



Port Street Manchester

Heritage Statement



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Port Street, Manchester - Heritage Statement

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EXECUTIVE SUMMARY

In April 2021, Heritage Architecture Ltd were commissioned by Manchester (Port Street) Ltd to evaluate the potential impact of the Proposed Development at Port Street, Manchester, upon the surrounding historic environment.

The proposals seek to introduce a 34 storey residential development upon a currently vacant plot of land situated to the east of Manchester City Centre. The Site is bounded by Port Street to the north and Great Ancoats Street to the east.

The Grade II* listed Brownsfield Mill is located to the south of the Site. A Heritage Statement is therefore required to understand the potential heritage impact upon the Grade II* listed building. There are also a number of other designated heritage assets which have the potential to be indirectly impacted by the Proposed Development, including 12 Listed Buildings, the Stevenson Square Conservation Area and the Ancoats Conservation Area.

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

Non-intrusive site surveys undertaken in April 2021 have demonstrated the vacant plot of land yields **no heritage interest**. As there will be **no physical (direct) impact** upon the adjacent Grade II* building, the focus of the HIA has been on the potential for indirect (visual) impacts. The Visual Impact Assessment (VIA) (Section 6) is supported by the technical guidance document published by ICOMOS, *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties* (2011) and Historic England Guidance.

The Impact Assessment demonstrates that the Proposed Development would result in a minor adverse impact to the historic built environment overall.

The Proposed Development will herald further investment in this part of Manchester, which is currently underutilised and lacking a coherent urban form. The Proposals will clearly make a positive contribution to the vitality of this part of the city centre, which is currently being redeveloped in line with the Piccadilly Basin SRF. The adopted SRF has established the principle of a building of height on this Site.

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

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

1. INTRODUCTION

1.1 Purpose of the Heritage Statement.

This **Heritage Statement** has been prepared on behalf of Manchester (Port Street) Ltd by Heritage Architecture Ltd, a specialist practice of conservation architects, surveyors, planners and heritage consultants which specialises in the historic environment. The brief required Heritage Architecture to contribute to the decision-making process which informs the proposed redevelopment of the currently vacant Site at Port Street, Manchester (**Figures 1 & 2, below**).

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

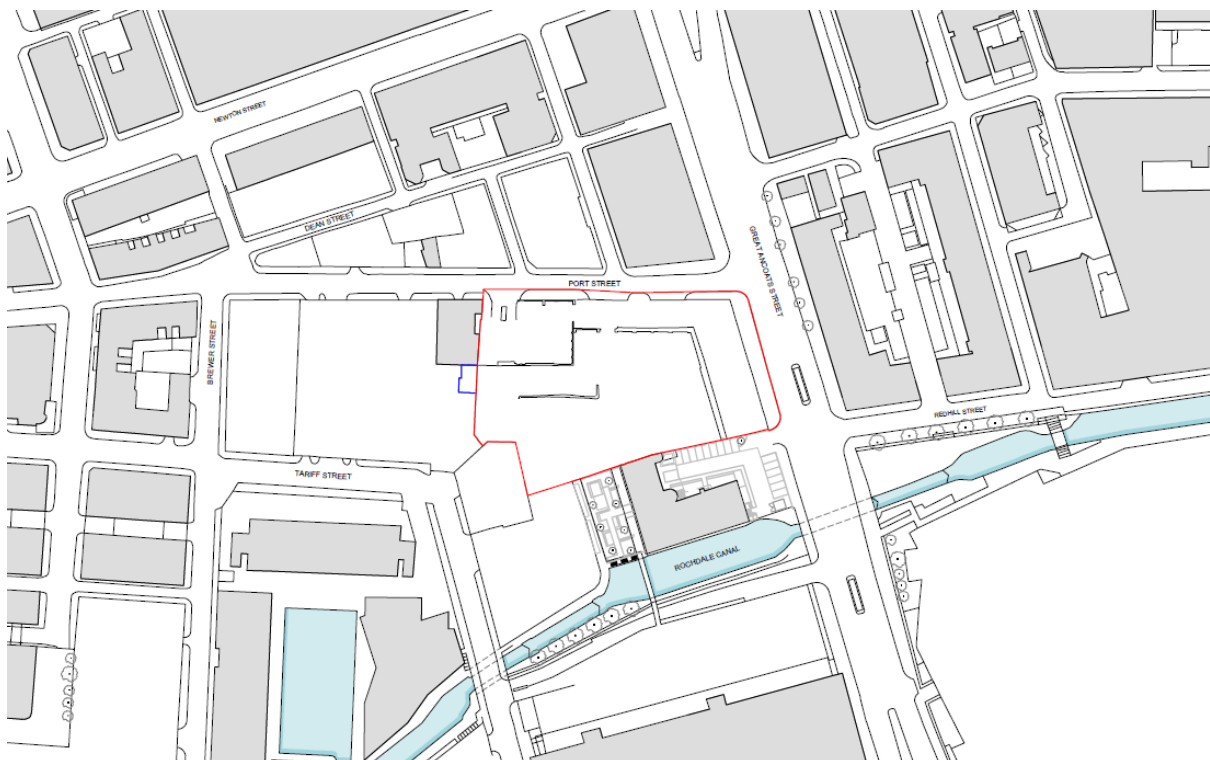


Figure 1: Site location plan. Site outlined in red. Image Source: SimpsonHaugh



Figure 2: Aerial view highlighting the location of the site which is formed of a surface car park. It is bound by Port Street to the north and Great Ancoats Street to the east. Image Source: Google

The development proposals seek to create a 34-storey, high-quality residential development on a plot of land currently used for surface car parking. The land which comprises the proposed development Site is situated directly adjacent to the Grade II * listed Brownsfield Mill.

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

The content and level of detail of the document accords with the NPPF (2021) requirements, as well as Historic England's October 2019 guidance on the structure and form of Heritage Statements. The NPPF emphasises that the level of detail submitted in support of applications for planning permission and or listed building consent should be no more than is necessary to reach an informed decision and should be proportionate to the significance of the heritage asset(s) affected and the impact on that significance (NPPF, paragraphs 43-44 and 189).

1.2 General Methodology – focus on proportionality.

This Heritage Statement is framed by the requirements of the **Planning (Listed Buildings and Conservation Areas) Act 1990, Section 72**. This is necessary because the 1990 Act requires that the Local Planning Authority (LPA) must treat the desirability of preserving the character, fabric and settings of designated heritage assets as issues which are afforded great weight (rather than simply as material considerations) as defined by **NPPF paragraph 193**.

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

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

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

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

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

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

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

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

The assessment of relative significance is a comparative process, and for this reason it relies heavily on the analysis of a range of information, including local knowledge. It aims to establish whether a

component of the area is of local, regional, national or international significance, and therefore merit appropriate consideration in the Planning process.

1.3 Research sources.

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

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

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

It should be noted that due to current COVID restrictions, access to Manchester Archives and Building Records were limited.

1.4 Authorship

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

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2. THE SITE AND HERITAGE CONTEXT

2.1 Location and site description

The Site is located to the west side of Great Ancoats Street at its junction with Port Street, in Manchester City Centre. The Site comprises a plot of land currently used for surface car parking, bounded by Port Street to the north, and Great Ancoats Street to the east (**Figures 1 & 2**).

2.2 Area of Analysis

Consideration has been given to the relevant part of Manchester City centre that surrounds the Site. The choice of study area has been made following consideration of the redevelopment of this Site would have on significant short- to long-range views across the townscape. Due to the proposed scale of the Proposed Development, an initial study area of a 500m radius was proposed. Following on-site surveys and the information provided by the Zone of Visual Influence (ZVI) study (Simpson Haugh), the study area was reduced to 250m. This is considered to be proportionate due to the dense urban environment which characterises the city centre to the west of the Site which subsequently limits views across the townscape (**Figure 3, below**).

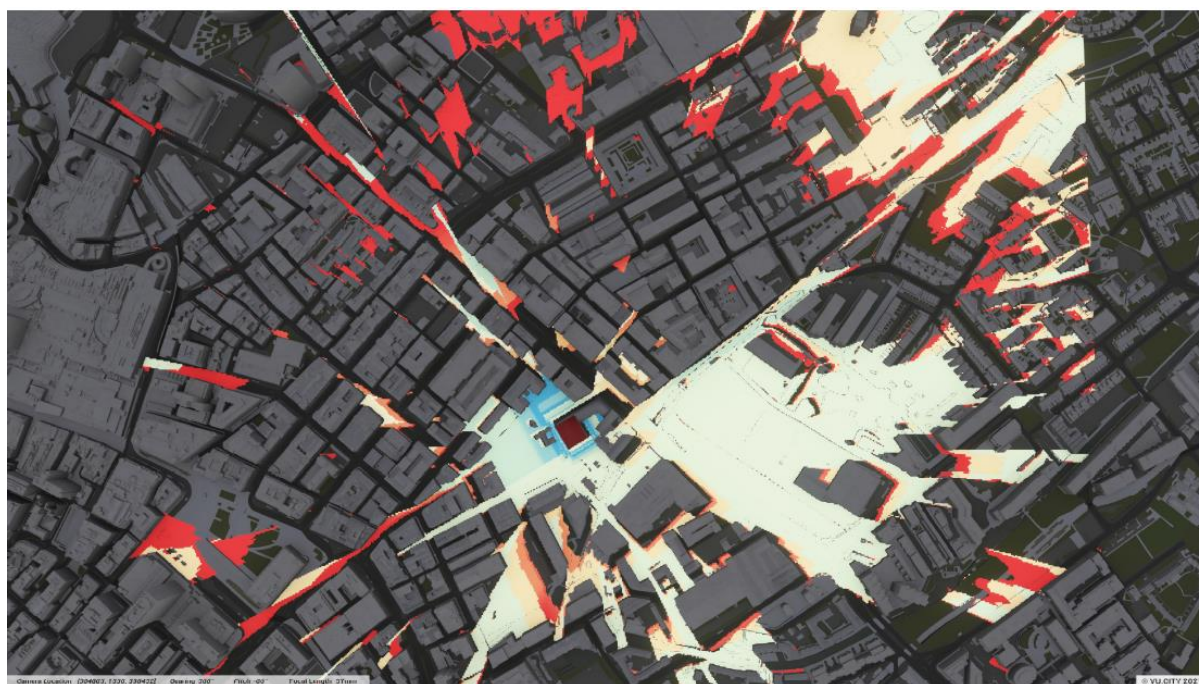


Figure 3: Zone of Visual Influence Plan. Site identified in dark red/burgundy; surrounding areas in red are where the top of the proposed development would be seen. Image source: Simpson Haugh

The **250m study area** provides a focus for assessment but is not intended to be prescriptive; listed buildings outside of the study area which have the potential to be affected by the proposals will be included within the Visual Impact Assessment (VIA) where relevant.

2.3 Statutory Designations

2.2.1 Listed Buildings

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

It will be clear that the redevelopment of the Site will have the potential to indirectly impact the settings of a number of listed buildings in the surrounding area. The listed buildings within a 250m study area have been identified in **Figure 4 (below)** and those that are considered to be susceptible to indirect impacts from the Proposed Development have been listed in **Table 1**. Due to the density of the urban grain, particularly to the west of the Site, it is considered that a considerable number of listed buildings will not be susceptible to potential indirect impacts from the Proposed Development and, consequently, have been scoped out of assessment within this report.

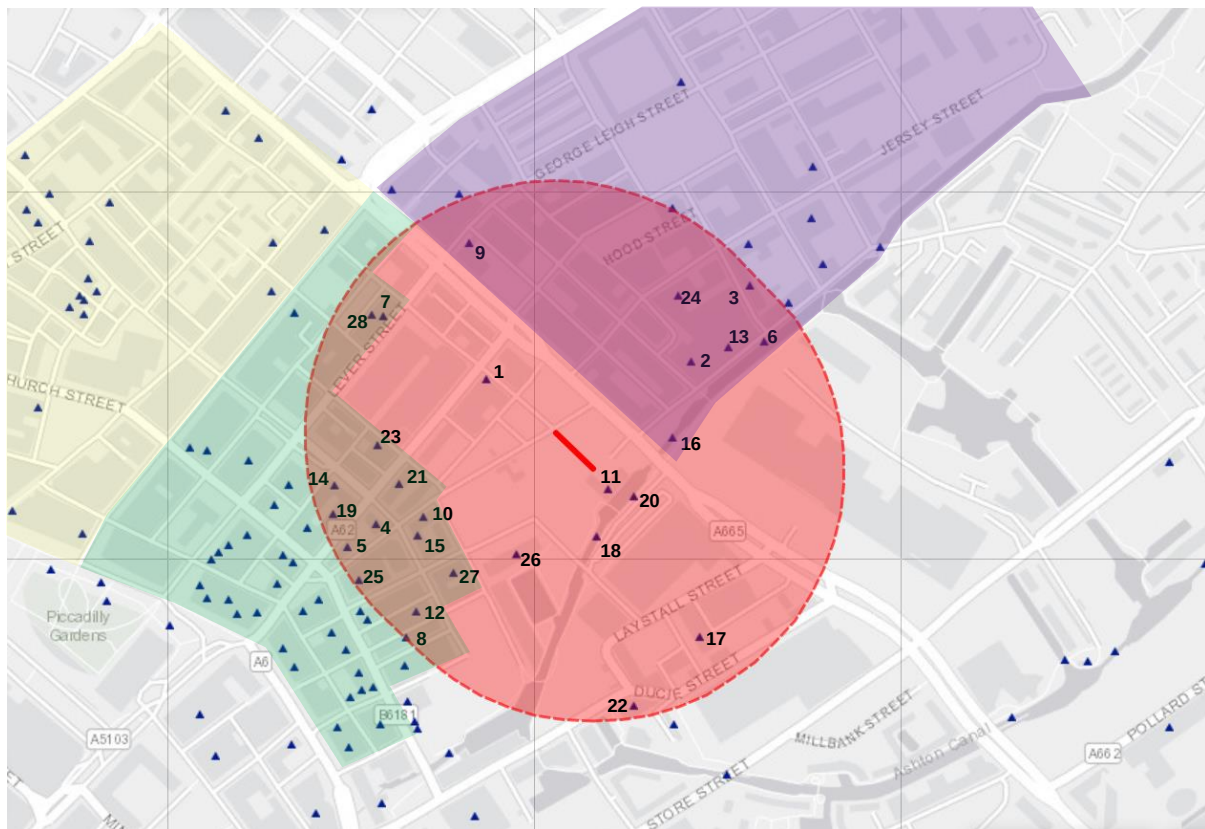


Figure 4: Designated heritage asset plan. Approximate site location indicated by solid red line. The study area (250m radius) is indicated by the red circle, with the Site at its centre. Listed Buildings are indicated by blue triangles, those which are considered to have the potential to be impacted by the proposed development are numbered (corresponding with Table 1, below). Conservation Areas in the wider townscape considered as part of this assessment are limited to the Stevenson Square Conservation Area (shaded green); the Ancoats Conservation Area (shaded purple). The Smithfield Conservation Area is shaded in yellow for reference only. **Source:** Historic England NHLE and MCC website: Conservation Areas.

2.2.2 Conservation Areas

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

As demonstrated in **Figure 4**, above, the Site is not situated within a designated Conservation Area. Due to the proposed scale of the development, however, it will be clear there is some potential for the development to be viewed from select points within the wider townscape. The ZVI (**Figure 3, above**) has demonstrated there will be **limited visibility** from beyond the Stevenson Square Conservation Area, to the west/ north west.

