

GRAEME IVES
HERITAGE PLANNING

Heritage Statement

Ferrous - Chapeltown Street, Manchester

Capital & Centric Ltd

October 2021

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1.0 Introduction

- 1.1 This Heritage Statement has been prepared on behalf of Capital & Centric Ltd in respect to the erection of a 15 storey building, containing 107 apartments (Use Class C3), ancillary amenity facilities and landscaping, and a multipurpose events pavilion (Use Class E / Sui Generis), the 'proposed development', on land at Chapeltown Street, Manchester, the 'application site'.
- 1.2 From a heritage perspective the application site is located close to the grade II listed Crusader Works. Several other listed buildings are also located within the vicinity of the site.
- 1.3 In determining the proposals Manchester City Council, as the Local Planning Authority (LPA), has a 'statutory duty' under the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the listed buildings or their settings or any features of special architectural or historic interest that they possess.
- 1.4 National planning policy in respect to the conservation of the historic environment is set out in the National Planning Policy Framework (revised 2021) (NPPF) and places the following requirements on applicants:

"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 understanding the potential impact of the proposals 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 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." (NPPF Paragraph 194)

- 1.5 Given the above legislative and policy requirements Chapter 2 of this Heritage Statement identifies the relevant heritage assets that could be affected by the proposal. Chapter 3 reviews the historic development of the application site and adjoining area and Chapter 4 describes the significance of the heritage assets, proportionate to the potential impact of the proposed development. Chapter 5 provides an assessment of that potential impact and Chapter 6 makes a series of conclusions with reference to the relevant legislation and policy requirements.

2.0 The Relevant Heritage Assets

Introduction

- 2.1 The NPPF defines a heritage asset as follows:

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

Designated Heritage Assets

- 2.2 The NPPF confirms that designated heritage assets comprise, World Heritage Sites, scheduled monuments, listed buildings, protected wreck sites, registered parks and gardens, registered battlefields and conservation areas.
- 2.3 The designated heritage assets that are relevant in considering the proposed development are identified below:

Listed Buildings:

- 2.4 Listed buildings are designated for their special architectural or historic interest in accordance with the DCMS Principles for Selection of Listed Buildings (2010). The listed building identified in Table 2.1 are relevant with respect to the proposed development:

Table 2.1: Listed buildings relevant to the application site:

Listed Building:	Grade:
Crusader Works, Chapeltown Street	II
Canal Aqueduct, Store Street	II*
Train Shed and Undercroft, Piccadilly Station	II
Cooperative Warehouse, Pollard Street	II
Ashton Canal Lock No.1, immediately east of Great Ancoats Street	II
Ashton Canal Towpath Bridge over junction with Islington Branch Canal west of Lock No.2	II
Ashton Canal Lock Keepers Cottage beside Lock No. 2 at Islington Branch Junction Basin	II
Ashton Canal Lock No. 2 off south end of Vesta Street	II
Ashton Canal Lock No. 3 on south side of Ancoats Hospital	II
Former Junction Works at Paradise Wharf	II
Stable Block to south east of Junction Works at Paradise Wharf	II

- 2.5 The former Junction Works is located approximately 300 metres north-west of the application site and is physically separated from the site by the cutting occupied by Store Street and intervening development along the Ashton Canal. However, the proposed development would be visible amongst the evolving roofscape of the area to the east of Store Street and so the former Junction

Works and associated Stable Block have been included for completeness.

Non-Designated Heritage Assets

- 2.6 Historic England guidance in Decision-Taking in the Historic Environment Good Practice Advice Note 3 (2015) advises that non-designated heritage assets may be identified through the following mechanisms:

“Non-designated heritage assets include those that have been identified in a Historic Environment Record, in a local plan, through local listing or during the process of considering the application.”

- 2.7 Given the high concentration of designated heritage assets Manchester City Council has not published a ‘local list’ of locally interesting heritage assets. A Historic Environment Record (HER) search has been undertaken. The only non-archaeological heritage assets within the vicinity of the application site are the Ashton Canal and Vulcan Works which have been identified as a non-designated heritage asset for the purposes of this Heritage Statement.

3.0 The Historic Development of the Application Site

Introduction

- 3.1 The wider context of the application site developed quickly during the mid to late C19th and continued to evolve during the early C20th. Since that time the adjoining townscape has changed significantly, firstly becoming fragmented due to a process of clearance and now subject to extensive development activity. The urban morphology of the Chapeltown Street area is therefore summarised below to help gain an understanding of the setting of the heritage assets.
- 3.2 In this context, Historic England's guidance on The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition) (2017) advises:

"Settings of heritage assets change over time. Understanding this history of change will help to determine how further development within the asset's setting is likely to affect the contribution made by setting to the significance of the heritage asset. Settings of heritage assets which closely resemble the setting at the time the asset was constructed or formed are likely to contribute particularly strongly to significance but settings which have changed may also themselves enhance significance, for instance where townscape character has been shaped by cycles of change over the long term. Settings may also have suffered negative impacts from

inappropriate past developments and may be enhanced by the removal of the inappropriate structures."

Historic Map Regression

- 3.3 Pigot's Map of 1813 (Figure 3.1) clearly pre-dates the construction of Piccadilly Station, however by that time the area to the south of Store Street, and to the east of London Road, was laid out in a rational grid pattern of principal east-west streets, including 'Chapel Street' and secondary north-south streets.

Figure 3.1: An extract from Pigot's Map (1813)
(<http://manchester.public.profiler.org>)



- 3.4 Pigot's Map of 1836 illustrates the gradual growth of urban development from the western end of 'Chapel Street' as development started to enclose the grid-like street pattern. 'Rawlinsons Terrace' (now Longacre Street) had been constructed to create the triangular shaped plot of the application site, as a new rectangular area of streets was superimposed at an angle on the earlier orthogonal street pattern. The application site had been partly developed by that time. Interestingly, the 1836 map illustrates the proposed line of the Manchester and Cheshire Junction Railway.

Figure 3.2: Pigot's Map of 1836 (<http://manchester.publicprofiler.org>)



- 3.5 Slater's Map of 1848 confirms the development of the Crusader Works site and the application site had been fully developed. Piccadilly Station (1842) had been constructed by that time and the proposed alignment of the Manchester and Cheshire Junction Railway was no longer illustrated. 'Rawlinsons terrace' had been renamed 'Long Street'

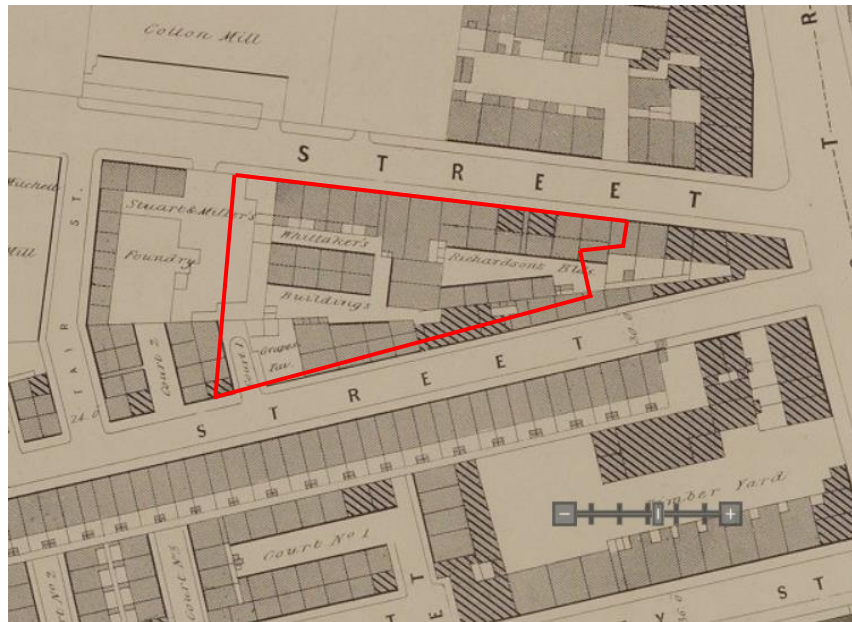
Figure 3.3: Slater's Map of 1848 (<http://manchester.publicprofiler.org>)



