

54 PRINCESS STREET MANCHESTER

HERITAGE STATEMENT



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Section 1 Introduction

This Heritage Statement accompanies the application for planning permission and listed building consent for the proposed works at 54 Princess Street, Manchester. The purpose of the works is to increase the fire resistance of the common parts, as requirements have evolved since the warehouse was converted to offices in the 1960s. 54 Princess Street is one of two Grade II listed buildings known as Lionesse House (54 and 56 Princess Street). The site is also situated within the Whitworth Street Conservation Area. This Heritage Statement should be read in conjunction with the proposed plans, the design and access statement and other reports.

This Heritage Statement has been prepared in accordance with the NPPF and the NPPG. It has been prepared by Kathryn Sather & Associates, Heritage Conservation Consultants. This Heritage Statement aims to provide sufficient information specific to the proposal site and its immediate surroundings. To this end the statement provides a summary of the history and development of the local area, the history of the site and a description of 54 Princess Street. It assesses the significance of the building, the special interest of the Whitworth Street Conservation Area and the contribution that the building makes to this special interest. The Statement also describes the proposed works, sets out the desirability of the proposed works and assesses the impact of the proposed works upon the special interest of the Conservation Area, upon 56 Princess Street and upon the significance of 54 Princess Street.

Section 2 Planning Policy Context

2.1 Introduction

Both national and local planning policies and guidance affect the planning policy context for the proposal site. These include the Manchester Local Development Framework Core Strategy Development Plan Document, Extant Unitary Development Plan Policies, Draft Places for Everyone – Joint Development Plan (August 2021), NPPF Chapter 16, the NPPG and guidance from Historic England.

2.2 Manchester Local Development Framework (LDF) 2012

The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. Relevant policy includes:

Policy EN3 Heritage

Throughout the city, the Council will encourage development that complements 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. Proposals which enable the re-use of heritage assets will be encouraged where they are consistent with the significance of the heritage asset.

2.3 Manchester Unitary Development Plan (1995) Extant Policies

One of the objectives of this plan was 'to protect and enhance Manchester's Victorian, Edwardian and Georgian architectural and historic heritage.' Many policies have been replaced by the Core Strategy (2012) however Policy DC18 on Conservation Areas and Policy DC19 on Listed Buildings within the citywide Developmental Control Policies remain valid.

DC18.1 Conservation Areas

The Council will give particularly careful consideration to development proposals within Conservation Areas.

a. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:

- i) the relationship of new structures to neighbouring buildings and spaces;
- ii) the effect of major changes to the appearance of existing buildings;
- iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
- iv) the effect of signs and advertisements;
- v) any further guidance on specific areas which has been approved by the Council.

b. The Council will not normally grant outline planning permission for development within Conservation Areas.

c. Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.

d. Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.

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.

DC19.1 Listed Buildings

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:

a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;

b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;

c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;

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;

e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;

f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

2.4 Places For Everyone – Joint Development Plan (Publication Stage Plan, August 2021)

Places for Everyone is a long-term plan of nine of the Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts. The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. The Plan is at its publication consultation stage. Relevant policy includes:

Policy JP-P 2

Heritage

Through this Plan we will proactively manage and work with partners to positively conserve, sustain and enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct identity and sense of place.

Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for safeguarding and enhancing in the future, and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive integration of our heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;
2. Utilising the heritage significance of a site or area in the planning and design process, providing opportunities for interpretation and local engagement;

3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;
4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and
5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings and areas of identified archaeological, architectural, artistic and historic value.

Development proposals affecting a designated heritage asset (or an archaeological site of national importance) and a conservation area should conserve those elements which contribute to its significance including those identified in any conservation area appraisal as making a positive contribution to the area. Harm to such elements will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal.

Development proposals should identify assets of archaeological interest and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.

Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

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

Local Planning Authorities have statutory duties regarding decisions involving heritage assets. The following provisions are relevant to the site:

Section 66 (1) of the Planning (Listed Building & Conservation Areas) Act 1990 states: 'in granting planning permission for development which affects a listed building or its setting,' a LPA must have 'special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'

Section 72: 'General duty as respects conservation areas in exercise of planning functions. In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'

2.6 National Planning Policy Framework and National Planning Practice Guidance

Proposals affecting heritage assets

194. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

197. In determining applications, local planning authorities should take account of:

- (a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- (b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- (c) the desirability of new development making a positive contribution to local character and distinctiveness.

Considering potential impacts

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- (a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- (b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

201. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- (a) the nature of the heritage asset prevents all reasonable uses of the site; and
- (b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- (c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- (d) the harm or loss is outweighed by the benefit of bringing the site back into use.

202. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

204. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

205. Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

206. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

207. Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 201 or less than substantial harm under paragraph 202, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

2.7 Other National Guidance Documents: Historic England

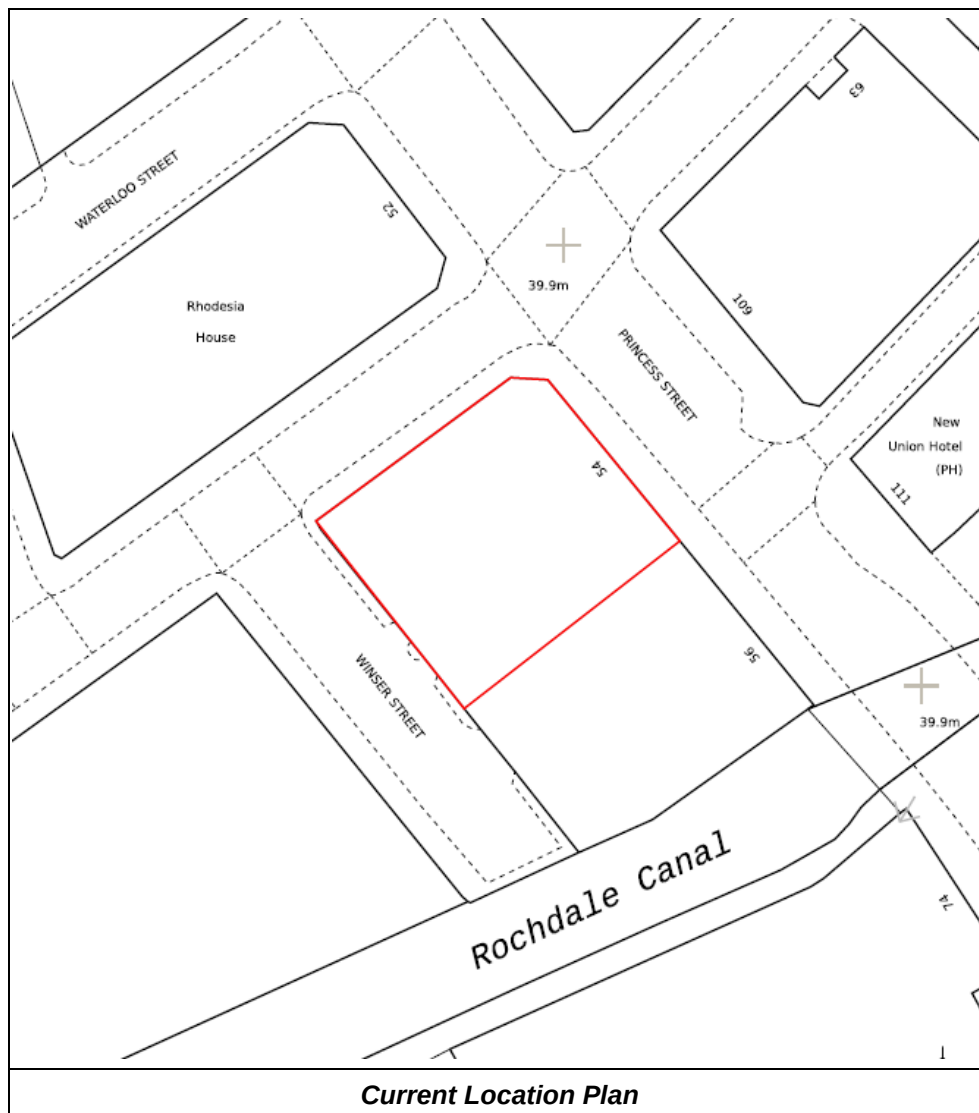
Several Historic England documents provide relevant guidance. These include *Conservation Area Designation, Appraisal and Management* (2019) and *Statements of Heritage Significance: Analysing Significance in Heritage Assets Historic England Advice Note 12* (2019).

Section 3 Description of the Site

3.1 Location

The proposal site 54 Princess Street was built together with 56 Princess Street. It is located on the west side of Princess Street, south of the junction with Portland Street in Manchester's city centre. The building forms an island site: 56 Portland Street is adjacent to the Rochdale Canal, the rear elevation of the building faces Winsor Street, the side elevation faces Bloom Street and the main elevation is to Princess Street.

The building is one of several listed former warehouses on Princess Street, forming a group of high quality late 19th century commercial buildings. Part of the Whitworth Street Conservation Area, whose character is summarised as: 'The Whitworth Street/Princess Street Conservation Area is uniquely Mancunian in character, its physical form being established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920. They reflect the historical importance of the textile industry in the city.'¹



¹ https://secure.manchester.gov.uk/info/511/conservation_areas/970/whitworth_street_conservation_area

3.2 The Site

3.2.1 54 Princess Street: Plan and Materials

The proposal site consists of the northern unit of a pair of former warehouses, 54 and 56 Princess Street. The 6-storey square building comprises a basement, ground floor above street level, three upper floors and an attic within the mansard roof. There are formal elevations to Princess Street and Bloom Street and a service elevation to Winsor Street. The internal structure comprises a grid of cast iron columns supporting timber beams and floorboards, although over the years several timber beams have been removed and replaced with steel beams; such works in the basement date from the 1960s.

The building is red brick in Flemish bond, with sandstone dressings and a slate roof. The ground floor of the Princess Street elevation features full height glazed windows in an aluminium frame. Elsewhere the windows are timber-framed

3.2.2 Exterior

Northeast Front Elevation to Princess Street

The main entrance is situated to the 6th of 8 bays; this location dates from the 1960s, although the present entrance dates from 2015. The original entrance was on the canted bay with a door with stone surround on the corner of Princess Street and Bloom Street and single window to either side. The ground floor features a punch dressed stone plinth, separated by an arcaded ground floor of round-headed arches with keystones and linked hoodmoulds, with railings in front. The full-height double-width inserted doorway is in the 6th bay, while the other bays feature pairs of modern casement windows to the half-basement, separated from the ground floor by a stone lintel with modern round-headed windows above. There is a stone cornice above the ground floor and string courses and sill bands separating the upper floors. Upper floors have shallow rectangular 2-storey oriels in alternate bays supported by stone corbels, with pilasters and balustrades in front of the third-floor windows. The elevation has square-headed windows throughout, all with stone lintels and all sashed windows without glazing bars. Above the stone cornice is a brick parapet with modern railings, behind which is the mansard roof with modern rooflights and the shortened remains of the former chimney stacks, and a slated pyramidal turret-roof to right-hand corner, above the canted corner with the original entrance.



Princess Street Elevation



Original Entrance



Northwest Side Elevation to Bloom Street

Beyond the canted bay with associated window, which was altered to create a fire escape in the 1960s, the elevation features eight bays with paired windows; round headed arched windows above rectangular half-basement windows and rectangular sash windows in the floors above. The elevation is similar in style to Princess Street but simpler, lacking the pedimented articulation and balustrades. At the fourth floor there are two pedimented attic dormers.



Southwest Rear Winsor Street Elevation

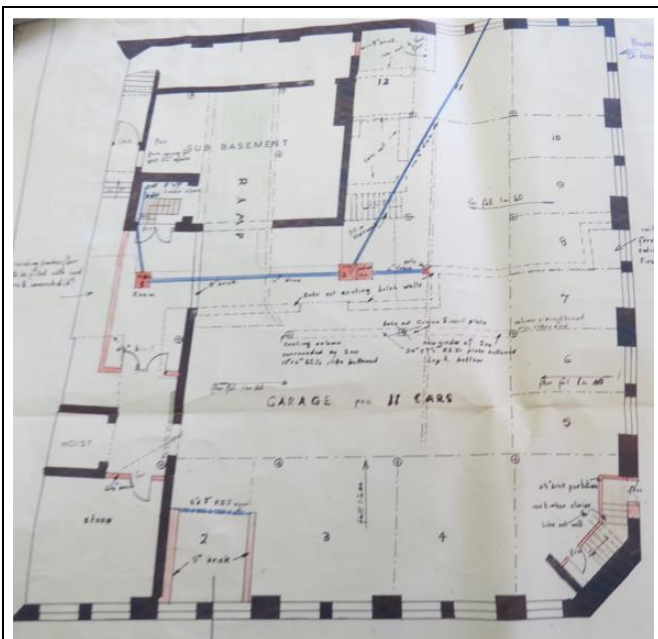
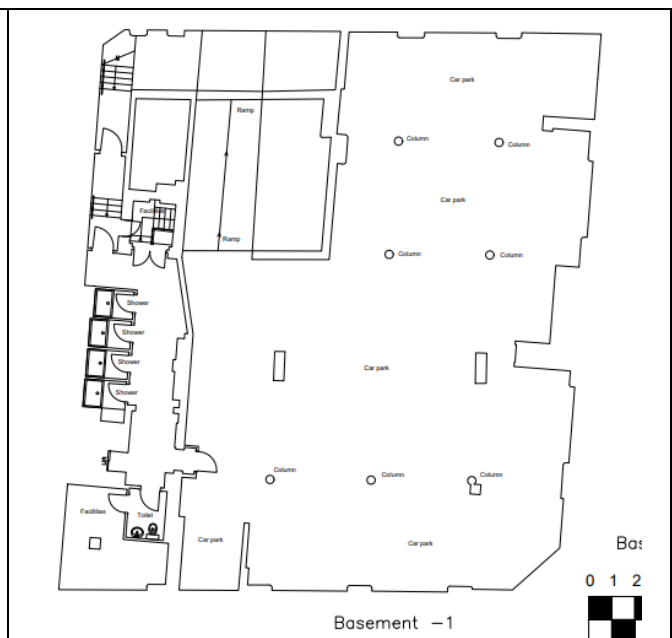
The upper floors of the rear elevation are almost identical to the Bloom Street elevation, with the two dormer windows with pediment above at fourth floor level, eight sash windows at the three floors below. At ground floor level there are five round-headed arched openings, beyond which is the area of the former loading bay. The former openings were altered in the 1960s to accommodate a roller shutter door accessing the ramp to the basement car park. To the right is a narrow bay adjacent to the party wall, containing the staircase with an emergency exit door at the base.

**Winser Street Elevation****Former Loading Bay with Altered Openings**

3.2.3 Interior

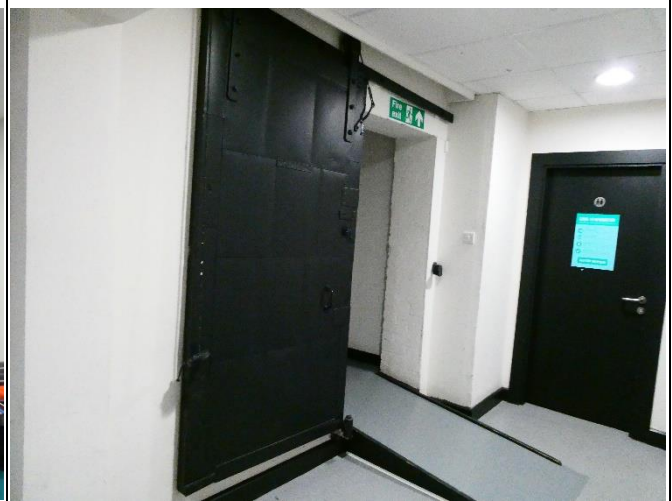
Basement

The majority of the basement still comprises the garage which was created in the 1960s; a ramp was introduced into the area of the former loading bay. The garage still retains much of the character of the former basement, although some walls were removed in the 1960s. The common parts area to the left of the garage comprises showers, toilets and plant and storage facilities. The lift is built into the shaft of the former hoist, towards the front of the building. The common parts area of the basement is a much-altered area, as can be seen from the plans showing the 1960s alterations over the original plan. The common parts area is narrow with concrete screed painted floors, suspended ceilings concealing services and neutral modern décor.

**1960s Alterations to Original Plan****Basement 2021**



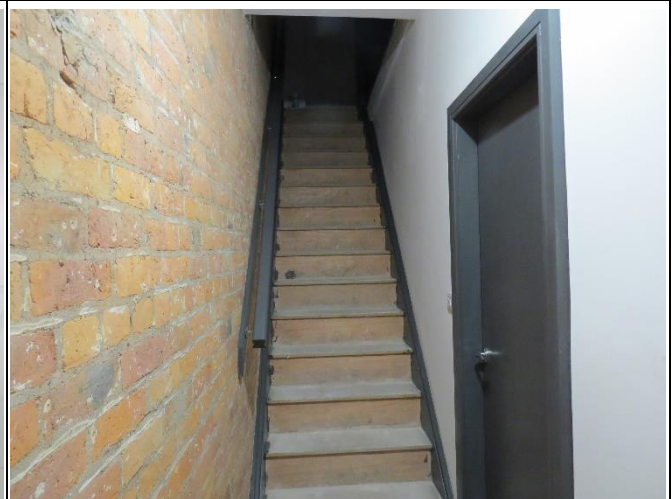
Basement Looking Towards Rear



Basement Looking Toward Front with Ramp and Door to Car Park



Services Above Suspended Ceiling



Stairs along Party Wall to Rear



Garage Area with Rendered Pillar (Fire-proofing)



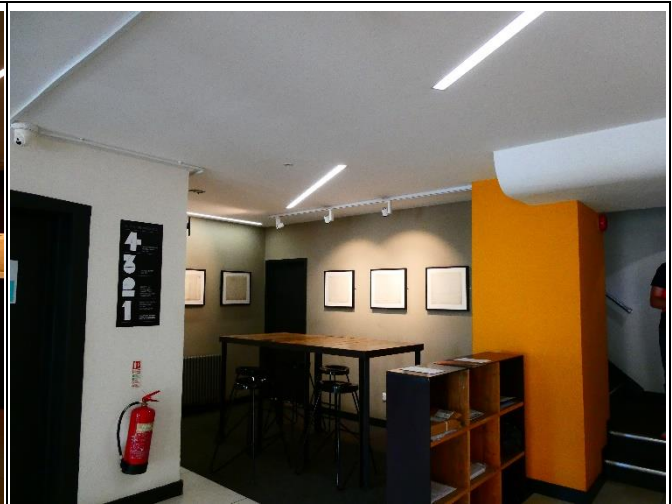
Garage with Columns and Beams

Ground Floor

Today the ground floor comprises the ground floor entrance from Princess Street dating from 1915, replacing a 1960s entrance; this has metal steps and a platform left to the lobby at mezzanine level.

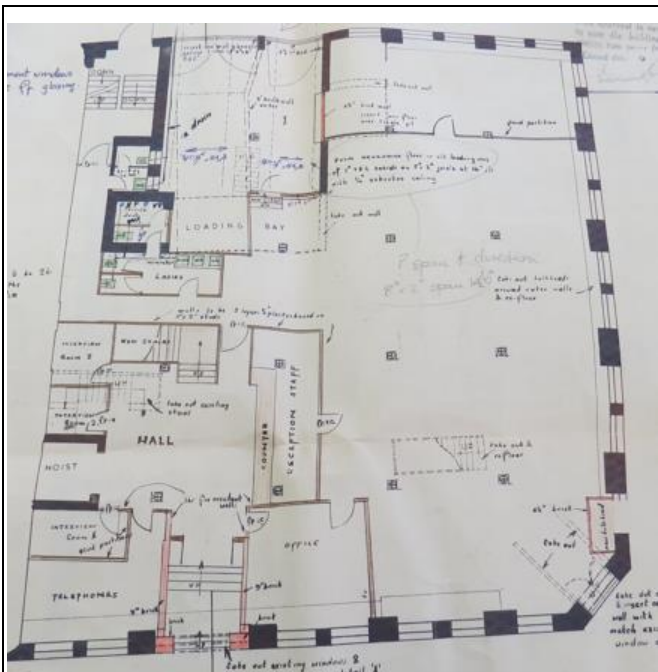


Mezzanine Lobby Looking to Front Entrance

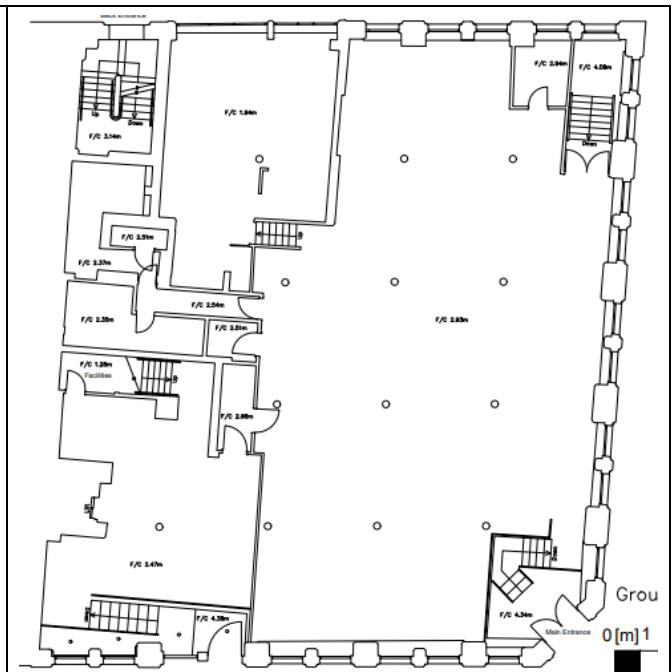


View Past Lift to Rear of Lobby

The lobby was also created in the 1960s, together with the staircase to its rear, replacing staircases in other locations. The present lobby is slightly narrower than in the 1960s but features a steel column and beams in the central area. The décor has been stripped back, with one bare brick wall of the original hoist shaft exposed, with the time-clock and card holder for clocking-in from former times.



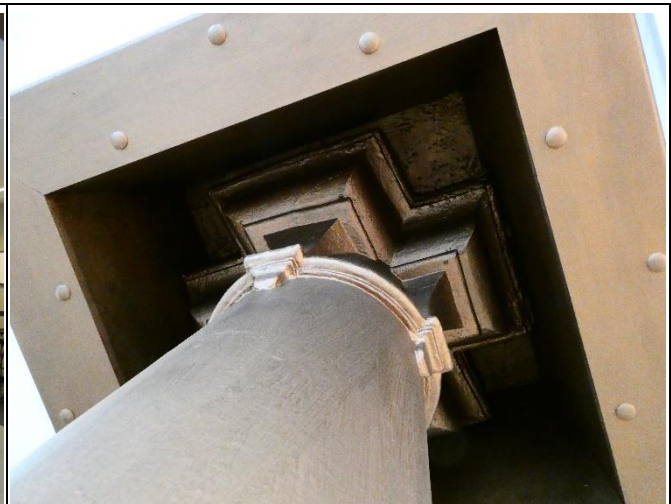
1960s Alterations to Former Ground Floor Plan



Ground Floor 2021

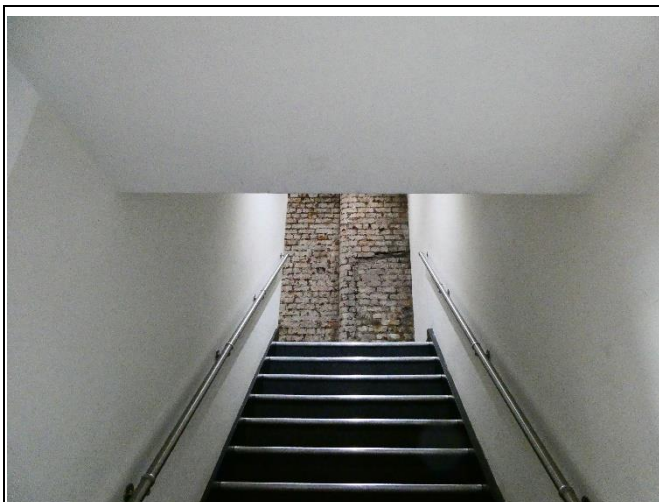


Lift in Former Shaft with Time-Clock



Structural Steel Column and Beams

The timber staircase inserted in the 1960s runs between partition walls towards the party wall at first floor level of exposed brick. The ceiling is tongue and groove timber, with inserted lights. This appears to be a modern layer on top of the 1960s timber which was brown varnished timber, as identified behind a light in the timber and groove ceiling.