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

Table 1: Designated Heritage Assets within the 250m study area which have the potential to be indirectly (visually) impacted by the Proposed Development

Number, Figure 4 (above)	Designated Heritage Asset	Grade	Potential to be indirectly impacted by the Proposed Development and scoped in for assessment
1	72-76, NEWTON STREET	II	No
2	ROYAL MILL	II*	Yes
3	FORMER WAREHOUSE AND OFFICES OF OLD MILL, DECKER MILL, AND NEW MILL	II	Yes
4	NEWTON BUILDINGS	II	No
5	BRADLEY HOUSE	II	No
6	ROCHDALE CANAL RETAINING WALL ON SOUTH SIDE OF REDHILL STREET, WEST OF UNION STREET BRIDGE	II	Yes
7	Nos. 69-77, LEVER STREET and No. 10, BRADLEY STREET	II	No
8	LANGLEY BUILDING	II	No
9	DERROS BUILDING	II	Yes
10	50-62 PORT STREET	II	Yes
11	BROWNSFIELD MILL	II*	Yes

12	Nos. 49 – 51 DALE STREET	II	No
13	SEDGWICK MILL	II	Yes
14	49 NEWTON STREET	II	No
15	45, 47 and 47A HILTON STREET	II	Yes
16	ROCHDALE CANAL LOCK NUMBER 82, TO EAST OF GREAT ANCOATS STREET	II	Yes
17	32 AND 34 LAYSTALL STREET	II	No
18	ROCHDALE CANAL LOCK NUMBER 83, TO THE EAST OF TARIFF STREET	II	Yes
19	45 AND 47 NEWTON STREET	II	No
20	ROCHDALE CANAL TOWPATH FOOTBRIDGE AND ASSOCIATED RAMPS OPPOSITE BROWNSFIELD MILL	II	Yes
21	MARLSBRO HOUSE	II	No
22	FORMER JUNCTION WORKS AT PARADISE WHARF	II	No
23	FORMER NEWTON POLICE STATION	II	No
24	PARAGON MILL	II*	No
25	35 DALE STREET	II	No
26	FORMER ROCHDALE CANAL WAREHOUSE	II*	Yes
27	FOURWAYS HOUSE	II	No
28	NUMBERS 4, 6 & 8 AND ATTACHED SCREEN WALLS	II	No
Green	Stevenson Square Conservation Area	-	Yes
Purple	Ancoats Conservation Area	-	Yes
Yellow	Smithfield Conservation Area	-	No

2.4 Archaeological potential

It is considered that the risk of encountering below-ground archaeology is high. Please refer to the Desk Based Assessment by Salford Archaeology.

3. POLICY CONTEXT

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

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

As highlighted within Section 2, the Site is situated within the setting of a number of listed buildings, **Section 66** of the Act is of relevance, as it requires the LPA to “*have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses,*” when considering whether to grant planning permission.

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

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

3.2 National Planning Policy Framework (NPPF) 2021

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

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

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

3.3 Planning Practice Guidance (PPG) (2019)

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

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

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

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

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

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

3.4 Local Planning Policy

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

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

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

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

3.5 Historic England's guidance.

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

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

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

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

4. HISTORY AND DEVELOPMENT

4.1 Introduction

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

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

4.2 Brief history and development of the area

The cutting of the Rochdale Canal between the 1790s and 1800s signalled a boom in industry and trading in Manchester, with a new influx of mills and warehouses quickly being built alongside the canal, its basins and wharves.

The first attempt to obtain an Act of Parliament for the cutting of the new canal was made in 1792, but this was opposed by mill owners concerned about water supply. However, on the 4th April 1794 an Act was obtained which created the Rochdale Canal Company and authorised construction of a canal from Sowerby Bridge in Yorkshire to Dale Street in Manchester, immediately east of the Site.

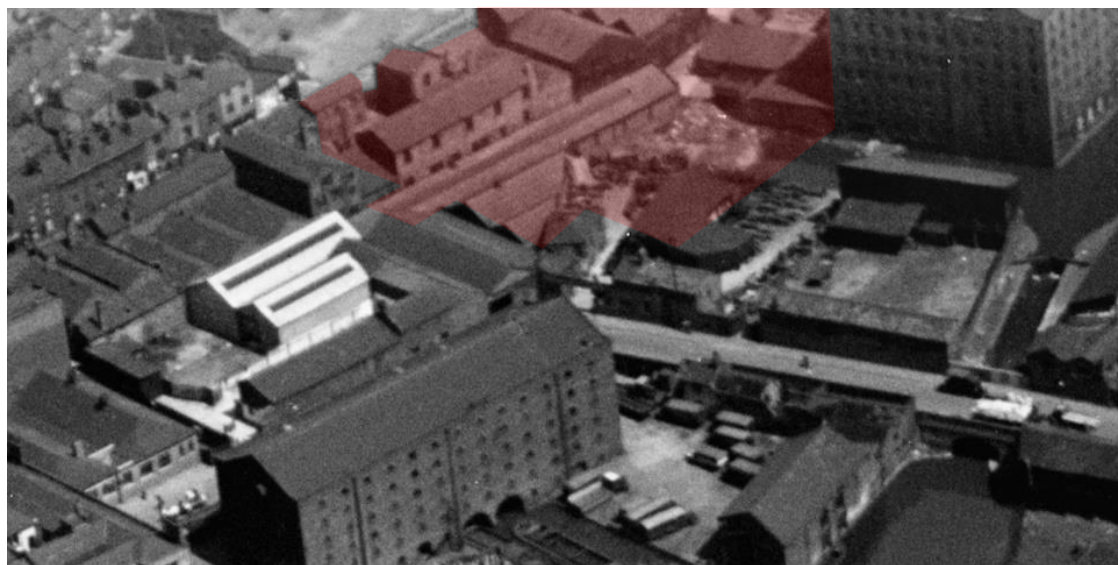


Figure 5 – An aerial view looking north across the Site and wider basin in 1932, showing the range of various industrial buildings across the Site, and new 1920s garage buildings located across the former canal arm.

The canal opened in stages as sections were completed, with the Rochdale Branch opening first in 1798 with further sections opening in 1799. Although the canal officially opened in 1804, construction work continued for a further three years. A cut through Manchester City Centre saw the new canal connecting with the Ashton Canal and the Bridgewater Canal at Castlefield Basin.

Following the construction of the canals in the 1800s the centre of Manchester, Ancoats, and Castlefield effectively became inland ports creating prosperous locations for industry and trading, which was latterly increased by the development of the railways in the 1840s, leading to unprecedented development of the City.

From the 1920s the effects of the decline in cotton manufacturing and other industries, as well as the toll of the First World War (1914-18), and then later the Second World War (1939-1945), resulted in the rapid decline of these formerly prosperous and busy industrial sites, culminating in the closure of the canal networks in the early 1960s and the piecemeal demolition of large numbers of the associated early mills and other industrial buildings.



Figure 6 – A view looking south across the lower parts of the former basin south of the Site boundary in 1953, showing the general condition of the canal and its early industrial buildings at this time.



Figure 7 – A view looking north across the lower part of the basin in 1977, looking towards the Site to the middle distance. This image illustrates the semi-permanent car parking uses of the site at this time.

However, by the 1970s efforts were being made to re-open and regenerate the canals for leisure use by local volunteer groups. Initial regeneration in the area focused on the development of the 'Piccadilly Village', from the late 1980s/ early 1990s, which was one of the first examples within Manchester City Centre of residential-led regeneration.

This was closely followed by focussed redevelopment of the Ancoats district and its remaining historic mills immediately north of the Site. However, the former Piccadilly Basin area continued to decline in its operation, resorting to providing surface car parking across the location of demolished mills and the remaining historic mill buildings being used for low-rate commercial operations and workshops.

During the early 2000s a number of important regeneration schemes took place, including the restoration of the two remaining early mills, the Grade II* listed Jacksons Mill and Grade II* listed Dale Street (Carvers) Warehouse, and the construction of new apartment buildings such as Vantage Quay, in c2005, which became a catalyst for attracting a new resident population to the area.

Following the adoption of a Strategic Regeneration Framework (SRF) document in 2016 for the area, recent developments including the restoration of the Grade II* listed Brownsfield Mill to form apartments and adjacent residential developments along Great Ancoats Street, and towards Piccadilly Station, have furthered the anticipation of more development and regeneration.

In commenting on the SRF, Historic England (HE) acknowledged the view outlined within the SRF that states, in contrast to the surrounding conservation areas, the Piccadilly Basin area developed on an informal street pattern due to its close connection to the function of the canal. It is felt that this gives an opportunity to separate it from the Northern Quarter and create a different sense of place rather than continuing the grid pattern from the Stephenson Conservation area as indicated and risk losing the special character of the place.

Specifically, regarding the Site, the SRF identified it as an opportunity for building heights (c.20-33 storeys) to step up towards Great Ancoats Street, culminating in the junction with Port St marking this key intersection and arrival point into area. HE agreed with the principle that height could build up fronting Great Ancoats Street. However, they acknowledged that the visual impact of the indicated height within the SRF would need to be carefully assessed to establish the impact on surrounding highly designated assets.

4.3 Historic Development of the Site

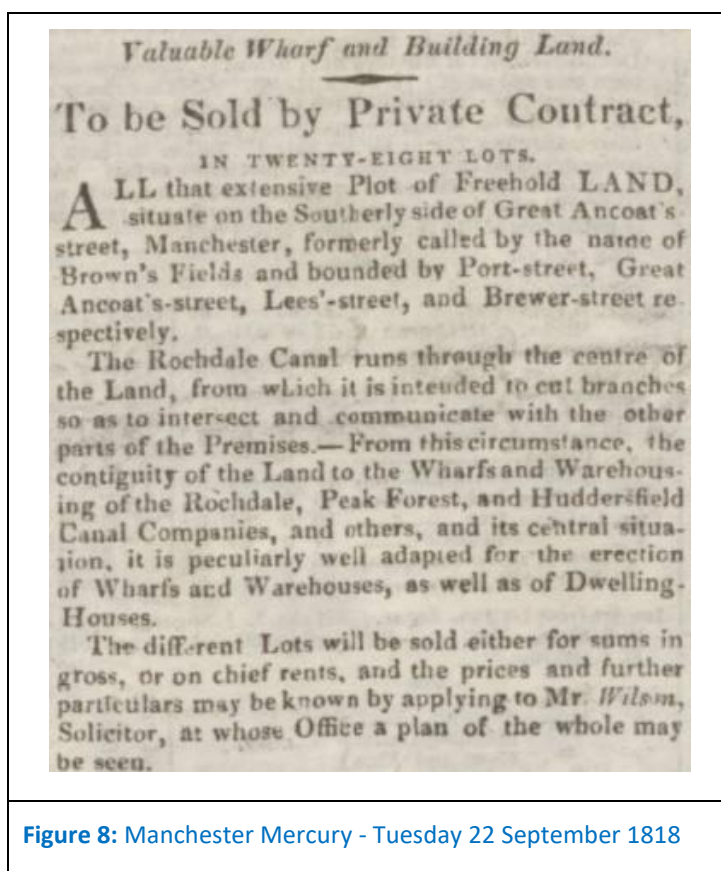


Figure 8: Manchester Mercury - Tuesday 22 September 1818

Following the initial cutting of the Rochdale Canal and its two subsequent canal arms, the Site became a valuable and important location for development, having direct shipping access to the Rochdale Canal, the Ashton Canal and the Bridgewater Canal and canal basin at Castlefield, as well as a free source of water for industrial machinery.

Numerous notices were placed in local newspapers throughout the 1800s and 1820s advertising various plots of land around the new canal arms across the Site, however, initial development was slow as by the late 1820s only a row of terraced shops had been constructed fronting Great Ancoats Street.

An advertisement placed in the Manchester Courier and Lancashire

General Advertiser on the 11th November 1826 entitled *“Original chief rents, truly valuable building land situate in Great Ancoats Street and Port Street, Manchester, comprising the most valuable part of Browns Fields”* puts the potential for the Site at that time into context:

“From the elevated and central situation of the land, and from its easy communication with all parts of Manchester (Port Street being the nearest and principal thoroughfare between Piccadilly and Great Ancoats Street) and with every part of England (by its contiguity to the Rochdale, Ashton, Duke of Bridgewater’s and other canals) its intrinsic value is almost incalculable”.

The advert concludes by stating: *“Its truly advantageous and peculiar situation, renders it an object which cannot fail to attract the particular attention of the commercial world at large”.*

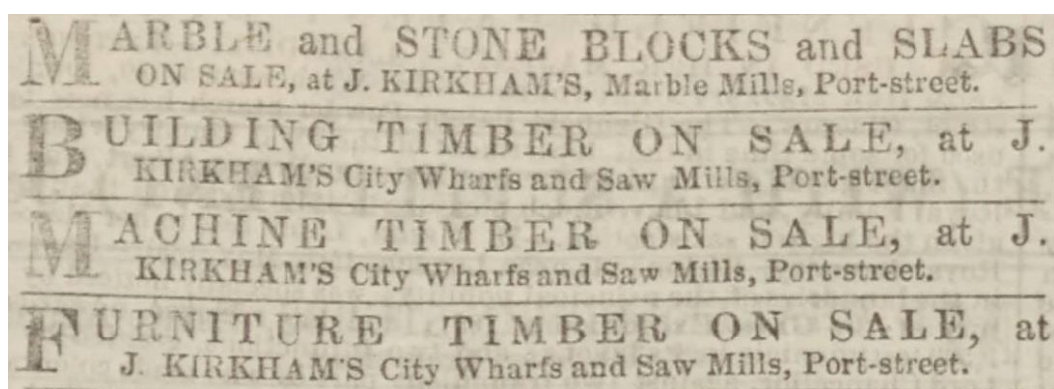
One of the first occupiers of the Site was John Kirkham, timber and marble merchant, who started business at No. 70 and 72 Port Street in c1829. An advert in the Manchester Courier and Lancashire General Advertiser on the 20th August 1853 described the site of Kirkham’s business as being “City Wharves and Saw Mills”. The name “City Wharf” for the site remained in use through much of the mid-19th century.



CITY WHARFS AND SAW-MILLS,
PORT-STREET.—J. KIRKHAM takes the opportunity of thanking his numerous Friends who have so extensively patronised him during a period of nearly twenty years, and of assuring them that no efforts shall be wanting on his part to merit their future confidence.

J. K. also wishes to inform all consumers of wood, that he has constantly in STOCK, at Low Prices, a large Assortment of Well-seasoned TIMBER, suitable for any purpose to which that article is applicable.—A large number of Logs, Spruce Planks, Battens, and Pine Deals, to be sold very cheap.

Figure 9 – Newspaper advertisement for John Kirkham, thanking his patrons for almost 20 years of business. (Manchester Courier and Lancashire General Advertiser, 11th October 1848)



MARBLE and STONE BLOCKS and SLABS
ON SALE, at J. KIRKHAM'S, Marble Mills, Port-street.

BUILDING TIMBER ON SALE, at J.
KIRKHAM'S City Wharfs and Saw Mills, Port-street.

MACHINE TIMBER ON SALE, at J.
KIRKHAM'S City Wharfs and Saw Mills, Port-street.

FURNITURE TIMBER ON SALE, at
J. KIRKHAM'S City Wharfs and Saw Mills, Port-street.

Figure 10 – Adverts placed for John Kirkham in the Manchester Courier and Lancashire General Advertiser, 20th August 1853.



T. DAGGATT, Practical and Professional
Maker of Henry Gore's Patent THROSTLE TUBE, City
Wharf, and Saw Mills, Port-street, Manchester.

Figure 11 – Advert placed for Thomas Daggatt in the Manchester Guardian, 10th June 1856.

Between 1853 and 1856 the site of John Kirkham's business was occupied by the tube and brass manufacturer, Thomas Daggatt, and was again described as "City Wharfes and Saw Mills" in 1853 (The Manchester Guardian, 10th June 1856).

An advertisement in the Manchester Guardian, on the 10th June 1856 recorded Thomas Daggatt, who was located at No. 72 Port Street, as being a "*practical and professional maker of Gore's Patent Throstle Tube, City Wharf and saw mills, Port Street*". A second advert also placed in the Manchester Guardian in June 1856 described the site as "City Wharf Sawmills".

During the 1860s the site was occupied by William Aden, machine maker, George Griffiths, wood turner and John Duncan, wood turner, with the north corner of the Site (Nos. 76 and 78 Port Street) being occupied by corn dealers and coal merchants.