- 3.6 Confusingly, the Ordnance Survey map of 1850 indicates that the Crusader Works site was still undeveloped, however the Joseph Adshead Manchester Township map of 1851 indicates a similar form of development to that shown on Slater's map of 1848 and the adjacent Crusader Works had indeed been developed by that time. The Township Map also confirms that the application site was

occupied by a combination of private residential properties, warehouses and commercial premises to form a highly enclosed and dense form of townscape. Part of the site was occupied by 'Richardson's Buildings', which mostly comprised back-to-back court housing.

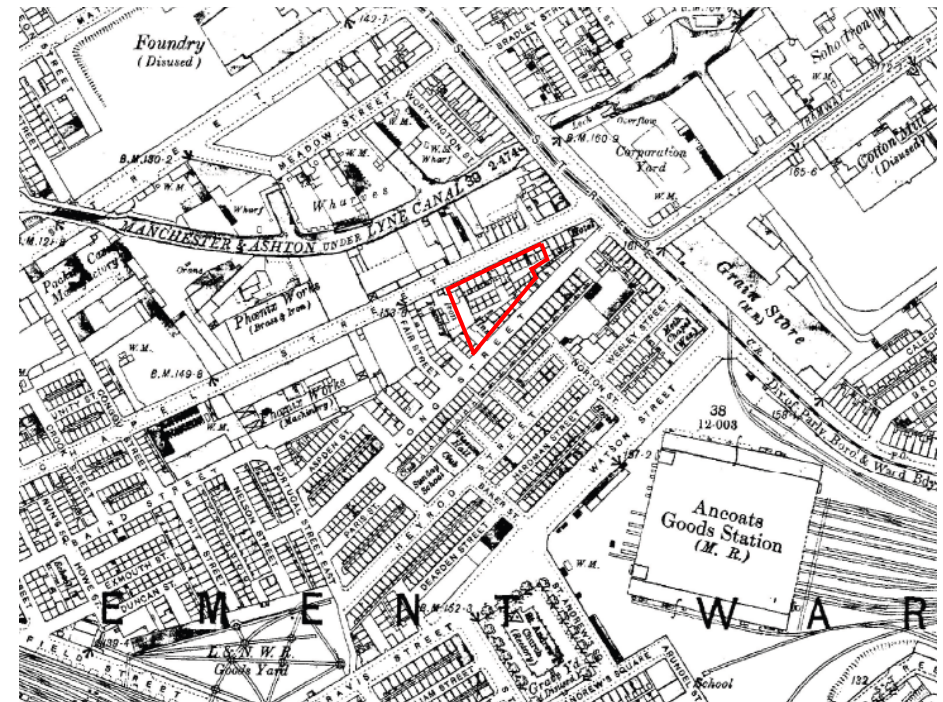
Figure 3.4: Extract from the Manchester Townships Map of 1851 (<http://luna.manchester.ac.uk>) (warehouses and commercial premises in dark shading)



- 3.7 The townscape associated with the application site remained largely unchanged during the latter half of the C19th. The Ordnance Survey map of 1893 confirms that the site was occupied by a fine grain, principally residential, townscape, similar in scale

and character to the dense residential terraced streets that extended south from 'Chapel Street', wrapping around the Phoenix Works. The apex of the site, fronting Great Ancoats Street was occupied by a hotel. Further south the residential townscape was interrupted by the huge Ancoats Good Station and a further goods yard had been constructed to the north of Piccadilly Station.

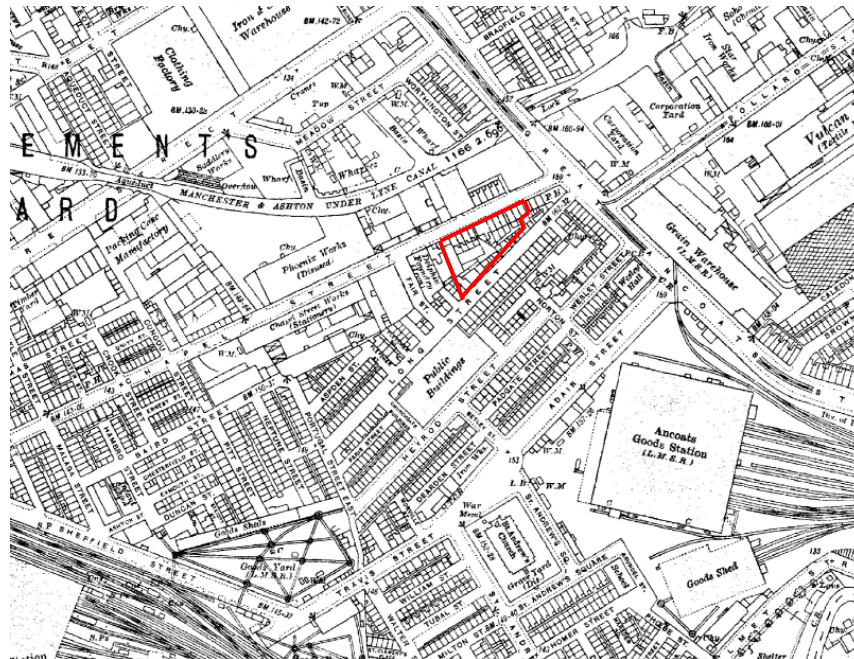
Figure 3.5: The Ordnance Survey Map 1893 (1:2,500)



- 3.8 The townscape associated with the 'Chapel Street' area remained consistent during the early part of the C20th. Although by 1922-32 an area of terraced housing to the south-west of Phoenix Works

had been replaced with the much larger footprint of the 'Public Buildings'.