2016 Appearance of 1960s Staircase

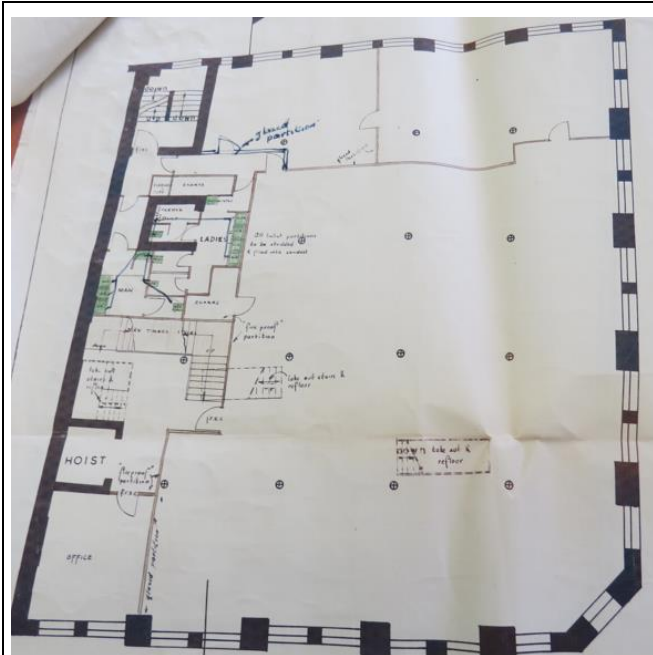


Materials of 1960s Ceiling

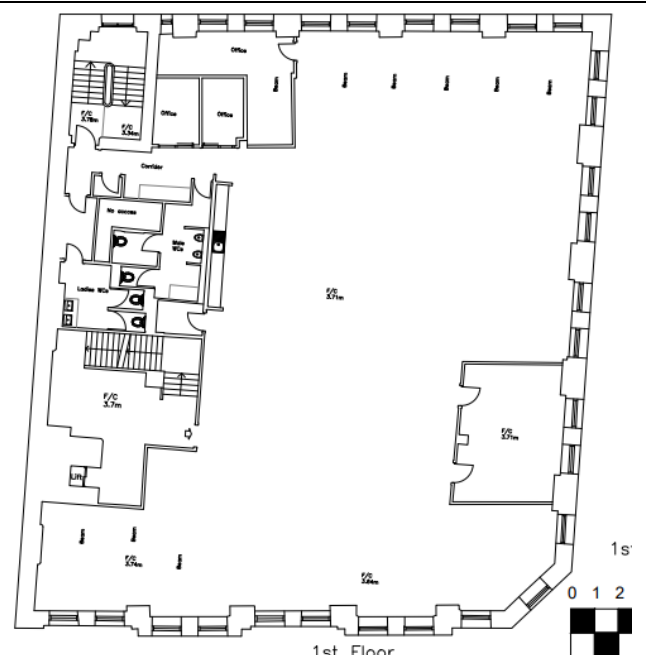
First Floor

The lift and the front flight of steps from the mezzanine lobby leads up to the first-floor lobby. Unlike the floors above, this comprises a small area, as the toilets and access to the rear stairs are reached through the office suite (which was not viewed).

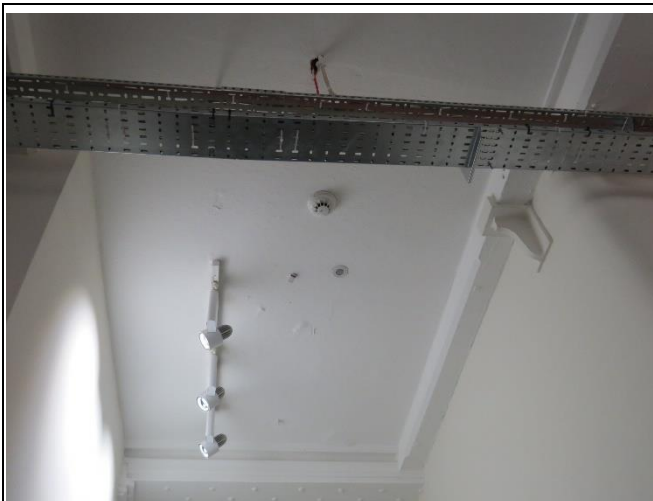
The common parts of the first floor are also decorated in white, with grey carpets. A small area of the ceiling between the lift shaft and the office suite, in front of the stair lobby, was decorated with Lincrusta, painted white and near this was a small section of moulded cornice. This was the only area in the building where this architectural detail, likely to date back to the original décor remains.



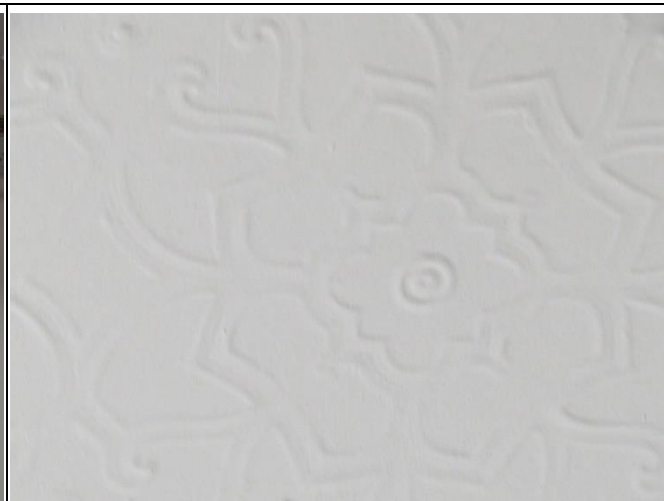
1960s Alterations to Former First Floor Plan



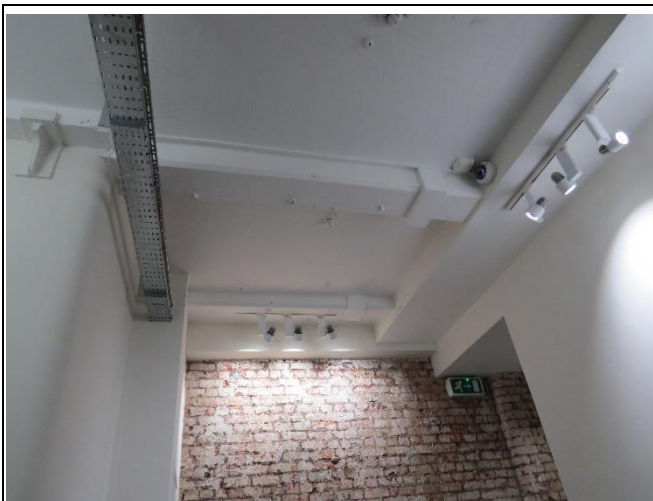
First Floor 2021



Area of Lincrusta near Lift (Metal Beam to Rear Timber to Right)



Detail of Lincrusta



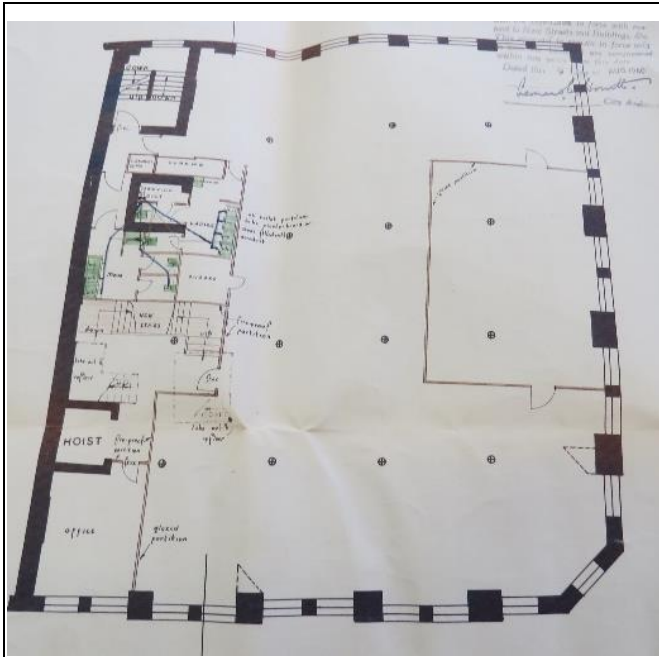
1st Floor Lobby near Stairs



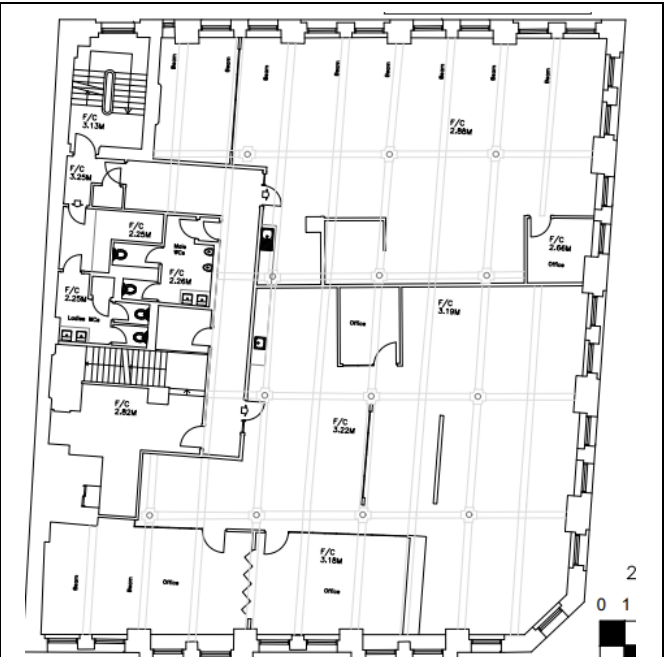
Small Section of Cornice

Second Floor

The second floor comprises two suites at present, of which the vacant one to the rear of the building was viewed.

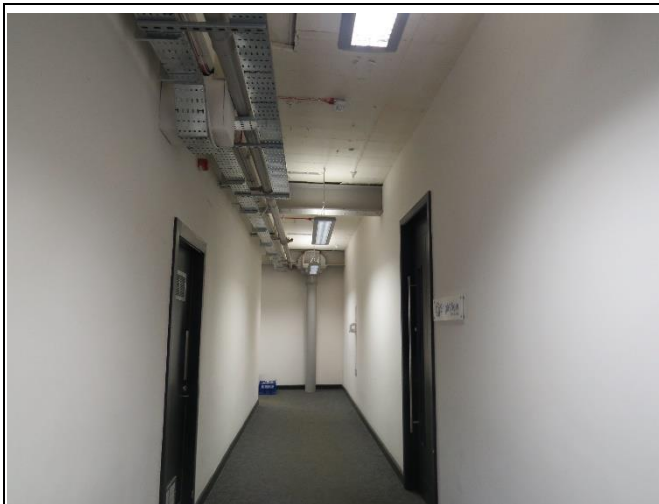


1960s Alterations to Second Floor Plan

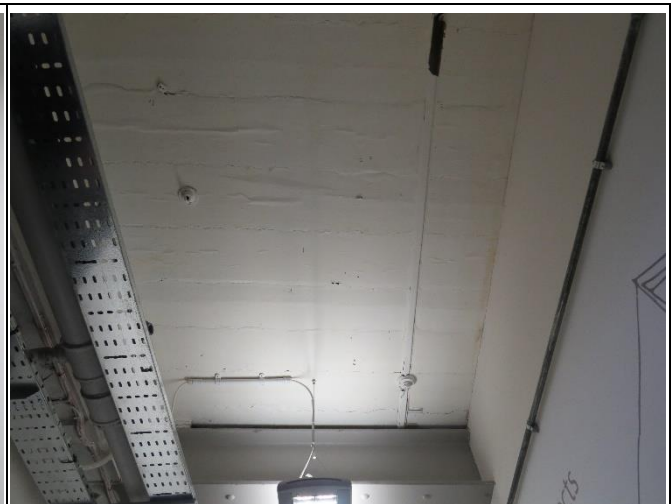


Second Floor 2021

The common parts comprised a narrow C-shaped corridor, created by white partitioned walls, giving access to the toilets and front and back stairs. The ceiling is white painted timber boards and the floor grey carpet. Skirtings, doors and door casings are simple modern fixtures in dark grey.

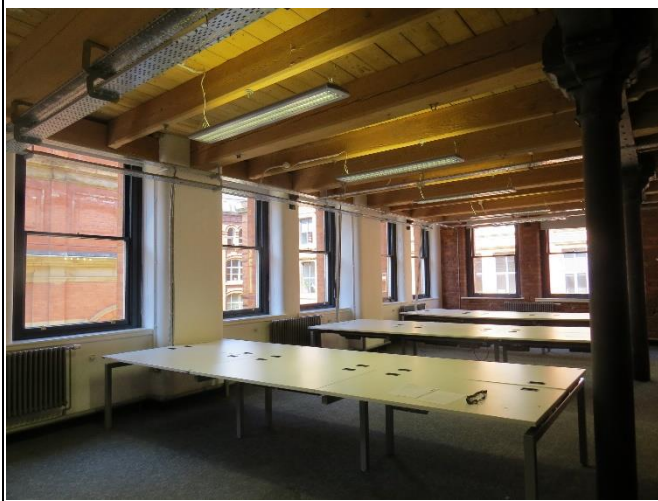


Second Floor Corridor



Second Floor Corridor Ceiling

The rear office suite comprised a large open-plan area with a partitioned conference room, office and kitchen formed by a combination of timber and glazed removable partitions. Some of the external walls were painted, some exposed brick. The floor was grey carpet, the ceiling exposed timber boards. The area was also characterised by circular dark grey steel columns and beams and the timber beams supporting the floor above.



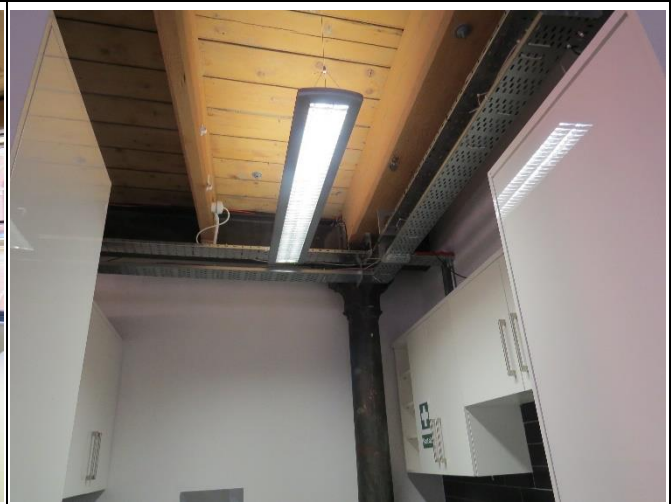
Second Floor Suite



Original Structural Elements



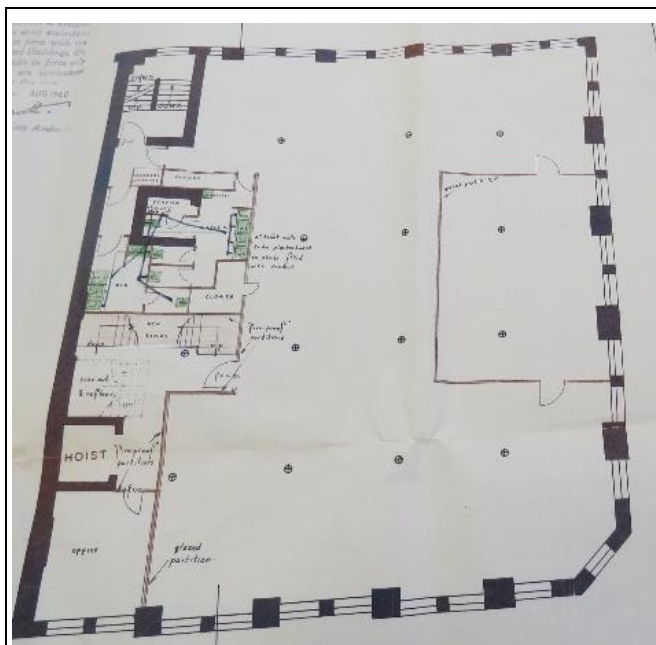
Partitioning of Conference Room



Partitioned Kitchen

Third Floor

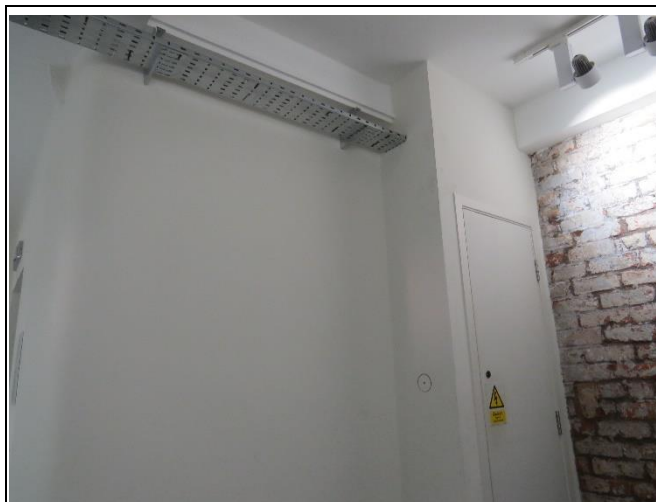
The third floor comprises two office suites. The common parts are painted white, with a few areas of exposed brickwork of the hoist shaft. The ceiling paint is cracked and where exposed showing a cream layer of paint over the timber boards. The metal columns and beams are painted a light grey and the carpet is also grey. The partitioned toilet areas have suspended ceilings, partitions of modern tongue and groove timber and dark grey modern doors. To the rear of the corridor near the door to the rear stairs, a kitchen station for hot drinks had been provided.



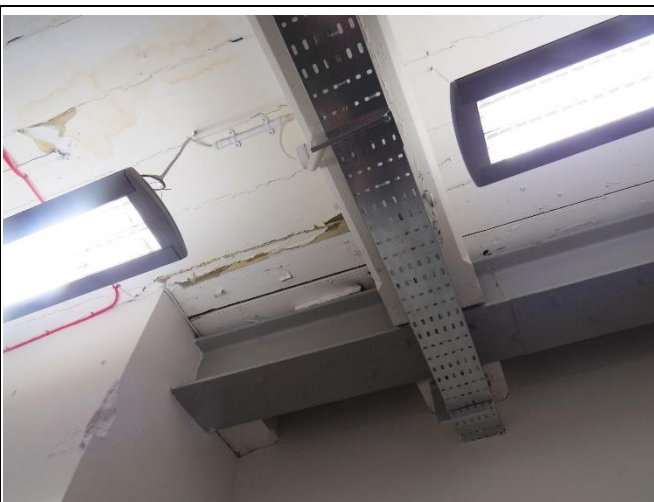
Third Floor Plan with 1960s Alterations



Third Floor 2021



Exposed Brick near Hoist Shaft/Riser Cupboard



Ceiling with Peeling Paint and Beams

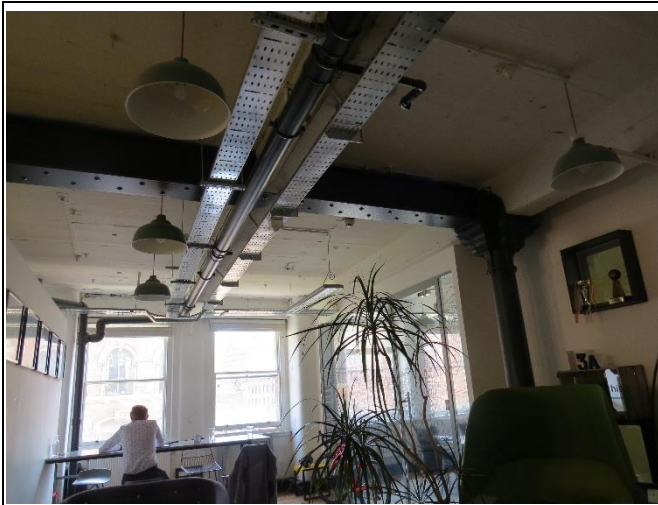


Detail of Paintwork

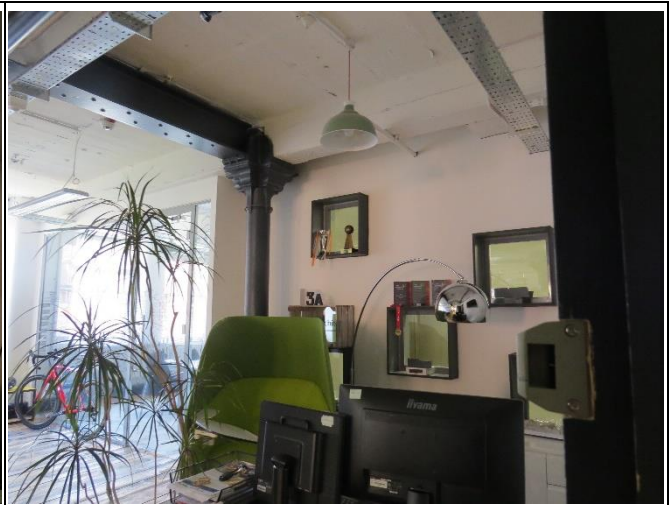


Grey Beams

The third floor office suite has painted timber beams and ceiling, a painted timber floor and dark grey painted metal columns and beams.



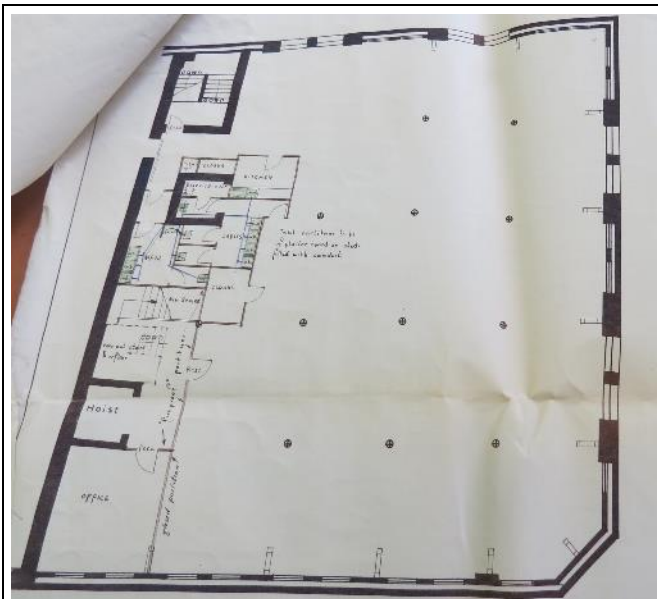
Third Floor Suite



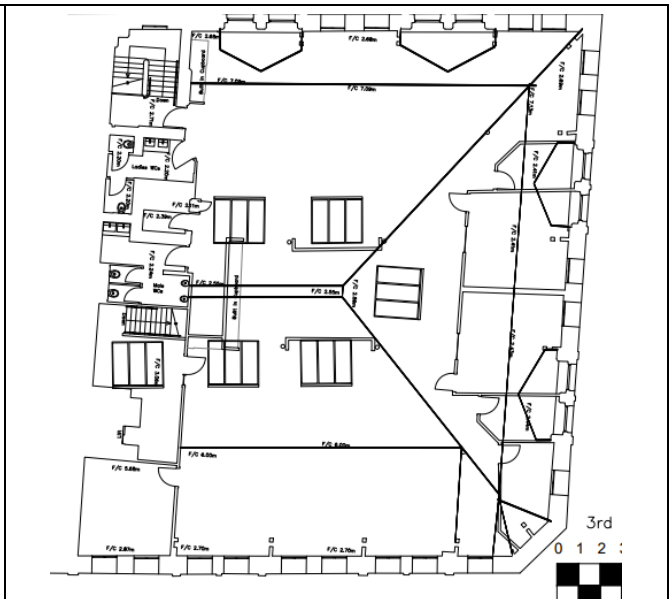
Third Floor Suite

Fourth Floor

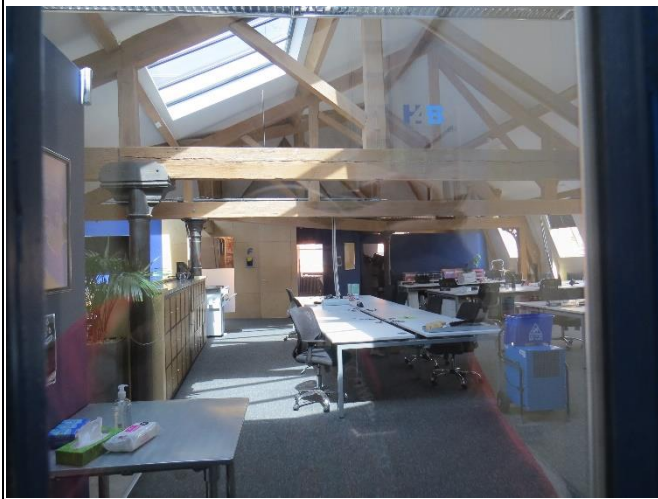
The office suite on the 4th floor is characterised by its sloping ceilings, original trusses and beams and rooflights. The common parts comprise the modern staircase from the third to 4th floor landing. This has a metal ladder up to the large skylight, providing access to a fire escape.