Between 1873 and 1874 No. 74 was occupied by Israel Sterratt, who was advertised as being located at “The City Wharf Timber and Marble Saw Mills”, and John Owen who took over the running of the “well known timber yard and premises as City Wharf Saw Mills” in 1874 (The Manchester Guardian 6th January 1874).

Also in 1874 the site was occupied by Messrs Swan, Capreel and Malammas, engravers, lithographers and printers, who used the site for making packing cases. However, the firm’s occupation was short-lived, being liquidated in December 1875. Between c1879 and 1880 No. 74 Port Street was occupied by Neill and Palmer, who were agents for non-alcoholic ale.

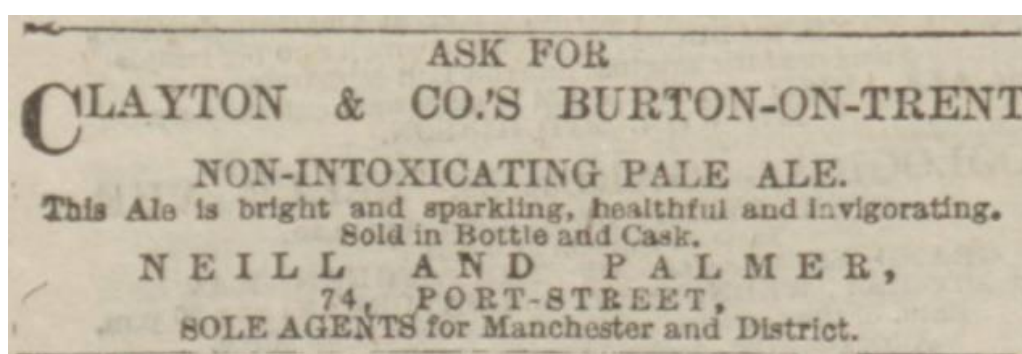


Figure 12 – Advert placed for Neill and Palmer in the Manchester Evening News, 9th October 1879.

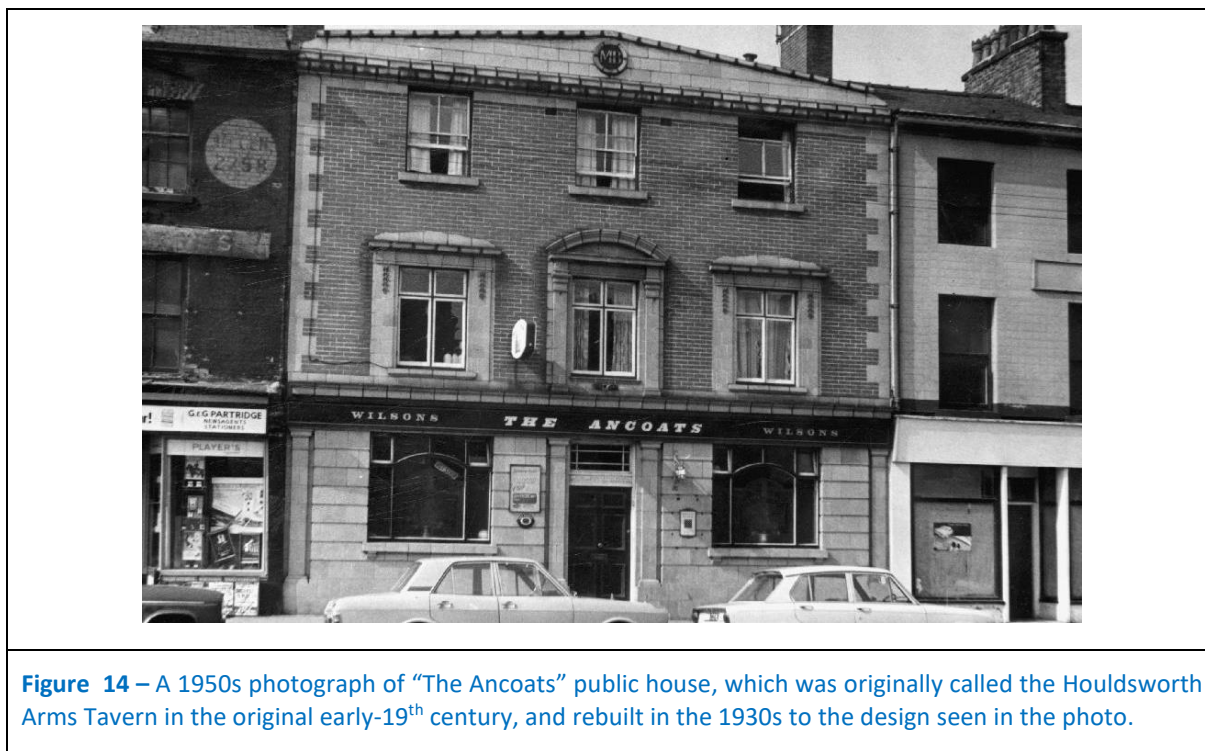
In c1880 No. 72 Port Street was occupied by William Allen, metal merchant and machinery broker, who extended the premises to include No. 76 Port Street, and by 1905 from No. 70 to 76 Port Street. Although Allen died in 1898, records show that the company continued on the site until at least 1958.



Figure 13 – Looking north-east across the Site (shaded red) during the c1940s, showing the 1920s garage structures to the left, machinery manufacturers to the top and shops and public house to the right facing on to Great Ancoats Street.

To the north-eastern side of the Site were seven terraced buildings, which fronted Great Ancoats Street. The buildings were constructed in the early 1800s and were used as commercial premises throughout their history. The building to the centre of the row was a public house originally known as “The Houldsworth Arms Tavern”, which was named after the local mill owner, racehorse owner and MP, Thomas Houldsworth.

In the 1850s the pub became known as the ‘Big Tub’ until it was rebuilt as the ‘Ancoats Hotel’ in the 1930s. In the 1980s the pub, then known as “The Imperial”, along with the adjacent terraced buildings either side were demolished with the plots remaining empty until today.



By 1928 the Site and the immediate environs had undergone substantial change with the infilling of the two canal arms to the south-west side (c1926), and the subsequent construction of a number of new industrial buildings and sheds across their former locations.

The ‘Hill Pearce & Co Ltd Garage’ was constructed across the former canal arm and centre of the Site, and was accessed from Stanley Street. No. 72 Port Street was still home to William Allen’s “Port Street Machinery Stores”, which remaining on the premises until at least the late-1950s.

During the 2000s/2010s the Site’s remaining industrial buildings were demolished and the area became a surface car park called the Port Street Car Park, with the wider area being marketed as “Piccadilly Basin” in anticipation of future redevelopment.



Figure 15 – A view looking north-east along Port Street in 1966 showing the buildings that formed the eastern boundary of the Site to the distant right (shaded red).



Figure 16 – Looking north-west along Tariff Street towards the Site (behind the wall to the right) in 1966, showing the entrance into the rear of the Site.



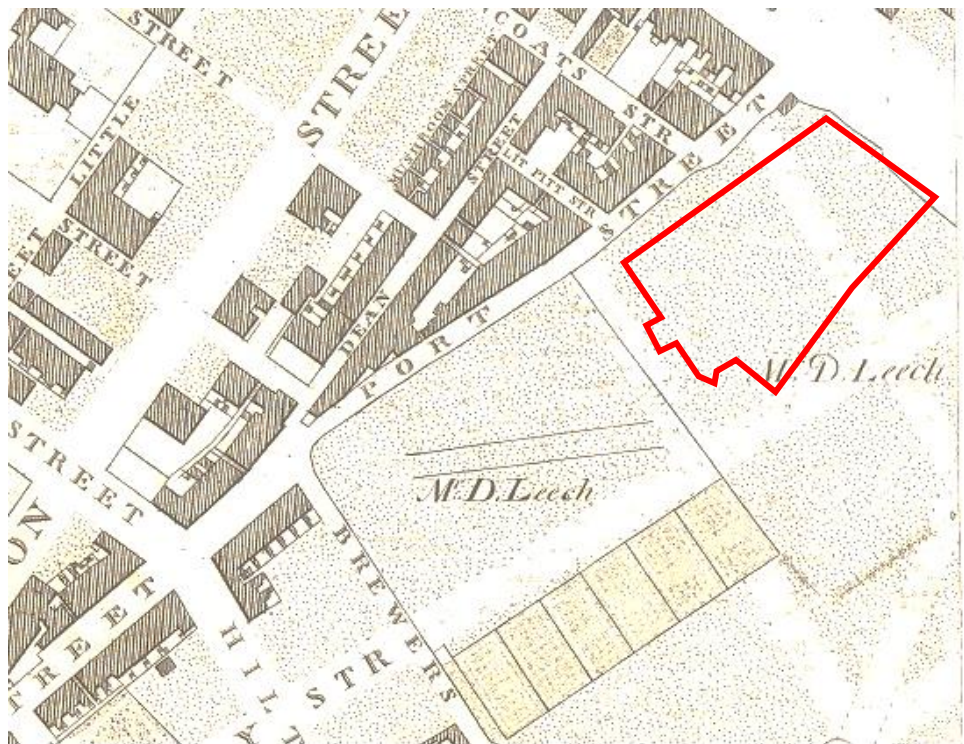
Figure 17 – A view of the north corner of the Site in 1967, showing the original early-19th century buildings on the corner of Port Street (right) and Great Ancoats Street (left).

4.4 Map Regression

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

Through discursive commentary the identification of salient features and useful contextual and interpretative information can then be analysed which will inform the assessment of the development of the buildings and features that remain today.

Table 2: Historic Map Regression – NB: site boundary is indicative

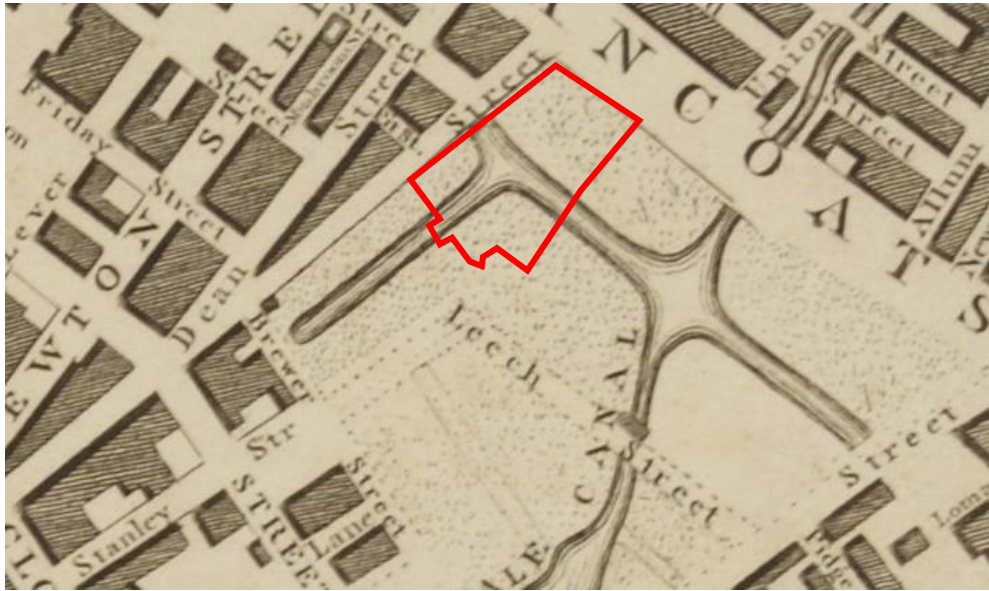


William Green Map 1787 – 1794 Map – This early map shows the Site originally forming part of one of two large fields belonging to D Leech, which are both seen to have been initially laid out with a number of new streets. The width of Port Street (left) can be seen to be much narrower and less straight than it is today. The north-eastern boundary roughly fronts onto Alport Lane (now Great Ancoats Street), which at this time had not yet formally been adopted.



Table 2: Historic Map Regression – NB: site boundary is indicative

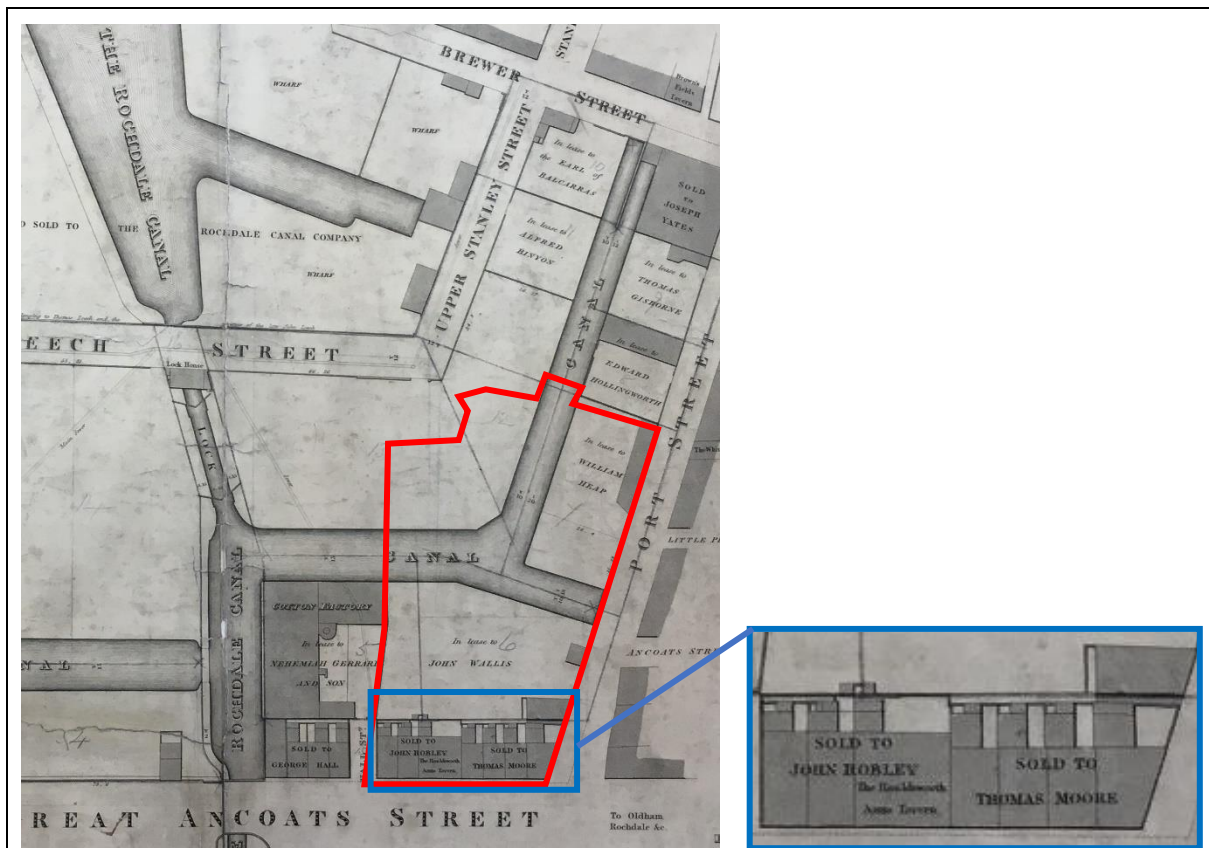
Aston 1804 Map (above) – By 1804 the immediate environs surrounding the Site had altered with the initial cutting of the Rochdale Canal to the south-east of the Site, and the straightening and widening of Port Street and Great Ancoats Street. The Site remains undeveloped.



Pigot 1813 Map – By 1813 the Site has altered with two new arms of the Rochdale Canal having been cut through the Site, which now extend to meet with, Port Street and Brewer Street increasing the opportunities for shipping warehouses and other companies needing water transport. The map also shows the construction of “Leech Street”, which forms a dog-leg to the south of the Site and was named after the Leech family who had owned the parcels of land since 1666.



