential-led development in accordance with the aspirations of the Northern Gateway SRF. This first application seeks planning permission for works comprising demolition of the Creamline Dairy and creation of a temporary construction haul road.

Potential Impacts on Heritage Assets

- 4.3 As noted in paragraphs 3.24, 3.25 and 3.26, there are a number of listed buildings located in the wider vicinity of the subject site. The proposed development, therefore, has the potential to impact on the settings and significance of the heritage assets identified.

Listed Buildings in the vicinity

- 4.4 In order to understand how any new development could affect the significance of these heritage assets, it is important to understand the specific heritage values which combine to inform that significance. An understanding of the contribution setting makes to its significance is also considered.

Former Free Library (NHLE no. 1293124)

- 4.5 Located c. 161 metres northwest of the subject site boundary, this Grade II listed building (Plate 3) is described as follows in its listing:

Public library, now derelict following fire damage. Dated 1876 on frieze. Yellow brick with gritstone dressings (now roofless). Rectangular plan on corner site. Italianate style. Two storeys and basement, a symmetrical facade of 3 unequal bays, with pilasters, frieze inscribed "CHEETHAM BRANCH MANCHESTER FREE LIBRARY ERECTED AD 1876", prominent cornice, parapet with balustraded centre and segmental-pedimented panelled upstands in the outer bays. Ground floor has square-headed doorway in centre, up a flight of steps protected by iron railings. The 1st floor has an arcaded range of 5 round-headed windows in the centre, and a square-headed window in each outer bay, with pedimented architrave. All windows now unglazed. Six-bay left return wall has coupled round-headed windows except the end bays which have pedimented architraves. Rear has arcaded window like that at front, and campanile chimney at south-east corner. Interior gutted by fire; fluted iron columns visible. Forms group with No.122 (former New Synagogue) to right (q.v.).

- 4.6 The significance of the asset derives principally from its age and the intactness of its built fabric which generates its historic and architectural special interest. Dating from the late-19th century, the original plan of the building remains largely unaltered with the high-quality nature of the craftsmanship and materiality of the building construction evident. The building suffered a fire which gutted much of the interior, but it has since been largely restored / remodelled. The asset is a good example of a phase of public library building that took place between an 1850 act which initially allowed local authorities to construct libraries and a further act in 1892 which made the fundraising by local authorities for such projects much easier. The building's significance as a local public library has been partially eroded since it was closed and was subsequently used as a retail outlet.
- 4.7 The former library sits at the corners of Fern Street to its southeast, Knowsley Street to its northeast with its principal west elevation abutting Cheetham Hill Road. The asset is principally experienced when you approach it from the northeast or southwest along Cheetham Hill road. The subject site, which is located 161 metres southeast of the asset could be considered to form part of its wider

urban setting. However, the subject site and the asset share no co-visibility and there are only glimpsed views of the turret on its southeast corner and long-distance views of its east elevation (Plate 3). The subject site is largely screened from the former library by the intervening built form and local topography. In its present state the subject site is considered to make a neutral contribution to the asset's wider setting in terms of its urban context and makes no particular contribution to the significance of the asset.

Impact of Development Proposal

- 4.8 The local topography and intervening built form remove the subject site from within the experience of the former library. Although there are glimpsed views of the turret on its southeast corner and long-distance views of its east elevation, from the northern boundary of the subject site, there is limited intervisibility and no co-visibility with the former library. It is therefore considered that, whilst representing a change within the wider setting of the asset, the proposals constitute the preservation of the asset's significance.

Roman Catholic Church of St. Chad and St, Chads Presbytery (NHLE no. 1208542) and Churchyard Walls of Roman Catholic Church of St. Chad (NHLE no. 1197786)

- 4.9 Located c. 135 metres west of the subject site boundary, this group of Grade II listed assets (Plates 3, 5, 8, 9) are described as follows in their listings:

Includes: No.23 St Chad's Presbytery STOCKS STREET Cheetham. Roman Catholic church with attached presbytery to rear. 1846-7, by Weightman and Hadfield. Coursed sandstone rubble, slate roofs. Perpendicular style. Nave with south-west tower, north and south aisles, chancel with north and south chapels. The 3-stage tower, with angle-buttresses and narrow south-west stair-turret, moulded and weathered plinth, string-courses, embattled parapet with tall crocketed pinnacle over stair-turret and small crocketed intermediate and corner pinnacles, has a small 3-light west window with hollow moulded surround, Perpendicular tracery and hoodmould, a small niche with a statue at the corner of the stair-turret, a niche to the 2nd stage, and 2 traceried belfry windows in each side with Perpendicular tracery. The nave has paired 2-light clerestory windows, a very large traceried 5-light west window and a moulded doorway below this; the aisles have buttresses, gabled porches, 2-centred arched 3-light windows, and large figured gargoyles. The chancel has a large 5-light east window. Interior: arcades of 2-centred double-chamfered arches on octagonal piers with embattled caps. Presbytery attached to south east corner, facing Stocks Street, 2 storeys with attic and basement, has pointed arched windows and doorways.

Churchyard walls. c.1847. Coursed sandstone rubble with ashlar coping. Bounding north and west sides of churchyard, with return on east side to presbytery; 2 gateways in west side and one in north side, with wooden gates (in arch-braced form).

- 4.10 The significance of these heritage assets derives principally from their age and the intactness of their built fabric which generates their historic and architectural special interest. Dating from the mid-19th century, the original plan of the building remains largely unaltered with the high-quality nature of the craftsmanship and materiality of the building construction evident. The building derives communal (illustrative) value from its historic and present-day function. Owing to the built-up nature of the church's immediate environs, only the upper section of the tower and spire are evident in longer views of the church and often only as glimpses.
- 4.11 The Church of St. Chad and St, Chads Presbytery are set within their churchyard plot, which has its frontages onto St. Chad's Street to the north, Sock Street to the east and Cheetham Hill Road to the west. The walls encircling the graveyard are also Grade II listed (NHLE 1197786) and have illustrative and architectural value in relation to depicting the historic plot of the church land and their construction materials and techniques. When constructed, the church would have been at the centre of an area of dense urban residential housing. Much of this terraced housing has gone and has been replaced by numerous light industrial units and blocks of hi-rise flats to the south. The subject site, which is located 135 metres west of the assets could be considered to form part of their wider urban setting. However, the subject site and the assets share no co-visibility and there are only glimpsed views of the top section the church tower from the northern boundary of the subject site (Plates 8, 5) The subject site is largely screened from the church by the intervening built form and local topography (Plate 9). In its present state the subject site is considered to make a neutral contribution to the assets' wider setting in terms of their urban context and makes no particular contribution to the significance of the assets.