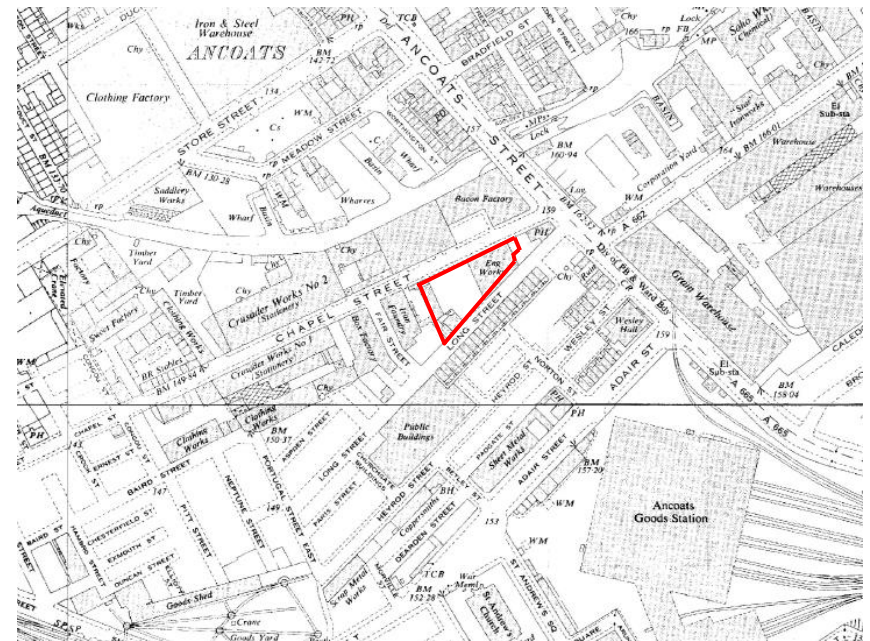
Figure 3.6: The Ordnance Survey Map 1922-32 (1:2,500)



- 3.9 The Ordnance Survey Map of 1950-51 confirms a significant pattern of change within the application site itself and its wider setting. All of the terraced housing to the south of the Phoenix Works, which was then named Crusader Works, had been cleared and only the layout of the associated streets remained in situ at that time. Within the application site the public house fronting Great Ancoats Street had been retained, however all of the fine grain residential properties had been cleared and partly replaced with an

'engineering works'. Overall, the townscape south of Chapel Street had become more fragmented, with gap sites appearing in previously continuous frontages. The large inverted 'L' shaped building on the northern side of Chapel Street was occupied by a 'bacon factory' and the adjoining short terrace of houses had been removed.

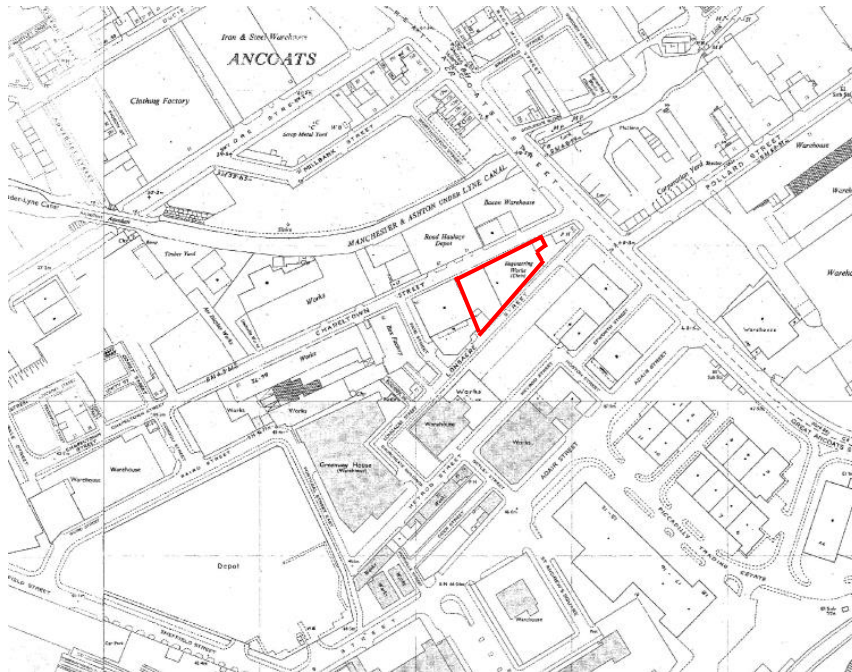
Figure 3.7: Ordnance Survey Map 1950-51 (1:2,500)



- 3.10 The 1958-86 Ordnance Survey map confirms the on-going process of clearing and replacing the residential terraces with the larger footprints of warehouses and 'works'. The current street names of 'Chapeltown Street' and 'Longacre Street' were used for the first

time, however a large warehouse cut across the original alignment of Longacre Street. Ancoats Goods Station and the goods yard adjoining the northern side of Piccadilly Station had both been removed by that time.

Figure 3.8: Ordnance Survey Map 1958-86 (1:2,500)



- 3.11 The 'works' between the northern side of Chapeltown Street and the canal remained in situ and several large 'works' and 'warehouses' had been constructed to the south of Crusader Works. Notably, the finer grain of the former grid-like street pattern had been replaced on the eastern side of Portugal Street

East by the large footprint of the Greenway House Warehouse and to the west by a larger open depot.

- 3.12 The context of the application site continued to evolve during the late C20th, for example with the replacement of the engineering works along the northern side of Chapeltown Street with the current residential development that encloses the canal constructed during the mid 1980s.
- 3.13 Further phases of change, between Piccadilly and Great Ancoats Street, have had a direct impact on the application site. The engineering works and public house were cleared from the site between 2003-05 and by 2013 the extension to the Metrolink had incorporated the southern edge of the site to Longacre Street, altering the geometry of the site.
- 3.14 The adjacent Crusader Works is being converted into residential apartments and the 10 storey Phoenix apartments has been constructed on the northern side of Crusader Works, facing the application site.
- 3.15 More recently, the townscape along the eastern part of Great Ancoats Street has changed dramatically, with the construction of the high-rise Oxygen scheme at the junction with Store Street, rising to 31 storeys. A cluster of tall buildings has also secured planning consent between Longacre Street and Heyrod Street, immediately south of the application site, including Forshaw Victoria House (25 storeys) and Package Living Castings (part 25 storeys).

Summary

3.16 In summary the Chapeltown Street area has been subject to several distinctive phases of change that have resulted in the townscape context of the application site that is experienced today:

- The development of the initial, early C19th, street pattern including the alignment of Chapeltown Street (Chapel Street).
- The dense residential townscape that wrapped around the southern side of the Phoenix (Crusader) Works during the mid C19th.
- The introduction of more non-residential uses during the early C20th.
- The widespread clearance of residential properties in the mid C20th, their replacement with larger commercial footprints amongst long-term gap sites within a fragmented townscape.
- Early renewal along the canal corridor in the late C20th.
- The enhanced transport route of the early C21st, the conversion and adaptation of the adjoining Crusader Works and the recent development and approval of a small cluster of tall buildings.

4.0 The Significance of the Heritage Assets

Introduction

- 4.1 The NPPF defines significance (for heritage policy) as:

“The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site’s Statement of Outstanding Universal Value forms part of its significance.”

- 4.2 The setting of a heritage asset is defined by the NPPF as follows:

“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”

- 4.3 The National Planning Practice Guide (NPPG) further advises, that:

“The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience

an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places.”

- 4.4 Historic England guidance on The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition, 2017) confirms that:

“Setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance.”

- 4.5 The Historic England Good Practice Advice Note provides a non-exhaustive checklist of potential attributes of setting, concerning the ‘physical surroundings’ and ‘experience of the asset’, that may help to elucidate the contribution of setting to significance and have been used to help inform this Heritage Statement.
- 4.6 The description of the significance of the heritage assets, provided below, is proportionate to their importance and the likely impact of the proposed development on their significance, including their setting. In this context, the listed buildings associated with the Ashton Canal have been described as a single group.