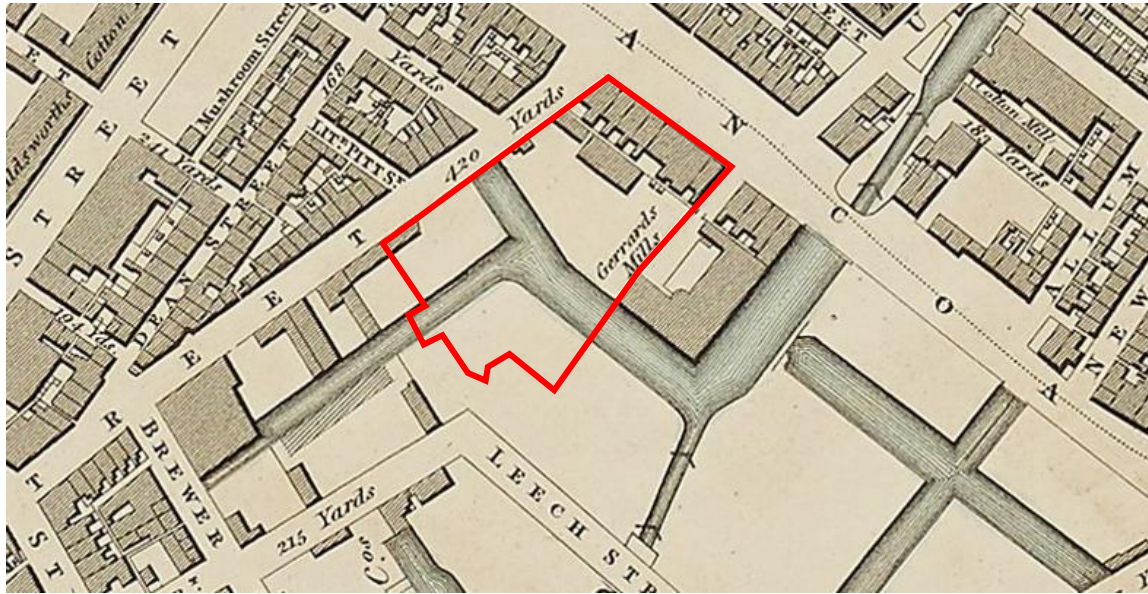
Pigot 1824 Map – By 1824 the Site has gained a terraced row of seven houses/shops fronting Great Ancoats Street, adjacent to a further row of recently completed terraced buildings to the north-east.



1829 Plan of wharf land in Manchester belonging to Mr Thomas Leech and the executors of the late Mr John Leech – This plan (looking south) was drawn up to show the location of all the plots of land and buildings belonging to John Leech following his death. The plan shows that the north-eastern side of the Site contained six terraced buildings and a public house called the Houldsworth Arms Tavern (No. 215 Great Ancoats Street) fronting Great Ancoats Street, which were sold to John Robley and Thomas Moore.

The middle of the Site comprises an open plot, which is in lease to John Wallis, whilst the plot to the north-west (No. 45 Port Street) formed of a narrow building is in lease to John Wallis and Aaron Hollingworth, iron merchants, William Heap, stone and marble mason and John Burgess, coal merchant, who would have all made good use of the canal-side transport links.

Note – the current “Brownsfield Mill” to the south of the Site has now been constructed, and was at this time known as “Gerrard’s Mill” and marked as “cotton factory in lease to Neremiah Gerrard”. The Mill was screened from view from Great Ancoats Street by a terrace. The adjacent Hall Street is today known as Binns Place.



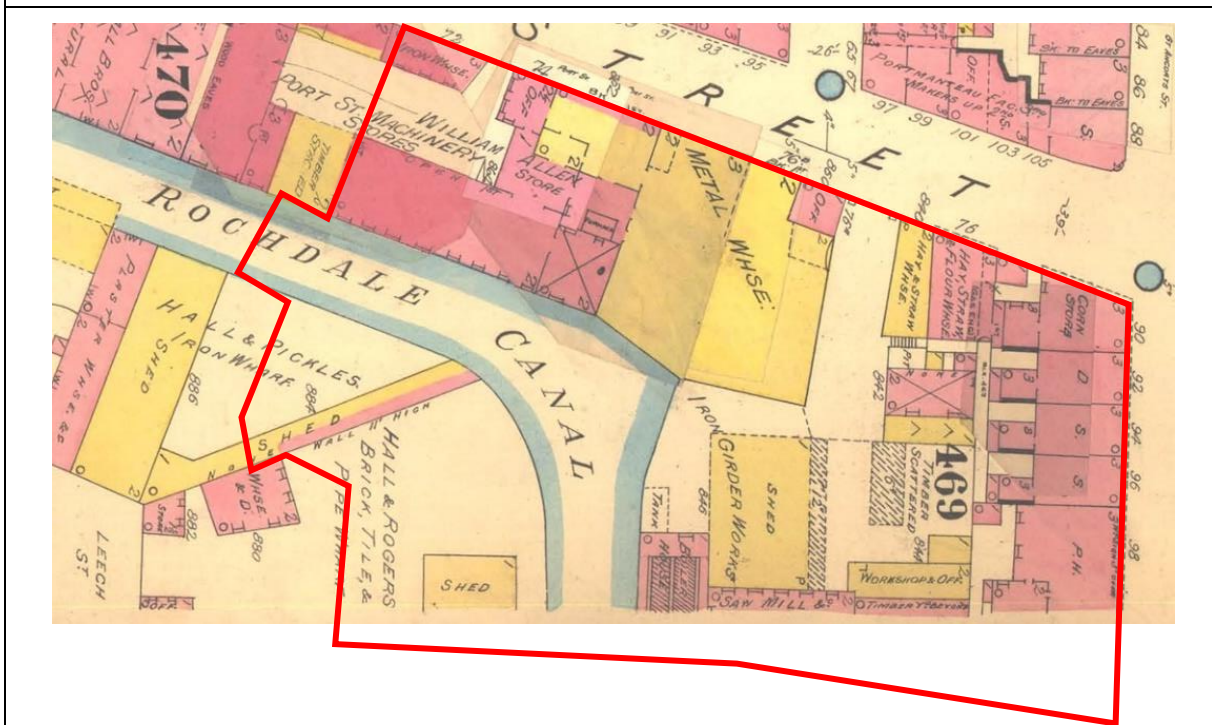
Banks & Co 1832 Map – By the early 1830s the Site has gained two new buildings to the centre, an additional two small buildings adjacent to the northern end of Port Street, and a further building to the southern end of Port Street.



1851 OS Map – This more detailed map, from the mid-19th Century, shows the Site is now known as “City Wharf.” The Site can be seen to have further developed with various new buildings belonging to the saw mill to the left and right of the canal arm. Note the public house fronting Great Ancoats Street is called ‘The Big Tub’ at this time.



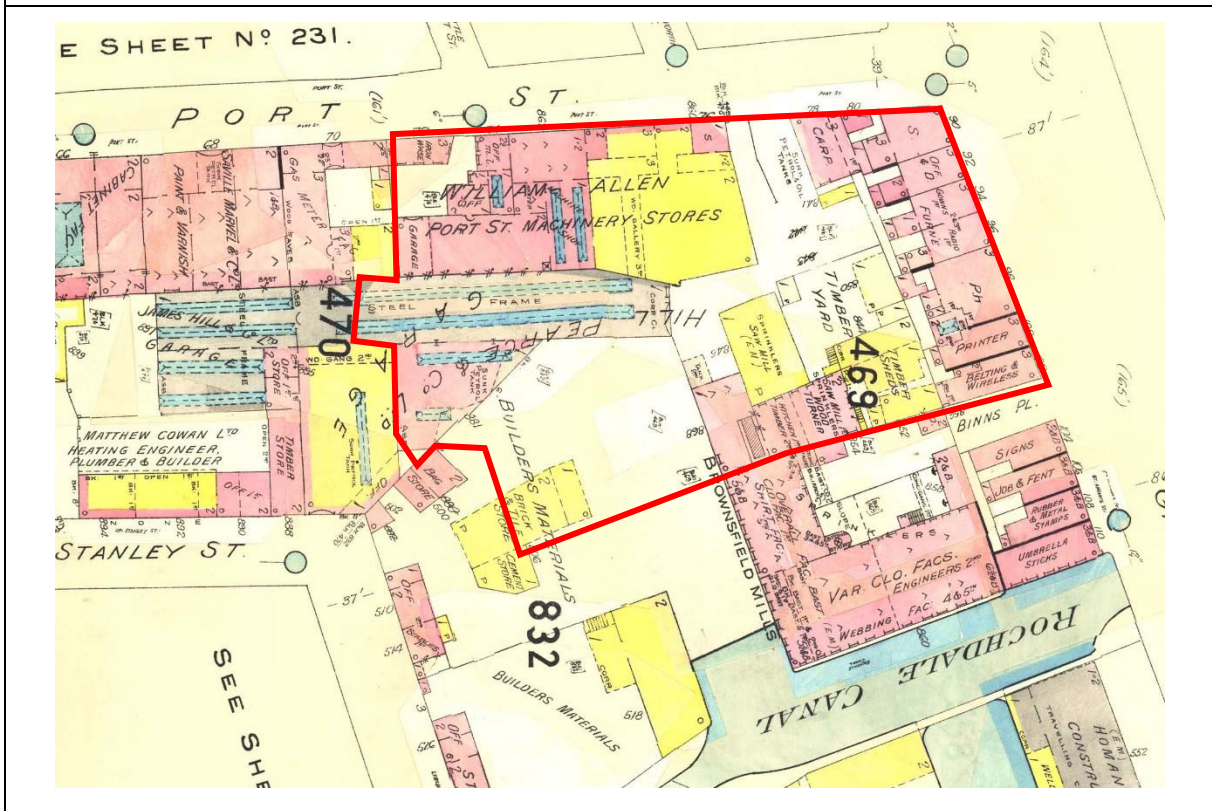
1891 OS Map – By the early 1890s the Site has developed further with a number of new industrial buildings, now seen to largely enclose the previously open timber yard to the right of the canal arm and the saw mill to the left of the canal arm.



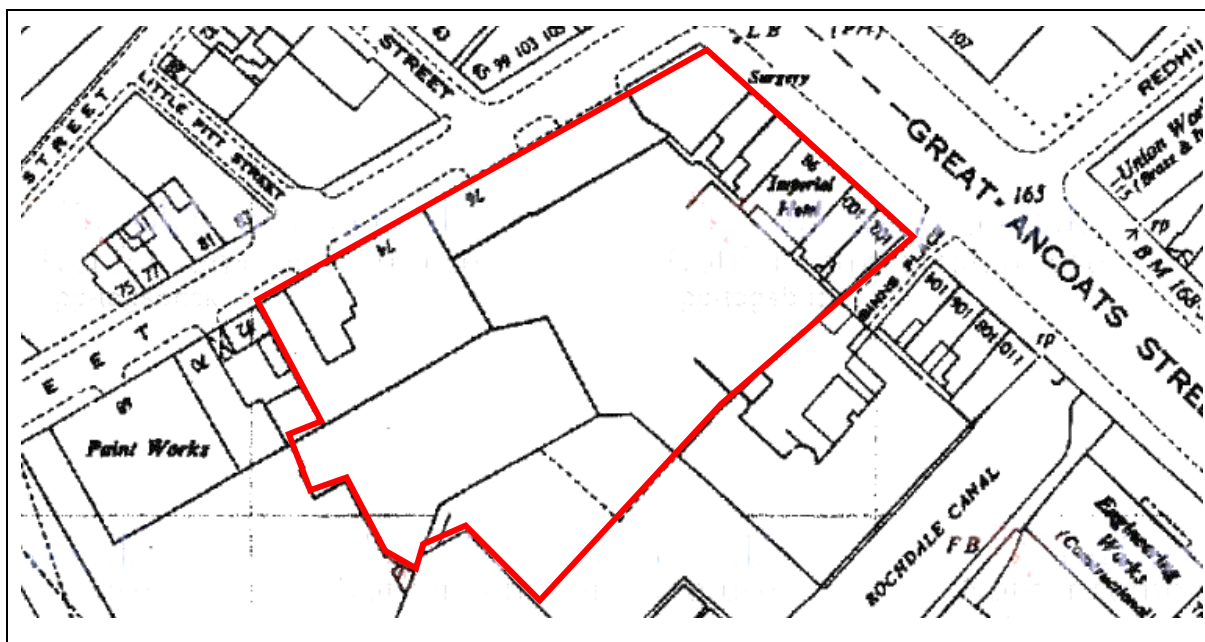
1901 Goad's Fire Insurance Plan – This detailed plan gives details of the precise nature of the buildings across the Site, including William Allen's "Port Street Machinery Stores" at Nos. 70-76 Port Street (left) and buildings connected to hay and straw storage to the right. The south of the canal (left) comprises open spaces connected to "Hall & Pickles" iron manufacturers and Hall & Rogers brick and tile works. The yellow indicates structures built of timber, pink illustrates stone/brick construction. All the structures on the Site were between 2-3 storeys in height.



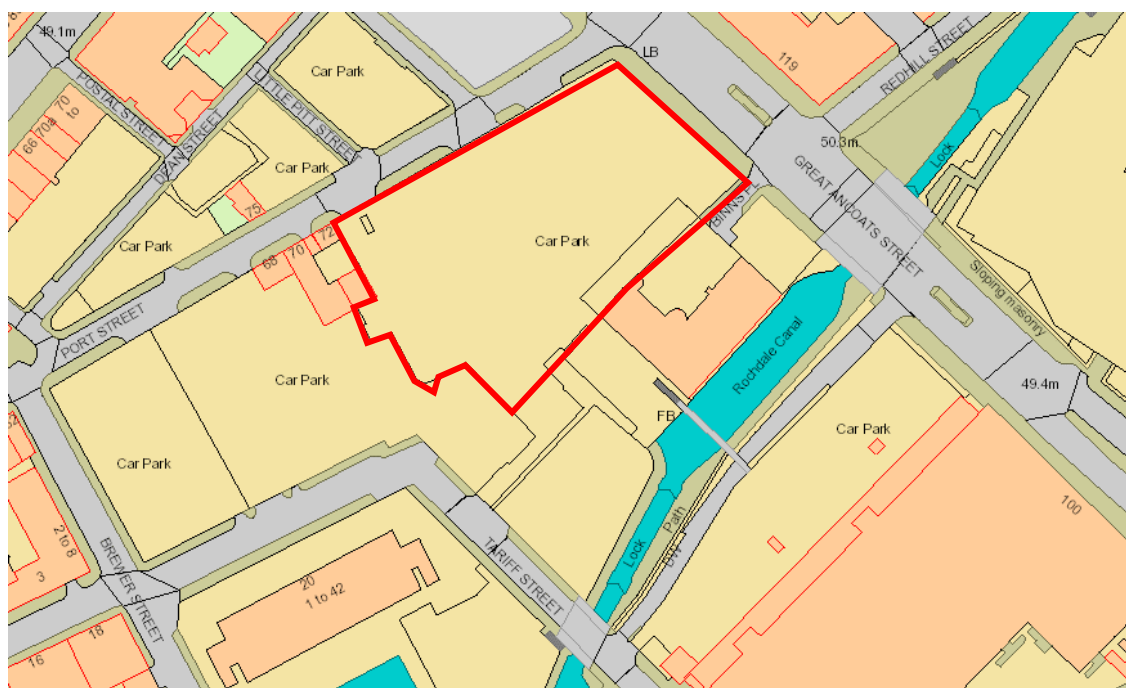
1908 OS Map – By 1908 the Site remains largely unaltered.



1928 Goad's Fire Insurance Plan – By 1928 the Site and the immediate environs have undergone substantial change, with the infilling of the two canal arms in c1926 and the subsequent construction of a number of new industrial buildings and sheds across their former locations; principally the new 'Hill Pearce & Co Ltd Garage' which now occupies the centre of the Site, accessed from Stanley Street. William Allen "Port Street Machinery Stores" still occupies the west (top) of the Site.



1971 OS Map – By the 1970s the majority of the Site, principally to the centre and east (right), has been cleared, whilst Nos. 74 and 76 Port Street remain as light industrial premises.