Original Plans and 1960s Alterations



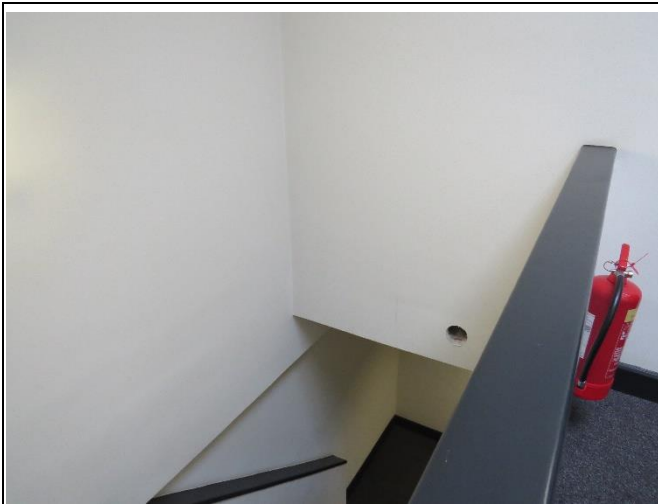
4th Floor in 2016



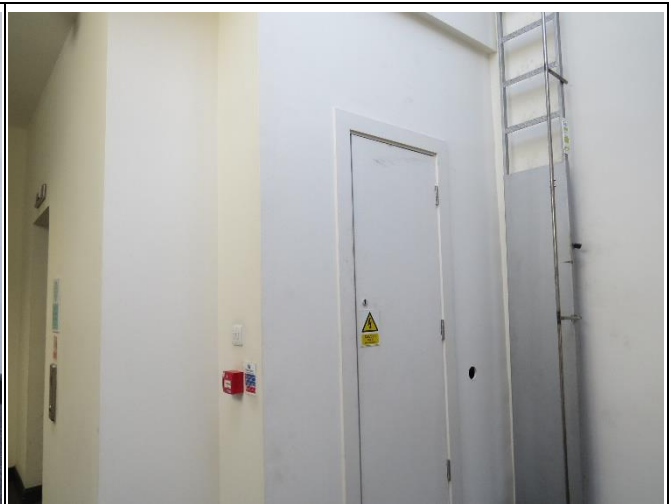
Office Suite Viewed Through Door



Lobby with Skylight



Stairs from 3rd to 4th Floor



Landing with Lift and Fire Escape

Section 4 History of Manchester and 54 Princess Street

4.1 History and Development of Manchester

The Romans established a fort at Castlefield in AD 79 close to the confluence of the rivers Medlock and Irwell, but little evidence remains of any associated civilian settlement in Manchester. There is a brief mention in the Anglo-Saxon Chronicle indicating that there may have been a Saxon burgh. Following the Norman Conquest, the house and castle of the Grelley family is recorded in 1184 about a mile north of the Roman fort, close to the present. In 1223 the right to hold a weekly Saturday market and an annual fair was granted; the latter being the first in the immediate area of the Salford Hundred, held on Acres Field (later to become St. Anns Square). In 1301 the town was granted a charter. The medieval parish of Manchester was both large and wealthy, covering some sixty square miles. In 1421 the parish church of St. Mary's was granted collegiate status, at which point the lord of the manor, Thomas de la Warre granted the manor house and lands to become the accommodation for the college associated with the church. The earliest remains of the medieval town are from the 15th century.

By the end of the sixteenth century Manchester was already an important centre for cloth manufacture and trade; raw materials came from some distance, including linen yarn from Ireland through Liverpool, and the finished product was sold on the London markets. Nicholas Mosley, a cloth trader who rose to become Lord Mayor of London bought the lordship of Manchester in 1595. The college had been dissolved in 1547 but it was re-founded and of considerable prestige by the late 16th century, being converted by Humphrey Chetham in 1653 to a residential school which had the first free public library in the country. During the seventeenth century the production of woollen, linen and fustian cloth gave way to cotton spinning and cloth production and the town began to attract migrant workers. Between 1543 and 1773 the population is calculated to have expanded from 2,300 to 43,000, with the major expansion occurring after the end of the Civil War in the mid-17th century, unhindered by any restrictions from craft unions or guilds.²

The 18th century saw the transition from the traditional 'putting-out' system of cottage industry to first workshops then factories. These implemented technological innovations to the manufacturing process, which were powered first by water then by coal and steam. The water-powered mills, which were of necessity close to sources of water, led to a splitting of functions between the urban centre for merchant functions and manufacturing on increasing scale away from the centre. The expanding textile production was destined not only for the domestic market but increasingly for export, necessitating the development of purpose-built warehouses, which were generally in the city centre. Even after steam power replaced waterpower, most manufacturing was spread around a growing number of mill towns, near labour.³ From this period the centre of Manchester underwent ongoing redevelopment to provide the ever-changing facilities demanded by the expanding commercial operations. For example, St. Ann's Church is the only remaining building of the 1720 St. Ann's Square development of the area. According to a retrospective article in the Builder, 'During the early 1820's these new purpose-built warehouses spread ... the sites which they occupied were still cramped and by the end of the 1830's even these were deemed inadequate.'

The town benefitted from good transport links, soft water and a damp climate, as well as access to supplies of coal. By the late 18th century, the network of roads, packhorse routes and rivers were being expanded through the construction of canals. The Irwell and Mersey Navigation had created a navigable route from Manchester and Salford to Liverpool through improvements to the river and the construction of locks between 1724-34. Then in 1761 the Duke of Bridgewater built a canal on the west side of the city to link his coal mines in Worsley to Manchester and Salford, with large basins at Cornbrook and Castlefield. On the east side of the city the Ashton Canal was built between 1796 and 1800 to bring coal from Oldham and Ashton-under-Lyme to Manchester, culminating first at the

² A. Kidd, *Manchester* (Keele: Ryburn Publishing, 1993) 15.

³ P.S. Barnwell, M. Cooper, S. Taylor, *Manchester: The Warehouse Legacy* (London: English Heritage, 2002) 4.

Ancoats Basin and later by 1800, via the Store Street Aqueduct and Piccadilly Basin to connect to the Bridgewater Canal, changing the character of the area. The Rochdale Canal, the first trans-Pennine canal, was designed to connect the Calder and Hebble Navigation at Sowerby Bridge to the Bridgewater Canal in Castlefield. Although the canal extended as far as the commercial centre of Manchester by 1799, completion was delayed by the initial refusal of the Duke of Bridgewater to allow it to join his canal in Castlefield; it was completed in 1804. Throughout the 19th century it carried up to 700,000 tons a year and only in the 20th century did this decline in the face of rail freight.

The population was also expanding more rapidly than anywhere else in England in the late 18th and early 19th century, from 43,000 in 1773 to 76,788 in 1801, 129,035 in 1821 and 316,213 in 1851. Unlike the outlying towns these were not just textile factory workers but also workers in warehouses, retail, domestic service and trade. During the 19th century building in Manchester fought to keep up and developed along a number of different lines; the city centre was dominated by public buildings, offices, banks, warehouses, shops and hotels while on the periphery and along the key routes, initially the canals but later the railways, the areas were given over to the movement of goods and manufacturing with wharves, yards, factories, foundries and so on.

Another major development which affected the Manchester landscape was the construction of the railways. The Liverpool Manchester Railway opened in 1830, with its station on Liverpool Road in Castlefield. In 1842 the Manchester and Birmingham Railway opened a station on Store Street in the east of the city, after clearing a large site of terraced housing and industrial premises, which was shared with the Sheffield, Ashton-under-Lyme and Manchester Railway, and also by the Manchester South Junction and Altrincham Railway. The station's name was changed to London Road in 1847 and over the following decades it underwent regular expansion. The associated tracks and warehousing had a major impact on the immediate area. The city continued to innovate, be at the forefront of technological improvements and expand into new industries throughout the 19th century, as the city continued to grow. Old buildings and areas were redeveloped throughout the city to meet the ever-growing demands. By the end of the century Manchester became a port in its own right with the construction of the Manchester Ship Canal, with its huge network of docks on the west of the city. This called for an expansion of the number, role and importance of the shipping warehouse.

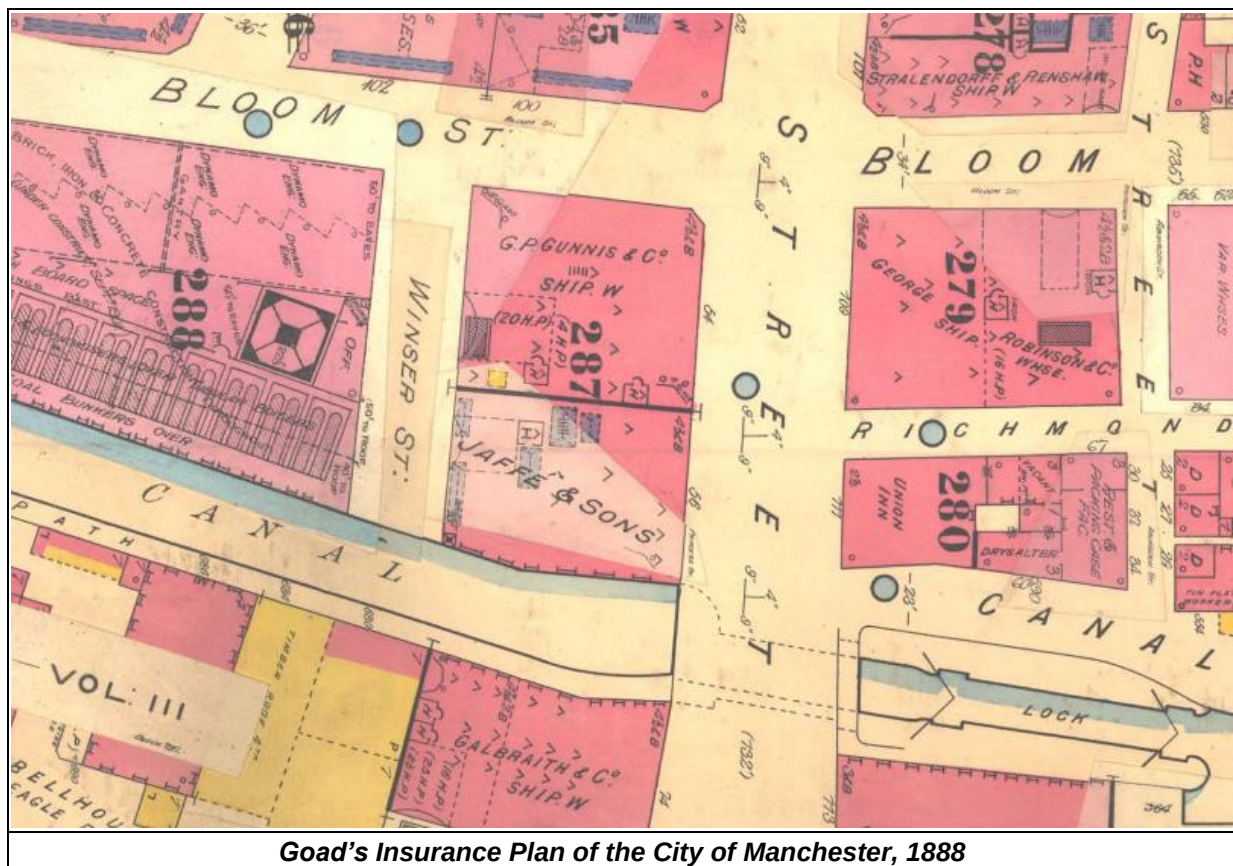
In the 20th century new industries such as car manufacturing, heavy engineering and electrical plant, and later aircraft production were attracted to Manchester, partly offsetting the decline in the textile industry after the Great Depression. The port facilities continued to facilitate exports and the shipping warehouses thrived. During the Second World War the city, and particularly its industrial areas, suffered from heavy bombing. In the post-war period the redevelopment of bombed areas and the old and overcrowded housing were the focus of new schemes, including high rise. As the size of ships increased, the docks were overtaken by other ports and road haulage. The canal network has fallen into decline, as had the associated basins and wharves and some of the trainlines were no longer in use. However, London Road Station, renamed Piccadilly Station, though redeveloped, has remained as Manchester's premier station and a focus for the area. Service industries have grown and the demand for offices has continued to expand, resulting in both conversion of former warehouse and factory buildings, and the construction of new.

4.2 History of 54 Princess Street

The Historic Environment Record shows no recorded finds within the proposal site.

The area's development was accelerated following the construction of the Rochdale Canal which opened in 1799, extending to Castlefield in 1804. This forms the south boundary to the site. There are canal basins to the west of the site, providing direct access to transport for nearby buildings. The 1851 OS map shows a single building on the proposal site, identified as the Union Iron Works. Bloom Street is identified as Mill Street and Princess Street as David Street. At this time the immediate area includes two foundries, a large timber yard and two mills to the west, as well as dense housing including back-to-back north of Mill Street and Waterloo Street.

Between 1851 and 1891 the area underwent significant change. The main thoroughfare was renamed Princess Street and on either side of this street large new buildings either occupied an entire block or the block was divided between two. To the rear of the proposal site is Winsor Street and beyond this is an empty plot and beyond this on the other side of a canal basin is a Corporation Yard. Mill Street was renamed Bloom Street and to the south of the canal the Eagle Foundry has extended over the whole of the timber yard. Across Princess Street the Union Hotel occupied the corner site next to the canal. The two adjoining buildings occupying the site are not mentioned in the 1883 Slater's Directory but appear on Goad's Insurance Plan of 1888, with 54 Princess Street occupied by G.P.Gunnis & Co. Shipping Merchants, dealing with shipments to East Indies, China, Japan, Africa, Persia and Central America. The plan shows the oblique angle on the corner of Princess Street and Bloom Street, a 20 horse-power hoist with loading shaft to the rear on Winsor Street with adjacent chimney and a second chimney closer to the party wall.



Goad's Insurance Plan of the City of Manchester, 1888

It is not known whether it was built as a speculative investment and let out but it is likely that the floors would have been open plan, allowing tenants to install partitioning to suit their needs.⁴ A 1904

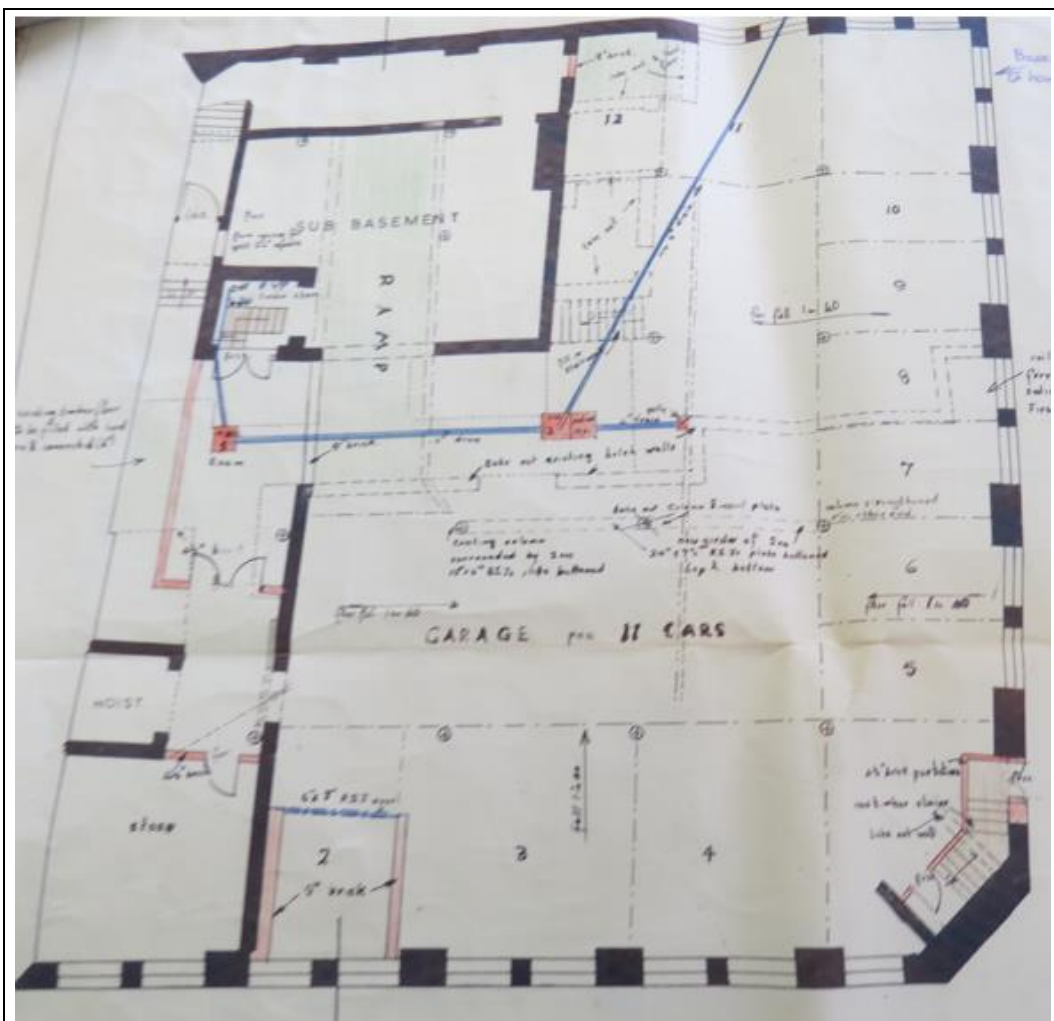
⁴ Hartwell, C. & J. Anderson, later revised by Marion Barter, Architectural History Practice. *Historic Building Appraisal and PPG 15 Statement, 2006, revised 2007*.p 3.

photograph shows tall chimneys along the front elevation (which were removed by 1973). G.P. Gunnis & Co. remained on the premises at least until 1911, with different names being mentioned including Louis Breslauer in 1895, Ed. Breslauer in 1909 and William Arthur in 1911. In 1929 Kelly's identify the occupants as Bles & Sons, merchants, with G.M. Garforth-Bles also serving as the Honorary Consul to the Netherlands.

By 1908 a tram line has been introduced along Princess Street and to the rear of the proposal site the empty site and the corporation yard are now occupied by an Electricity Station operated by Manchester Corporation. Not until 1948 does the map name the whole block as Lionesse House, although it is consistently shown as two buildings. The electricity station still operates to the west and the block to the north on Princess Street is named as Rhodesia House. The Union Hotel public house is still opposite.

In 1960 the building was acquired by the National Motorist and Accident Insurance Union for conversion of the warehouse to offices and a basement car park. Plans from this conversion show:

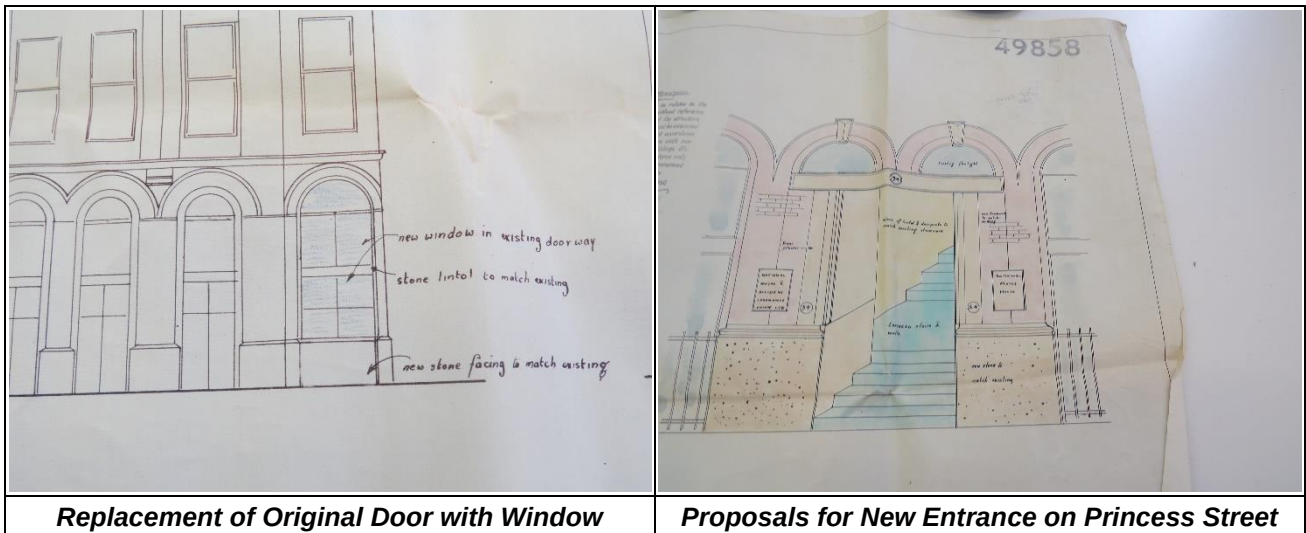
- The insertion of car access off Winsor Street in the northwest corner of the building next to the internal staircase, with the insertion of a lintel and new wall above. This is in the position of the original hoist. The new vehicle access lead via a ramp down to the basement where there was parking for 11 cars. To make this possible several brick walls in the basement were removed, with girders being added and columns strengthened.
- The square outlines of shafts are shown on the south side of the building close to the party wall. The original stairs from the basement to the ground floor were filled in and a new L-shaped stair inserted in the central shaft. A new fire exit with steps was inserted on Bloom Street to the rear of the canted corner, supplementing stairs next to the party wall.
- A mezzanine floor in the old loading bay was inserted.



Proposals for Basement 1960



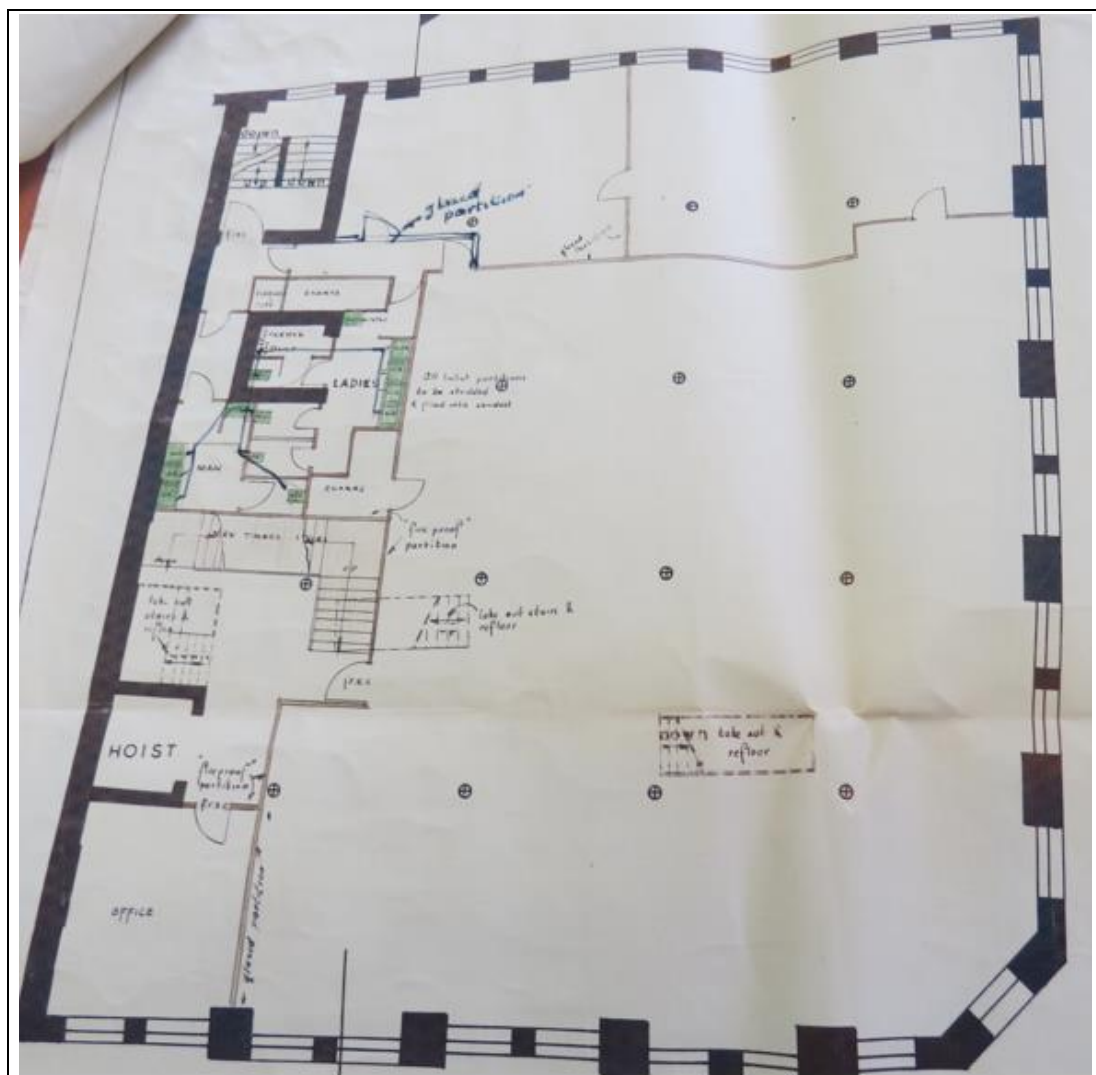
- Kathryn Sather & Associates Page 28



Replacement of Original Door with Window

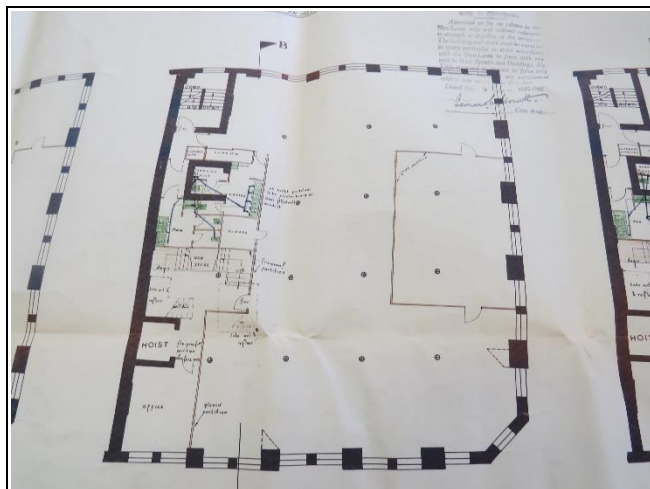
Proposals for New Entrance on Princess Street

The first floor was largely open plan office space with some partitioned offices to the north and in the southwest corner. Original staircases were removed, replaced by a new timber staircase rising from the reception area. One shaft was left and partitioning around the second created an area for toilets and cloakrooms, with the service staircase in the rear corner.