Listed Buildings

Crusader Works, Chapeltown Street (Grade II Listed)

Special Architectural and Historic Interest

- 4.7 The list entry describes the Crusader Works as follows:

“Probably cotton spinning mill, now works. Mid C19, altered. Red brick with some sandstone dressings, roof not visible. Very long rectangular plan parallel to street. A six-storey 28-window range with three-storey four-window continuation at west end; panelled corner pilasters with stone cornices, parapet with stone coping, eight-window centre breaking forwards very slightly; vertical rectangular windows with raised sills and flat-arched heads, those in the west portion mostly four-pane sashes but the others with altered glazing; inserted doorway in second bay of centre; round-headed doorways in first and fourth bays of right-hand portion, that to the right altered as a window.”

- 4.8 The first detailed map of the complex, the Manchester Townships Map of 1851 (Figure 3.4), indicates that the Crusader Works was first used as a ‘machine works’ by Parr, Curtis and Madeley who had taken over another business, just south of Store Street, in 1838. In 1851 they received an award at the Great Exhibition for their carding and spinning machines (www.gracesguide.co.uk).
- 4.9 In 1861 a devastating fire destroyed much of the Phoenix Works. A contemporary account of the fire (www.gracesguide.co.uk) referred to the oil drenched floors of the machine works and the

damage to an eight storey range of 28 bays. The account is not clear whether the fire took place on the northern or southern side of Chapeltown Street, however the description of a building of 28 bays is likely to refer to the current listed building, and it appears that the original top two floors were lost at that time. The account of the fire dates the building to 1845, which is consistent with the historic map regression and advises that the building was “... *not constructed upon the fire-proof principle.*”

- 4.10 In 1895 the works was taken over by John Hetherington and Sons, which owned a series of machinery works in the Ancoats area, including the Vulcan Works

Figure 4.1: An advert for John Hetherington and Son’s with Phoenix Works in the background



- 4.11 By 1928 the Goad Insurance Map (Sheet 225) indicates that the complex accommodated a variety of uses, including a packing warehouse to the main front range. The complex therefore appears to have been constructed primarily as a machine works, for the manufacture of textile related machinery, then became used as a warehouse, before being identified as a 'clothing works' by the mid C20th.

Figure 4.2: The Chapeltown Street elevation of the Crusader Works viewed from the north



- 4.12 Figure 4.2 illustrates the front range to Chapeltown Street. The repetitive elevation accentuates the scale of the building. The Crusader Works was designed to be functional in character, with the few architectural embellishments limited to the corner brick pilasters and associated stone cornices. The historic maps indicate that the three-storey continuation, to the western end of the complex, was contemporary with the principal phase of building.

Figure 4.3: Corner detail of the pilaster and capital



- 4.13 The north-eastern elevation steps down in height from six storeys with an attic to four storeys facing the Metrolink line, however the architectural scheme, including the corner pilasters, continues into the lower elevation.

Figure 4.4: The north-eastern elevation to Fair Street



- 4.14 The long, south-eastern elevation facing the Metrolink line comprises a series of four storey blocks, punctuated by the

octagonal chimney, the repetitive elevations of the mill maintain a sense of scale without emulating the monumental scale of the principal elevation to Chapeltown Street.

Figure 4.5: The south-eastern elevation



The Contribution of Setting and the Application Site to Significance

- 4.15 The physical surroundings of the Crusader Works includes the topography of Chapeltown Street, which gently slopes downhill from Great Ancoats Road to Piccadilly Station. The southern frontage of the works has a relatively open aspect due to the process of clearance that took place during the mid C20th and the

vacant sites that have persisted since that time. The Metrolink now forms an open corridor immediately to the south of Crusader Works.

- 4.16 The principal, six-storey, elevation to Chapeltown Street maintains an intense sense of enclosure despite the suburban scale of the residential area that was developed along the Ashton Canal during the 1980s. In other respects, the setting of the former mill remains quite open due to the extent of clearances during the mid and late C20th.

Figure 4.6: The view northwards towards Crusader Works from Sheffield Street



- 4.17 The recent Phoenix apartment development steps up slightly behind Crusader Works in views from the south and has strengthened the sense of enclosure in Fair Street to the north. The rhythm of the elevations responds to the repetitive and ordered elevations of the mill.

Figure 4.7: Crusader Works and Phoenix Apartments from the north-eastern end of Longacre Street



- 4.18 The tall Oxygen apartment development to the northern end of Store Street now provides the dominant feature in the townscape associated with the application site and it is anticipated that the

townscape immediately south of the Metrolink line will fundamentally change if the series of recent planning approvals for tall residential buildings are implemented.

Figure 4.8: The view towards Crusader Works from the south-western part of Longacre Street



- 4.19 The townscape setting of the Crusader Works, between Great Ancoats Road and Piccadilly Station, remains fragmented. There are few heritage assets in this area and none that help illustrate the type of townscape formerly associated with the mill complex. For example, the associated mills of the Phoenix Works on the opposite

side of Chapeltown Street have been replaced with the current residential townscape and all of the former mill workers housing of the associated grid-like street pattern of the area has been removed. Therefore, the immediate functional relationships between the mill and contemporary townscape have been lost over time. Although, Crusader Works does still contribute to the wider context of mill development on the northern side of Manchester and derives an historic association from the Hetherington's, who acquired the mill as part of their wider portfolio. However, the degree of change over time in respect to the setting of the listed building has been considerable.

- 4.20 The asset is experienced in a relatively weak townscape, which lacks a particular character or distinctiveness. The enclave of suburban scale residential development that encloses the canal provides a clear character area on the northern side of Chapeltown Street but now appears diminutive in the context of more recent development.
- 4.21 Despite its scale the asset is experienced in an enclosed setting within Chapeltown Street and views of the listed building are relatively limited. Glimpsed views are gained from within the residential development alongside the canal. The views from the south perhaps give an artificial sense of openness due to the extent of vacant or underused space.
- 4.22 The application site remains in a cleared condition, having once been occupied by a fine grain of domestic and commercial properties, which were partly replaced by a larger engineering building. The site now contributes to the fragmented townscape on the south side of Great Ancoats Street.

Figure 4.9: The application site viewed from Great Ancoats Street



- 4.23 The mill frontage to Chapeltown Street has a considerable presence in the street scene, not least due to the monotonous scale of the mill itself and the narrow width of the street. However, the overall setting of the mill does not make a particular contribution to its significance.

Store Street Aqueduct (Grade II* Listed)

Special Architectural and Historic Interest

- 4.24 The list entry describes the aqueduct as follows:

“Canal aqueduct. c.1794-99. Coursed squared sandstone. Straight aqueduct approx. 70m long, crossing Store Street at approx. 45 degrees, with skewed semi-elliptical archway (the soffit now rendered), with 6 triangular buttresses (like cutwaters with refuges) on the north side and 4 on the south side; radiating voussoirs to the arches, 2 bands on the south side and one on the north side, coped parapets. Probably one of the earliest canal aqueducts with a skewed arch.”

Figure 4.10: The southern side of the skewed arch



Figure 4.11: The impressive row of triangular buttresses to the northern elevation



- 4.25 The list entry emphasises the rarity of the structure and Pevsner Architectural Guides Manchester (Hartwell, 2001) refers to the structure as follows:

“... Outram’s aqueduct, c.1794-9. Skewed construction derived from Canal at Naas in County Kildare, Ireland, of a decade before. It is the earliest surviving example of the improved ‘English System’ of building skewed bridges, since the Irish examples and those by Jessop on the Rochdale Canal have been demolished. Karl Friedrich Schinkel, the Prussian court architect, considered it sufficiently

interesting to measure and sketch it when he visited Manchester in 1826. ...”