2021 Google Maps - The Site is shown to now be devoid of any built form, with the remaining industrial buildings across the Site being demolished during the 2000s/2010s and the area becoming a surface car park called the Port Street Car Park whilst the wider area was marketed as “Piccadilly Basin” in anticipation of future redevelopment. No historic buildings remain within the Site boundary.

4.5 Summary of History and Development

- The plot of land which forms the present-day Site was initially defined by the development opportunities offered by the cutting of the Rochdale Canal and its canal arms adjacent to, and through the site in the 1790s/1800s.
- The surviving parts of the Rochdale Canal are intrinsically connected with the development of the urban and industrial expansion of Manchester in the late 18th – early 19th century.
- The historic map regression above illustrates the development of the Site, which originally developed in the late-18th/early-19th century as the location of a number of industrial premises such as timber and marble sawmills to the west of the Site and shops/houses to the east, which turned their back to the industrial parts of the Site.
- Throughout the latter 19th and early 20th centuries, the character of the Site and the surrounding area continued to be largely defined by industrial use, which included packing case manufacturers, hay and straw warehousing, and machinery manufacturers.
- By the early decades of the 20th century the decline in the manufacturing and cotton industries resulted in the two canal arms being infilled and their locations becoming used as a motor garage.
- Further decline in the manufacturing industry in the city centre of Manchester, in the mid-to-late 20th century, saw the Rochdale Canal becoming obsolete and neglected, and the former early-19th century shops to the east of the Site being demolished.
- With the return of a resident population to the city centre from the 1980s onwards, the Site and its immediate surrounding area have undergone various stages of change and regeneration from the 2000s to the present day.
- The Site today comprises an undeveloped plot of land, adjacent to the Rochdale Canal and Grade II* Listed Brownsfield Mill.
- There are no buildings remaining within the Site boundary area.

5. SIGNIFICANCE APPRAISAL

5.1 Introduction

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

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

5.2 Methodology

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

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

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

➤ **Archaeological interest**

There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

➤ **Architectural and artistic interest**

These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

➤ **Historic Interest**

An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

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

Table 3: Definition of significance terms used in this Heritage Statement	
High heritage significance	relates to those components deemed to be of special interest. They are important to the understanding of the site's design concept and play a considerable role in reflecting their archaeological, architectural, artistic or historic interest.
Medium heritage significance	relates to those components deemed to be of some interest. They will make a modest contribution to the understanding of subject site's design concept and play a minor role in reflecting their archaeological, architectural, artistic or historic interest.
Low heritage significance	relates to those components deemed to be of more modest interest. They make a relatively insignificant contribution to the understanding of the architectural design concept and retain a slight role in revealing the building's evidential historic aesthetic or communal values.
No significance /Detrimental	features and elements that do not contain any special interest. These can <i>detract from the significance</i> of the building and maybe evidence of poor craftsmanship or ad-hoc refurbishments.
Unknown heritage significance	features or components where the relative importance or interest requires determination by further investigation.

5.3 Significance Appraisal - The Site

The Site comprises a vacant plot of land to the south-west side of the junction of Port Street and Great Ancoats Street. The Site is adjacent to the Grade II* listed Brownsfield Mill. Historically, the Site housed numerous commercial and industrial buildings, associated with the adjacent Rochdale Canal and linked canal basin that formerly crossed the site, prior to the infilling of the canal arms and demolition of the buildings throughout the mid-to-late-20th century.

As the Site only contains fragments of former structures of no historic/ architectural interest, it yields **no heritage interest**. As a surface car park, with no hard or soft landscaping, it has an **adverse impact**

on the **setting** of the Grade II* Brownsfield Mill as it highlights the fragmented nature of the urban form in this location. **Figures 18 a, b and c below** illustrate the Site as existing.



Figures 18 a, b, and c. Site photos as existing illustrating the low quality hard standing of the surface car park, fragmented urban grain, and surrounding multi-phase development.

5.4 Listed Buildings – Contribution of setting to significance

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

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

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

Number given on Figure 3	Name and Grade	Summary of architectural and historic interest from list description	Contribution of setting to significance and relationship to the Site
2	ROYAL MILL, II*	1912. Included as an early example of a mill designed to use mains electricity from the outset, which forms an important part of the McConnell Kennedy works. The mill forms part of the McConnell Kennedy works, together with the earlier Sedgwick Mills and Paragaon Mill (qv).	The setting of Royal Mill is experienced as being part of the group of mill buildings from Redhill Street and Murray Street and the relationship with the adjacent canal; this relationship has been enhanced by the high quality hard landscaping to the area. Due to the height, form and massing of the group of buildings, their former industrial use and character is understood from mid-to-long range views from the south, south-west, and south-east, due to the lower built form in this area and the presence of the ring road (Great Ancoats Street). The overall contribution of the setting to significance of the heritage asset is thus considered to be high. Royal Mill is viewed in conjunction with the Site in kinetic views moving south-west along Redhill Street.
3	FORMER WAREHOUSE AND OFFICES OF OLD MILL, DECKER MILL, AND NEW MILL, II	Old Mill (to the W) built in 1798, with Decker Mill added to the E in 1802. The 2 mills form a continuous range parallel to the canal. built for Adam and George Murray, as the earliest part of what became a large textile working site. The mills were originally provided with their own canal basin in the yard to the rear, which was linked to the Rochdale Canal by an arched tunnel under the street. Fairbairn and Lillie's first major contract was for the renewal of the machine shafting in this mill. Together with New Mill to the rear, these mills are highly significant as a large early textile working site, developed as a single concern around a courtyard/canal basin. Old Mill is also the earliest surviving mill in Manchester.	As with the setting of Royal Mill, the setting of Decker Mill is experienced as being part of the group of mill buildings from Redhill Street, Murray Street and Bengal Street and the relationship with the adjacent canal; this relationship has been enhanced by the high quality hard landscaping to the area. Due to the height, form and massing of the group of buildings, their former industrial use and character is understood from mid-to-long range views from the south, south-west, and south-east, due to the lower built form in this area and the presence of the ring road (Great Ancoats Street). The overall contribution of the setting to significance of the heritage asset is thus considered to be high. Decker Mill is viewed in conjunction with the Site in kinetic views moving south-west along Redhill Street.
6	ROCHDALE CANAL	Retaining wall between canal and Redhill Street (formerly known as	The setting of the canal retaining wall is experienced from Redhill Street and

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

Number given on Figure 3	Name and Grade	Summary of architectural and historic interest from list description	Contribution of setting to significance and relationship to the Site
	RETAINING WALL ON SOUTH SIDE OF REDHILL STREET, WEST OF UNION STREET BRIDGE, II	Union Street) which served as tow-path to this section of canal. 1804. Red brick up to street level, with blocked openings to former tunnels to Murrays Mills; parapet of massive millstone grit slabs with rounded tops, and at east end (next to Union Street Bridge (q.v.) a massive square block with remains of iron fittings for former tow-rope roller. West end terminates just east of footbridge in front of Royal Mill. Forms group with Union Street Bridge and the cotton mills on the opposite side of Redhill Street (q.v.).	the canal bridges where it can be appreciated as part of the group of mill buildings (including Decker Mill, Sedgwick Mill and Royal Mill). The overall contribution of the setting to significance of the heritage asset is thus considered to be high. The canal retaining wall is viewed in conjunction with the Site in kinetic views moving south-west along Redhill Street.
9	DERROS BUILDING, II	Women's shelter and rescue home. 1899, with C20 alterations. By William Sharpe, architect, of Manchester for the Wesleyan Methodist Church, Central Hall Mission as a gift from Mr James Scarlett. Arts and Crafts style, with Vernacular Revival detailing.	The setting of the Derros building is experienced as part of the multi-phased urban streetscape along the busy ring road (Great Ancoats Street). The building sits on the corner of George Leigh Street and is next to the Grade II* listed former Daily Express building. The quieter side street allows for the architectural interest of the building to be better appreciated than the busy, noisy, environment of the ring road. The overall contribution of the setting to significance of the heritage asset is thus considered to be medium. The building is viewed in conjunction with the Site in kinetic views moving south-east along Great Ancoats Street.
10	50-62 PORT STREET, II	Row of 7 small dwellings, probably formerly for domestic industry, with shops at ground floor. Late C18 or early C19; altered.	The urban form to the west and south of 50-62 Port Street is multi-phased and includes a range of listed buildings which contributes to the ability to understand and appreciate the historic development of the area; the urban form to the north-east of the group is eroded and fragmented. Consequently, the setting of the building is experienced very differently when moving along Port Street, Hilton Street or Brewer Street. The overall contribution of the setting to significance of the heritage asset is

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

Number given on Figure 3	Name and Grade	Summary of architectural and historic interest from list description	Contribution of setting to significance and relationship to the Site
			thus considered to be low-to-medium . The building is viewed in conjunction with the Site in kinetic views moving north-east along Port Street.
11	BROWNSFIELD MILL, II*	Included as an excellent example of an early C19 mill, its plan form typical of early Manchester mills, and which in its detailed layout and design demonstrates the development of an industrial architecture in the relationships between function and plan. A rare surviving example of a type of construction employing heavy timber and cast iron, a system which provided load-bearing strength (well-suited to room-and-power mills in which upper floors would also be used for very heavy machinery) and slow-burn properties.	The setting of Brownsfield Mill is very varied having been greatly altered since the mid-20 th Century onwards. From Port Street and Great Ancoats Street the former mill building is highly visible as it is surrounded by cleared sites that are used for surface car parking. The building is set back from Great Ancoats Street where it would have been largely hidden from view by a solid street wall historically; this development has now all been demolished and forms the current Site subject to the proposals (see images in Table 2 between 1829-1971 when the building was surrounded by development and would not have been visible from Great Ancoats Street/ Port Street as it is today). The historic urban form has also been eroded to the west and south of the building. Directly east of the site is the Rochdale Canal where the pedestrian environment of the tow path and footbridges allows for a more intimate experience of the mill and where the historic interest of the building is best understood. It should be noted that the building's high-status listing is principally due to its early date and its rare surviving construction. The overall contribution of the setting to significance of the heritage asset is thus considered to be low-to-medium . As a surface car park, with no hard or soft landscaping, the Site currently has an adverse impact on the setting of the Brownsfield Mill as it highlights the fragmented nature of the urban form in this location.

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

Number given on Figure 3	Name and Grade	Summary of architectural and historic interest from list description	Contribution of setting to significance and relationship to the Site
13	SEDGWICK MILL, II	The mills form part of the McConnell Kennedy works, together with Royal Mill and Paragon Mill (qv). A further Mill (Long Mill) is no longer extant. McConnell Kennedy were one of the largest Manchester cotton firms, amalgamating with the Fine Cotton Spinners and Doublers Association in 1898. An early example of fireproof construction in a large-scale building. Courtyard plan apparently typical of Manchester mill building. A prototype for mill layout, in which steam powered mules were positioned transversely, between columns delineating bays and powered from a single central line shaft in each storey, with preparatory processes housed on lower floors.	As with the setting of Royal Mill and Decker Mill, the setting of Sedgwick Mill is experienced as being part of the group of mill buildings from Redhill Street and Murray Street and the relationship with the adjacent canal; this relationship has been enhanced by the high quality hard landscaping to the area. Due to the height, form and massing of the group of buildings, their former industrial use and character is understood from mid-to-long range views from the south, south-west, and south-east, due to the lower built form in this area and the presence of the ring road (Great Ancoats Street). The overall contribution of the setting to significance of the heritage asset is thus considered to be high. Sedgwick Mill is viewed in conjunction with the Site in kinetic views moving south-west along Redhill Street
15	45, 47 and 47A HILTON STREET, II	Pair of small town houses, now shop and cafe. Late C18, altered and reduced. Top 2 courses of wall rebuilt. Interior not inspected, but reported by Manchester Early Dwellings Research Group to be without internal communication to basements, which were therefore either workshops or cellar dwellings. Very rare survival of this type.	The urban form surrounding 45-47A Hilton Street is coherent and includes a range of listed building which contributes to the ability to understand and appreciate the historic development of the area and the historic interest of the listed buildings. The overall contribution of the setting to significance of the heritage asset is thus considered to be medium. The building will have limited intervisibility in conjunction with the Site in kinetic views moving north-east along Port Street.
16	ROCHDALE CANAL LOCK NUMBER 82, TO EAST OF GREAT ANCOATS STREET, II	Canal lock. c.1800, for Rochdale Canal Company; now disused. Coursed squared sandstone. Chamber of 14-foot width, former pairs of gates now missing, weir inserted at upper end, C20 road bridge over lower end. Forms group with former cotton mills on	The setting of the canal lock is experienced from Redhill Street where it can be appreciated as part of the group of former mill buildings (including Decker Mill, Sedgwick Mill and Royal Mill). The overall contribution of the setting to significance of the heritage asset is thus considered to be low-to-medium

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

Number given on Figure 3	Name and Grade	Summary of architectural and historic interest from list description	Contribution of setting to significance and relationship to the Site
		Redhill Street. One of a series of 15 similar locks.	due to the limited ability in which the lock can be experienced. The canal lock will have limited intervisibility in conjunction with the Site in kinetic views moving south-west along Redhill Street.
18	ROCHDALE CANAL LOCK NUMBER 83, TO THE EAST OF TARIFF STREET, II	Canal lock. c.1800, for Rochdale Canal Company; now disused. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates, ladder in centre of north side. Forms group with Brownfield Mill, Binns Place (q.v.), and towpath ramp opposite this (q.v.).	The setting of the canal lock is experienced from the tow paths and footbridges where it can be appreciated as being part of the former industrial character of the area alongside the Grade II* listed Brownsfield Mill. The overall contribution of the setting to significance of the heritage asset is thus considered to be medium-to-high. The canal lock will have limited intervisibility in conjunction with the Site in views looking west.
20	ROCHDALE CANAL TOWPATH FOOTBRIDGE AND ASSOCIATED RAMPS OPPOSITE BROWNSFIELD MILL, II	Towpath footbridge over former branch of canal, with approach ramps at east and west ends. Probably c.1804. Brick ramps with cobbled surfaces and stone slab outer walls with rounded tops; wooden bridge rebuilt. Forms group with Brownfield Mill	The setting of the tow path footbridge and associated ramps is experienced from the tow paths, at canal level, and from the bridge over Great Ancoats Street, from street level. In both cases the listed structure can be appreciated as being part of the former industrial character of the area, alongside the Grade II* listed Brownsfield Mill. The overall contribution of the setting to significance of the heritage asset is thus considered to be medium-to-high. The footbridge will have limited intervisibility in conjunction with the Site in views looking west.
26	FORMER ROCHDALE CANAL WAREHOUSE, II*	Canal warehouse, now workshops and stores. Dated 1836 on south parapet; altered. Brown brick with some sandstone dressings. Long rectangular plan on east-west axis.	The setting of the former warehouse is very varied having been greatly altered since the mid-20th Century onwards. From Port Street, Great Ancoats Street, Brewer Street and Tariff Street the former mill building is highly visible as it is surrounded by cleared sites that are used for surface car parking. To the south, the

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

Number given on Figure 3	Name and Grade	Summary of architectural and historic interest from list description	Contribution of setting to significance and relationship to the Site
			warehouse still sits adjacent to the canal basin off the Rochdale Canal and is surrounded by contemporary development which has regenerated the area in terms of activity and use. The pedestrian environment of the tow path and footbridges along the canal and basin allows for a more intimate experience of the warehouse where the historic interest of the building is best understood. The overall contribution of the setting to significance of the heritage asset is thus considered to be low-to-medium. The warehouse is viewed in conjunction with the Site from multiple street locations including Brewer Street, Tariff Street, Port Street and Great Ancoats Street.

5.5 Conservation Areas

5.5.1 Stevenson Square Conservation Area

The Stevenson Square Conservation Area has been designated as such due to the density and high survival of historic buildings and plan form of historic streetscapes that were born out of a commercial growth of the city during the mid-18th century to the early 20th century. The designated Conservation Area is thus recognised to be of **high heritage interest**.