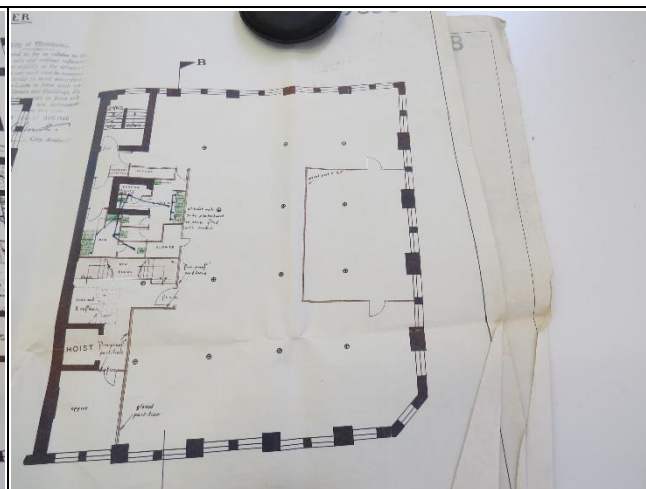


Proposals for First Floor

Specifically, the drawings specify that the piers were to be encased in laconite on a timber framework and the floors were thermoplastic tiles on asphalt (possibly the toilets, kitchens and cloakroom areas). The layout of the first floor differs only very slightly from that of the second and third floors with slightly different partitioning of the main floor of offices.

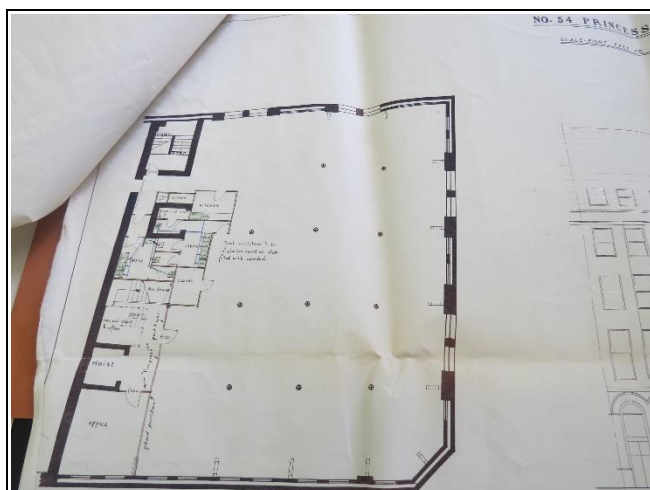


Second Floor Proposals

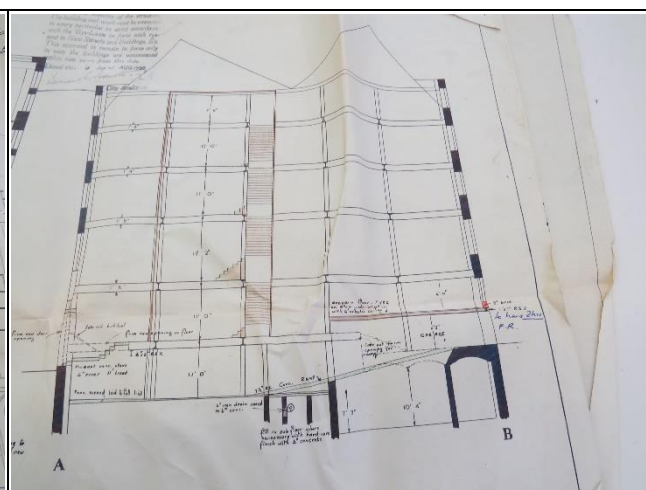


Third Floor Proposals

The fourth floor differs only in that it includes a partitioned kitchen.



Proposed Fourth Floor



Proposed Section (Princess St. – Winsor St.)

In 1987 an application for change of use of vacant premises to A3/A4 was approved, which referred to the ground floor. At this time the building was named Brunel House. There were further applications for the erection of a flagpole, canopy and alterations to the entrance as well as signage.

In 1996 an application for change of use of part of the ground floor and semi-basement for use as licensed premises was approved. In 1997 Listed Building Consent was granted for the formation of new access to the proposed bar/restaurant

In 1999 listed building consent was granted for alterations to the fourth floor, including removal of partitions, reinstatement of rooflights and alteration to access to the escape stair. In 2000 Listed Building Consent was granted for the construction of demountable partitions within the floor area.

In 2014 LBC was granted for external and internal alterations to the vacant area to allow use as a restaurant and bar. In 2015 there was a retrospective application for the removal of the stone post and lintel, entrance doors and steps of the 1960 new entrance and fanlight, and the installation of full-

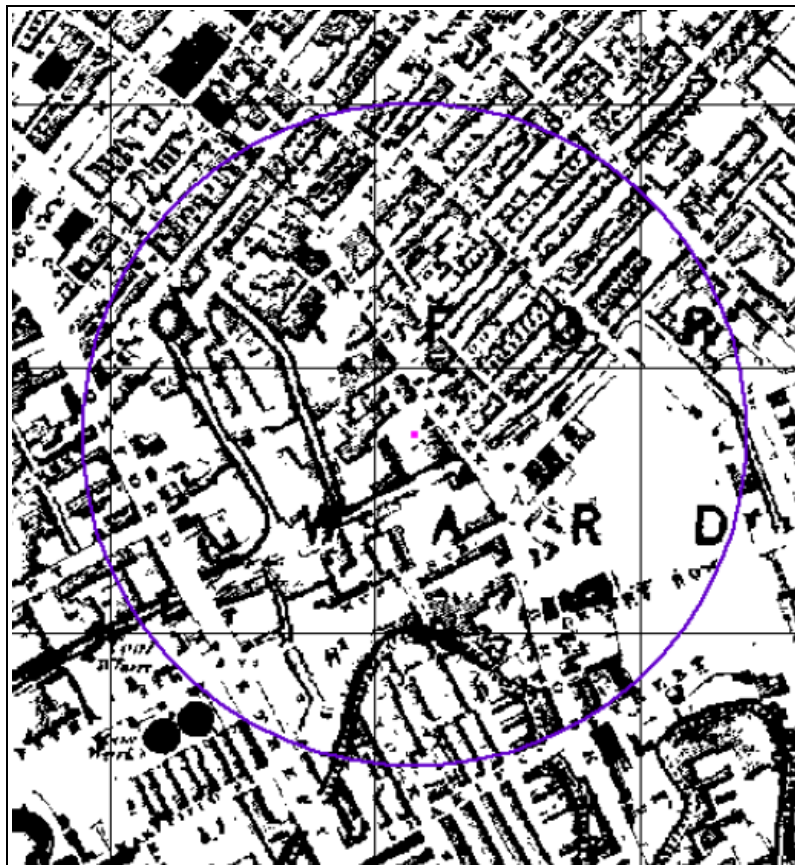
height aluminium framed glazing to form the new entrance frontage. A larger entrance lobby with steps to the front was also created.

In 2018 the application for change of use of the restaurant area to office use was approved, including alterations to the main lobby and the installation of a platform lift between the entrance and the reception area and the installation of a passenger lift serving all floors. This application was supported by a Heritage Statement prepared by Sanderson Weatherall. The description refers to the car parking area in the basement, a passenger lift, lobbies and circulation areas and corridors, as well as toilets on each floor. 'Within the office suites some of the walls have been finished with a cement-based render whilst generally the brickwork is exposed. The original timber floor boards, timber beams and cast iron circular columns and brackets are generally exposed to the soffit but in several areas have been under-drawn with plasterboard ceilings, including to the ground floor reception lobby and ground floor restaurant to provide fire protection.'⁵

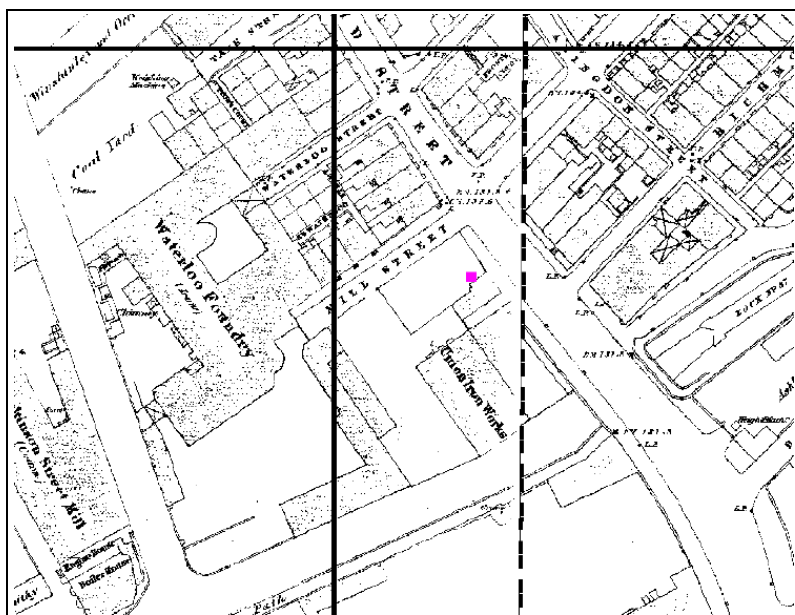
In 2019 LBC was granted for the full refurbishment of the existing ground floor suite (micro raised access floor, glazed and stud partitions, new finishes throughout, mechanical and electrical installations, kitchen and sanitary installations). This application was supported by a Heritage Statement by Obi. This refers to decoration: 'the internal columns will be repainted in light grey, appropriate to the industrial aesthetic of the building... The internal beams are in good condition and will be decorated to the same colour as the columns.' This report also refers to a long period in the 1990s when the building was left unoccupied and boarded up when several outbreaks of dry rot affected the timber floors and large sections of floor boards were subsequently replaced – however it cites no source for this, nor is there any reference to such works in the planning history.

⁵ Sanderson Weatherall 54 Princess Street, Manchester: Heritage Statement (for West Properties, 2017, from Manchester City Council Planning Portal).

4.3 Sequential Development of the Site and Surrounding Area



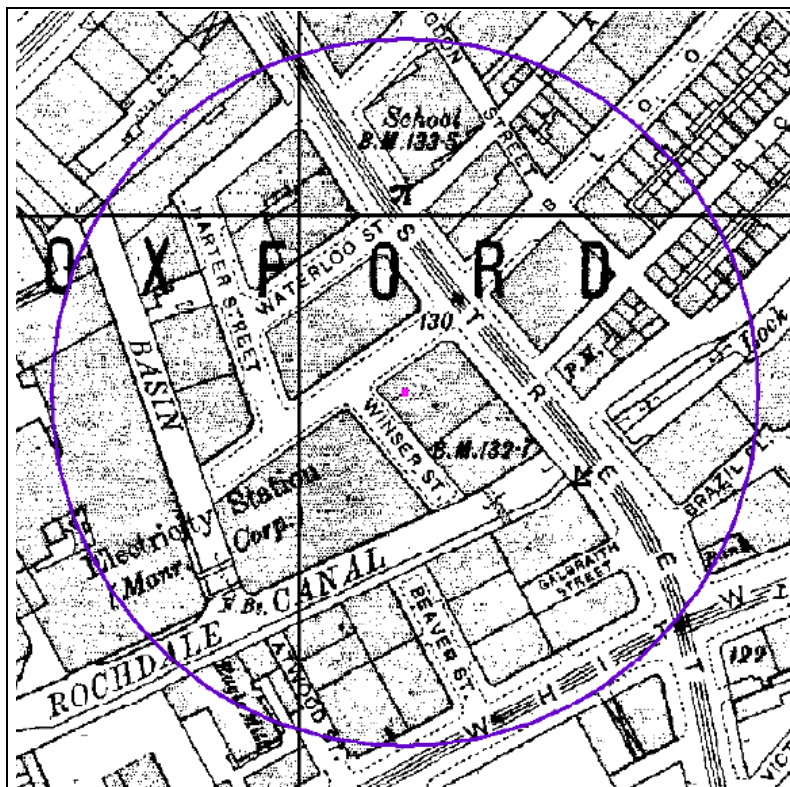
OS Map 1848



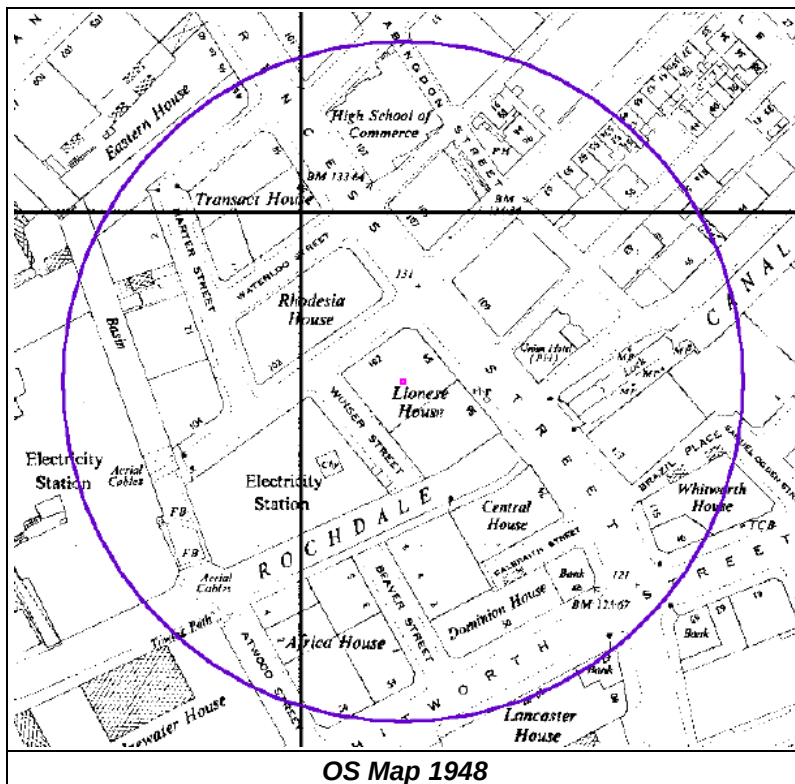
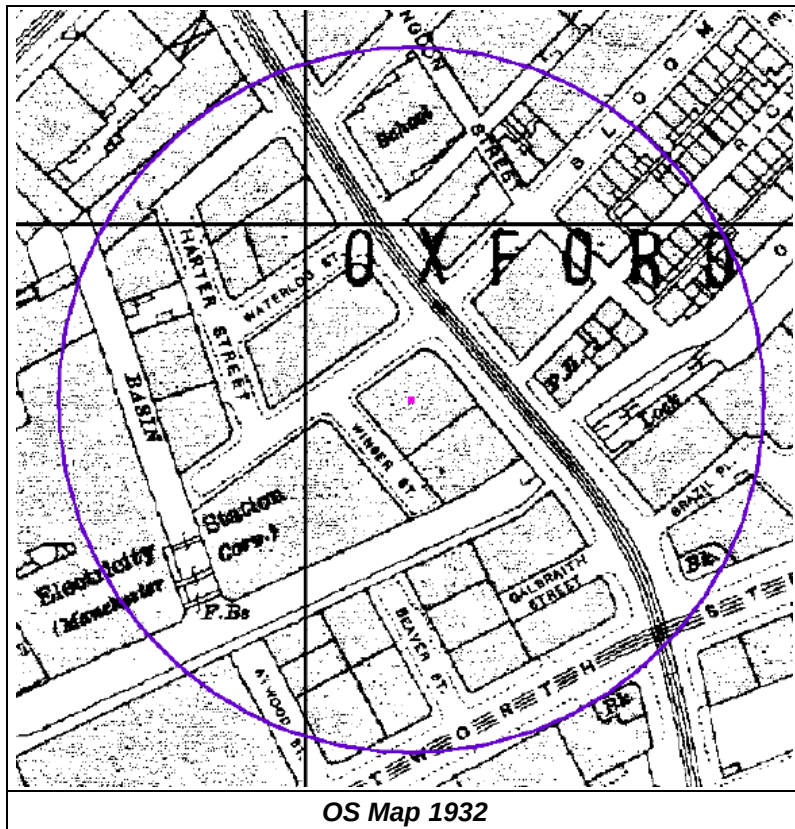
OS Map 1851

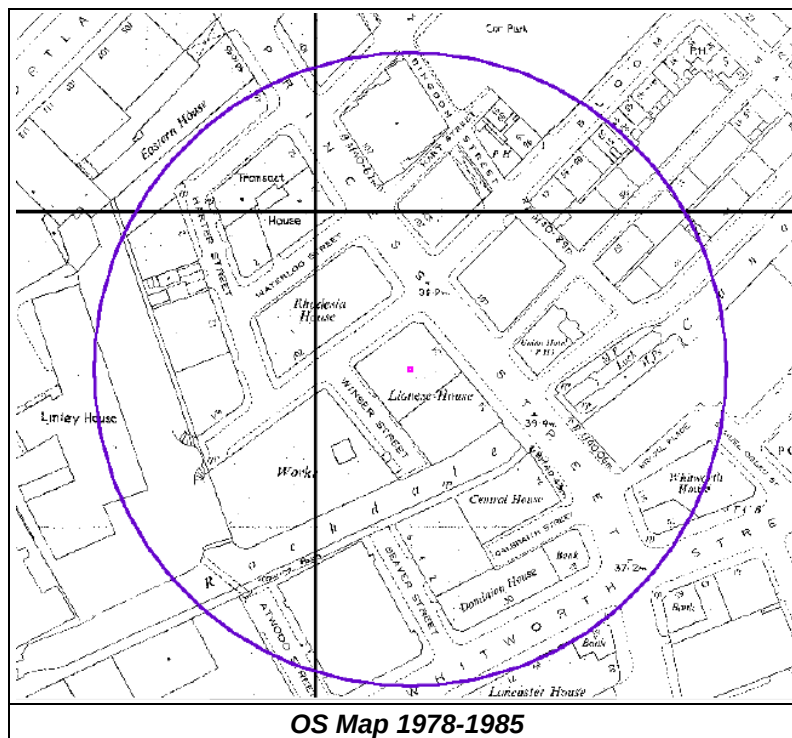
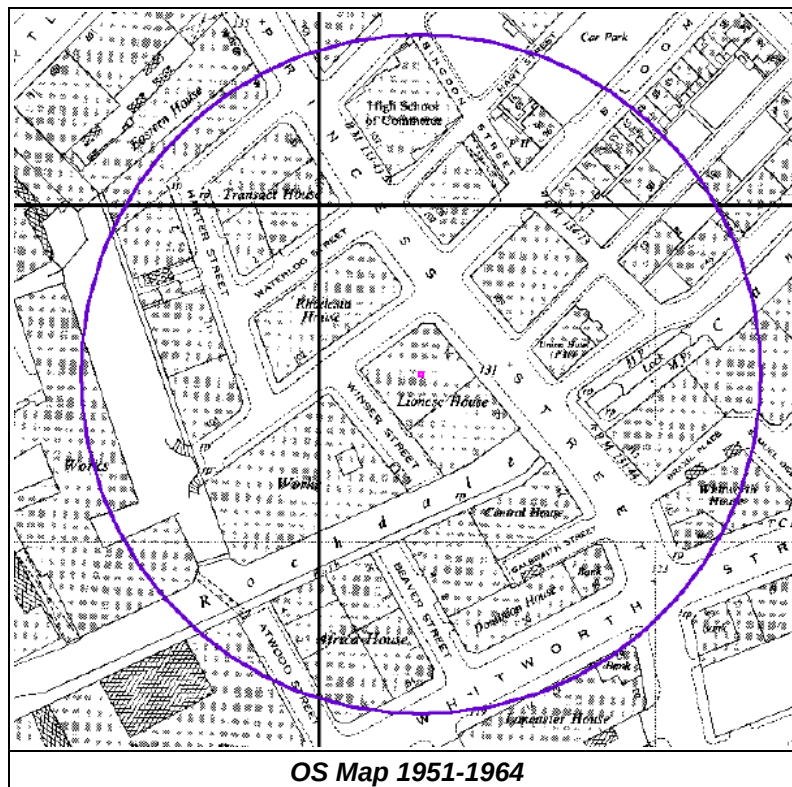


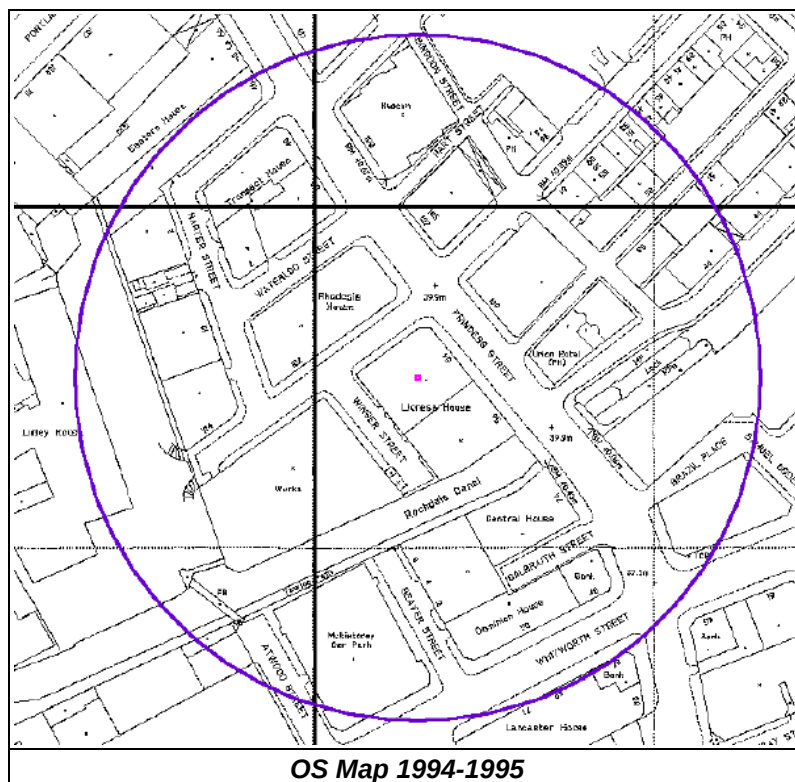
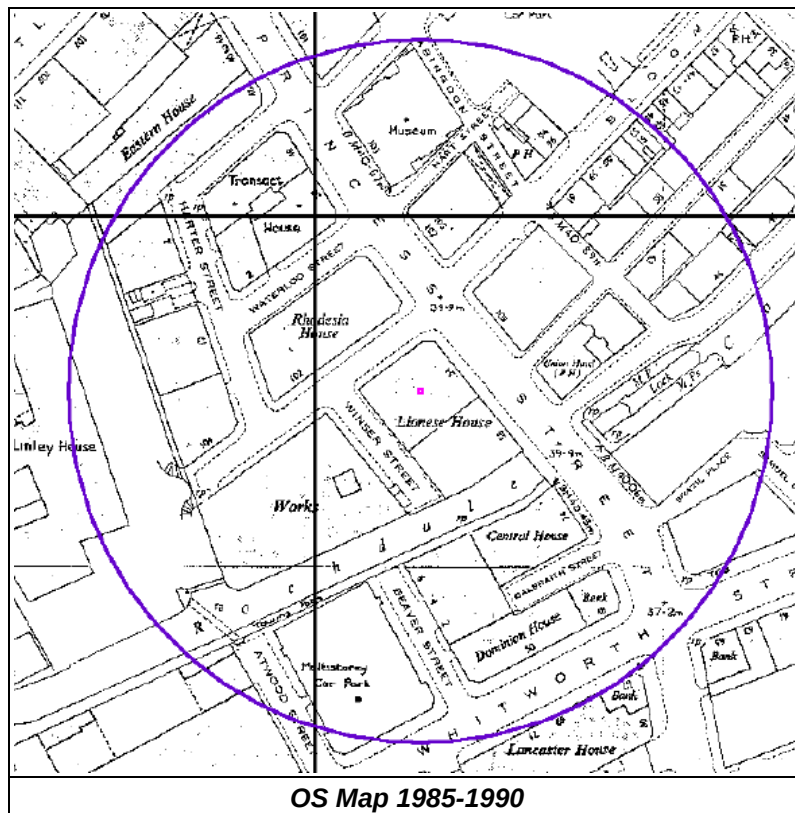
OS Map 1891



OS Map 1908







Section 5 Significance of 54 Princess Street

5.1 Methodology

This section contains a Statement of Significance which addresses the significance of the historic building affected by the proposals. The statement of significance has been compiled using the values outlined in Historic England's *Statements of Heritage Significance: Analysing Significance in Heritage Assets* (2019). These values are archaeological interest, historic interest, artistic and architectural interest. The framework for assessing the level of significance of the assets is influenced by the ICOMOS guidance on Heritage Impact Assessments. This guidance defines the levels of significance for built structures as ranging from 'Very High' to 'Unknown Potential'. Appendix 4 includes the full methodology used to assess the impact on the heritage.