The Contribution of Setting and the Application Site to Significance

- 4.26 The fundamental aspect of the setting of the aqueduct is the topography of Store Street and the contour followed by that section of the canal. The engineering of the structure responded to the contrasting levels and alignment of the canal as it crossed Store Street, creating the requirement for a skewed bridge.

Figure 4.12: The view north-east across the aqueduct



- 4.27 In other respects, setting makes a neutral contribution to the significance of the structure. The structure is experienced in a

varied and modern cityscape that has experienced several periods of change since the canal was constructed. For example, with the Oxygen tower rising above the backdrop of suburban scale housing. In this context the application site is located to the north-east of the aqueduct, is screened from it by the intervening housing and makes a neutral contribution to its setting and significance.

Train Shed and Undercroft at Piccadilly Station (grade II listed)

Special Architectural and Historic Interest

4.28 The first railway station at Piccadilly opened in 1842, although the station was still referred to as London Road Station on the 1950-51 Ordnance Survey map. The list entry advises that the train shed and undercroft originated from 1866, were extended in 1883 and then significantly remodelled from 1958-66 and again from 1998-2002.

4.29 The list entry summarises the principal reasons for listing as follows:

“Architectural Interest:

- *As a good example of C19 railway engineering;*
- *For the aesthetic quality of the train shed’s design including the polychromatic brick elevations and the substantial decorated columns that support the large metal frame;*
- *For the extensive brick-vaulted and cast-iron former goods depot undercroft which survives well below platform level, and includes the remains of C19 sidings and track.*

Historic Interest:

- *As one of Manchester’s principal railway stations;*
- *As an illustration of the dual importance of passenger and freight rail transport to the city and its C19 economic development.*

Group Value:

- *As part of a strong group of C19 railway structures including the attached former goods offices to Piccadilly Station, London Warehouse to the north, and the MSJAR viaduct to the south (all listed Grade II).*

The Contribution of Setting and the Application Site to Significance

Figure 4.13: The northern elevation of the train shed



Figure 4.14: The undercroft viewed from Sheffield Street



- 4.30 The list entry places considerable emphasis on the ‘group value’ of the station and associated structures, including the London Warehouse and the viaduct that leads towards Oxford Road and Deansgate stations. The railway related infrastructure to the north of the station was gradually removed during the mid to late C20th, firstly the good depots on Sheffield Street, by 1969, and the Ancoats Good Station by the 1990s.
- 4.31 The townscape between the station and the application site changed significantly from the mid C20th, with the removal of the dense terraced houses and associated industrial complexes and is now generally fragmented in character.

Figure 4.15: The long viaduct that approaches Piccadilly from the south-east viewed from the corner of Adair Street and Sheffield Street



- 4.32 The listing was reviewed in 2018 and the relevant parts of the Enterprise and Regulatory Reform Act (2013) appear to have been enacted to accurately define the extent of the complex that has special interest. The arches to Sheffield Street, which can be seen from the application site, appear to have been excluded from the listing.
- 4.33 The train shed forms a distinctive feature in the complex urban backdrop to the south-west of the application site, however all of the townscape, contemporary with the station, to the north of

Sheffield Street has been removed, the application site remains vacant and forms part of a fragmented townscape that does not contribute to the significance of the station complex.

Beswick and Clayton Co-op Warehouse, Pollard Street (Grade II Listed)

Special Architectural and Historic Interest

- 4.34 The Cooperative Warehouse was designated in June 1994 and the list entry describes the warehouse as follows:

“Warehouse. C.1890-1910. Red brick with some sandstone dressings (roof not visible). Long rectangular plan parallel to street. Three storeys and basement, 32 bays, including a 6-bay office range at the right-hand end. The latter has a sill-band and moulded stone cornice to the ground floor windows carried round the west return wall, a large round-headed doorway with stone architrave in the 3rd of the 6 bays, plain pilasters to the upper floors, and large square-headed windows on all floors, those at ground floor containing coupled sashes with small-paned overlights and those above with 9-pane glazing. The 6-bay return wall has canted oriels tiered through 1st and 2nd floors and carried on large stone corbels beside the ground-floor windows, but otherwise similar fenestration except the 2nd floor which has square 12-pane windows. The main range to the left of the offices has segmental-headed windows. Plain parapet with stone coping. No chimneys. Part of group with Vulcan Works to the left, and the industrial and commercial buildings of Pollard Street. Included for group value.”

- 4.35 The Ordnance Survey map of 1893 indicates that the site of the warehouse was occupied by a ‘cotton mill’, which was disused by that time, and the 1908 map confirms the development of the current warehouse.

Figure 4.16: The oriel windows of the southern elevation and the western elevation leading to Vulcan Works



- 4.36 An additional floor has been added (2003-05) and some of the windows have been replaced since the Warehouse was designated during the 1990s, however the significance derived from its ‘group value’ remains intact.

The Contribution of Setting and the Application Site to Significance

- 4.37 The list entry emphasises the importance of ‘group value’ in respect to the significance of the Warehouse. This aspect of setting is particularly associated with the adjoining Vulcan Works, including the tall chimney that punctuates the almost continuous frontage of the two former industrial buildings.

Figure 4.17: The view towards the Cooperative Warehouse and Vulcan Works from the Ashton Canal



- 4.38 In other respects, the setting of the Cooperative Warehouse has changed considerably over time. The open space on the opposite side of Pollard Street, which now contains the Metrolink Line and associated open space, was occupied by the Soho Iron Works at the time the earlier cotton mill was replaced with the Warehouse. Two canal basins extended south-eastwards from the Ashton Canal into the space now crossed by the Metrolink. At a similar time, the iron works was then redeveloped with a chemical works, and during the inter-war period a Corporation Yard took over part of the chemical works site. Most of the buildings on the opposite side of Pollard Street were cleared during the 1990s and that area remained landscaped until the extension of the Metrolink in 2013.

Figure 4.18: The view southwards across the western side of Pollard Street that was once occupied by the iron works and chemical works



- 4.39 More widely, the setting of the Warehouse has changed markedly with the more recent developments on the western side of the canal and along Great Ancoats Street. The application site is located to the south of the Warehouse and is separated from the listed building by the dual carriageway and 9-10 storey Ibis Hotel. There are no known associations between the site and Warehouse and the application site is considered to make a neutral contribution to its significance.

Ashton Canal: Lock No. 1, immediately east of Great Ancoats Street (Grade II Listed); Towpath Bridge over junction with Islington Branch Canal, west of Lock No. 2 (Grade II Listed); Lock Keeper's Cottage beside Lock No. 2 (Grade II Listed); Lock No. 2 off south end of Vesta Street (Grade II Listed); Lock No. 3 on south side of Ancoats Hospital (Grade II Listed)

Special Architectural and Historic Interest

- 4.40 The group of canal related structures were all listed in June 1994 and were designated partly for their group value.
- 4.41 The list entries confirm that the three locks were constructed between 1792-1799, while the Canal Keeper's Cottage and towpath bridge are dated c.1800. The canal was constructed following the Manchester, Ashton and Oldham Canal Act of 1792 by the engineer Benjamin Outram (The Buildings of England Lancashire: Manchester and The South-East, Hartwell, Hyde and Pevsner, 2004). The list entry for Lock No.1 describes the structure as follows:

"Canal lock. C.1792-1799; altered. Large blocks of millstone grit, wooden gates. Narrow type (chamber 7 feet wide), with overflow channel on south side, central island with curved taper at both ends; stone staircases flanking lower entry at west end. First in a series of 13 similar locks, all in working order."