The Site is situated approximately 250m away from the Stevenson Square Conservation Area which lies on the north-eastern edge of the city centre of Manchester. Stevenson Square is the most easterly of the city centre conservation areas and was designated in February 1987. The original area is bounded by Oldham Street (a common boundary with the Smithfield Conservation Area), Great Ancoats Street (a common boundary with the Ancoats Conservation Area), Spear Street, Faraday Street, Brewer Street, China Lane, Hilton Street, the rear of Back China Lane, Dale Street, Lena Street and Piccadilly. The extension to the Conservation Area (December 1987) is bounded by Spear Street, Houldsworth Street, Lever Street and Faraday Street.

The majority of buildings of architectural or historic interest in the Conservation Area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. The most significant street redeveloped for textile uses during the Victorian and

Edwardian periods is Dale Street. It changes direction at the junction of Newton Street and Port Street, increasing the importance of the buildings at this point.

As is commonplace with city centre conservation areas, the architectural character and materiality is varied. This is primarily due to the continuous cycles of change and redevelopment which defines the commercial focused nature of town centres.

The existing Site at Port Street is situated quite some distance away from the designated area's boundary and currently makes a **neutral contribution** to its special character and appearance.

Due to the proposed height and scale of the proposals however, there is some potential for the development to impact wider views from within the designated area. This is to be tested in the Visual Impact Assessment.

5.5.2 Ancoats Conservation Area

The area of Ancoats lies just outside the city centre, immediately to the north of Great Ancoats Street. The part of Ancoats designated as a conservation area by Manchester City Council in June 1989, is bounded by Great Ancoats Street, Oldham Road, Kemp Street, Wadeford Close, Jersey Street and the Rochdale Canal.

The principal buildings are the massive former cotton spinning mills, which are located adjacent to the Rochdale Canal and the nearby housing. This juxtaposition and inter-linking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial 'village' in the world. The designated Conservation Area is thus recognised to be of **high heritage interest**.

The existing Site is outside of the conservation area boundary and currently makes a **neutral contribution** to its special character and appearance.

Due to the proposed height and scale of the proposals however, there is some potential for the development to impact wider views from within the designated area. This is to be tested in the Visual Impact Assessment.

5.6 Statement of Significance

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

- The Site comprises a vacant plot of land to the south-west side of the junction of Port Street and Great Ancoats Street.
- Historically, the Site housed numerous commercial and industrial buildings, associated with the adjacent Rochdale Canal and linked canal basin that formerly crossed the site, prior to the infilling of the canal arms and demolition of the buildings throughout the mid-to-late-20th century. As the Site no longer contains any evidence of built form or historic fabric, it yields **no heritage interest**.

- The Site is adjacent to the Grade II* listed Brownsfield Mill, within the setting of eleven (11no.) other listed buildings and two conservation areas.
- As a surface car park, with no hard or soft landscaping, it has an **adverse impact on the setting** of the Grade II* Brownsfield Mill as it highlights the fragmented nature of the urban form in this location.

6. HERITAGE IMPACT ASSESSMENT

6.1 Measuring heritage impact

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

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

Therefore, measuring the heritage impact of the Proposed Development is essentially an evaluation of change to the: fabric, character, and appearance of the identified heritage asset, balanced against its relative significance. Please refer to **Table 5, Appendix I for relative significance / values used in this Heritage Statement.**

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

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

The criteria for assessing the magnitude of change and significance of impact are set out in **Tables 6 and 7 (Appendix II and III)**, both direct heritage impacts (physical alteration or change in character) and indirect heritage impacts (such as the change to the setting of listed buildings), are set out in **Table 6 (Appendix II)**. This follows the recommended approach to evaluating heritage impact derived by ICOMOS (2011) and the tests set by Historic England in the 2017 guidance on the evaluation of: “The Setting of Heritage Assets” (*Historic Environment Good Practice Advice in Planning. Note 3*).

6.2 Determining the overall impact

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

The overall impact of the Proposed Development upon the setting and context of the identified heritage assets is assessed in light of the consideration of the identified heritage views and the effect of the development in each case to arrive at a conclusion as to the effect of the proposals. This gives particular consideration to the overall effects upon key heritage assets (listed buildings and conservation areas) which may form part of the Site, exist in close proximity to it, or be frequently

visible in a series of views in conjunction with the proposals. Please refer to **Table 7, Appendix III** for ICOMOS Guide on determining significance of overall impact.

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

6.3 Direct Heritage Impact Assessment

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

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

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

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

The focus of the following section will focus on the indirect (visual) impact upon the setting of heritage assets closest to the Site. This principally relates to visual impact, but also takes into consideration the changed experience within the setting of the heritage assets in the view, including traffic, noise, accessibility, permeability and patterns of movement. As set out within Historic England’s assessment checklist for assessing the impact on ‘setting’.¹

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

6.4 Visual Impact Assessment

Figure 19, below, provides a baseline map with the relative locations of key heritage viewpoints. These views were discussed with the LPA (Manchester City Council; MCC) and Historic England at pre-application stage and **13 heritage views** were agreed to be assessed for the potential heritage impact (views A-I and M-P).

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

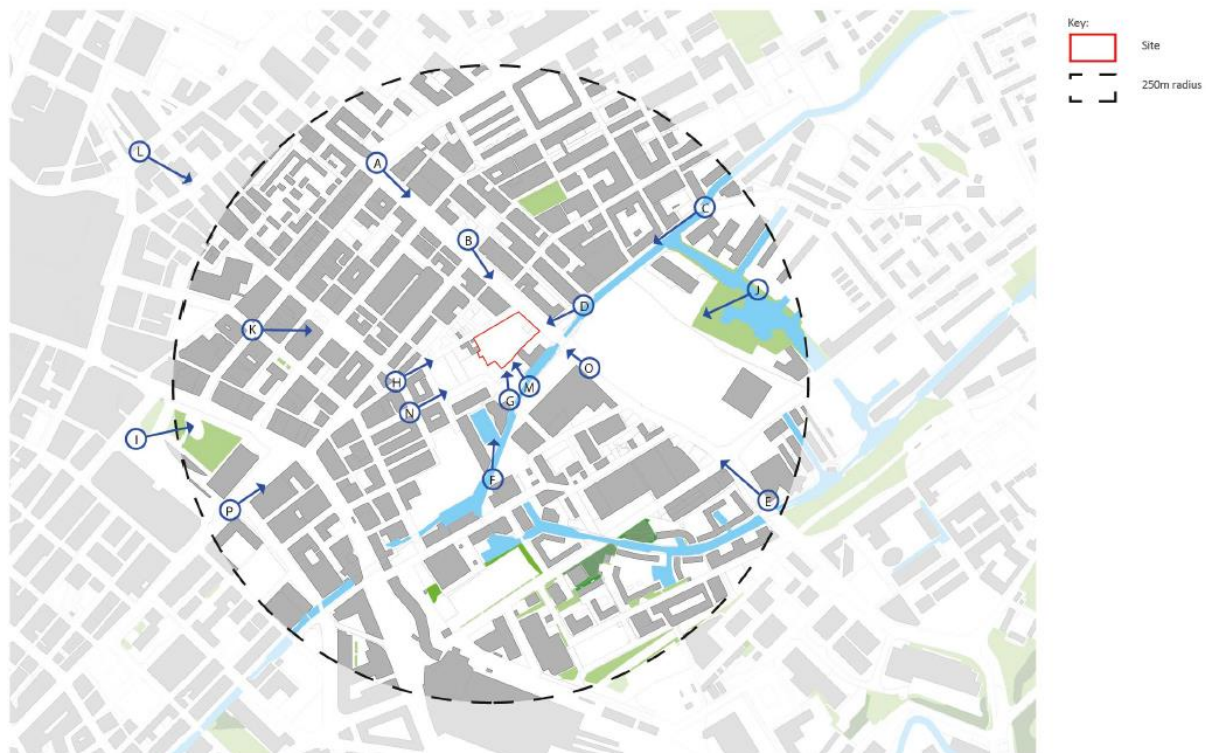


Figure 19. Plan of viewpoints assessed – heritage viewpoints are A-I and M-P. Viewpoints J-L are assessed in the accompanying TVIA report by ReForm.

6.5.1 Viewpoint A

Existing

This view is experienced from the western end of Great Ancoats Street looking south-east towards the Site.

The existing view forms a multiphase cityscape, which is characterised by a cluster of recently completed residential towers concentrated in the middle distance to the east, representing a new residential focus to the area.

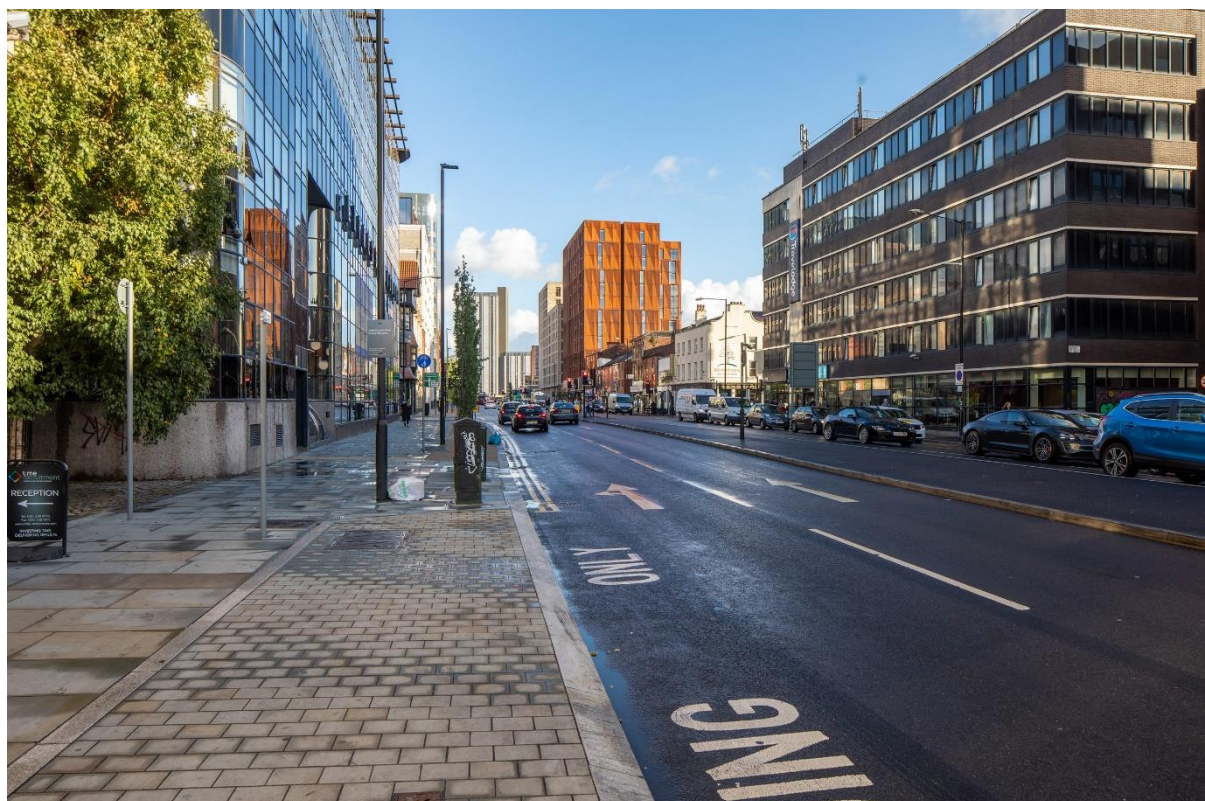
The foreground of the view is dominated by the modern multi-lane road infrastructure, whilst to the immediate left foreground is the Grade II* listed Daily Express Building, which due to its modern 1930s commercial design sits comfortably with the more recent developments on Great Ancoats Street. This left (north) side of Great Ancoats Street also forms the southern boundary of the Ancoats Conservation Area, however, the Conservation Area is not best represented from this location.

The existing view does not best represent the heritage interests of the Grade II* Daily Express Building or character and appearance of the Ancoats Conservation Area, which is better experienced when moving further north into Ancoats.

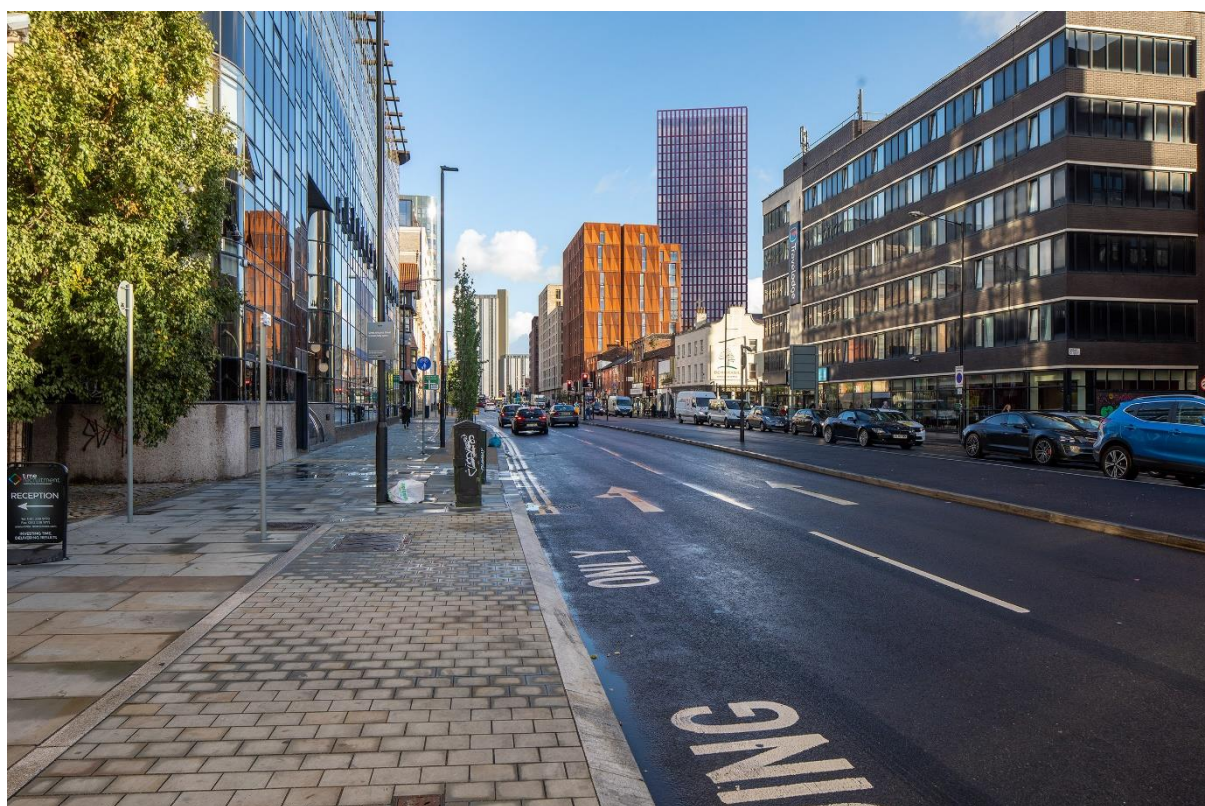
Proposed

The proposed development will be highly visible to the far east of the proposed view and introduces a tall new build element above the existing roofscape. Although taller than the recently completed adjacent developments, the proposed development is understood as being a part of the continuing developments to the east side of Great Ancoats Street and does not visually intrude or dominate the viewing corridor of the view.

Consequently, it is considered that the proposed development will not alter the character and appearance of the Ancoats Conservation Area, or the setting of the Grade II* Daily Express Buildings and is therefore considered to have a **neutral impact**.



View A: Existing



View A: Proposed

6.5.2 Viewpoint B

Existing

This view is experienced from the junction of Great Ancoats Street and Blossom Street, looking south-east towards the Site.

The view illustrates a kinetic view moving further south-east along Great Ancoats Street from View A towards the Site, demonstrating the recently completed cluster of new residential developments to the right (south) of the street. Collectively the recent developments are of a similar height/mass, and are aligned to the back of the pavement, creating a strong, coherent urban form.