- 4.12 The local topography and intervening built form remove the subject site from within the experience of the Church and Churchyard. Although there are glimpsed views of the upper part of the Church tower from the northern boundary of the subject site, there is limited intervisibility and no co-visibility with the Church. It is therefore considered that, whilst representing a change within the wider setting of the assets, the proposals constitute the preservation of the assets' significance.

Former Synagogue (NHLE no. 1208420)

- 4.13 Located c. 372 metres southwest of the subject site boundary, this Grade II listed building (Plate 10) is described as follows in its listing:

Methodist chapel, subsequently synagogue, now retail warehouse. c.1840, altered internally. Sandstone ashlar (roof concealed). Rectangular plan on corner site. Classical style. Two storeys over basement; single-storey 3-bay facade, symmetrical, the centre breaking forwards and pedimented; with plinth, pilasters, and entablature with cornice and high parapet. The projected centre has corner pilasters and a giant round-headed arch containing a square-headed doorway (approached by a broad flight of steps) with moulded architrave and cornice on consoles and flanked by narrow side-lights, and a plain semicircular window above; the outer bays have tall round-headed windows with radiating glazing bars. The 7-bay left return wall (to Park Street) has giant pilasters and 5 windows on each floor, those at ground floor altered and those at 1st floor with small-paned glazing. Interior altered.

- 4.14 The significance of this heritage asset derives principally from its age and the intactness of its built fabric which generates its historic and architectural special interest. Although no longer an active chapel, the building derives some communal (illustrative) value from its historic function. Membership of the Methodist faith grew substantially between the mid-18th century and mid-19th century and with this the construction of new chapels was needed. During this period, the chapels tended to be built in a more classical style, with large classically laid out sash windows to light and ventilate the interiors. It was not until after 1850 that a more Gothic style was employed. The asset therefore is a good example of this earlier period of building. The Methodists required a number of ancillary spaces within the chapel to accommodate classrooms and meeting rooms which lent the building to be adopted by the Jewish community in later years being similar requisites for a Synagogue. This change of building use is also illustrative of the change in religious denomination in the surrounding local area. The significance of this important local place of worship has been slightly eroded since the building's conversion into a retail warehouse.
- 4.15 The former Synagogue is situated in a prominent position at the junction of Cheetham Hill Road and Trinity Way approximately 372 metres southwest of the subject site. Its principal (east) elevation is predominantly experienced as you approach it from the southeast along Miller Street (Plate 10) as you cross the bridge over the railway. Its immediate environs consist of mixture of 20th and 21st century hi-rise buildings to its east with more modest late 19th and 20th century light industrial units to its west. Although it could be considered that the subject site forms part of the wider urban setting of the asset, they do not share any intervisibility due to the intervening built form and local topography. In its present state the subject site is considered to make a neutral contribution to the asset's wider setting in terms of its urban context and makes no particular contribution to the significance of the asset.

Impact of Development Proposal

- 4.16 The local topography and intervening built form remove the subject site from within the experience of the former Synagogue. The subject site and asset do not share any co-visibility or intervisibility and it is therefore considered that, whilst representing a change within the wider setting of the asset, the proposals constitute the preservation of the asset's significance.

Union Bridge (NHLE no. 1255163)

- 4.17 Located c.164 metres south of the subject site boundary, this Grade II listed structure is described as follows in its listing:

Small public road bridge over River Irk, now closed. Probably C18 or very early C19. Sandstone ashlar. Single low segmental arch with plain voussoirs no parapet, but iron railings to south side.

- 4.18 The significance of the asset is largely derived from its age and the relative intactness of its built fabric which generates its historic and architectural special interest. Dating from the late 18th-early 19th century, the bridge, although small, would have been one of the principal crossing points of the River Irk linking the industrial areas north and south of the river. Constructed in the local stone, it is a good example of masonry bridge construction although the deck looks to have been replaced with concrete. The bridge is partially fenced off and no longer acts as a road bridge.
- 4.19 The bridge crosses the River Irk in a single arch connecting the north and south banks. The banks either side are lined with trees, scrub and brick walls which largely conceal the bridge when approaching it from the northeast or southwest along Dantzic Street. Approaching from the northwest along Roger Street, there are glimpsed views of the bridge through security fencing. From the mid-19th through to the mid-20th century the bridge would have acted as an important link between the industrial units and workers houses on the north and south sides of the river. As the surrounding industrial and residential buildings were demolished, it would have eroded the significance of the bridge as an important thoroughfare across the river. The subject site is considered to make a neutral contribution to the asset's wider setting in terms of its urban context and makes no particular contribution to the significance of the asset.

Impact of Development Proposal

- 4.20 The local topography, intervening built form and natural screening removes the subject site from within the experience of the bridge which is based around its immediate setting of where it crosses the River Irk. The subject site has limited to no intervisibility or co-visibility with the bridge. It is therefore considered that, whilst representing a change within the wider setting of the asset, the proposals constitute the preservation of the asset's significance.

Victoria Station including concourse to rear with restaurant and booking hall (NHLE no. 1254725)

- 4.21 Located c. 563 metres southwest of the subject site boundary, this Grade II listed building (Plate 11) is described as follows in its listing:

Railway station. Original block to Hunt's Bank Approach, 1844, for the Manchester and Leeds Railway Company (also used by the Liverpool and Manchester Railway Company), altered and greatly enlarged 1909 by William Dawes for the Lancashire and Yorkshire Railway Company; altered. Sandstone ashlar office blocks with slate roofs; cast-iron train sheds with slate and glazed roofs. Office blocks form L-plan, the original building on a north-east/south-west axis, and the much larger addition at right-angles to its north end. 1844 block in Italianate manner, now 2 storeys (originally one storey) and 7 bays wide, with square-headed doorways to left and right, arcaded windows to both floors of the centre, other windows with architraves and cornices. 1909 block in neo-Baroque style, 4 storeys and 31 bays plus rounded corner at south-east end; with channelled rustication to ground and 1st floors, pilasters to 2nd and 3rd floors, moulded cornice, and balustraded parapet interrupted by wide segmental open pediments over the 2nd, 6th, 19th and 29th bays, and upstands with clocks over the 4th bay and the curved corner. Round-headed windows and doorways to ground floor protected by delicate iron and glass canopy displaying names of one-time destinations in Art Nouveau lettering; windows to upper floors mostly square-headed and mullioned, but including oriels at 2nd and Venetian windows at 3rd floor of the pedimented bays. Fine surviving interiors to this part, including panelled booking hall, restaurant with stained glass dome and mosaic lettering, bookstall with mosaic decoration, map of Lancashire and Yorkshire railway system in tilework, etc.