5.2 Significance of 54 Princess Street

Historic Interest

- 54 Princess Street illustrates the 19th century evolution and expansion of Manchester's international commercial economy. In particular, the change in site utilization reflects the trend for production to move out of the city centre and its replacement with commercial buildings.
- The ongoing and evolving changes in tenants and uses during the 20th and 21st century illustrates both new commercial and recreational life in the city and the shortening of the cycles of change.

Architectural Interest

- 54 Princess Street is an example of a late 19th century shipping warehouse, whose elegant exterior contrasted with the functionality of the interior space, in the tradition of the mid-century Manchester Warehouse for cotton goods and finishing.
- The building provides evidence of the preferred architectural design of the late 19th century, together with some of the internal arrangements of a shipping warehouse.
- The building has group value both with 56 Princess Street and as part of the group of warehouses on Princess Street, contributing to a characteristic view.

Summary

First listed in 1994 together with 56 Princess Street, 54 Princess Street is of national significance. Built in the mid-1880s, the significance of this pair of former shipping warehouses derives both from their historical special interest, illustrating the late 19th century transition of Manchester city centre from a centre of production to a centre of international commerce, and also from their architectural quality exemplifying the evolution of the Manchester warehouse with its elegant formal exterior and functional interior. The building also contributes to views along Princess Street, making a positive contribution to the Whitworth Street Conservation Area. This assessment finds that the building retains a medium level of significance, as defined by the ICOMOS guidance on Heritage Impact Assessments.

Section 6 Assessment of the Special Interest of Whitworth Street Conservation Area

6.1 Introduction

There is no conservation area appraisal for the Whitworth Conservation Area. The Historic England document, *Conservation Area Designation, Appraisal and Management*, outlines the key elements that define special interest (significance) within a Conservation Area. These are as follows:

- General Character, Location and Uses
- Historic Interest
- Architectural Interest and Built Form
- Positive Contributors (sometimes referred to as key buildings)
- Locally Important Buildings
- Spatial Analysis
- Streets and Open Space, Parks and Gardens and Trees
- Setting and Views

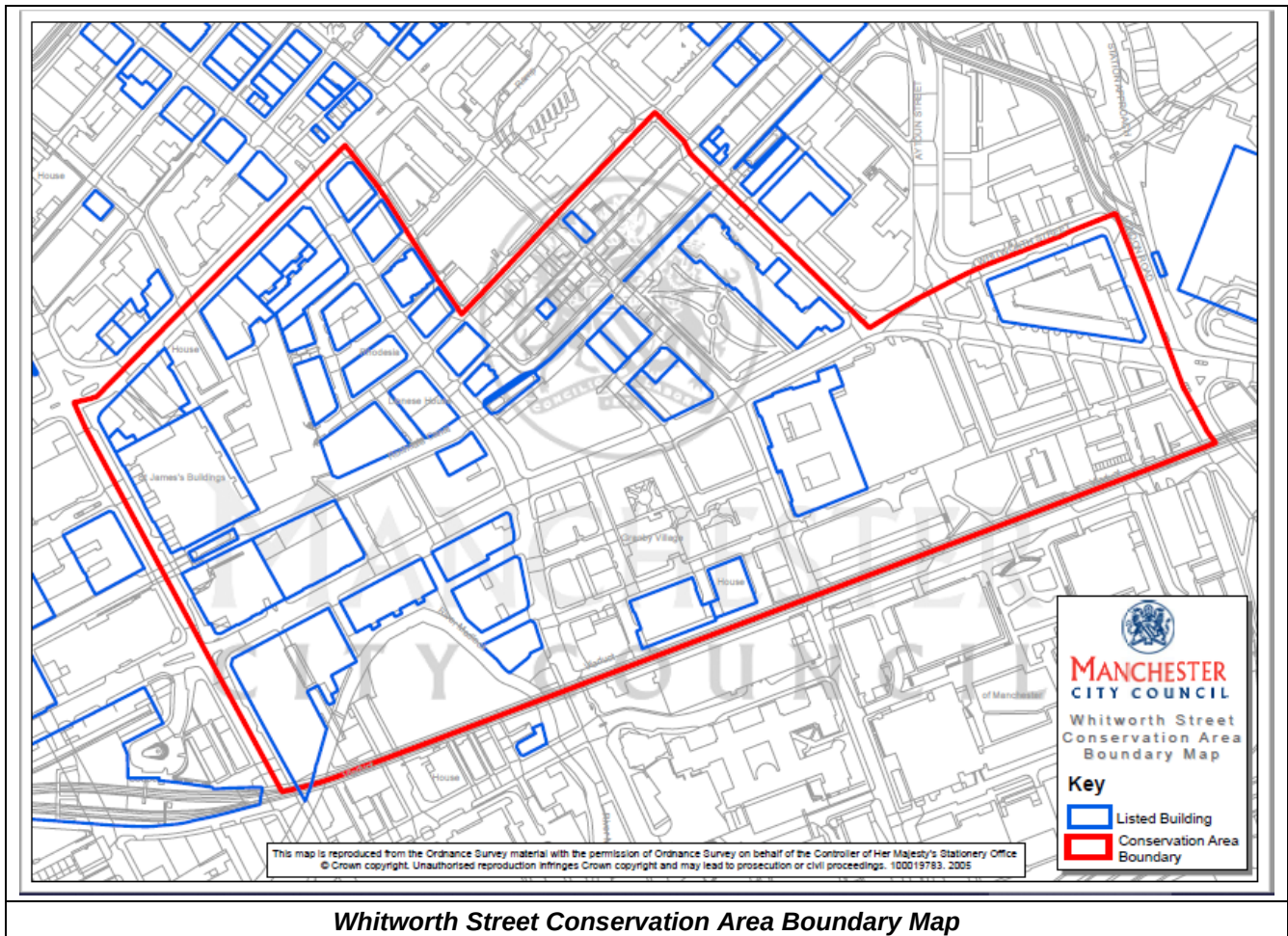
6.2 Summary of Character and Special Interest of Whitworth Street Conservation Area

The Whitworth Street Conservation Area was designated by the City Council in September 1974. The area is bounded by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the Piccadilly to Oxford Road railway viaduct. It was extended in June 1985 to include an area bounded by Whitworth Street, London Road and the above viaduct.

The Whitworth/Princess Street Conservation Area is uniquely Mancunian in character, its physical form being established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920, many reflecting the historical importance and ongoing development and international scale of the textile industry in the city but also its wider commercial expansion. The architecture of late 19th century textile marketing and commerce remains largely intact, although the buildings have found other uses since the decline of the domestic cotton industry. Similarly, the canals still remain supplementing the roads, although they are no longer used for transporting goods and coal. More recently, many buildings have been converted to residential and hospitality uses.

In addition to the former textile and shipping palazzo-style warehouses, six to seven storeys in height, with opulent highly decorative facades and offices to the front and plain rear elevations, the area also contains older buildings such as the New Union Hotel public house and public buildings such as the 1854 Mechanics Institute, where the first Trade Union Congress was held as well as the first meeting of the Co-operative Insurance Society, the London Road fire station and the Palace Theatre. While Princess Street is characterised by the Italian palazzo style, the later and larger warehouses on Whitworth Street are taller, utilising steel or reinforced concrete frames, faience or glazed terracotta with even greater decoration. The height of the building obscures views of the slate roofs but the roofline is often embellished with towers or cupolas. Windows are predominantly sliding sash, often grouped in pairs or larger numbers. Entrances are often located at the corner. The quality of a large number of these historic buildings has been recognised in giving them listed status.

The streetscape is characterised both by the height of the buildings and the fact that they generally cover the entire site up to the back of the pavement, creating a canyon effect. Although the streets are arranged on a rectilinear grid, no street runs straight for any great distance before changing direction, modifying and foreshortening views. Apart for the streets and canals, there is little open space. Sackville Gardens is the exception.



Manchester City Council states that:

'Whitworth Street/Princess Street is situated on the southern edge of the city centre and is consequently some distance from the commercial heart. There is some commercial activity however, and further development in this direction will be encouraged where appropriate. Many properties have been totally or partially vacant since the 1930s, when the city changed its character from warehousing to commerce and administration. Although the area had seen little investment, efforts are now being made to find uses for vacant property, since active use mitigates against deterioration of the fabric.'⁶



Princess Street



Bridge over Rochdale Canal

⁶ http://www.manchester.gov.uk/info/511/conservation_areas/914/Whitworth_Street_Conservation_Area/5

6.3 Contribution of 54 Princess Street to the Special Interest of the Conservation Area

6.3.1 Contribution of Architectural Character

As part of the Grade II listed Lionesse House, 54 and 56 Princess Street are identified as positive contributors to the Conservation Area. Although the Princess Street warehouses are relatively early in date, and for the most part are relatively plain and simplified developments of the Italian palazzo style, the architecture is both functional and expressive of the optimism and wealth of the period. Together they occupy an island site adjacent to the Rochdale Canal with a prominent street frontage. The original corner entrance of 1954 has been supplemented with a central entrance, remodelled from the 1960s conversion to offices. To the rear access to the basement car park has also resulted in alterations but otherwise the main elevations remain largely unchanged. Internally the original structure is still apparent, although the space division and common parts have undergone significant alteration.

6.3.2 Contribution to Historic Character

54 and 56 Princess Street illustrate the late Victorian development of the area, and the need for larger warehouses to support the international expansion of the city's industrial production. It forms one of a larger group of similar buildings on Princess Street of the same period. Although the usage of the building has altered over time, historically the building was designed to accommodate a number of separate businesses with changing demands, while leaving the exterior largely unchanged. 54 Princess Street therefore makes an important contribution to the historic character of the Conservation Area.

6.3.3 Views

The row of Grade II listed buildings on either side of Princess Street constitute the framing elements of a characteristic view within the Conservation Area, which is also characteristic of Manchester's history.

6.4 Criteria and Levels of Contribution

54 Princess Street has been assessed against the Historic England criteria for elements that define special interest within a Conservation Area and have been assigned a level of contribution to the special interest of the Conservation Area. The levels used are:

High Level of Positive Contribution

The element is relatively intact with a high level of integrity, has a high level of special interest, and makes an important contribution to the wider significance of the Conservation Area. Buildings or structures at this level are likely to be listed buildings or scheduled ancient monuments.

Medium Level of Positive Contribution

The element may have been slightly altered but retains its integrity, may have less special interest, and its contribution to the wider significance of the area is less important than listed buildings or monuments.

Low Level of Positive Contribution

The element may have been significantly altered, have a low level of integrity, the special interest may have been lost and it makes a low level of contribution to the wider significance of the area.

Neutral Level of Contribution

The element has some potential to contribute to the character of the Conservation Area, or has a neutral impact on the character of the Conservation Area.

Negative Contribution

The element makes a negative impact on the character or appearance of the Conservation Area.

6.5 Assessment Against the Criteria

Building/ Site Element	Contribution	Reasons
54 Princess Street	Medium	54 Princess Street has had some external and internal alterations but remains relatively intact to the front elevation. It is one of a group of buildings that is of historic and architectural special interest but is not associated with any historic events or people, nor is it designed by a known architect. It has retained a medium level of historic fabric and provides a medium level of historic and architectural interest which contributes to the wider historic evolution and significance of the Conservation Area.

Section 7 Description of Proposed Works

7.1 Overview

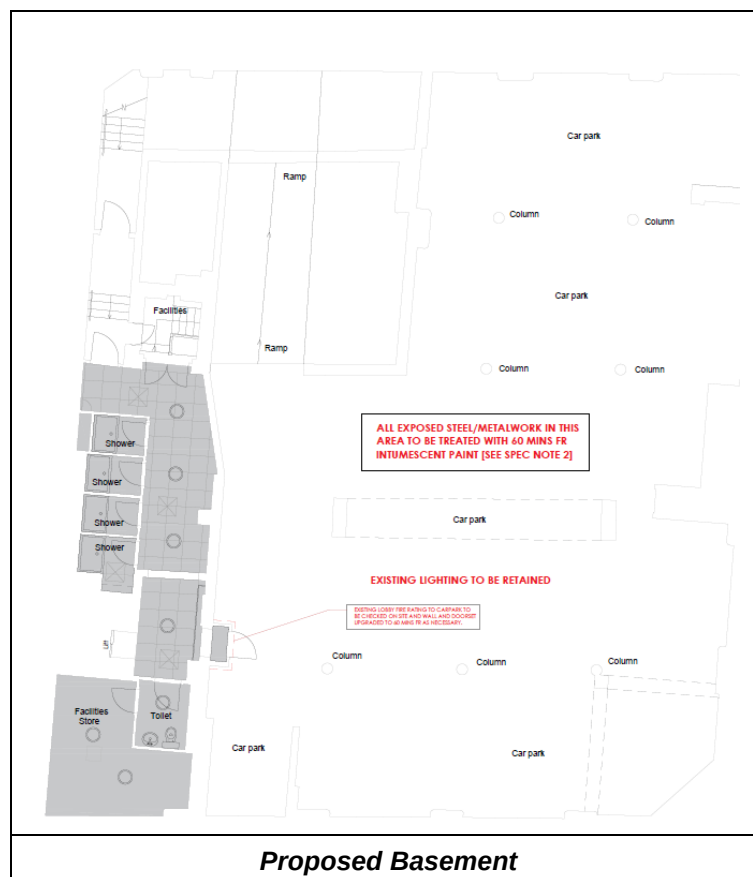
The proposed works seek to increase the fire resistance of the common parts of 54 Princess Street, such that they will meet the appropriate standards, namely, to provide sixty minute fire rating. The proposals are informed by research to identify the original structural elements and later alterations, to preserve and enhance the former and direct alterations to areas already affected by alterations.

During pre-application consultation, various options for intumescent varnishes (for timber beams) and intumescent paints (for metal work) were reviewed. It is proposed to use the same products approved for use on the second floor suite of offices.

7.2 Proposals for Basement

The basement comprises the car park, the basement common parts and a half basement in the area adjacent to the ramp:

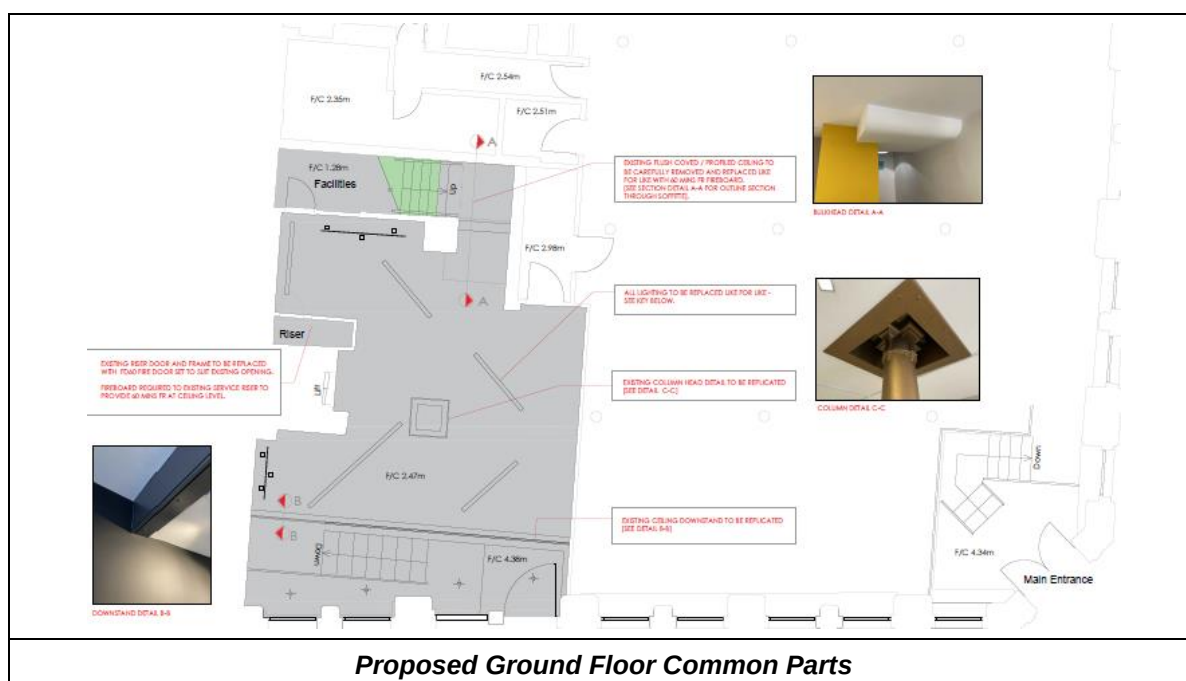
- **Car park area.** The existing fibrous fire retardant materials on the columns will be left; exposed steel/metalwork will be treated with 60 minute fire-rated intumescent paint.
- **Common parts**, comprising showers, toilet, corridor and storerooms/facilities. The existing suspended ceiling of the corridor will be replaced with board with a 60-minute fire rating. Access panels of 60-minute fire-rated board will be introduced to provide access to services. Showers, toilet and storeroom/facilities: these areas with flush ceilings will be replaced with fire board to give a 60-minute fire rating.
- **Half-basement facilities** area adjacent to the ramp (the former boiler area). In this smaller area (Basement Level 2) all exposed steel/metalwork will be treated with 60 minutes fire-rated intumescent paint (grey).



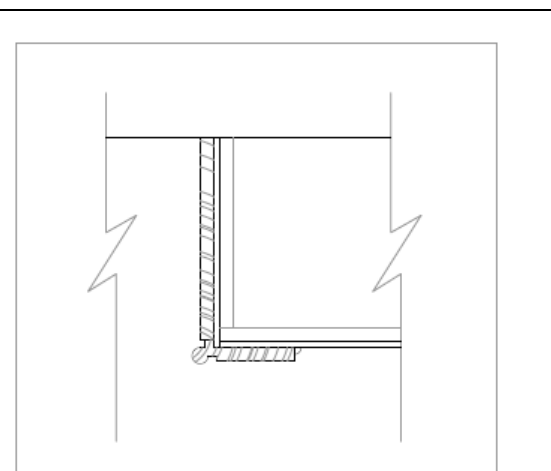
7.3 Proposals for Ground Floor Common Parts

The ground floor common parts comprise the street level entrance area, the mezzanine lobby with lift, the staircase and the cupboard under the staircase.

- **Street level entrance area.** The flush board underdrawing of the ceiling will be stripped out and replaced with 60-minute fire-rated board, to be painted with emulsion paint. The existing downstand of the perimeter bulkhead will be replicated. Existing lighting will be reinstalled.
- **Mezzanine lobby with lift.** The flush ceiling of the mezzanine lobby will be stripped out and replaced with board with a 60-minute fire rating. The existing square surround and treatment of the column head will be replicated. The recessed LED lighting will be fitted with a firebox to give 60 minutes fire-resistance. The door and frame of the riser cupboard beyond the lift shaft will be replaced with an FD-60 door and frame, to fit the existing opening. Fire resistant board to be introduced at ceiling level of the cupboard.
- **Staircase.** The later-inserted staircase (green) is fitted with tongue-and groove board to the ceiling, which will be stripped out and the existing framework used to support 60-minute fire rated board which will be painted.
- **Cupboard under Stairs.** This dates from the 1960s insertion of the staircase. The flush ceiling will be stripped out and replaced with board with a 60-minute fire rating.