This view forms an entirely modern streetscape, with a number of modern developments to the north and south sides of Great Ancoats Street, and taller recent developments terminating the view to the south-east.

This left (north) side of Great Ancoats Street forms the southern boundary of the Ancoats Conservation Area, however, the Conservation Area is not best represented from this location.

Proposed

The Proposed Development will be largely concealed from view by the existing modern developments to the right of this view location, with only its lower podium level being seen from this location, which will be understood as a continuation of the existing streetscape and urban form.

Consequently, it is considered that the proposed development will not affect the setting of the Ancoats Conservation Area from this view location, and therefore the impact is considered to be **neutral**.



View B: Existing



View B: Proposed

6.5.3 Viewpoint C

Existing

View C is experienced from east of the Grade II Union Street Bridge, looking south-west along Redhill Street and the Rochdale Canal towards the Site.

This view is located within the Ancoats Conservation Area and contains a number of heritage assets and features that are characteristic of this part of the Conservation Area.

To the left of the view is the Rochdale Canal and its Grade II stone retaining wall along the length of Redhill Street, whilst to the right of the cobbled street is a continual stretch of early former cotton warehouses and mills, which form the principal focus of the Conservation Area.

Moving south-west from the foreground, these include the Grade II* Waulk Mill, the Grade II* Decker Mill, the Grade II Sedgewick Mill, and the Grade II* Royal Mill. The view is partly terminated by the Grade II* Brownsfield Mill, on Great Ancoats Street, which is located immediately next to the Site.

This view demonstrates well the principal character of this part of the Ancoats Conservation Area and allows all heritage interests of the heritage assets within the view to be clearly understood and appreciated as a continuation of the former industrial buildings along the route of the canal.

Proposed

The tower element of the proposed development will be largely visible from this viewing place, providing a further punctuation to the skyline and a juxtapose to the largely horizontal, open, linear forms within the view. The proposed block facing onto Great Ancoats Street will be read as a continuation of the large mill blocks.

Whilst key elements, such as the continual façade of the early mills and warehouses will remain fully visible from this viewpoint, the dominant height of the Proposed Development will result in a visual intrusion to the historic skyline and view as a result of the the minor-to-moderate visual change to the view by.

Consequently, the view is considered to result in a **minor adverse impact** in terms of impact on the character and appearance of the Ancoats Conservation Area and on the setting of the heritage assets in the view.



View C: Existing



View C: Proposed

6.5.4 Viewpoint D

Existing

This view is experienced looking west from the public space beside the canal/ Redhill Street/ Great Ancoats Street junction, looking towards the Site.

This view is taken from the southern boundary of the Ancoats Conservation Area and illustrates the immediate setting and context of the rear of the Grade II* listed Brownsfield Mill, which can be seen to largely dominate the left of the view. To the right of the view is part of a range of modern commercial units that extend easterly along Great Ancoats Street, whilst the gap site to the centre of the view presents the fragmented urban form to this part of Great Ancoats Street, despite allowing for long range views towards the city centre.

Although this view is located within the immediate setting of the Grade II* listed Brownsfield Mill, this is not the best location from which to understand or appreciate the heritage interests and setting of the building.

Proposed

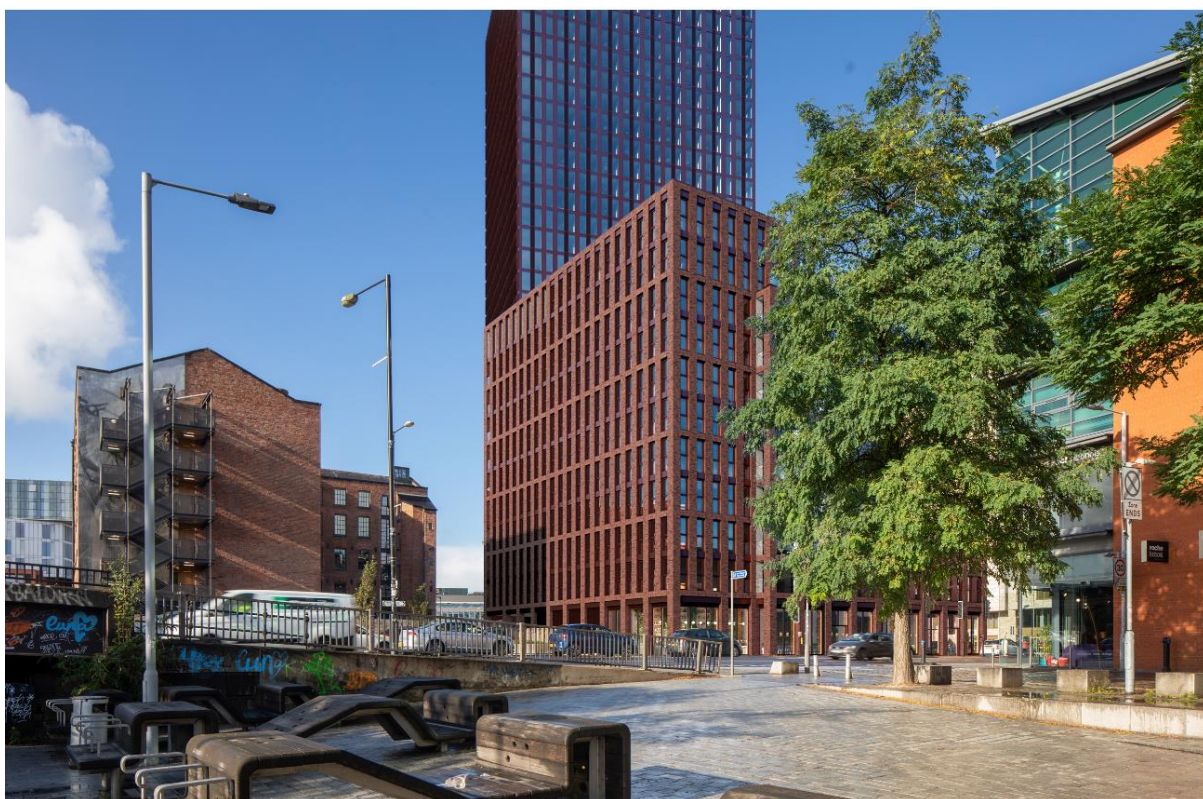
The proposed development will be seen to result in a major visual change to the setting of the Grade II* listed Brownsfield Mill and to the immediate streetscape.

Despite providing cohesion to the urban form, the height and massing of the proposed development will create a dominant element within the townscape which is demonstrably competitive to that of the adjacent Grade II* listed Brownsfield Mill. This will result in the listed mill's existing dominance in the street scene being lessened.

Consequently, it is considered that the Proposed Development will alter the setting and understanding/appreciation of the Grade II* listed Brownsfield Mill and is therefore considered to be **minor-to-moderate adverse**.



View D: Existing



View D: Proposed

6.5.5 Viewpoint E

Existing

This view is experienced from Great Ancoats Street approaching the Junction of Old Mill Street looking north-west towards the Site to the distant left.

The view is dominated by the multi-lane road infrastructure and the recent residential developments to both sides of Great Ancoats Street, principally being the Oxygen development to the left foreground, and the Islington Wharf development to the right foreground.

Following the recent demolition of the largescale central retail park shopping park, the centre of the view gently rises up to a plateau which coincides with the eastern boundary of the Ancoats Conservation Area and the long range of Grade II and Grade II* listed early mills and warehouses that denote that boundary.

Although this view includes a number of heritage assets, it is not the best place from which to understand or appreciate their heritage interests or settings.

Proposed

In the proposed view, the proposed development will be partially visible, being in part concealed by the buildings in the midground and foreground.

Whilst the proposed view illustrates the main components of the Ancoats Conservation Area on the horizon, this is not the best place from which to appreciate those heritage assets' setting, appearance or character. Despite the number of designated heritage assets present in the view, the magnitude of change and the ability to appreciate their significance is negligibly altered.

The proposed development will be understood and appreciated as being located within the distance, signalling the continuation of the city beyond. The proposals will introduce further variety and dynamism to the skyline whilst ensuring there is no compromise on the settings of any designated heritage assets in the view.

Consequently, it is considered that the proposed development will be **neutral**.



View E: Existing



View E: Proposed

6.5.6 Viewpoint F

Existing

Viewpoint F is experienced looking north from the pedestrian footbridge at Piccadilly Basin at the end of Brewer Street towards the Site.

This view is dominated by the Rochdale Canal and a number of recent residential developments to the foreground, namely Burlington House to the centre mid-ground, and Vantage Quay to the immediate left foreground. These developments have added vitality and interest to the formally disused canal network and encourage exploration further north towards Ancoats along this historic canal route.

Between these two recent developments can be glimpsed part of the Grade II* Jackson's Warehouse, whilst a key feature of the view is the gable end of the Grade II* Brownsfield Mill, which can be seen clearly above the small canal bridge to the centre of the view.

The heritage interests and setting of Jackson's Warehouse is better understood from other locations, however, the setting of the Grade II* listed Brownsfield Mill is well represented within this view.

Proposed

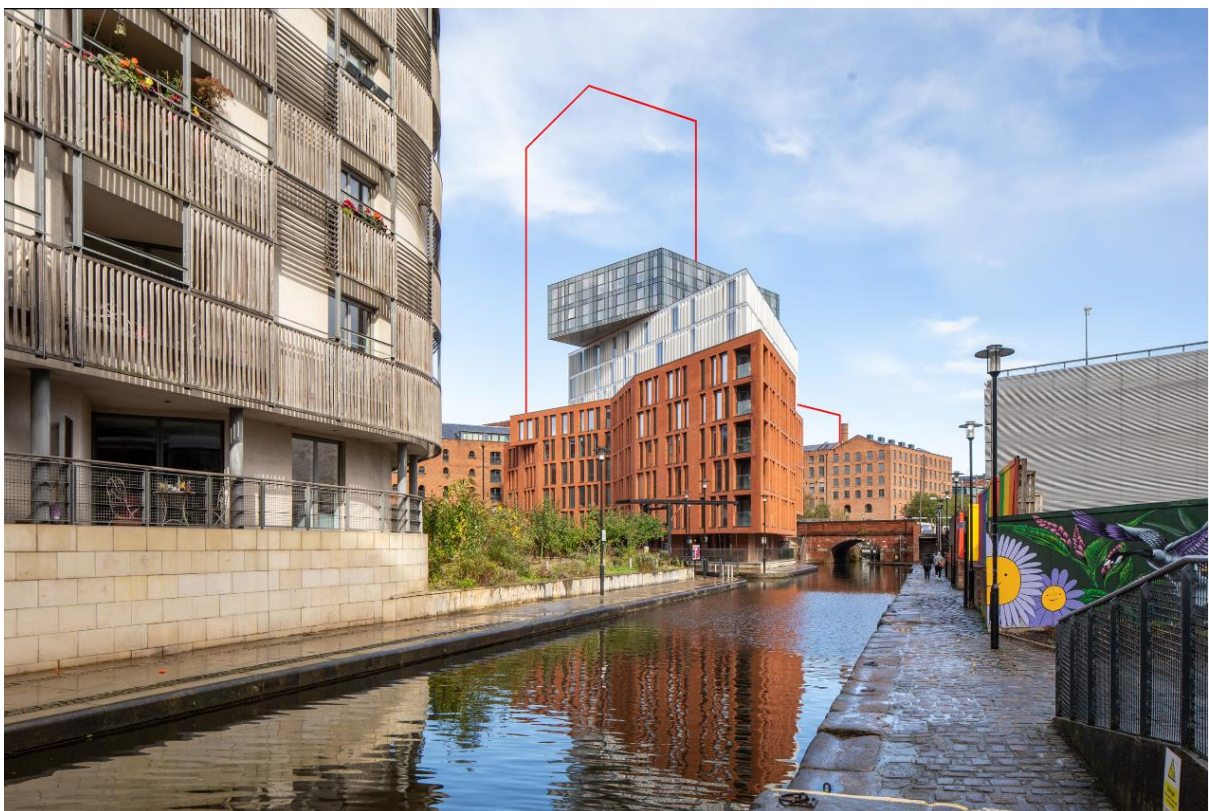
The proposed development will be largely visible from this location, however it will be understood as being a feature in the mid-distance that corresponds to the existing recent, contemporary developments to the foreground of the view.

The lower part of the proposed development will in part extend behind the Grade II* listed Brownsfield Mill, however, this will not affect the ability to understand the building's setting or character, which is better revealed in kinetic views when traveling further north-east.

Consequently, it is considered that the minor visual change introduced by the proposed development will not alter the settings or understanding or appreciation of the identified Listed Buildings from this view location, and therefore the impact is considered to be **neutral**.



View F: Existing



View F: Proposed

6.5.7 Viewpoint G

Existing

This view is experienced looking north towards the Site from the Tariff Street bridge.

The view is dominated by the Grade II* listed Brownsfeild Mill to the right, and by the modern Astley development to the left, with the oxidised metal-clad Oxid House immediately behind. The foreground of the view demonstrates the large expanse of neglected, cleared ground and hoardings that extends partly forming the Site along the northern side of Tariff Street.

The heritage interests and setting of the Grade II* listed Brownsfield Mill are well represented within this view.

Proposed

The Proposed Development will result in a moderate-to-major visual change from this viewpoint location, creating a new landmark feature within the wider townscape.

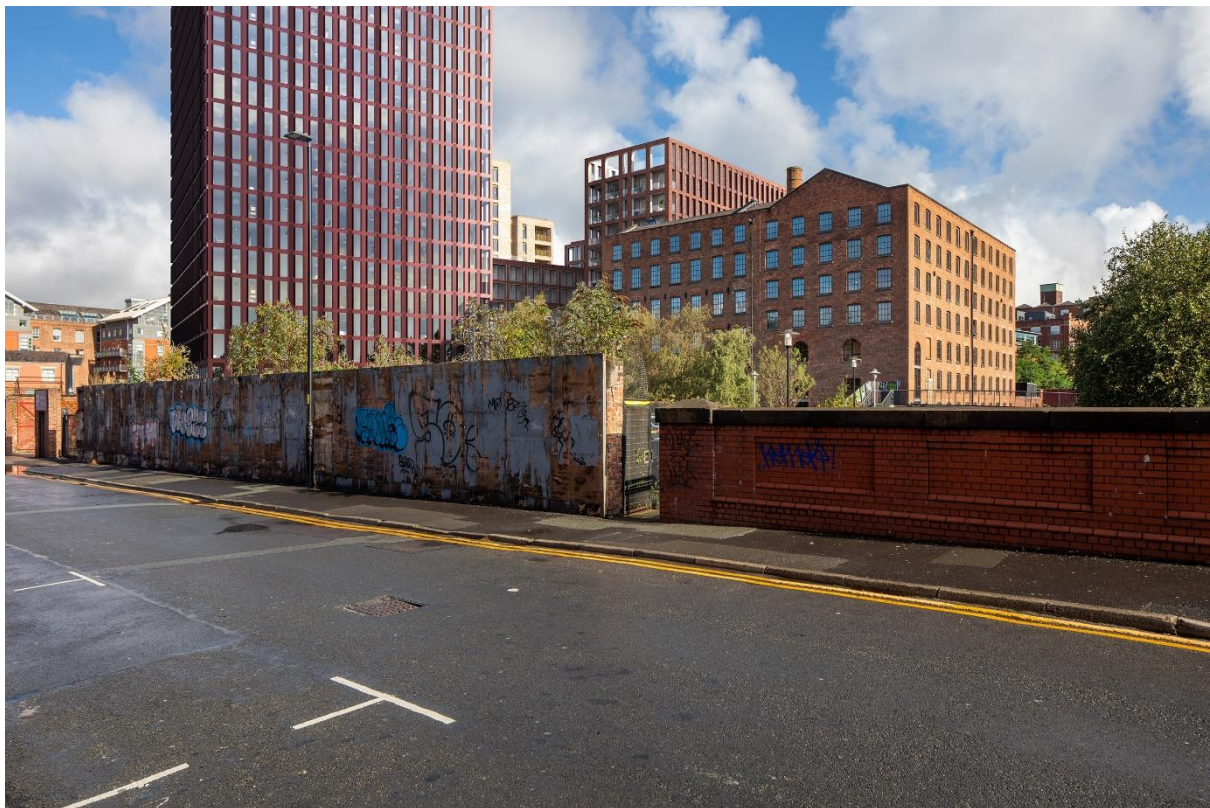
The articulation and materiality of the different elements of the Proposed Development are consistent, allowing it to be understood as one development, however this emphasises the sheer scale and mass of the Proposed Development which is in contrast to the smaller scale and massing of the adjacent Grade II* listed Brownsfield Mill.