- 4.22 The significance of this heritage asset derives principally from its age and the intactness of its built fabric which generates its historic and architectural special interest with the high-quality nature of the craftsmanship and materiality of the building construction evident. The phased elements of the buildings construction which spans the mid-19th century through to the 21st century also adds to its special interest. It also derives a large amount of communal (illustrative) value from its historic and present-day function as an operating railway station which was a key part of infrastructure instrumental in the development of Manchester as an industrial hub during the 19th and 20th centuries. Carrying the railway into and out of the station from the north and east are two sections of brick vaulted viaducts (Plates 4, 6 and Figure 2) dating from mid-19th century. The expansion of the railway system at this time was rapid and numerous viaducts were constructed to enable the navigation of the undulating topography. In this case, the viaducts allow the railway to traverse the slightly lower ground occupied by the River Irk before reaching Victoria station. The viaducts are reasonably unremarkable in appearance and construction being relatively modest in height with little embellishment. They are raised in plain engineering bricks with brick voussoirs and high-level

stone string courses and copings all in varying states of repair. Therefore, their significance is derived primarily from the ancillary role they play in the operation of the station.

- 4.23 Victoria train station lies c. 160 metres from the River Irkwell and Victoria Street which runs approximately north-south through the centre of Manchester. The station's principal (west) façade forms an L-shaped plan form along the flank of Victoria Station Approach with the 21st century section of the building leading off to the east. The subject site is located c. 563 metres northeast of this location. The station is predominantly experienced as you approach it you approach it from the southeast and west along Victoria Station Approach (Plate 11).
- 4.24 Intervisibility between the station and the subject site are largely severed by the presence of the road bridge to the east of the station (Plate 7). There are potentially some glimpsed views of the 21st century roof structure of the station above the intervening built form. It is considered that the subject site forms part of the station's wider setting and at one time shared a historical and functional link to the asset when the site had the Prestwich Branch of the Lancashire and Yorkshire Railway running along its northern boundary as well as multiple sidings to its south. With the cessation of this branch line service and later the removal of the sidings and carriage shed the land was sold off by Network Rail in 2017 partially eroding this functional link. The subject site forms part of the wider urban setting of the asset and combined with the limited inter-visibility between the two, it is considered the subject site makes a limited contribution to the immediate setting and therefore significance of the asset. The proposals will not affect the extant viaducts and they therefore retain the ancillary functional and historical links to the station.

Impact of Development Proposal

- 4.25 The local topography, intervening built form removes the subject site from within the experience of the station which is based around its immediate setting along the flank of Victoria Station Approach. The subject site has limited intervisibility or co-visibility with the station and therefore it is considered that, whilst representing a change within the wider urban setting of the asset, the proposals constitute the preservation of the asset's significance.

Potential Impacts on Non-Designated Heritage Assets

- 4.26 As noted in paragraph 3.28, there was no available list of Locally Listed Buildings available on the Manchester City Council website, nor any available criteria for the process of compiling a local list.

5.0 Summary and Conclusions

- 5.1 In summary, the proposal is compliant with the relevant heritage paragraphs contained in Section 16 of the NPPF 2021 and relevant local heritage policy including policies CC9: Design and Heritage, EN3: Heritage and saved Policy 18: Conservation Areas and Policy 19: Listed Buildings.
- 5.2 The significance of designated heritage assets in the vicinity of the subject site, including the contribution made to significance by setting, has been assessed in Chapter 4 of this report. It has been demonstrated that the proposals preserve the significance of the Grade II listed buildings of the Former Free Library, Roman Catholic Church of St. Chad and St. Chads Presbytery Churchyard Walls of Roman Catholic Church of St. Chad, Former Synagogue, Union Bridge and Victoria Station including concourse to rear with restaurant and booking hall.

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Cartographic

1844 Cheetham Tithe Map
 1850 Ordnance Survey 1:1,056
 1884 Bacon Map
 1891 Ordnance Survey 1:500
 1922-1923 Ordnance Survey 1:2,500
 1951 Ordnance Survey 1:2,500
 1952 Ordnance Survey 1:2,500
 1966 Ordnance Survey 1:2,500
 1978-1990 Ordnance Survey 1:2,500
 1990-1994 Ordnance Survey 1:10,000
 2006 Ordnance Survey 1:10,000
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Plates



Plate 8 View west from the northern site boundary with glimpsed views of the Church of St. Chad's tower (arrowed).