Existing Perimeter Bulkhead of Street Entrance

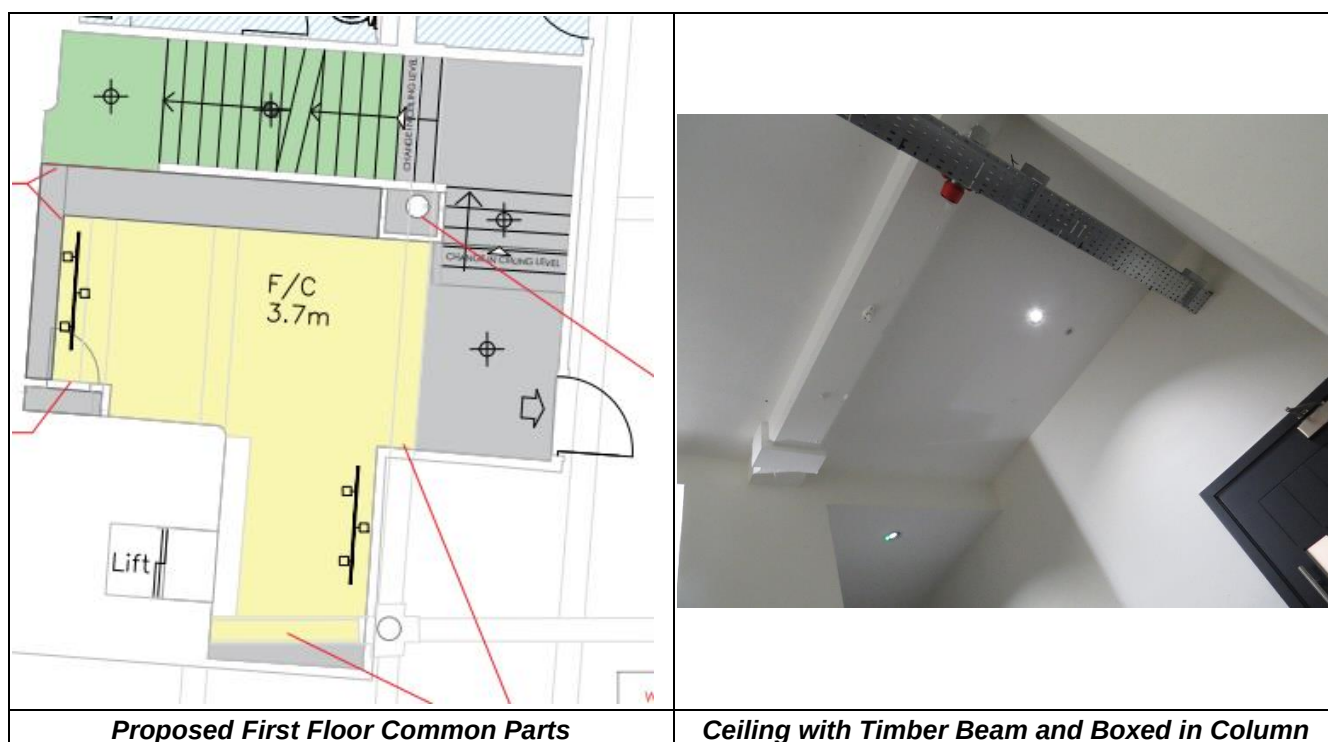


Treatment of Perimeter Bulkhead

7.4 Proposals for First Floor Common Parts

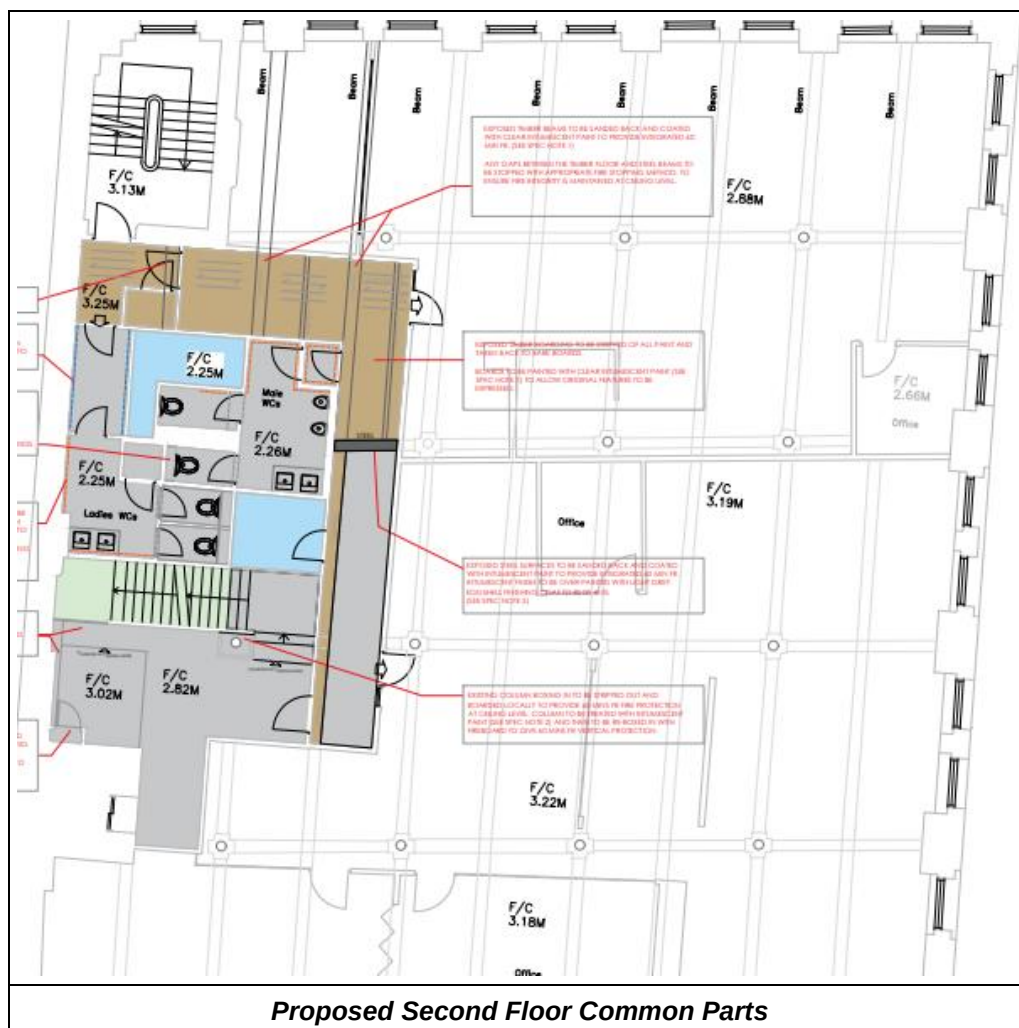
The first floor common parts comprise the stairs from the mezzanine lobby and the lobby area around the lift, which includes the riser cupboard and the beginning of stairs to the second floor. The lobby features a boxed in column and an area of ceiling with the original Lincrusta treatment. On the first floor the toilets are included within the office suite, as is the access to the rear staircase and do not form part of the common parts.

- **Staircase.** The later-inserted staircase is fitted with tongue-and groove board to the ceiling (green), which will be stripped out and the existing framework used to support 60-minute fire rated board which will be painted.
- **First floor lobby with lift.** The area of ceiling with the Lincrusta paper (yellow) will be treated with 60-minute clear intumescent paint which will allow the detail to be retained. In other areas without Lincrusta (grey) where the ceiling is flush, it will be replaced with fireboard. The timber beams, currently painted white to blend with the Lincrusta ceiling, will be painted with clear intumescent paint. The grey areas include the existing ceiling downstand detail around the edge of the lobby which will be replicated like-for-like with 60-minute fireboard, fixed to the existing subframe. To the corner of the lobby near the staircase to the second floor is a boxed in steel column; the boxing will be removed and the column treated with intumescent paint and re-boxed with 60-minute fireboard. As on the mezzanine lobby, the door and frame of the riser cupboard beyond the lift shaft will be replaced with an FD-60 door and frame, to fit the existing opening. Fire resistant board to be introduced at ceiling level of the cupboard.



7.5 Proposals for Second Floor Common Parts

The second floor common parts comprise the stairs from the first floor lobby and the lobby area around the lift, which includes the riser cupboard, the beginning of stairs to the second floor, the L-shaped corridor around the toilet block to the rear staircase and the toilet block. Currently the rear section of this corridor has the timber boards exposed while the area towards the lobby is boarded flush with the ceiling; the condition of the timber behind this is unknown. The second floor has two office suites.

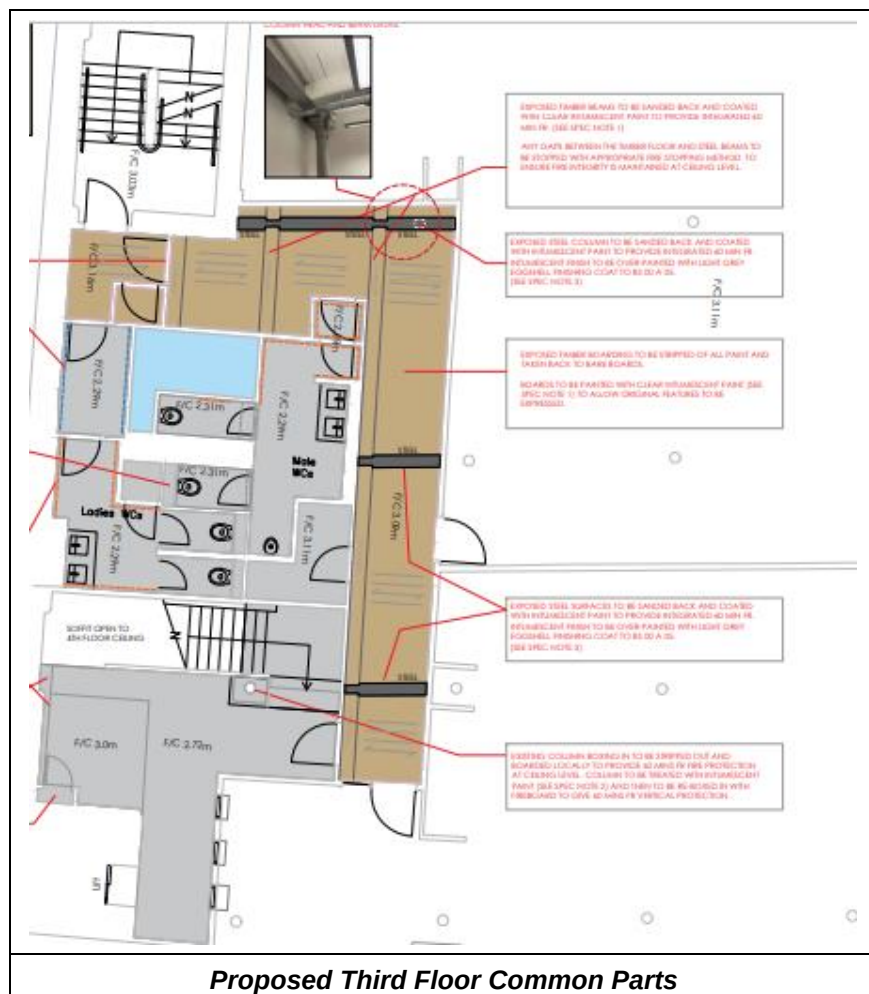


- **Staircase.** The later-inserted staircase is fitted with tongue-and groove board to the ceiling (green), which will be stripped out and the existing framework used to support 60-minute fire rated board which will be painted.
- **Second floor lobby with lift.** The flush ceiling (grey) will be replaced with 60-minute rated fireboard and the existing ceiling downstand detail around the edge of the lobby which will be replicated like-for-like with 60-minute fireboard, fixed to the existing subframe, as on the first floor. Similarly, the boxed-in steel column will have the boxing removed and the column treated with intumescent paint and re-boxed with 60-minute fireboard. As on other floors, the door and frame of the riser cupboard beyond the lift shaft will be replaced with an FD-60 door and frame, to fit the existing opening. Fire resistant board to be introduced at ceiling level of the cupboard.
- **L-shaped Corridor.** The flush plasterboard ceiling on the section near the lobby will have this removed and, if the timber above is in sufficiently good condition, it will be exposed, sanded and coated with the intumescent product already approved for use on the second-floor suite, to give the same appearance as the rear section of the corridor. Should poor condition render this impractical, the ceiling will be replaced with 60-minute fireboard on a like-for-like basis. The longitudinal timber beam and the timber floorboards to the rear will be stripped back and coated with clear intumescent product. Exposed steel surfaces will be sanded back and coated with intumescent paint then painted to give a light-grey eggshell finish. Any ceiling gaps in the boards or between the boards and beams will be stopped with the appropriate material to provide fire integrity at this level. A new fire door will replace the existing door to the rear staircase to match in design.
- **Toilet Block.** The toilet block was inserted into the former open plan floor in the 1960s. The ceiling will be replaced with 60-minute rated fireboard, with the cubicle partitions being dismantled during the process and rebuilt.

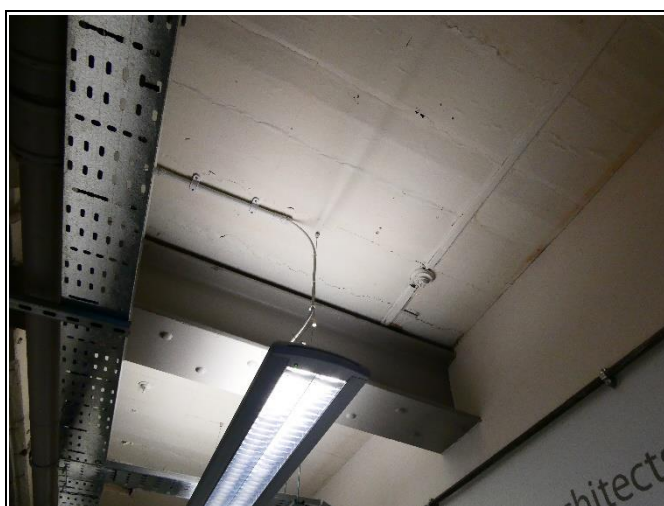
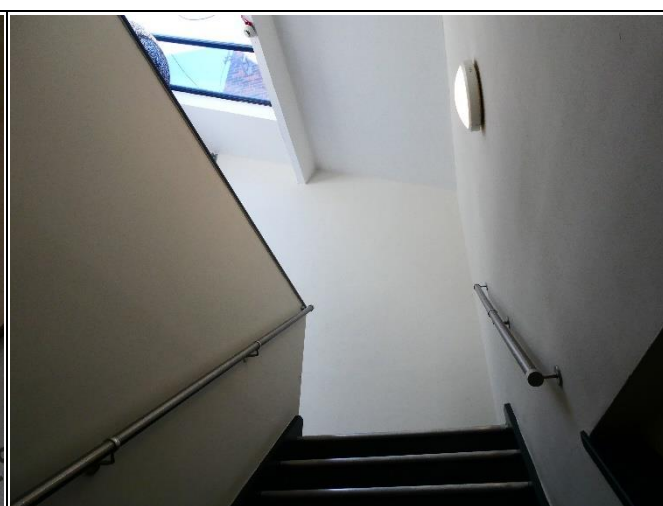


7.6 Proposals for Third Floor Common Parts

The third-floor common parts comprise the stairs from the second-floor lobby and the lobby area around the lift, which includes the riser cupboard, the beginning of stairs to the second floor, the L-shaped corridor around the toilet block to the rear staircase and the toilet block. This corridor has the timber boards exposed and painted. The third floor has two office suites.



- **Staircase.** The staircase is open to the ceiling of the 4th floor lobby.
- **Third floor lobby with lift.** As on the second floor, the flush ceiling (grey) will be replaced with 60-minute rated fireboard and the existing ceiling downstand detail around the edge of the lobby which will be replicated like-for-like with 60-minute fireboard, fixed to the existing subframe, as on the first floor. Similarly, the boxed-in steel column will have the boxing removed and the column treated with intumescent paint and re-boxed with 60-minute fireboard. As on other floors, the door and frame of the riser cupboard beyond the lift shaft will be replaced with an FD-60 door and frame, to fit the existing opening. Fire resistant board to be introduced at ceiling level of the cupboard.
- **L-shaped Corridor.** The ceiling is formed by the timber floorboards, painted white. The boarding will be stripped of all paint and taken back to bare boards which will be painted with clear intumescent paint, as will the longitudinal timber. Exposed steel surfaces (beams and a column) will be sanded back and coated with intumescent paint, then painted to give a light-grey eggshell finish. Any ceiling gaps in the boards or between the boards and beams will be stopped with the appropriate material to provide fire integrity at this level. A new fire door will replace the existing door to the rear staircase to match in design.
- **Toilet Block.** The toilet block was inserted into the former open plan floor in the 1960s. The ceiling will be replaced with 60-minute rated fireboard, with the cubicle partitions being dismantled during the process and rebuilt.

*Second Floor Corridor**Staircase to 4th Floor*

7.7 Proposals for Fourth Floor Common Parts

The fourth-floor common parts comprise the lobby area around the lift, which includes the riser cupboard. The fourth floor has one office suite, which includes the toilets and access to the rear staircase, as on the first floor.

As on the other floors, the door and frame of the riser cupboard beyond the lift shaft will be replaced with an FD-60 door and frame, to fit the existing opening. Fire resistant board to be introduced at ceiling level of the cupboard



Proposals for Fourth Floor



Door to Riser Cupboard on 4th Floor

Section 8 Impact of the Proposed Works on the Heritage Assets

8.1 Method of Assessment

The proposal site is a Grade II listed building within the Whitworth Street Conservation Area. There is no Conservation Area Appraisal for the Whitworth Street Conservation Area. The following assessment identifies the impact of the proposed works on the significance of the Conservation Area by firstly considering the effects of the proposed works on the elements that constitute special interest within the Conservation Area, as laid out in the Historic England Guidance. Elements relevant to this case include:

- General Character and Uses
- Historic Interest
- Architectural Interest and Built Form
- Spatial Analysis
- Streets and Trees
- Setting and Views

However, as the proposals relate solely to the interior of the building, there can be no impact on the spatial analysis, streets and trees or setting and views. The overall impact of the proposed works is assessed using a cultural heritage impact assessment methodology based upon the International Council on Monuments and Site (ICOMOS) Guidance on Heritage Impact Assessments, a methodology commonly used to assess heritage impact. The impact assessment also follows the ClfA/ IHBC/ IEMA guidance, *Principles of Cultural Heritage Impact Assessment in the UK* of July 2021. In the ICOMOS methodology, the significance of the impact of the proposed works is based on the value or sensitivity of the heritage asset and on the magnitude of the change on that heritage asset, which then leads to an assessment of impact. The criteria used for assessing value, magnitude of impact and significance of impact are set out in three tables included in Appendix 4.

8.2 Impact of the Proposed Works on the Significance of the Conservation Area

8.2.1 Impact on General Character and Uses

The internal alterations do not alter the general character and uses of the Conservation Area.

8.2.2 Impact on Historic Interest

The internal alterations will have no impact upon the historic interest of the Conservation Area.

8.2.3 Impact on Architectural Interest and Built Form

The internal alterations do not have any impact on the architectural interest and built form of the Conservation Area.

8.2.4 Summary

54 Princess Street makes a positive contribution to the character and appearance of the Whitworth Street Conservation Area. This contribution will not be affected by the proposed internal works and they will cause no harm to the historic special interest of the Conservation Area. The historic asset, Whitworth Street Conservation Area, is assessed as having a medium value, as it is a Conservation Area 'containing buildings that contribute significantly to its historic character.' The proposed development will cause 'No changes to historic building elements or setting'.

8.3 Impact of the Proposed Works on the Significance of 54 Princess Street

8.3.1 Impact on Architectural Interest

The architectural interest of 54-56 Princess Street derives from the quality of the Italian palazzo design, exemplifying the evolution of the Manchester warehouse, with its elegant formal exterior and functional interior. The proposed works are internal and are required to bring the common parts up to current fire safety standards. They have been designed to achieve this without impacting on the interior, retaining areas of special interest such as the area of Lincrusta ceiling on the first floor as well as to reveal more of the original structure on the second and third floor corridors. They will not harm the significance of the heritage asset.

8.3.2 Impact on Historic Interest

The historic interest of 54 Princess Street derives from how it shows the late 19th century transition of Manchester city centre from a centre of production to a centre of international commerce, namely with the evolution of the smaller producer's warehouses for showing goods and finishing, to the larger shipping warehouses, arranging the transport of finished goods all over the world through the port of Manchester. The proposed works are designed to preserve and enhance the functional distinction between the first and upper floors by better revealing the ceiling materials.

8.3.3 Summary

The significance of the designated heritage asset is based upon historical and architectural interest which will remain unaffected by the proposed works. The historic asset, 54 Princess Street, is assessed as having a medium value, as it is listed Grade II. As the proposed development will cause 'Slight changes to historic building elements or setting that hardly affect it', the magnitude of impact is assessed as negligible. Following the heritage assessment methodology, a negligible magnitude of impact to a heritage asset of medium value would constitute a neutral/slight impact, which can be either beneficial or adverse. In this case, it is assessed that the proposed works will have a neutral impact as the significant elements of the heritage asset are not affected.

8.4 Heritage Impact Assessment Table

The following table sets out the proposed works, identifying the potential impact on the character of the Conservation Area, and the significance of the listed building and proposed mitigation.

PROPOSED WORK	CONTRIBUTION OF THE EFFECTED ELEMENT TO THE SPECIAL INTEREST OF THE CONSERVATION AREA AND TO THE SIGNIFICANCE OF THE HERITAGE ASSETS	MAGNITUDE OF CHANGE	POTENTIAL IMPACT OF WORK & PROPOSED MITIGATION
Basement: Removal of corridor suspended ceiling and replacement with fireboard including access hatches. Flush ceiling of other areas will be replaced with fireboard. Car park steelwork to be treated with intumescent paint.	Neutral: The basement common parts area has been altered repeatedly.	Negligible: Slight changes to historic building elements that hardly affect it.	Neutral Impact: Mitigation: The large car park area of the basement has undergone relatively little change and there will be no visible change to this.
Ground Floor/Mezzanine: Replacement of underdrawing of ceiling to entrance, mezzanine and 1960s staircase and cupboard with fire-proof board.	Neutral: The front entrance, reception and staircase was significantly altered in the 1960s. Subsequent works have revealed historic elements while improving access.	Negligible: Slight changes to historic building elements that hardly affects it.	Neutral Impact: The proposed alterations will have a neutral impact on the significant elements of the heritage asset.

PROPOSED WORK	CONTRIBUTION OF THE EFFECTED ELEMENT TO THE SPECIAL INTEREST OF THE CONSERVATION AREA AND TO THE SIGNIFICANCE OF THE HERITAGE ASSETS	MAGNITUDE OF CHANGE	POTENTIAL IMPACT OF WORK & PROPOSED MITIGATION
Riser cupboard on all floors: Replacement of 20 th century doorframes and doors to riser cupboards on all floors.	Neutral: These date from the 20 th century conversion and are not significant.	Negligible: Slight changes to historic building elements that hardly affects it.	Neutral Impact: These alterations will have no impact on the significant elements of the heritage asset.
First Floor: Treatment of the Lincrusta lobby ceiling with intumescent paint; in other areas replacement of board with fireproof board on like-for-like basis.	Low: The ceilings are not highly significant elements.	Negligible: Slight changes to historic building elements that hardly affects it.	Neutral Impact: The Lincrusta, a small decorative element, which illustrates the representative role of first floor offices, will be retained.
Second Floor: Lobby ceiling board to be replaced with fireboard on like-for like basis. L-shaped corridor ceiling timbers to be revealed, sanded and treated with colourless intumescent paint. Steel columns and beams to be treated with intumescent paint and the painted grey.	Low: The ceilings are not highly significant elements.	Negligible: Slight changes to historic building elements that hardly affects it.	Slight Beneficial Impact: Revealing of timbers to all of the L-shaped corridor will show historic functional role of second floor.

PROPOSED WORK	CONTRIBUTION OF THE EFFECTED ELEMENT TO THE SPECIAL INTEREST OF THE CONSERVATION AREA AND TO THE SIGNIFICANCE OF THE HERITAGE ASSETS	MAGNITUDE OF CHANGE	POTENTIAL IMPACT OF WORK & PROPOSED MITIGATION
Third Floor: Lobby ceiling board to be replaced with fireboard on like-for-like basis. L-shaped corridor ceiling timbers to be sanded and treated with colourless intumescent paint. Steel columns and beams to be treated with intumescent paint and painted grey.	Low: The ceilings, steel columns and beams document the original structural system.	Negligible: Slight changes to historic building elements that hardly affects it.	Slight Beneficial Impact: Removal of white paint to timber ceiling of L-shaped corridor will show historic functional role of floor.
Toilets to 2nd & 3rd Floor: Replacement of ceiling to 1960s toilet block.	Neutral: These ceilings date from the 20 th century conversion and are not significant.	Negligible: Slight changes to historic building elements that hardly affects it.	Neutral Impact: These alterations will have no impact on the significant elements of the heritage asset.

Section 9 Conclusions

9.1 History, Development and Usage of 54 Princess Street

The site of 54 and 56 Princess Street is adjacent to the Rochdale Canal, which opened in 1799. In 1851 it was occupied by the Union Iron Works but in the second half of the 19th century the thoroughfare was renamed Princess Street and largely redeveloped; only the Union Hotel remains from the early 19th century. 54 and 56 Princess Street was built as a pair of shipping warehouses in the mid-1880s, possibly as a speculative investment providing flexible office suites and facilities for a number of international shipping agents. In 1960 the building was acquired by the National Motorist and Accident Insurance Union, who converted the block to offices, including adding a new entrance and reception on the ground floor and a basement car park with ramp. Since then it has been subdivided into individual tenanted suites, including with hospitality businesses on the ground floor.

9.2 The Special Interest of the Conservation Area

The Whitworth Street Conservation Area is uniquely Mancunian in character, its physical form being established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920, many reflecting the historical importance and ongoing development and international scale of the textile industry in the city but also its wider commercial expansion. The architecture of late 19th century textile marketing and commerce remains largely intact, although the buildings have found other uses since the decline of the domestic cotton industry. Similarly, the canals still remain supplementing the roads, although they are no longer used for transporting goods and coal. More recently, many buildings have been converted to residential and hospitality uses.

9.3 Contribution of 54 Princess Street to the Special Interest of the Conservation Area

As a converted late 19th century Italian palazzo-style shipping warehouse, 54 Princess Street makes a positive contribution to the character and appearance of the Conservation Area and as it is a Grade II building of national importance.

9.4 Significance of 54 Princess Street

54 and 56 Princess Street is of national significance as a Grade II listed building. Built in the mid-1880s, the significance of this pair of former shipping warehouses derives both from their historical special interest, illustrating the late 19th century transition of Manchester city centre from a centre of production to a centre of international commerce, and also from their architectural quality exemplifying the evolution of the Manchester warehouse with its elegant formal exterior and functional interior. The building also contributes to views along Princess Street, making a positive contribution to the Whitworth Street Conservation Area. This assessment finds that the building retains a medium level of significance, as defined by the ICOMOS guidance on Heritage Impact Assessments.

9.5 The Proposed Works

The proposed works are solely internal and are in order to upgrade the fire-resistance of the common parts to current standards (60-minutes rating). In particular, they involve treatment to the ceilings and structural beams and columns using a combination of intumescent paint and replacement of existing underdrawing, boxing and fire doors with 60-minute rated board. The proposals have been designed to preserve the historic structure and decoration, as well as to reveal more where this is appropriate, including the functional distinction between the first floor and those above, shown in different ceiling treatments.