Figure 4.19: The stepped structure of the lock and overflow channel of Lock No. 1 from under Great Ancoats Street



Figure 4.20: The curved staircases flanking the lower end of Lock No. 3



4.42 The list entry describes the Lock Keeper's Cottage as follows:

"Lock-Keeper's Cottage. C.1800, altered. Brown brick in English garden wall bond, slate roof. Rectangular double-depth plan, plus small extension at right-hand corner. Basement and 2 storeys (on sloped site, 3 storeys at rear), a 3-window range; doorway to left of 3rd window, with altered door and painted lintel; windows with raised stone sills and altered glazing, those at ground floor segmental-headed; single-storey lean-to addition at right-hand end. Ridge chimney between 1st and 2nd windows, gable chimney to the right. Right-hand return wall has segmental-headed basement doorway beside lean-to; lower part of rear corner at this end is slightly chamfered and has stone quoin reinforcement against

chafing of tow-ropes (tow path passing round building from lock to bridge); rear has segmental-headed basement doorway near this corner, and 2 widely-spaced windows on each floor. Interior not inspected. Forms group with Lock No. 2 to east (q.v.) and Towpath Bridge over Islington Branch to west (q.v.)."

Figure 4.21: The front and rear elevations of the Lock Keeper's Cottage



The Contribution of Setting and the Application Site to Significance

4.43 The immediate setting and group value of the listed canal related structures forms a core aspect of their significance. However, canals typical provide a cross-section of rural and urban townscapes as they travel through and between settlements. In this context the wider setting of the canal has changed markedly,

particularly as the industrial uses that once occupied the land on either side of the cluster of structures have vanished from the Ancoats townscape. Considerable visual change has occurred with recent, predominantly, residential developments, particularly the distinctive Islington Wharf developments. However, although the setting of the canal has changed over time, the engineering of the canal cut and associated structures remains intact and can be appreciated within the C21st cityscape.

Figure 4.22: Tall-medium rise development in the backdrop to the Lock Keeper's Cottage and Lock No. 2



- 4.44 The recent canal-side redevelopments have caused change within its setting but are considered to have a neutral impact on its significance. The Phoenix apartments development, immediately to the south of the application site, is partially visible in longer views southwards along the canal corridor, however the site itself is not visible. In the above context, the application site is separated by the cluster of canal related structures by Great Ancoats Street and is considered to make a neutral contribution to its setting and significance.

Figure 4.23: The view southwards along the Ashton Canal from the Carruthers Street bridge



Former Junction Works at Paradise Wharf, No. 40 Ducie Street (Grade II Listed) and Stable Block to south-east of former Junction Works (Grade II Listed)

- 4.45 The listed former Junction Works and Stables Block are located well to the west of the application site, with a sense of physical separation derived from the 'cutting' that takes Store Street under the Ashton Canal and the late C20th residential area associated with the canal. However, glimpsed views may be gained of the proposed development from the two listed buildings, and they have, therefore, been included in this Heritage Statement for completeness.
- 4.46 The former Junction Works fronts Ducie Street, with the former Stable Block being located to the rear, overlooking the Whittles Croft Wharf, a short wharf that extends from the western side of the Ashton Canal.

Special Architectural and Historic Interest

- 4.47 The list entry describes the former Junction Works as follows:

"Lead works, unoccupied and conversion in progress at the time of survey (June 1994). Probably early to mid C19th. Red brick, roof concealed. Trapeziform plan with triangular east end. Four storeys, 11-window façade to the wharf, with segmental-headed windows and some leading doorways; parapet. West end under 3 gables and probably 6 windows but only 4 visible (left end covered by large advertising hoardings); outer gables flat-topped. Interior: cast-iron

columns, timber floors. Forms group with former stable block to south-east."

Figure 4.24: The Ducie Street elevation of Junction Works



- 4.48 The principal elevation is articulated with five shallow bays, of unequal width. The third bay (from the right) is of three windows and is symmetrical with a central door.
- 4.49 The brickwork is in a Flemish bond and the eaves cornice includes a modillioned dentil course. The window openings incorporate gauged brick segmental arches.

- 4.50 The list entry for the former Stables Block suggests the building was constructed in the early to mid C19th. It is possible that the building is depicted on Slater's Map (1848) (Figure 3.3), although the footprint of the commercial building (dark shading) on the Manchester Townships Map (1851) (<http://luna.manchester.ac.uk>) is not quite in the same position as the extant building. The Ordnance Survey Map of 1893 illustrates the stables as part of a 'U' shaped footprint.

Figure 4.25: An extract from the 1893 Ordnance Survey Map (The stables formed the right-hand part of the inverted 'U' shaped building superimposed by 'Whittles Croft Wharf')



Figure 4.26: The former Stable Block located to the rear of Junction Works



The Contribution of Setting and the Application Site to Significance

- 4.51 The listed buildings form part of a cluster of broadly contemporary buildings which has group value in association with the canal and related structures and form a characterful area towards the centre of Ducie Street. This immediate setting makes a positive contribution to their significance.
- 4.52 More widely, large scale modern developments illustrate the rapidly changing urban context of the group of heritage assets. In this context the application site is obscured to the north-east of the listed buildings and makes a neutral contribution to their setting and significance.

Figure 4.27: The three gables of the western elevation of Junction Works overlooking the Whittles Croft Wharf



Figure 4.28: The Oxygen development in the backdrop to Junction Works



Non-Designated Heritage Assets

The Ashton Canal

Summary of Heritage Value

- 4.53 The principal canal structures in the vicinity of the application site are all designated, however the canal as a whole is considered to be a non-designated heritage asset.
 - 4.54 The canal was built to transport coal from Ashton under Lyme and Oldham into central Manchester. The eastern part of the route was constructed first, completed in 1796, while the connection with the Rochdale Canal was completed in 1800. Commercial traffic stopped in 1945 and the canal actually closed in 1961, prior to the restoration that re-opened the route for leisure craft in the 1970s.
 - 4.55 The canal was designed by the engineer Benjamin Outram (1764-1805), who's short, yet prolific, career included canals in Nottingham, Derby, Cromford, Huddersfield and the Peak Forest Canal. However, he was also notable for designing tramways, perhaps foreseeing the competition that was to come.
- #### *The Contribution of Setting and the Application Site to Significance*
- 4.56 The character of the stretch of canal closest to the application site changed fundamentally during the mid to late C20th. Prior to that time the canal, between the Store Street Aqueduct and Great Ancoats Street, was enclosed entirely with industrial premises and

their associated wharfs. However, during the late C20th that industrial townscape was replaced with the residential neighbour that encloses the canal today.

Figure 4.29: The enclosing, residential townscape Looking southwards from Great Ancoats Street



- 4.57 The application site would originally have been separated from the canal by the later phases of the Crusader Works, on the western side of Chapeltown Street, and it is now screened from the canal by the replacement residential properties (left-hand side of Figure 4.30). However, the adjoining Phoenix apartment development is just visible above the roofline of the residential properties that enclose the canal and it is anticipated that the top of the proposed development would also be seen from parts of the canal.