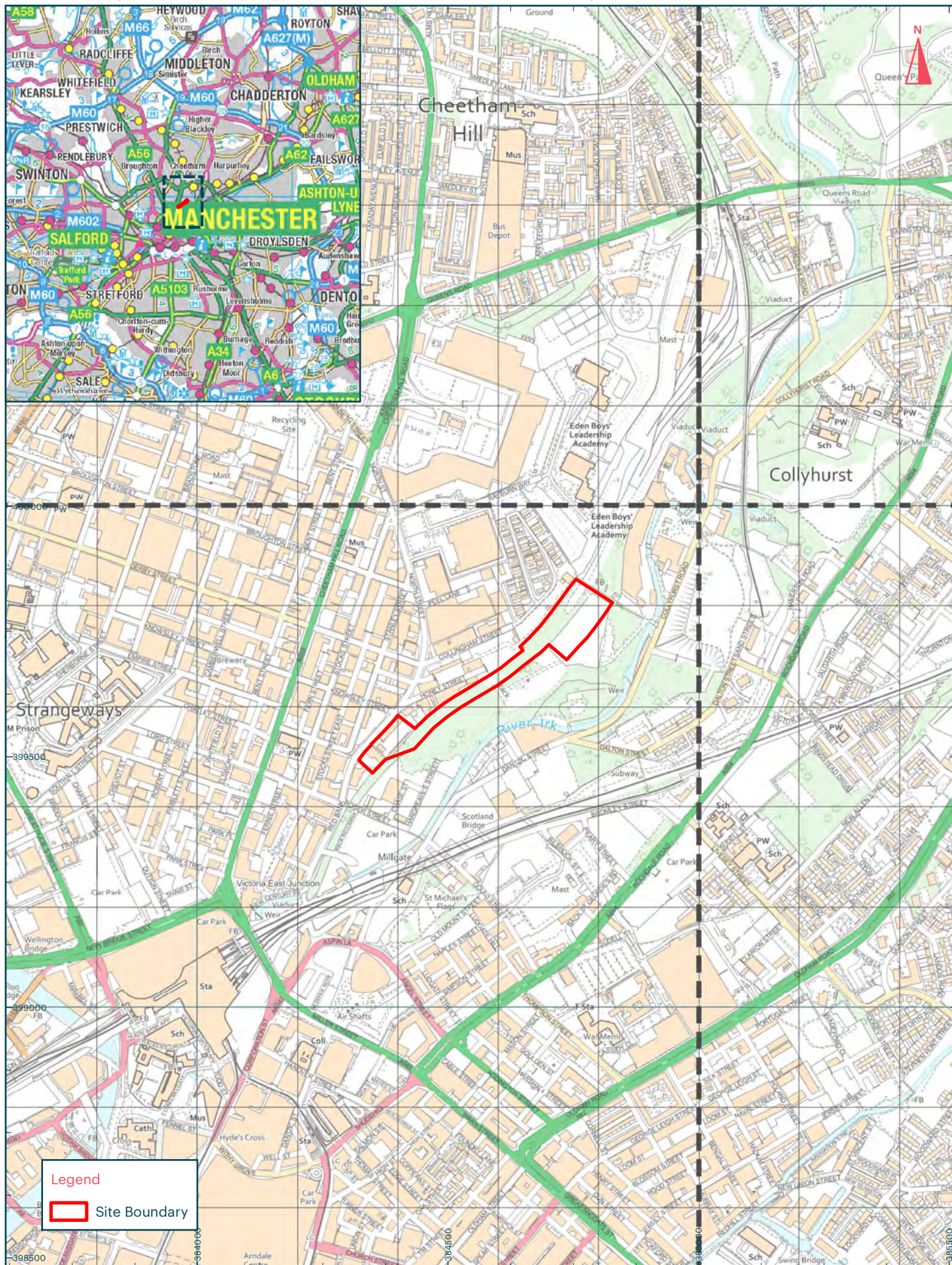
Plate 9 View east along St. Chads Street towards the subject site which is located c. 135 metres east of this



Plate 10 View west along Miller Street towards the Grade II listed Former Synagogue (arrowed).



Plate 11 Principal (southwest) elevation of the Grade II listed Victoria Railway Station. Image taken from the southwestern flank of Victoria Station Approach.

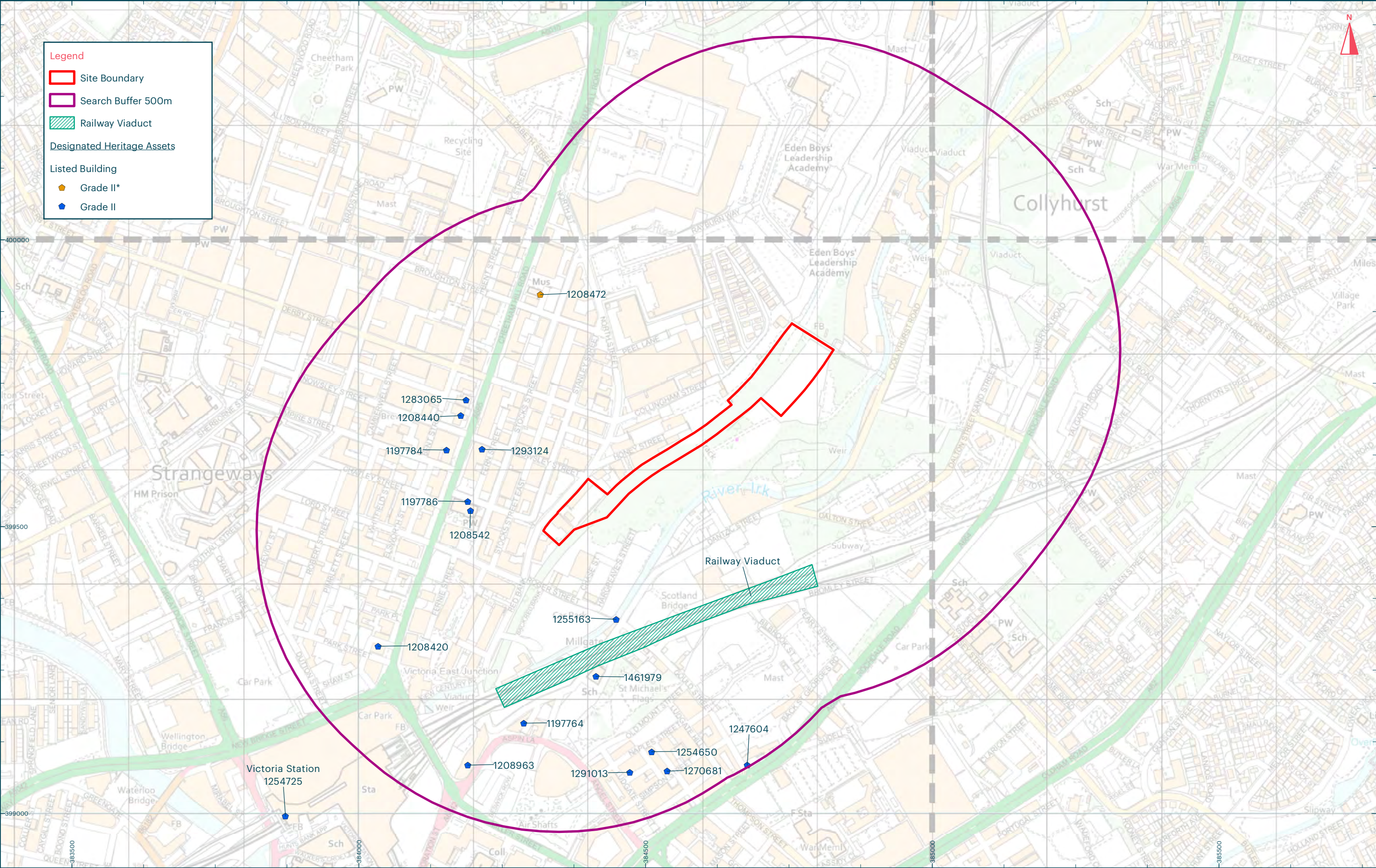


Title:
Figure 1: Site Location
Address:
Red Bank, Victoria North, Manchester

Scale at A4: 1:10,000

0 300m

orion.