9.6 Impact of the Proposed Works on the Special Interest of the Conservation Area

54 Princess Street makes a positive contribution to the character and appearance of the Whitworth Street Conservation Area, which will not be affected by the proposed works, and they will cause no harm to the historic special interest of the Conservation Area. The historic asset, Whitworth Street Conservation Area, is assessed as having a medium value, as it is a Conservation Area 'containing buildings that contribute significantly to its historic character.' As the proposed development is entirely internal, the proposals will cause 'No change to fabric or setting' of the Conservation Area. Therefore, the magnitude of impact is assessed as having no change. Following the heritage assessment methodology, a magnitude of impact of no change to a heritage asset of medium value would constitute a neutral impact. Therefore, the proposed alterations are assessed as having a neutral impact on the character and appearance of Whitworth Street Conservation Area.

9.7 Impact of the Proposed Works on the Heritage Asset

The significance of the designated heritage asset is based upon historical and architectural interest which will remain unaffected by the proposed works. The historic asset, 54 Princess Street, is assessed as having a medium value, as it is listed Grade II. As the proposed development will cause 'Slight changes to historic building elements or setting that hardly affect it', the magnitude of impact is assessed as negligible. Following the heritage assessment methodology, a negligible magnitude of impact to a heritage asset of medium value would constitute a neutral/slight impact, which can be either beneficial or adverse. In this case, it is assessed that overall, the proposed works will have a neutral impact as the significant elements of the heritage asset are not affected.

Section 10 Sources

Published Works

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- Slater's Manchester, Salford & Suburban Directory, 1911*. Slater's Directory Ltd (Manchester) and Kelly's Directory Ltd (London), 1911.

Maps and Plans

- OS Map Scale 1:10,560 1848
- OS Map Scale 1:2,500 1908, 1932
- OS Map Scale 1:1,250 1948, 1951-1964, 1978-1985, 1985-1990, 1994-1995
- OS Map Scale 1:1,056 1851
- OS Map Scale 1:500 1891

Archives and Libraries Consulted

- Greater Manchester County Record Office
- Greater Manchester Historic Environment Record

Appendix 1: Listing Description

Name: Lionesse House

List entry Number: 1247387

Location: LIONESSE HOUSE, 54 AND 56, PRINCESS STREET

District: Manchester (Metropolitan Authority)

National Grid Reference: SJ 84238 97742

Grade: II

Date first listed: 6 June 1994

Details: MANCHESTER SJ8497NW PRINCESS STREET 698-1/32/331 (South West side) Nos.54 AND 56 Lionesse House GV II

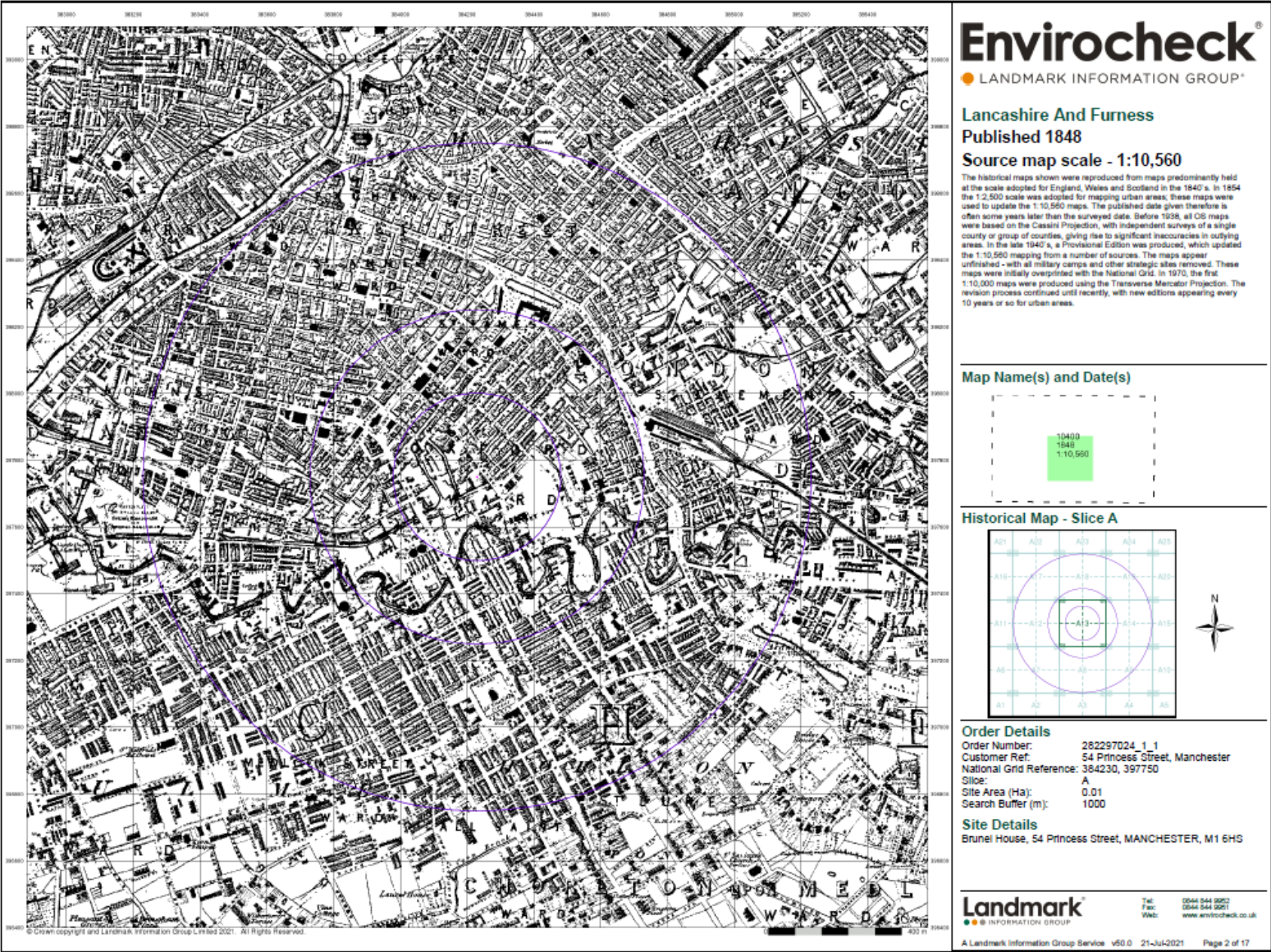
Shipping warehouses, now bank, offices, etc. c.1880-90. Red brick with sandstone dressings, slate roof. Almost rectangular plan on island site parallel to street, with canted corner to No.54. Four storeys with basements and attics, 8 bays with 2 windows per bay, plus the canted corner which has one window in each face; with punch-dressed stone plinth, cornice over ground floor, string-courses and sill-bands to all upper floors, moulded cornice and parapet (No.54 brick, and No.56 stone with short brick chimneys). Arcaded ground floor of round-headed arches with keystones and linked hoodmoulds, round-headed doorway to 4th bay with pilastered surround including keystone, carved spandrels and cornice on brackets, inserted doorway to 6th bay, windows with altered glazing in the other bays. Upper floors have shallow rectangular 2-storey oriels in alternate bays, with pilasters and balustraded parapets, and square-headed windows throughout, all with stone lintels and all sashed windows without glazing bars. Mansard roof with low flat-roofed dormers, slated pyramidal turret-roof to right-hand corner. Right-hand return side simpler, but with 2 pedimented attic dormers. Forms part of uninterrupted linear group of similar buildings on this side of Princess Street.

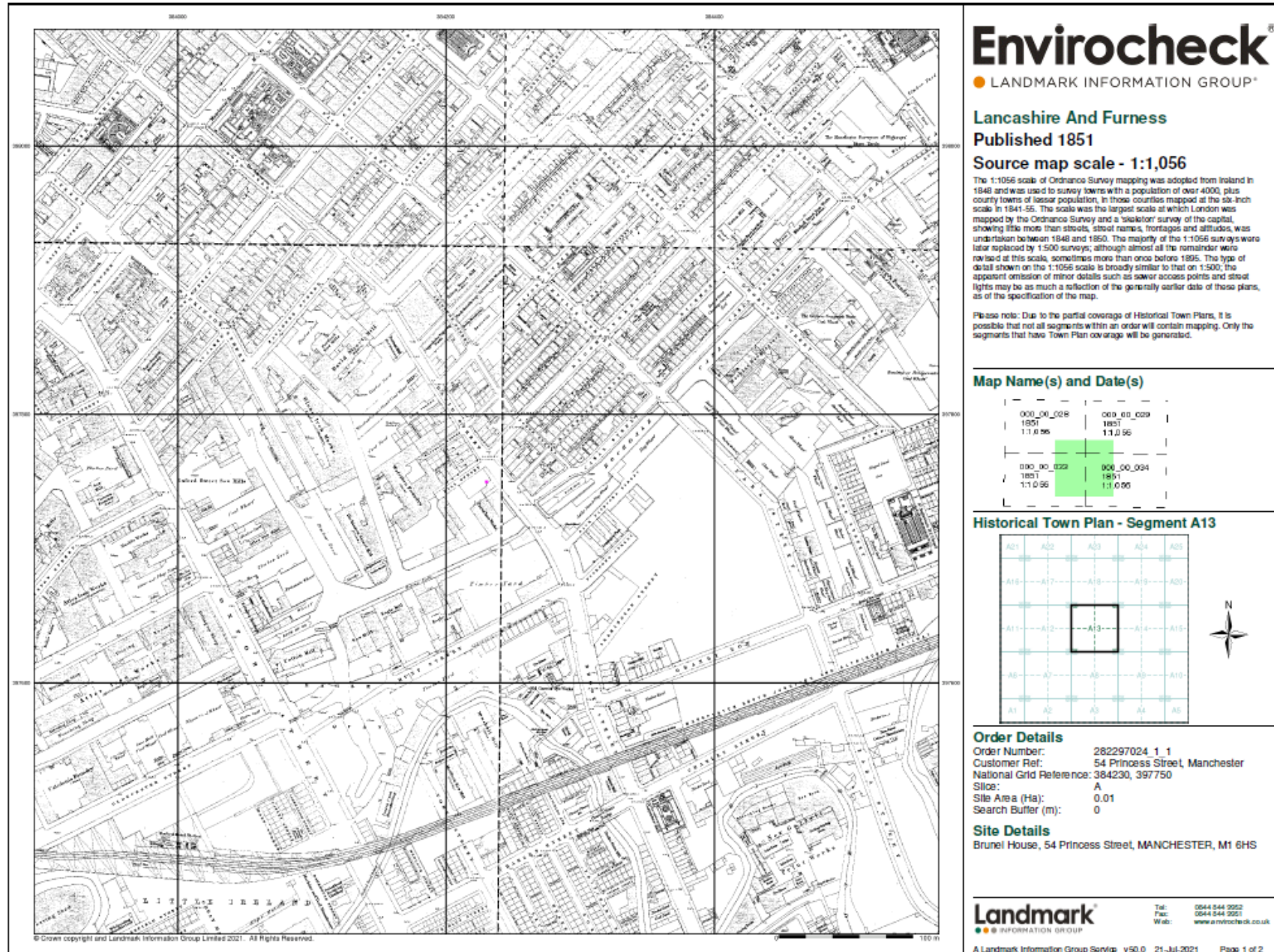
Listing NGR: SJ8423897742

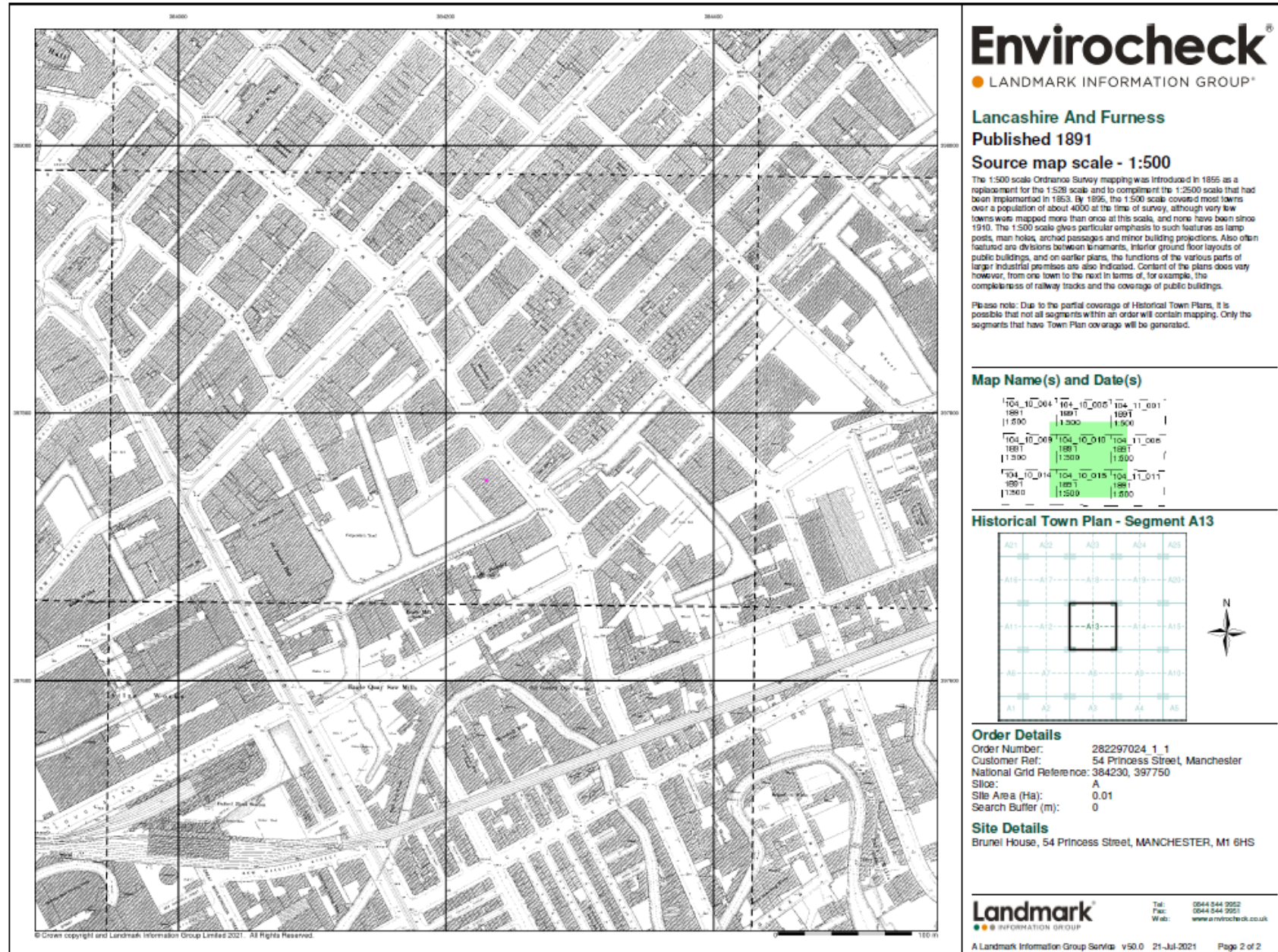
Appendix 2: Occupants Table for 54 Princess Street

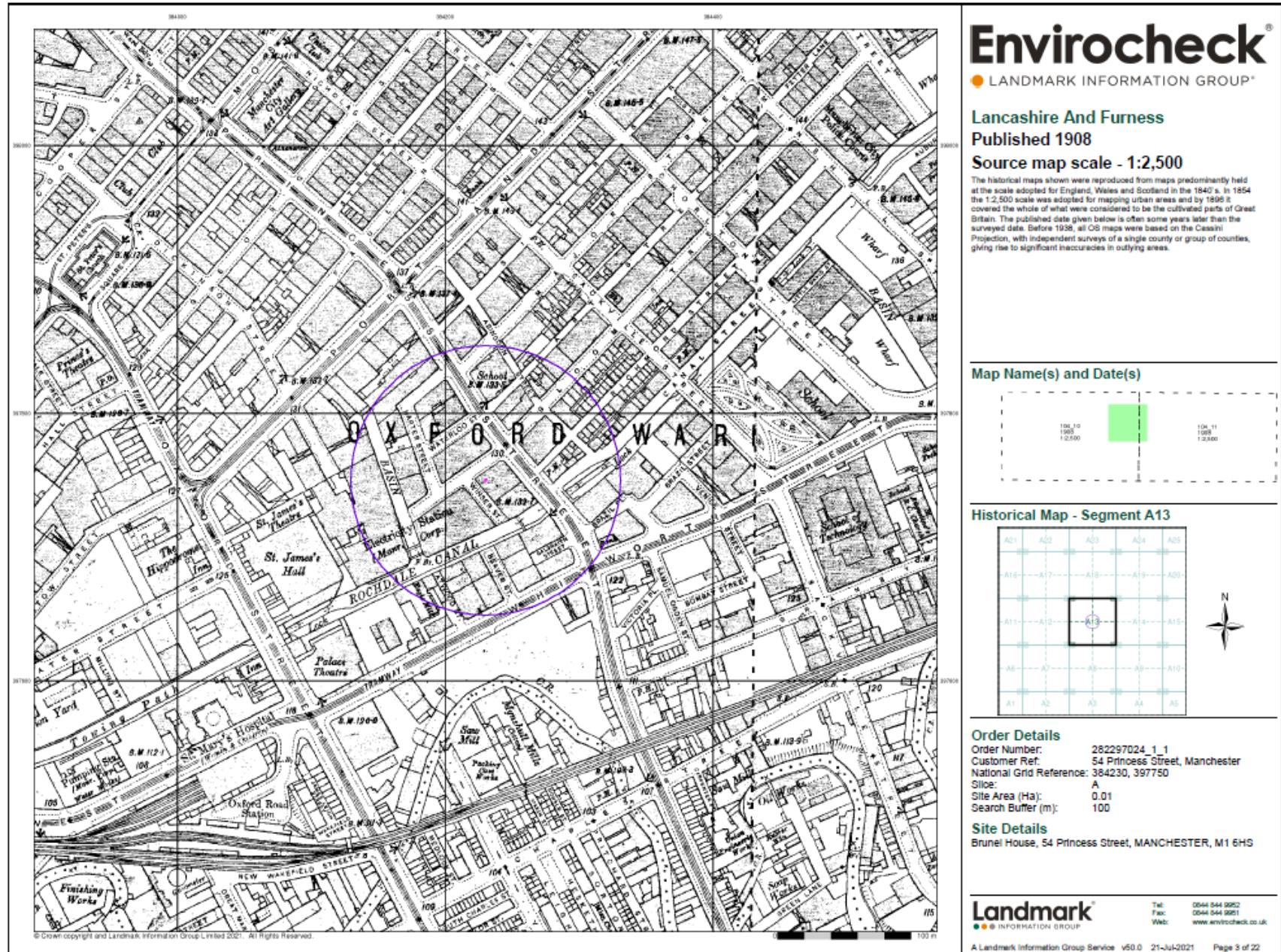
Source	Name	Detail
1883 Slater's Directory of Manchester & Salford Pt.2	Millward, Samuel & Co	56 Princess Street, Paper and Paper Waste Merchants
1895 Kelly's Directory of Manchester	Gunnis G P & Co, Merchants Jaffe & Sons	54 Princess Street 56 Princess Street
1909 Slater's Manchester, Salford & Suburban Directory Pt.3	Breslauer Ed H Breslauer F C Breslauer L Breslauer Louis S	54 Princess Street
1911 Slater's Manchester, Salford and Suburban Directory Pt.2	William Arthur Breslauer, 54 Princess Street	Shipping merchant (G P Gunnis & Co)
1929 Kelly's Directory of Manchester	<u>54 Princess Street</u> G M Garforth-Bles, Vice Consul Bles, S D & Sons Manchester Consular Association <u>56 Princess Street</u> Bronnert Hy & Co.	Netherlands Consulate Merchants G M Garforth-Bles, Hon Sec Shipping Merchants