Figure 4.30: The top of the Phoenix apartment development is just visible in the view north from Store Street Aqueduct



Vulcan Works, Pollard Street

Summary of Heritage Value

- 4.58 The former iron works is of four storeys in height, with a principal elevation to Pollard Street of 20 bays under a deep parapet. A further four bays extend to the right-hand side of the elevation under a gabled roof. The corners of the Works, and entrance bay to the front elevation, are highlighted with simple pilasters with a

single recessed panel, under giant stone capitals, very similar in style to those at Crusader Works.

Figure 4.31: The principal, western, elevation to Vulcan Works



- 4.59 The site was identified on Adshead's Townships Map of Manchester (1851) as a chemical works occupied by Swindells and Williams. J. and J.L Gray's cotton mill occupied the adjoining site, now occupied by the Cooperative Warehouse. Both premises were acquired by John Hetherington, a textile machine manufacturer who occupied Vulcan Mills until 1939 (<https://manchesterhistory.net>).

Figure 4.32: The southern elevation facing the former the branch canal



The Contribution of Setting and the Application Site to Significance

- 4.60 The group value alongside the Cooperative Warehouse makes a positive contribution to the setting and significance of the former iron works. However, the open aspect on the western side of Pollard Street provides an artificial experience of the two former industrial buildings, which would have been experienced against the foreground of a dense industrial townscape between the

Ashton Canal and Pollard Street. Views from the adjoining heritage assets are dominated by the residential developments of New Islington and their wider visual setting contributes little to their significance. However, they did form part of the wider textile hinterland associated with Ancoats.

- 4.61 The application site is separated from the non-designated former iron works by Great Ancoats Street and the open area to the western side of Pollard Street that contains the Metrolink line. In this context it is considered to make a neutral contribution to the significance of the heritage asset.

5.0 Impact Assessment

Introduction

- 5.1 The proposed development has been assessed in accordance with the relevant legislation, national and local planning policies.

The Planning (Listed Buildings and Conservation Areas) Act 1990

- 5.2 The 1990 Act incorporates several 'statutory duties' for decision-makers, including the following:

"S. 66: In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

- 5.3 Case law has determined that 'preserve' means 'to do no harm'.

National Planning Policy Framework (2021)

- 5.4 Paragraph 195 requires LPAs to identify and assess the particular significance of any heritage asset that may be affected by a proposal, including development affecting the setting of a heritage asset, taking account of available evidence and any necessary

expertise. LPAs should take this into account when considering the impact of a proposal on a heritage asset.

- 5.5 In determining applications, Paragraph 197, requires LPAs to 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.

- 5.6 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. *"This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance."* (Paragraph 199)

- 5.7 Paragraph 200 states that any harm to, or loss of, significance to a designated heritage asset, should require clear and convincing justification. Paragraphs 195 and 196 set out processes for considering proposals that would lead to either 'substantial harm' or 'less than substantial harm' to the significance of designated heritage assets.

- 5.8 LPAs should look for opportunities for new development 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 should be treated favourably (Paragraph 206).

Manchester City Council Local Plan

- 5.9 The Local Plan comprises the Core Strategy (2012-27) and 'saved' policies from the Unitary Development Plan (UDP) (1995).
- 5.10 The Core Strategy contains the following policy in respect to the historic environment:

Policy EN 3 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 development 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 considered consistent with the significance of the heritage asset."

- 5.11 The 'saved' policies of the UDP include the following in respect to the setting of listed buildings:

"DC19.1 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 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."

- 5.12 In respect to the setting of listed buildings (DC 19.1 d), case law has determined that it is sufficient to 'preserve', as opposed to 'preserve and enhance'.

The Proposed Development

- 5.13 The proposed development comprises the following:

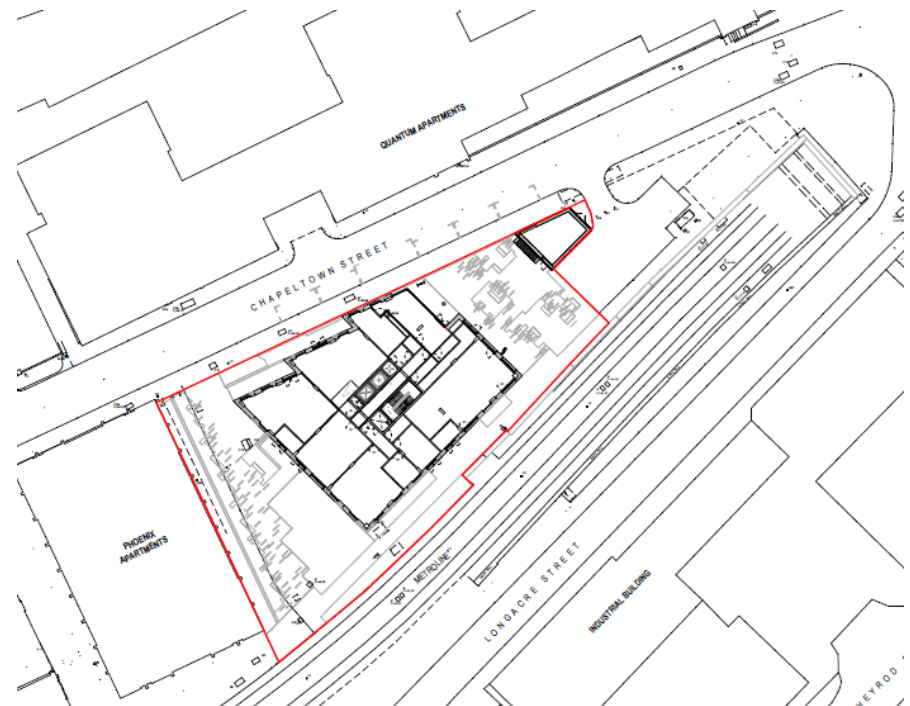
Erection of a 15 storey building, comprising 107 apartments (Use Class C3), residential amenity facilities including a roof terrace, two ground floor commercial units (Use Class E / Sui Generis), multipurpose event pavilion (Use Class E / Sui Generis) and associated landscaping.

- 5.14 The 15 storey building would occupy the central part of the site with a broadly rhomboidal footprint in response to the geometry of the site formed by the alignment of Chapeltown Street and Longacre Street. The elevation to Chapeltown Street would be animated with several 'steps', communal amenity spaces and a commercial unit activating the street frontage.
- 5.15 The alignment of the proposed 15 storey building would create a 'wedged' shape landscape space between the scheme and the

adjacent Phoenix apartment building. A further event space and pavilion would occupy the narrow, tapered part of the site towards Great Ancoats Street. The events space would be further animated by a second ground floor commercial unit.

- 5.16 In common with the Phoenix apartment building, the architectural language and structural grid of the proposed development has been informed by the rhythm of Crusader Works.

Figure 5.1: The proposed Site Plan (BDP, October 2021)



Impact Assessment

- 5.17 There are no heritage assets located within the application site. Therefore, any impact on the significance of the heritage assets identified in Chapter 2 would be indirect and would result from the potential of the proposed change within their setting to affect their significance of the ability to appreciate that significance.

View Analysis

- 5.18 In considering the potential contribution of views to the significance of a heritage asset, the Historic England guidance on The Setting of Heritage Assets GPA Note 3 (Second Edition, 2017) advises:

“An assessment of the contribution to significance of a view does not depend alone on the significance of the heritage assets in the view but on the way the view allows that significance to be appreciated. ...”