Title:
Figure 2: Designated Heritage Assets within 500m of the Site Boundary

Address:
Red Bank, Victoria North, Manchester

Scale at A3: 1:6,000

0 200m



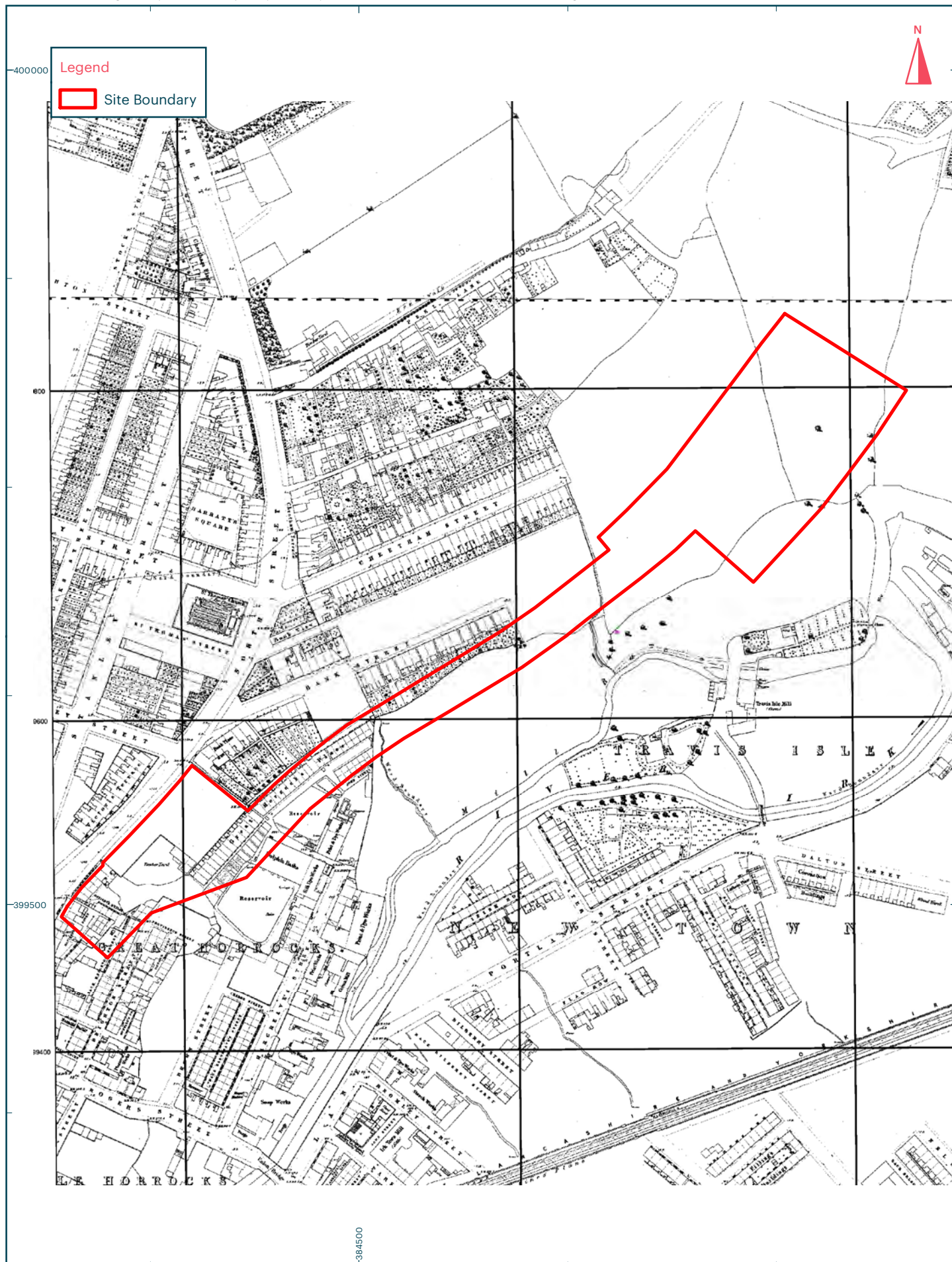


Title:
Figure 3: 1844 Cheetham Tithe Map
Address:
Red Bank, Victoria North, Manchester

Scale at A4: 1:3,000



orion.



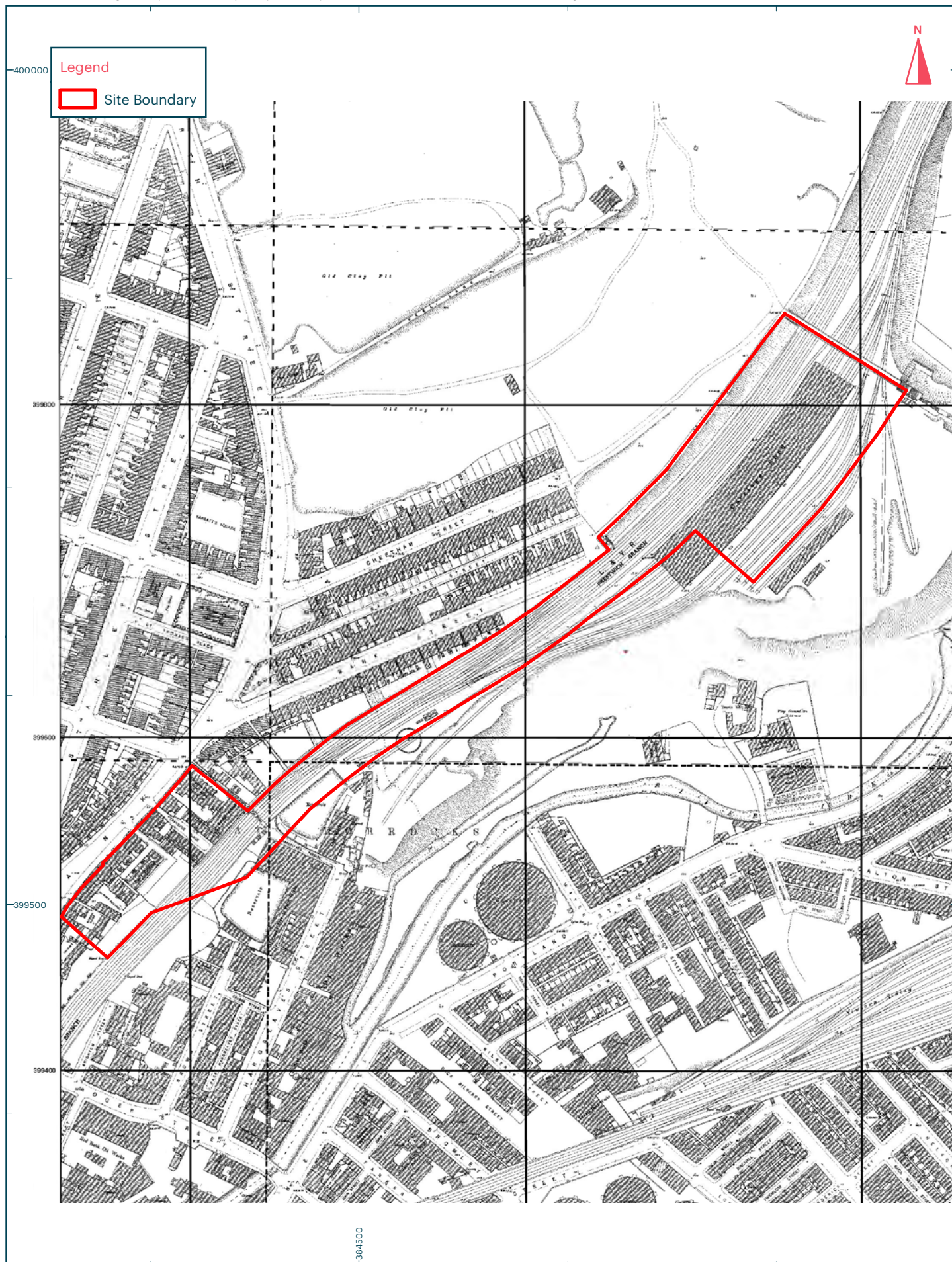
Title:
Figure 4: 1850 Ordnance Survey 1:1,056
Address:
Red Bank, Victoria North, Manchester