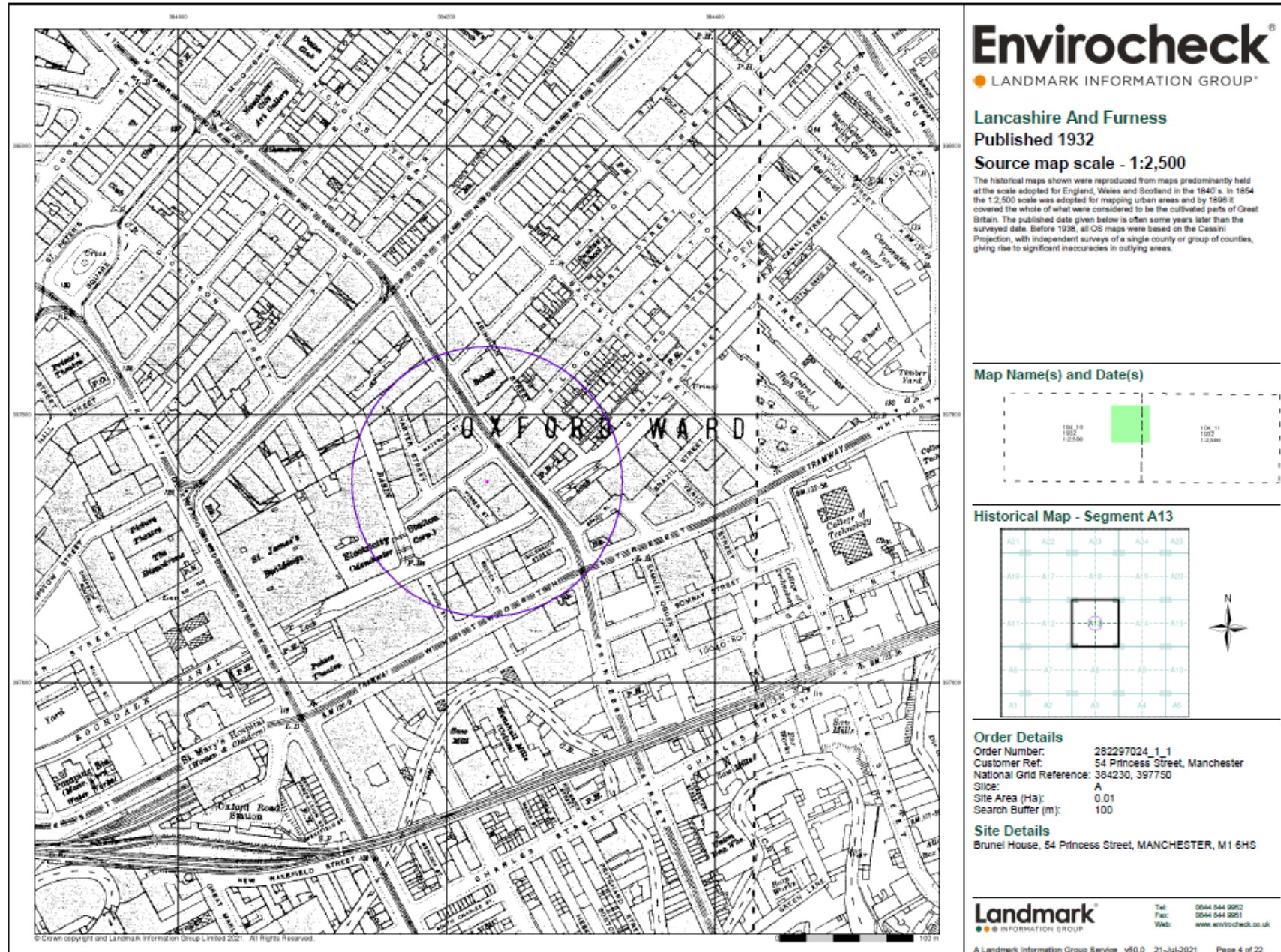
Appendix 3: Historic Mapping

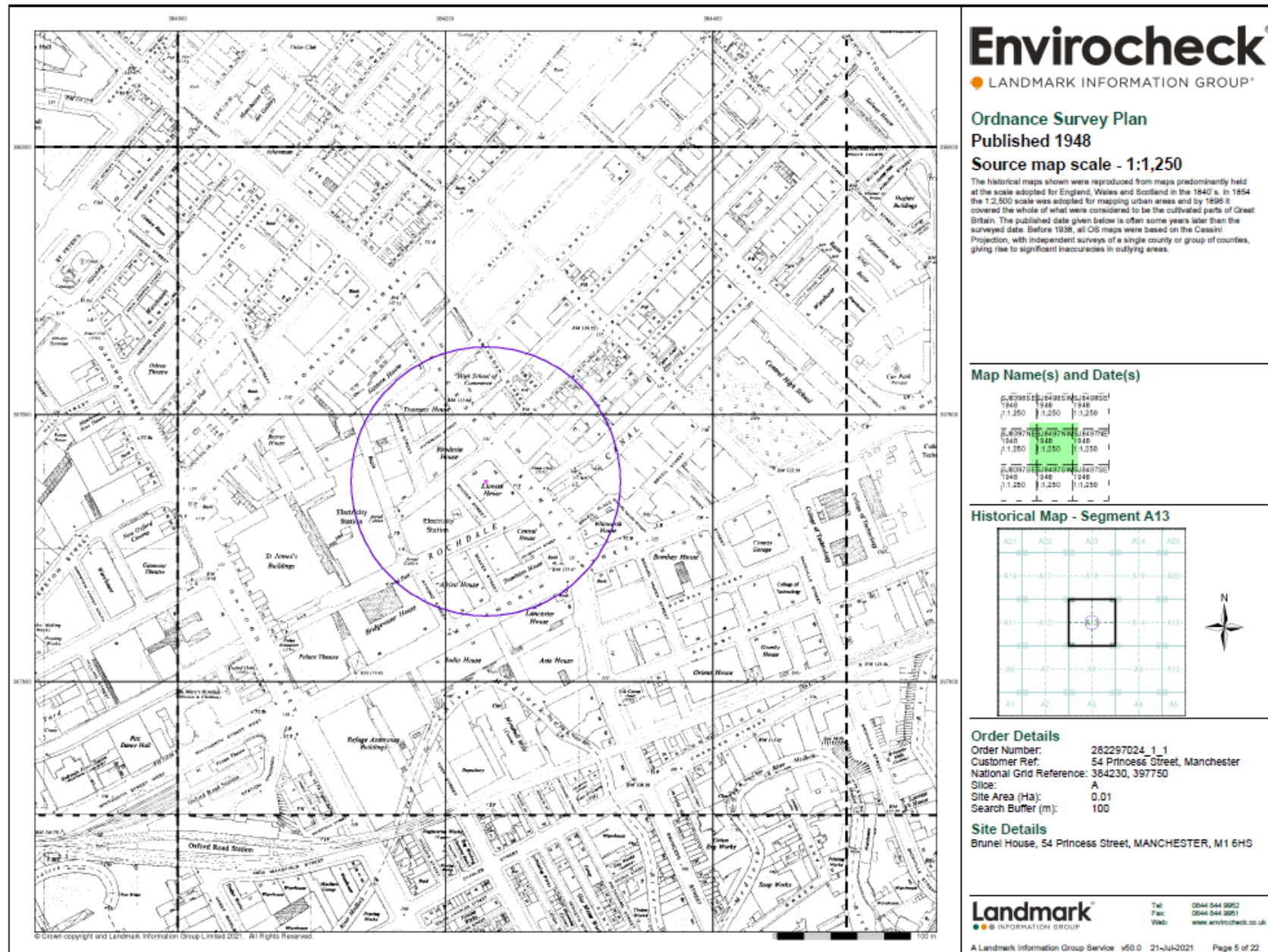


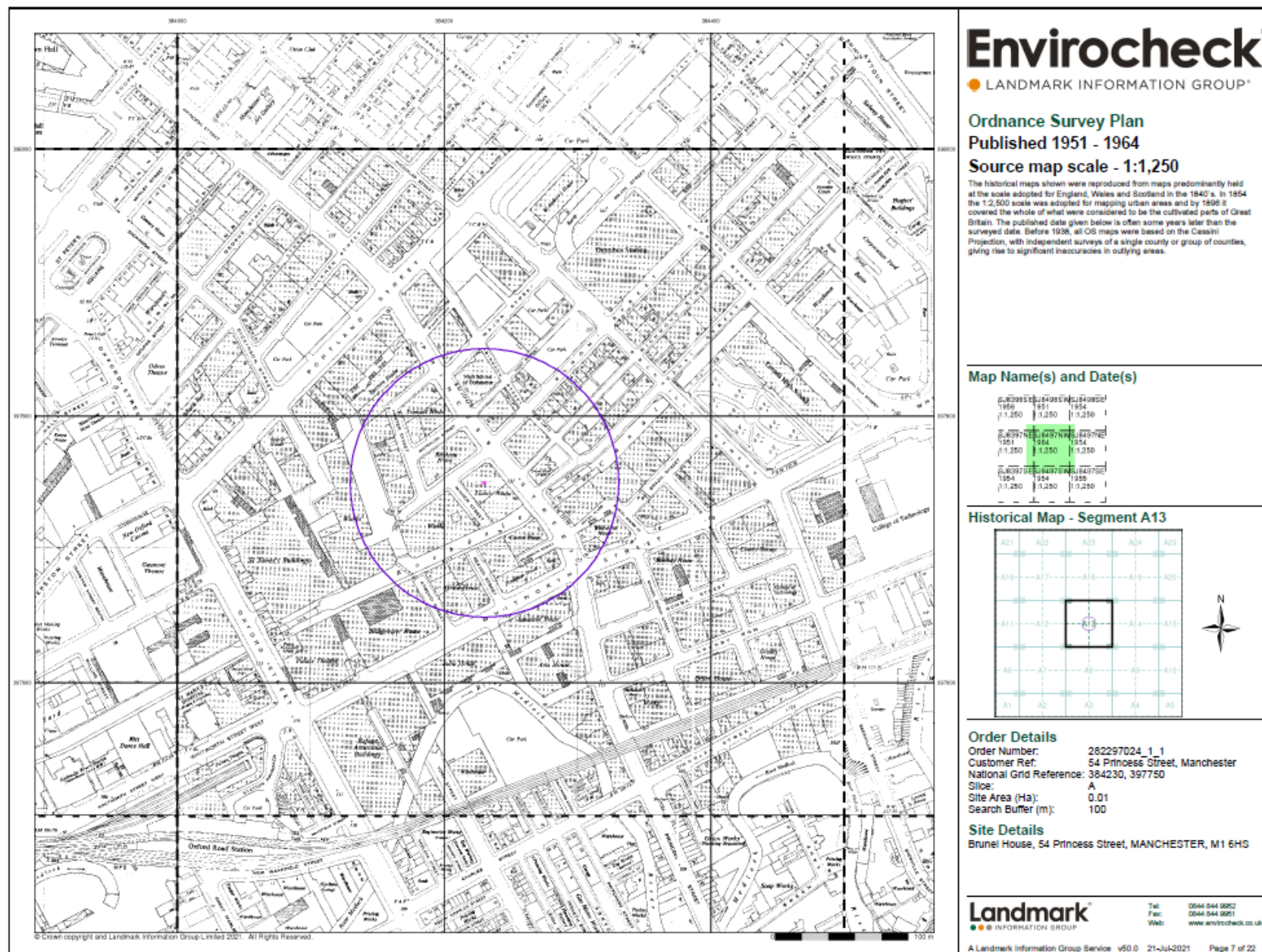


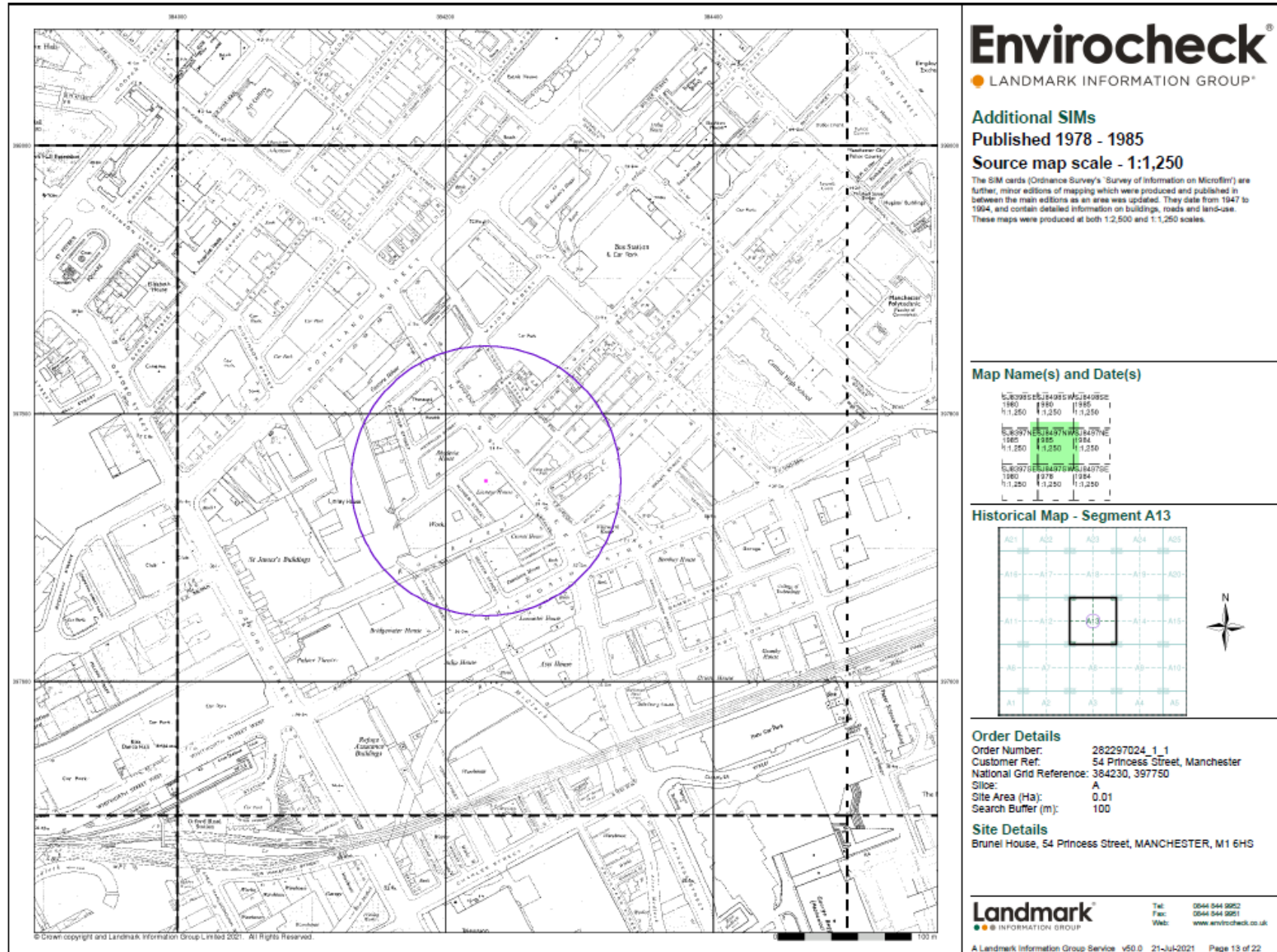


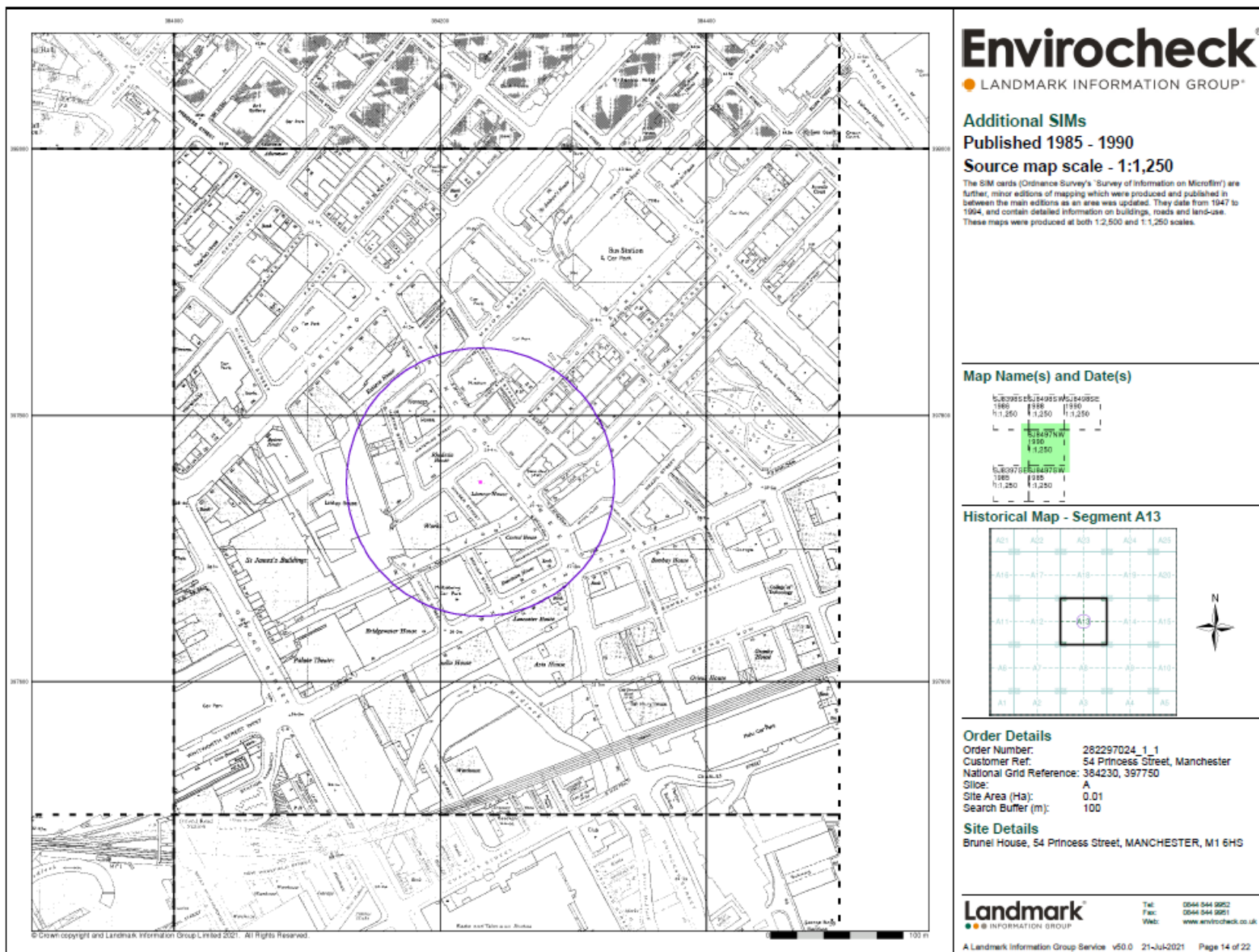


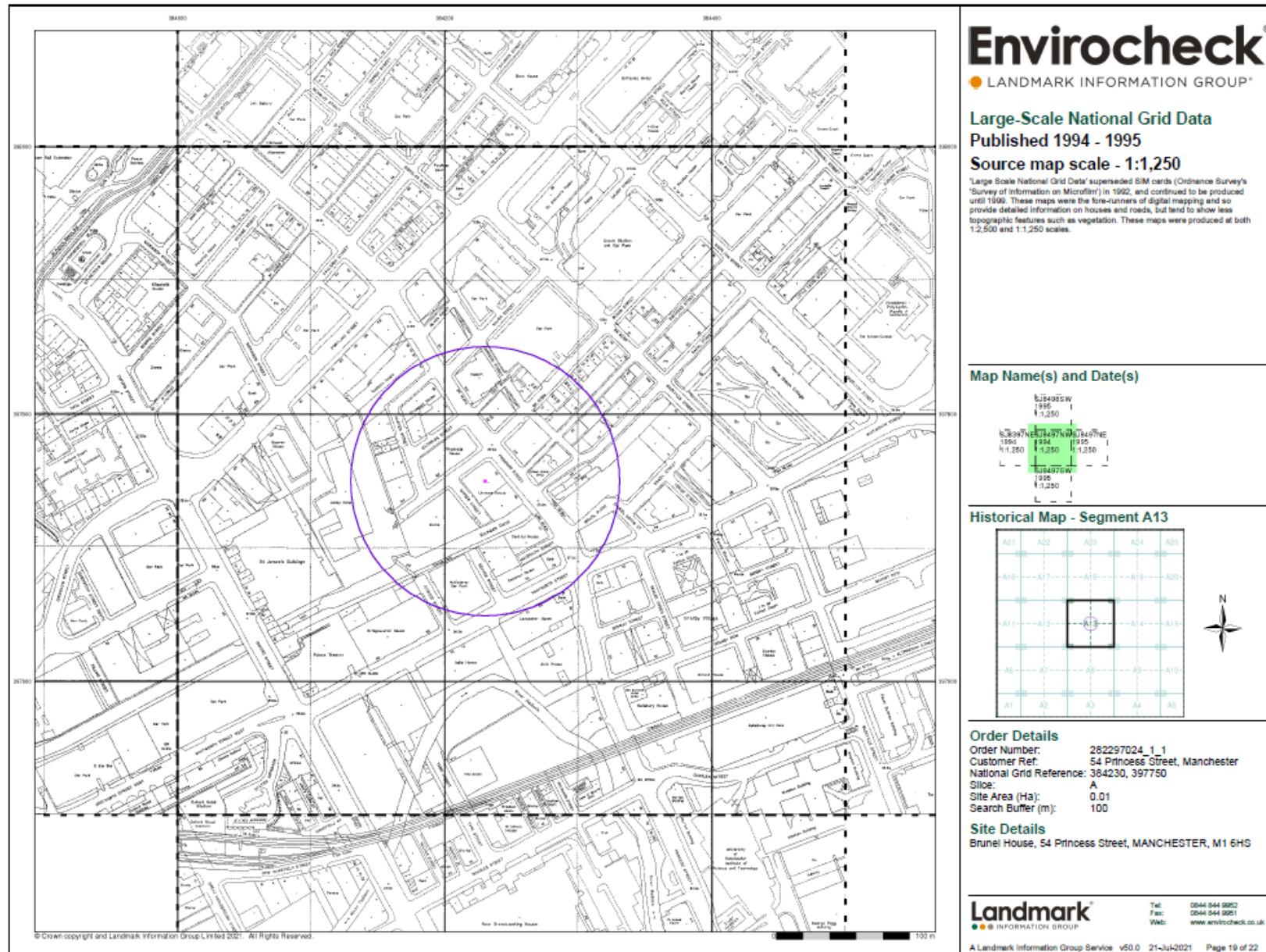












Appendix 4: Heritage Impact Assessment Methodology

The impact of the proposed development has been assessed using a cultural heritage impact assessment methodology based upon the International Council on Monuments and Site (ICOMOS) Guidance on Heritage Impact Assessments, a methodology commonly used to assess heritage impact. The significance of the impact of the proposed development is based on the value or sensitivity of the heritage asset and on the magnitude of the impact on that heritage asset. The criteria used for assessing value, magnitude of impact and significance of impact are set out in three tables below. These impacts may be either adverse or beneficial. These tables consider differing types of heritage assets: archaeological attributes, built heritage or historic urban landscapes, historic landscapes and intangible cultural heritage or associations.

Assessing Value of Heritage Assets

The value (significance) or sensitivity of a heritage asset is assessed based on existing national and local statutory designations, guidance such as the Historic England Listing and Scheduling Selection Guides and professional judgement based on research and site surveys.

Table 1: Assessing Value of Heritage Assets

Asset Grading	Archaeological Attribute	Built Heritage or Historic Urban Landscape	Historic Landscape	Intangible Cultural Heritage or Associations
Very High	Sites of acknowledged international importance inscribed as WH property. Individual attributes that convey OUV of the WH property. Assets that can contribute significantly to acknowledged international research objectives.	Sites or structures of acknowledged international importance inscribed as of universal importance as WH property. Individual attributes that convey OUV of the WH property. Other buildings or urban landscapes of recognised International importance.	Landscapes of acknowledged international importance inscribed as WH property. Individual attributes that convey OUV of the WH property. Historic landscapes of international value, whether designated or not. Extremely well preserved historic landscapes with exceptional coherence, time depth, or other critical factors.	Areas associated with Intangible Cultural heritage activities as evidenced by the national register. Associations with particular innovations, technical or scientific developments or movements of global significance. Associations with particular individuals of global importance.
High	Nationally-designated Archaeological Monuments protected by the State Party's laws. Undesignated sites of the quality and importance to be designated. Assets that can contribute significantly to acknowledged national research objectives.	Nationally-designated structures with standing remains. Other buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade. Conservation Areas containing very Important buildings. Undesignated structures of clear national importance.	Nationally-designated historic landscape of outstanding interest. Undesignated landscapes of outstanding interest. Undesignated landscapes of high quality and importance, and of demonstrable national value. Well preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factors.	Nationally-designated areas or activities associated with globally-important Intangible Cultural Heritage activities. Associations with particular innovations, technical or scientific developments or movements of national significance. Associations with particular individuals of national importance.

Medium	Designated or undesignated assets that can contribute significantly to regional research objectives.	Designated buildings. Historic (unlisted) buildings that can be shown to have exceptional qualities or historical associations. Conservation Areas containing buildings that contribute significantly to its historic character. Historic townscapes or built-up areas with important historic integrity in their buildings, or built settings.	Designated special historic landscapes. Undesignated historic landscapes that would justify special historic landscape designation. Landscapes of regional value. Averagely well preserved historic landscapes with reasonable coherence, time-depth or other critical factors.	Areas associated with Intangible Cultural heritage activities as evidenced by local registers. Associations with particular innovations or developments of regional or local significance. Associations with particular individuals of regional importance.
Low	Designated or undesignated assets of local importance. Assets compromised by poor preservation and/or poor survival of contextual associations. Assets of limited value, but with potential to contribute to local research objectives.	"Locally Listed" buildings. Historic (unlisted) buildings of modest quality in their fabric or historical associations. Historic Townscape or built-up areas of limited historic integrity in their buildings, or built settings.	Robust undesignated historic landscapes. Historic landscapes with importance to local interest groups. Historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations.	Intangible Cultural heritage activities of local significance. Associations with particular individuals of local importance. Poor survival of physical areas in which activities occur or are associated.
Negligible	Assets with little or no surviving archaeological interest.	Buildings or urban landscapes of no architectural or historical merit; buildings of an intrusive character.	Landscapes little or no significant historical interest.	Few associations or ICH vestiges surviving.
Unknown potential	The importance of the asset has not been ascertained.	Buildings with some hidden (or inaccessible) potential for historic significance.	n/a	Little is known or recorded about ICH of the area.

Adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)

Assessing 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 specific type of heritage involved. It is necessary to have an understanding of the contribution of the setting to the value of the heritage asset as well as an understanding of the key elements or components which contribute to the value or significance of the asset to be able to determine the magnitude of impact.

Table 2: Assessing Magnitude of Change or Impact

Impact Grading	Archaeological Attributes	Built Heritage or Historic Urban Landscape Attributes	Historic Landscape Attributes	Intangible Cultural Heritage Attributes or Associations
Major	Changes to attributes that convey OUV of WH properties. Most or all key archaeological materials, including those that contribute to OUV such that the resource is totally altered. Comprehensive changes to setting.	Change to key historic building elements that contribute to OUV, such that the resource is totally altered. Comprehensive changes to the setting.	Change to most or all key historic landscape elements, parcels or components; extreme visual effects; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in total change to historic landscape character unit and loss of OUV.	Major changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
Moderate	Changes to many key archaeological materials, such that the resource is clearly modified. Considerable changes to setting that affect the character of the asset.	Changes to many key historic building elements, such that the resource is significantly modified. Changes to the setting of an historic building, such that it is significantly modified.	Change to many key historic landscape elements, parcels or components; visual change to many key aspects of the historic landscape; noticeable differences in noise or sound quality; considerable changes to use or access; resulting in moderate changes to historic landscape character.	Considerable changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
Minor	Changes to key archaeological materials, such that the resource is slightly altered. Slight changes to setting.	Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.	Change to few key historic landscape elements, parcels or components; slight visual changes to few key aspects of historic landscape; limited changes to noise levels or sound quality; slight changes to use or access; resulting in limited change to historic landscape character.	Changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
Negligible	Very minor changes to key archaeological materials, or setting.	Slight changes to historic building elements or setting that hardly affect it.	Very minor changes to key historic landscape elements, parcels or components; virtually unchanged visual effects; very slight changes in noise levels or sound quality; very slight changes to use or access; resulting in a very small change to historic landscape character.	Very minor changes to areas that affect the ICH activities or associations or visual links and cultural appreciation.
No change	No change.	No change to fabric or setting.	No change to elements, parcels or components; no visual or audible changes; no changes in amenity or community factors.	No change.

Adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)

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. This significance of impact can be either adverse or beneficial. An impact of major adverse would equate to an assessment of substantial harm, as defined in the NPPF paragraphs 200-201. Other assessments of adverse impact would equate to less than substantial harm as defined in the NPPF paragraph 202.

Table 3: 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

Adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)