- 5.19 A series of viewpoint locations have been agreed with the LPA and modelled in the accompanying TVIA (Influence Environmental Ltd, October 2021). From a historic environment perspective, the following views, which are illustrated in Appendix A, help gain an understanding of the proposed change within the setting of the identified heritage assets:

VP01: The view north-eastwards along Chapeltown Street:

- 5.20 The proposed development would continue the frontage along the southern side of Chapeltown Street, extending the existing sense of enclosure formed by Crusader Works and the Phoenix apartment development in an oblique angled view.
- 5.21 The proposal would step up slightly above the adjoining Phoenix development, although this would be largely obscured in the view by the Phoenix scheme. The monumental elevation of the grade II listed Crusader Works would remain the dominant feature of the view. The ability to appreciate the repetitive bays and detailing of the former manufacturing building would not be affected by the proposed development, which would sit in the backdrop to the heritage asset.
- 5.22 The proposed development would repair part of the gap in the frontage to the north-western end of Chapeltown Street, however the longer view northwards towards the Cooperative Warehouse and Vulcan Works would still be appreciated.

VPO6: The view south-westwards from the tow path bridge across the Islington Branch Canal:

- 5.23 The foreground of the view looks across the Ashton Canal, including part of the parapet of the grade II listed tow path bridge across the canal arm into the New Islington Marina. The northern part of the central island of Lock No. 1 is just visible towards the right-hand side of the view.

- 5.24 The upper part of the proposed development would be visible above the existing apartment blocks that enclose the northern side of Chapeltown Street. It would be experienced as part of the evolving, contemporary cityscape that is developing between Piccadilly Station and Great Ancoats Street, including the New Islington apartments and IBIS Hotel on the right and left-hand sides of the view respectively. The proposals would form a relatively minor part of the backdrop to the heritage assets in the view and would not impact on the ability to appreciate their significance, including the group value of the canal related structures.

Heritage B: The view north-eastwards from Sheffield Street:

- 5.25 The view towards the application site from Sheffield Street is illustrative of the fragmented urban form to the north of Piccadilly Station. The rear of Crusader Works is appreciated as a significant linear form in the view, with the Oxygen tower rising prominently above it.
- 5.26 The upper part of the proposed development would be visible above the Phoenix apartment building, however it would not be particularly prominent in the view, causing a minimal change in the setting of the grade II listed mill complex. However, the current view would change dramatically following the implementation of the approved schemes between Longacre Street and Heyrod Street.

Potential Change in Setting

- 5.27 The proposed development would be located to the north of Crusader Works, but separated from the listed building by the existing Phoenix apartment building. The grade II listed building is best experienced from Chapeltown Street, from where the scale and repetitive character of the mill can be appreciated, and also from the southern end of Longacre Street and Sheffield Street, from where the overall mill complex and chimney can be appreciated. From those locations the Phoenix development stands up slightly behind the Crusader Works but has a sense of solidity and architectural rhythm that is compatible with the Crusader Works complex.
- 5.28 The proposed development would step-up behind the Phoenix development. The differential in height would be similar to that between Crusader Works and the Phoenix apartments. The structural grid of the Ferrous scheme would continue the rhythm and proportions of the Chapeltown Street frontage of Crusader Works and the Phoenix apartments.
- 5.29 In views from the north, the Crusader Works is largely obscured behind the Phoenix apartment building, in an otherwise fragmented townscape that gives an artificial sense of openness.
- 5.30 The proposed development would cause a modest change within the setting of the grade II listed building and a less pronounced change relative to the sequence of tall building schemes approved between Longacre Street and Heyrod Street. The setting of Crusader Works changed considerably during the mid to late C20th, now makes little, if any, contribution to its significance.

5.31 In this context the proposed change within the setting of Crusader Works is considered to represent a neutral impact on the significance of the listed building. It would therefore preserve the listed building in accordance with S.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and is consistent with national and local planning policies.

5.32 The Store Street Aqueduct (Grade II* Listed) is well separated from the application site by intervening development. It is expected that the upper part of the proposed development would be visible above the intervening roofscape, alongside the Phoenix apartment building. However, this is considered to be a negligible change within the setting of the heritage asset, which would preserve its significance in accordance with S.66 of the 1990 Act and relevant planning policies. The proposed development would be similarly separated from Junction Works and the Stable Block on Ducie Street.

5.33 The listed buildings and structures associated with the Ashton Canal, to the north of Great Ancoats Street, form a well contained cluster with a strong historic and functional association. Their setting has changed markedly overtime, with the clearance of former canal-side industrial sites and the relatively recent, and highly distinctive, residential developments of New Islington. In this context the proposed development would be partially visible from the upper locks (Nos. 2 and 3). However, it would repair a current gap in the frontage of Great Ancoats Street and would cause a minor change in setting relative to the existing residential developments on the western side of the canal and the approved tall buildings adjoining Longacre Street and Heyrod Street. The proposed minor change in setting would preserve the significance

of the heritage assets in accordance with the 1990 Act and relevant planning policies.

5.34 The proposed development would be visible in the long view south-westwards along Pollard Street and would therefore cause change within the setting of the Cooperative Warehouse (Grade II Listed) and the Vulcan Works (non-designated heritage asset). However, the current setting of the heritage assets gives a rather artificial sense of openness due to previous clearances and the position of the Metrolink on the north-western side of Pollard Street. Recent developments at New Islington, the Oxygen tower and the adjoining Ibis Hotel have all caused change within the setting of the heritage assets while not interfering with the ability to appreciate their significance or the contribution of group value to that significance. In this context the proposed development is considered to represent a modest change in the setting of the heritage assets but their significance would not be harmed.

6.0 Conclusions

- 6.1 The application site is located close to the grade II listed Crusader Works, and several other designated, and non-designated, heritage assets are located in the wider site context to the north of Piccadilly Station.
- 6.2 Any impact caused by the proposed development would be indirect, relating to change within the settings of the heritage assets and the potential for that change to affect their significance or the opportunity to appreciate that significance. However, given the phases of change within the associated townscape, setting makes little, if any, contribution to the significance of the adjacent Crusader Works, and makes a specific contribution to the significance of the other heritage assets. For example, the juxtaposition of Vulcan Works to the Cooperative Warehouse makes a positive contribution to the significance of both buildings, while the cluster of canal related structures, including the locks and lock keeper's cottage, clearly has a close association and group value with the Ashton Canal. Therefore, the application site is considered to make a neutral contribution to the significance of the relevant heritage assets.
- 6.3 In this context the current cleared condition of the application site contributes to the weak and fragmented townscape between Piccadilly Station and Great Ancoats Street. The proposed development brings forward an opportunity to resolve a tight gap site adjoining the cutting to the Metrolink. The proposals have been informed by the architectural rhythm of the Crusader Works, which is also referenced in the structural grid of the adjoining Phoenix apartment building.
- 6.4 The extent of the proposed change within the settings of the identified heritage assets would range from negligible to modest. However, given the contribution of setting to their significance the impact of that change would not be harmful. The proposed development would therefore preserve the significance of the heritage assets.
- 6.5 The proposed development would 'preserve' the special interest of the relevant listed buildings in accordance with the 'statutory duty' of S.66 the Planning (Listed Buildings and Conservation Areas) Act 1990. While the proposed change in setting would also preserve the settings of the designated and non-designated heritage assets in accordance with the relevant national and local planning policies.

Appendix A

Heritage-based Wireframe Views

VP01: The view north-eastwards along Chapeltown Street



VP06: The view south-westwards from the tow path bridge across the Islington Branch Canal



Heritage B: The view north-eastwards from Sheffield Street