Scale at A4: 1:3,000
0 100m

orion.



Title: Figure 5: 1884 Bacon Map Address: Red Bank, Victoria North, Manchester	Scale at A4: 1:4,000 0 125m	
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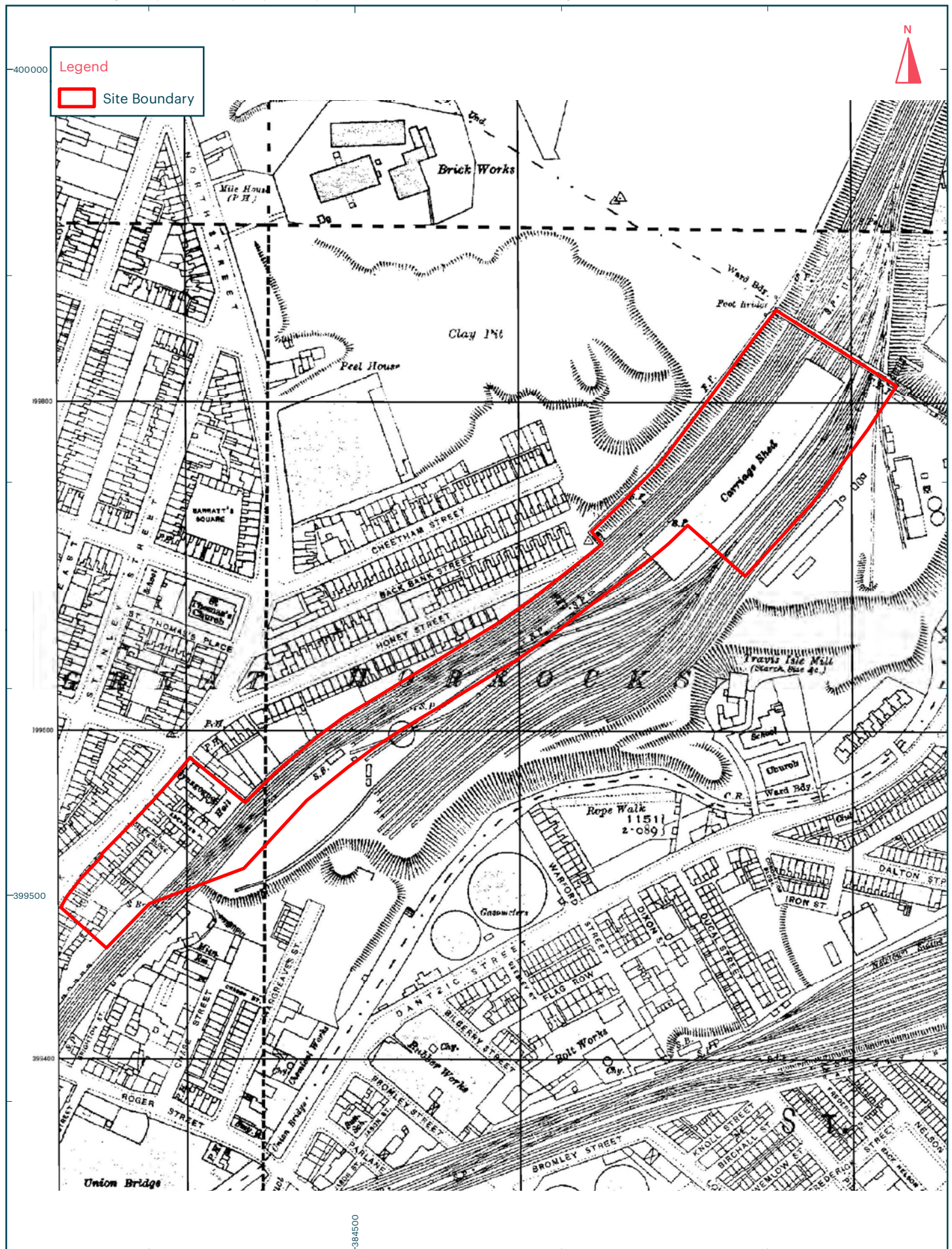


Title:
Figure 6: 1891 Ordnance Survey 1:500
Address:
Red Bank, Victoria North, Manchester

Scale at A4: 1:3,000



orion.



Title:
Figure 7: 1922 -1923 Ordnance Survey 1:2,500
Address:
Red Bank, Victoria North, Manchester

Scale at A4: 1:3,000



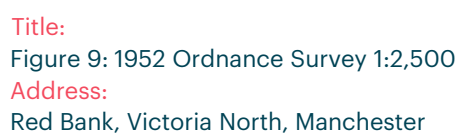
orion.



Title:
Figure 8: 1951 Ordnance Survey 1:2,500
Address:
Red Bank, Victoria North, Manchester

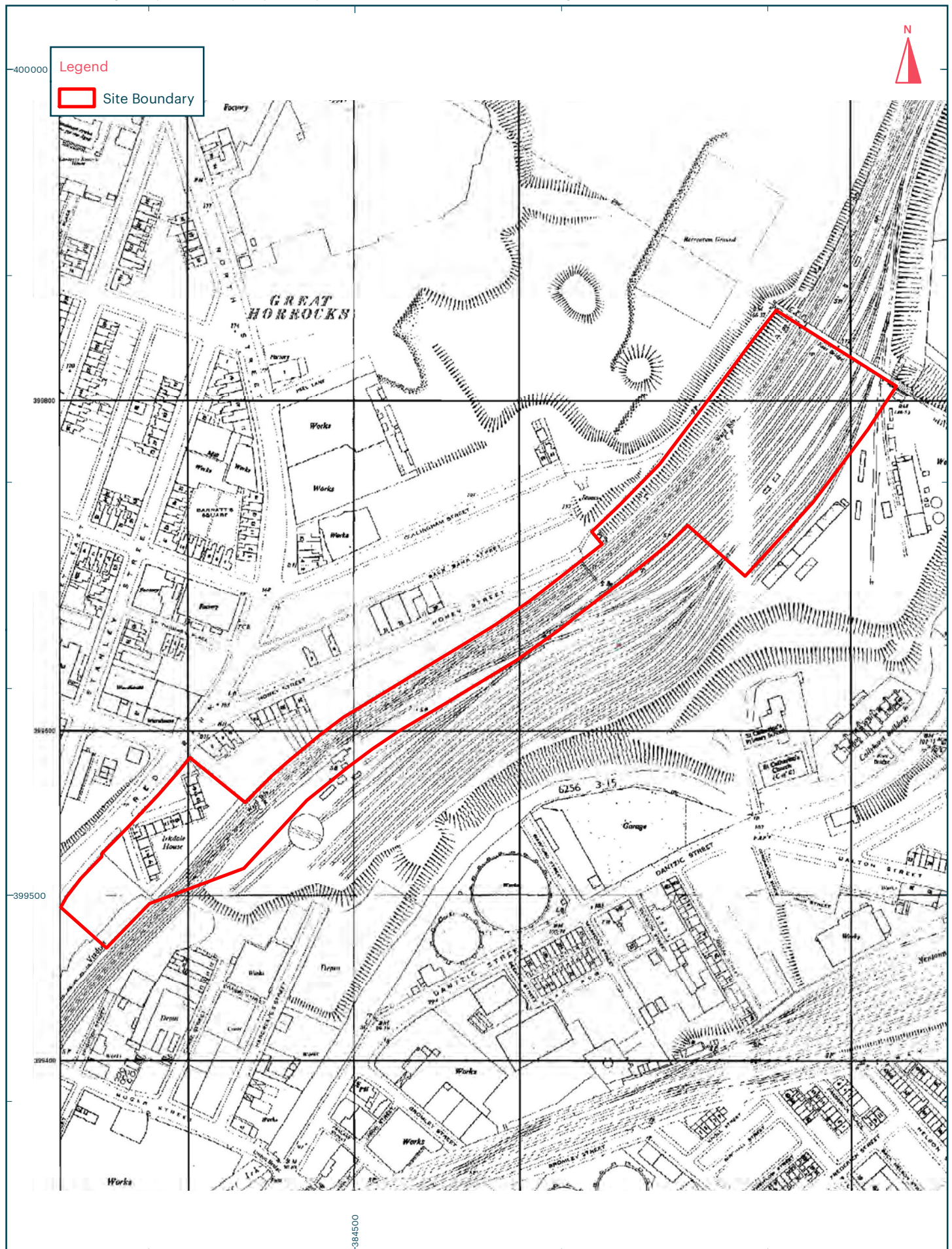
A horizontal scale bar with a black outline. It is divided into five equal segments by four vertical black lines. The number '0' is at the left end and '100m' is at the right end.

orion.



A horizontal scale bar with a black outline. It is divided into five equal segments by four vertical black lines. The number '0' is at the left end and '100m' is at the right end.

orion.

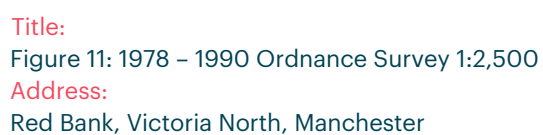


Title:
Figure 10: 1966 Ordnance Survey 1:2,500
Address:
Red Bank, Victoria North, Manchester

Scale at A4: 1:3,000



orion.



A scale bar indicating a distance of 100 meters. The bar is divided into five equal segments, with the number '0' at the left end and '100m' at the right end.

orion.



Title:
Figure 12: 1990 -1994 Ordnance Survey 1:10,000
Address:
Red Bank, Victoria North, Manchester

Scale at A4: 1:4,000
0 125m

orion.

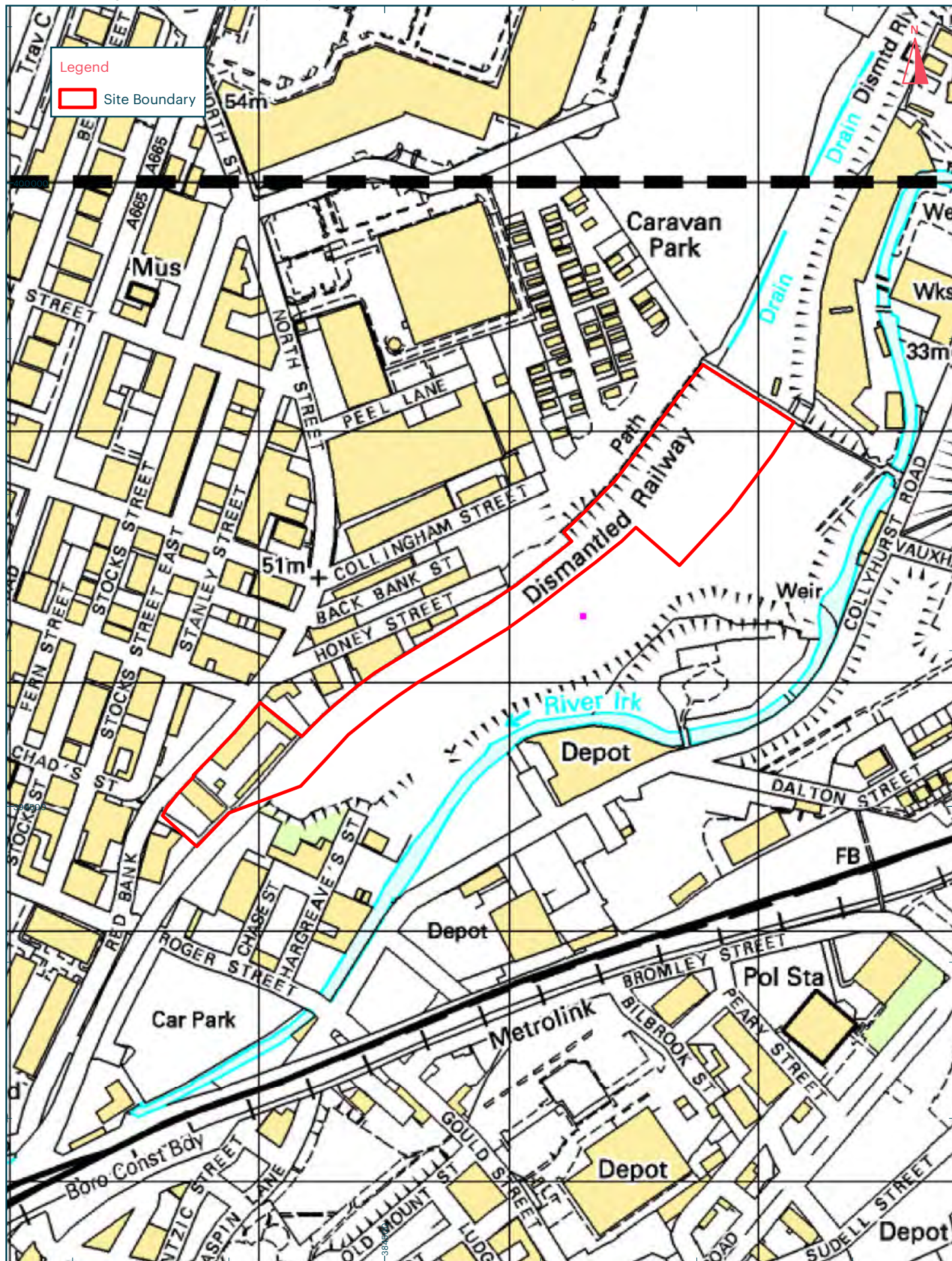
**Title:**

Figure 13: 2006 Ordnance Survey 1:10,000

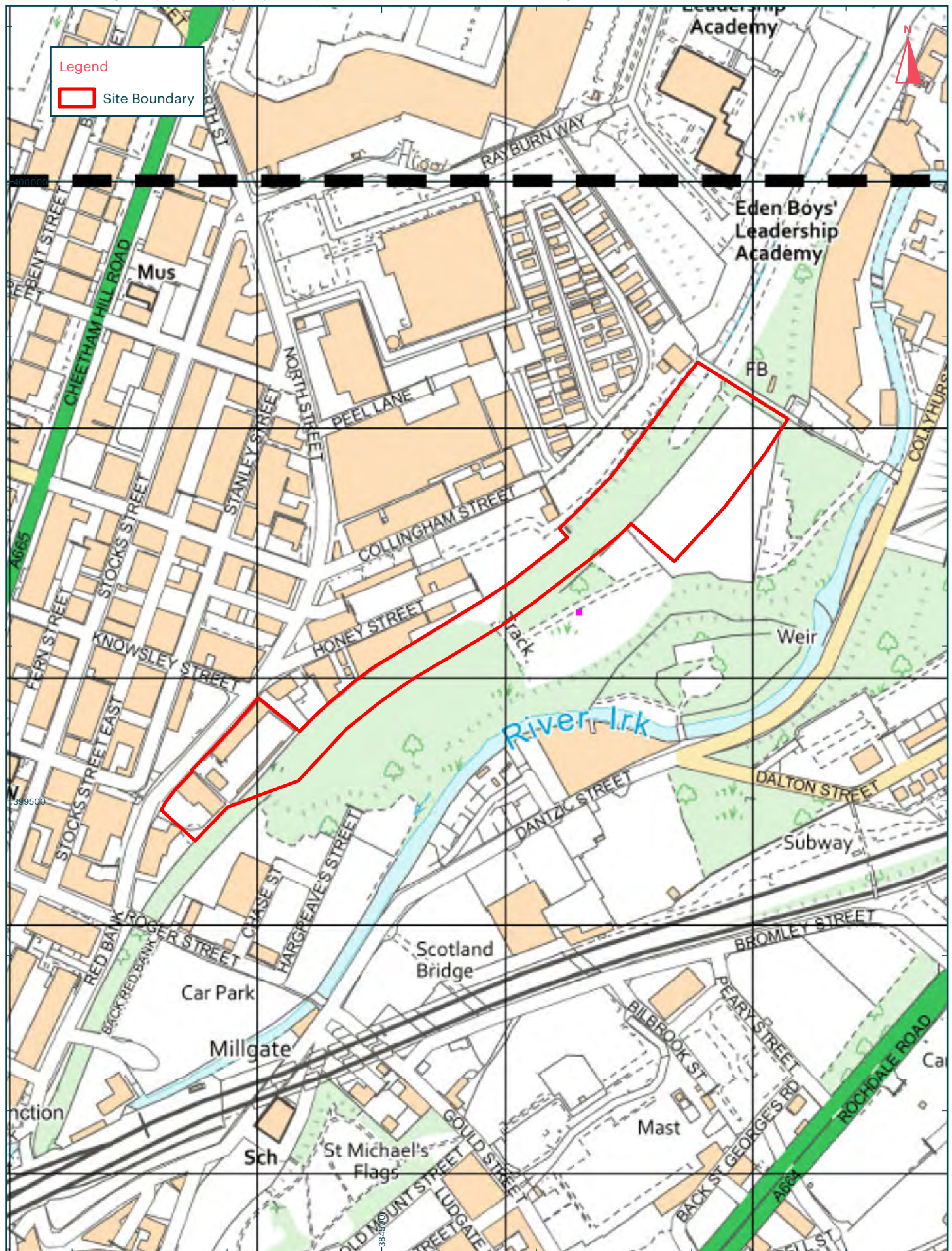
Address:

Red Bank, Victoria North, Manchester

Scale at A4: 1:4,000

0 125m

orion.



Title:
Figure 14: 2021 Ordnance Survey 1:10,000
Address:
Red Bank, Victoria North, Manchester

Scale at A4: 1:4,000

0 125m

orion.