Although the Proposed Development can be understood as articulating a city centre block, providing a new landmark, and encouraging exploration and movement towards Ancoats, the tower element of the Proposed Development competes and diminishes the predominance of the Grade II* listed Brownsfield Mill in this view.

Consequently, it is considered that the proposed development will partially alter the understanding/appreciation and setting of the Grade II* listed Brownsfield Mill from this view location, and therefore the impact is considered to be **minor-to-moderate adverse**.



View G: Existing



View G: Proposed

6.5.8 Viewpoint H

Existing

This view is experienced when looking north-east towards the Site from the Port Street/ Hilton Street junction.

This view marks the north-eastern boundary of the Stevenson Square Conservation Area and is enclosed on either side by late-18th/early-19th century former terraced residential houses and weaver's cottages that historically characterised this area. This view allows for the understanding and appreciation of the historic, domestic scale, height, and form of this early development.

To the right hand side of the view is the Grade II listed Nos. 50-62 Port Street which are good examples of former weavers' cottages, whilst to the immediate left is the rear elevation of the Grade II listed Newton Building. To the distant middle-ground the urban form is fragmented, and is partially formed of cleared plots, car parking before the recent Astley residential development, which can be seen to introduce a taller element to the mid-distance, terminates the view.

This view demonstrates the former domestic scale and character of this part of the Stevenson Square Conservation Area and the heritage interests and settings of the group of Grade II listed former dwellings well.

Proposed

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

As a new landmark feature to the wider townscape, the proposed development will introduce a new skyline to this part of the city, offering a clear juxtapose with the largely horizontal and linear forms of the Grade II listed former weaver's cottages.

As the proposed view makes clear, the introduction of a substantial new development in this location will result in a major visual change which in turn will result in a visual intrusion to the settings of the domestic-scaled Grade II listed buildings in the foreground of the view.

The increased height and scale of the Proposed Development will demonstrably erode the established setting of the domestic scale of the streetscape, which has historically been defined by a continual range of red-brick buildings of 2-to-3 storeys.

It is therefore considered that the proposals will result in a **moderate adverse** impact on the settings of the Grade II listed 50-62 Port Street and a **minor adverse** impact on the character and appearance of the Stevenson Square Conservation Area.



View H: Existing



View H: Proposed

6.5.9 Viewpoint I

Existing

This view is experienced from the west side of Piccadilly Gardens looking east towards the Site.

This view looking north towards the southern boundary of the Stevenson Square Conservation Area, with a number of Grade II listed buildings forming its boundary to the right, including the Grade II listed St Margaret's Chambers, Clayton House, the Gardens Hotel and 49 Piccadilly (middle).

The view is characterised by the large area of grass which forms Piccadilly Gardens, the mature tree-lined perimeter of the area gives prominence to all buildings which overlook it from the northern side of Piccadilly, and which all form the southernmost boundary of the Stevenson Square Conservation Area. The Grade II listed statue of Queen Victoria can be seen immediately behind the central fountain feature, gives the gardens a sense of civic grandeur.

To the right of the view is the modern One Piccadilly Gardens development, which was built over the eastern aspect of the gardens in the 2000s. The building helps to enclose this aspect of the gardens, but also conceals the earlier buildings along Portland Street and Piccadilly.

This view does not best represent the character or appearance of the Stevenson Square Conservation Area, nor the settings and character of the identified heritage assets.

Proposed

The Proposed Development will not be seen from this viewing place. Consequently, the impact is considered to be **neutral**.



View I: Existing



View I: Proposed

6.5.10 Viewpoint M

Existing

This view is experienced looking north-east towards the Site from the Tariff Street / Hilton Street junction.

The view is located within the Stevenson Square Conservation Area and includes the Grade II listed Fourways House to the right of the view with part of the Grade II* listed Jackson's Warehouse just visible to its left side and the Grade II* listed Brownsfield Mill to the centre distance. The building to the centre foreground was constructed in recent years to replace a cleared plot of land, and is of a similar height, scale and materiality to the historic buildings to the left (north).

This view marks the important historic change in character, use and height between the two-storey late-18th/early-19th century, residential houses and weaver's cottages that historically characterised this area, with the six and seven-storey early-to-late-19th century mill and shipping warehouse development of the area (right).

This view represents the heritage interests, character and settings of the heritage assets and the character and appearance of the Stevenson Square Conservation Area well.

Proposed

Although the Proposed Development will partly be concealed from view by the existing buildings in the foreground, the tower element of the scheme will introduce a tall, vertical component that rises above the established historic roofline.

Consequently, the minor visual change introduced by the Proposed Development will partially alter the settings, understanding, and appreciation of the heritage assets within this view, and therefore the impact is considered to be **negligible adverse**.



View M: Existing



View M: Proposed

6.5.11 Viewpoint N

Existing

This short range view is experienced when looking north-west towards the Site from the north side of Great Ancoats Street.

This view demonstrates the varied range of building types, styles, heights and dates in this location. The view illustrates the immediate setting and context of the rear and side of the Grade II* listed Brownsfield Mill, which can be seen to the left foreground, with the remainder of the foreground being dominated by the busy, multi-lane Great Ancoats Street and pedestrian crossing.

To the centre of the view is the recently completed Astley residential development, which forms a dominant feature of the view, partially re-establishing the previously lost solid street wall to the southern side of the Great Ancoats Street. To the right of the view is part of a range of modern commercial units, which forms the southern boundary of the Ancoats Conservation Area.

This view represents aspects of the heritage interests and setting of the Grade II* listed Brownsfield Mill well. However, although this view is located within the immediate setting the Ancoats Conservation Area, this is not the best location from which to understand or appreciate the character and appearance of the Conservation Area.

Proposed

The Proposed Development will be highly visible within this view and will clearly redefine the urban block in which it sits. The Proposed Development will strengthen the sense of enclosure to the view and enhance the presence of an active streetscape, which is currently missing in this area.

The enhancement to the urban form, made by the lower-level element of the Proposed Development, will partially enhance the setting of the Grade II* listed Brownsfield Mill building and will provide cohesion and balance to the streetscape of Great Ancoats Street.

However, the taller, tower element of the Proposed Development introduces a visually intrusive vertical component to the view, which dominates the visual presence of the Grade II* listed building, and is at odds with the established surrounding height and scale of both historic and modern developments.

Consequently, it is considered that the proposed development will result in a moderate-to-major change which will impact the understanding and appreciation of the setting of the Grade II* Brownsfield Mill and result in a **minor-to-moderate adverse impact**.



View N: Existing



View N: Proposed

6.5.12 Viewpoint O

Existing

This view is experienced when looking north-east towards the Site from the northern end of Portland Street.

The left of the view is characterised by the rear of the modern One Piccadilly Gardens development and mature trees lining the wide pavement. Immediately ahead is the eastern end of a continual terraced row of Grade II listed former offices, shops and warehouses which form the southern boundary of the Stevenson Square Conservation Area. However, this location is not a good place to appreciate and understand the character of the Conservation Area, which is better understood when traveling further north towards Stevenson Square.

To the right of the view is the buff stone facades of the Grade II listed Portland Thistle Hotel, and Grade II listed Nos. 3,5 and 9, Portland Street, terminating with the modern glass and metal 1 Portland Street office building.

The view can be seen to extend into the mid-distance along Newton Street and the wider Stevenson Square Conservation Area, where further 19th century warehouses can be seen to gradually diminish in scale towards the horizon. All buildings within the view generally conform to a similar height, although their appearance, materials and uses differ.

The heritage interests of the identified heritage assets are well represented within this view.

Proposed

Although the tower element of the Proposed Development is highly visible from this viewing place, its visibility will be almost entirely concealed by the consented (but yet to be commenced) development of the 67-75 Piccadilly and 4-6 Newton Street hotel development.

Consequently, following the completion of the 67-75 Piccadilly and 4-6 Newton Street hotel development, it is considered that the Proposed Development will only partially alter the settings or understanding or appreciation of the heritage assets within this view, and therefore the impact is considered to be **negligible adverse**.



View O: Existing



View O: Proposed

6.5.13 Viewpoint P

Existing

This view is experienced from the footpath along the southern side of the Rochdale Canal, beside the Grade II listed lock at Tarrif Street, looking towards the Site.

The view is dominated by the Grade II* listed Brownsfield Mill to the right, and by the modern Astley development to the left, with the oxidised metal-clad Oxid House immediately behind, which together which together present a consistency of height, scale and mass.

The foreground of the view demonstrates the large expanse of neglected, cleared ground and surface car parking that extends partly forming the Site along the perimeter of the Rochdale Canal.

The heritage interests and setting of the Grade II* listed Brownsfield Mill are well represented within this view as the historic relationship with the canal can be understood. However, this view also illustrates how altered the wider setting of the Grade II* listed mill building is and that the setting contributes the building's overall significance to a minor extent.

Proposed

The Proposed Development will result in a moderate-to-major visual change from this viewpoint location.

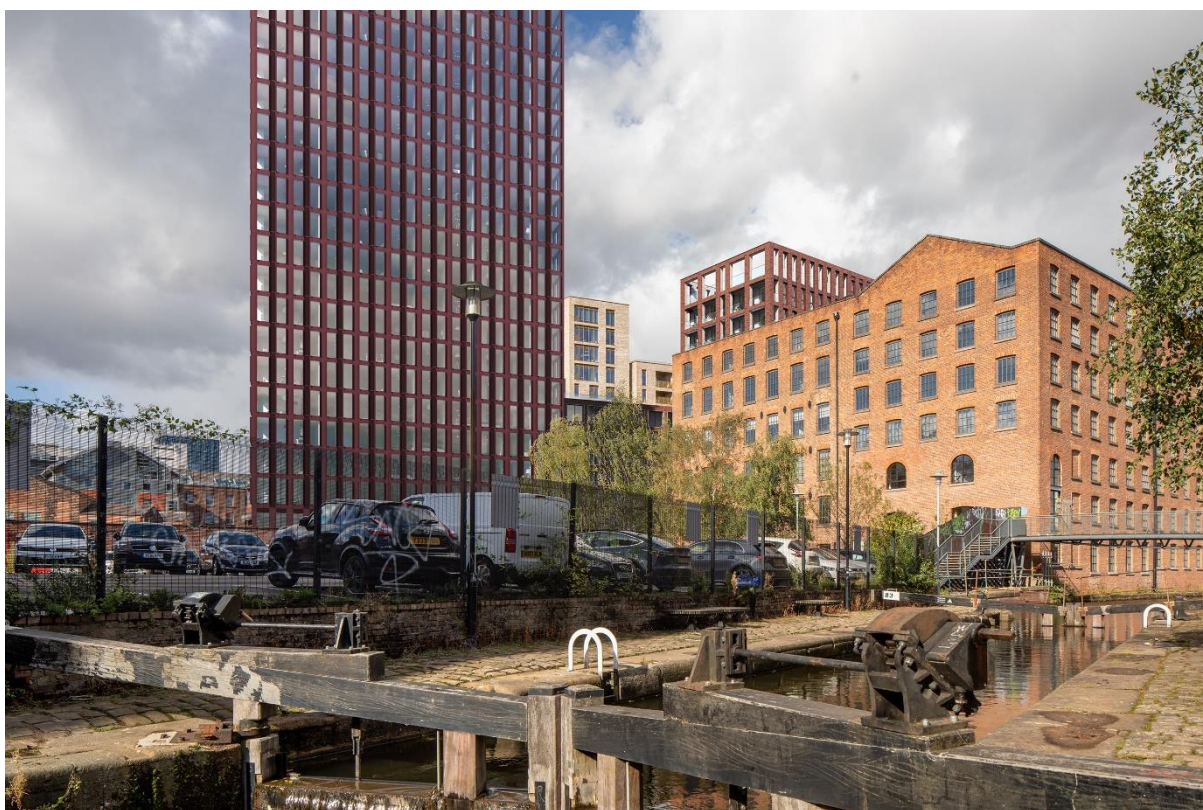
The sheer scale and mass of the Proposed Development is in contrast to the lower historic scale, massing, materiality and articulation of the Grade II* listed Brownsfield Mill and more recent developments immediately behind.

Although the tower element of the Proposed Development, is designed with a regularised fenestration pattern, which can be seen to in part echo the fenestration pattern of Brownsfield Mill, the tower competes and diminishes the predominance of the Grade II* listed Brownsfield Mill, whilst the lower-level element of the scheme to the right partially interrupts the silhouette of Brownsfield Mill roofscape against the skyline.

Consequently, it is considered that the Proposed Development will alter the understanding and appreciation of the setting of the Grade II* listed Brownsfield Mill from this viewpoint location to therefore the impact is considered to be **minor-to-moderate adverse**.



View P: Existing



View P: Proposed

6.5 Visual (indirect) Impact Assessment – Summary

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

These values have been established within the following table (**Table 5**) assessing the scale of impact and the perceived effect of change in each case as regard each of the designated heritage assets identified which could potentially be affected by the proposed development.

Table 5 – Predicted impacts of proposed development upon significance of setting to Heritage Assets				
No. ref.	Heritage Asset and designation	Significance value	Scale of impact	Significance of the effect of change, or overall impact
2	ROYAL MILL, II*	High	Minor-to-moderate change	Minor adverse
3	FORMER WAREHOUSE AND OFFICES OF OLD MILL, DECKER MILL, AND NEW MILL, II	Medium	Minor-to-moderate change	Minor adverse
6	ROCHDALE CANAL RETAINING WALL ON SOUTH SIDE OF REDHILL STREET, WEST OF UNION STREET BRIDGE, II	Medium	Negligible-to-minor change	Negligible adverse
9	DERROS BUILDING, II	Medium	No change	Neutral
10	50-62 PORT STREET, II	Medium	Major change	Moderate adverse
11	BROWNSFIELD MILL, II*	High	Moderate-to-major change	Minor-to-moderate adverse
13	SEDGWICK MILL, II	Medium	Minor-to-moderate change	Minor adverse
15	45, 47 and 47A HILTON STREET, II	Medium	Minor change	Negligible adverse

16	ROCHDALE CANAL LOCK NUMBER 82, TO EAST OF GREAT ANCOATS STREET, II	Medium	Negligible-to-minor change	Negligible adverse
18	ROCHDALE CANAL LOCK NUMBER 83, TO THE EAST OF TARIFF STREET, II	Medium	Negligible-to-minor change	Negligible adverse
20	ROCHDALE CANAL TOWPATH FOOTBRIDGE AND ASSOCIATED RAMPS OPPOSITE BROWNSFIELD MILL, II	Medium	Negligible-to-minor change	Negligible adverse
26	FORMER ROCHDALE CANAL WAREHOUSE, II*	High	Negligible change	Neutral
Purple	ANCOATS CA	High	Negligible-to-minor change	Negligible adverse
Green	STEVENSON SQUARE CA	High	Negligible-to-minor change	Minor adverse

6.6 Conclusions

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

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

Further to this, the relative impact upon the Stevenson Square Conservation Area is demonstrated to be minor adverse due to the significance of the area being largely preserved through the retention

and abundance of Listed Buildings which characterise the area. Whilst the Proposed Development will result in some visual change within one key view, when assessed as a whole, it will be clear that the proposals will not diminish the area's distinct character and appearance to anything beyond a minor degree. This is reflected in the overall significance of effect value.

It is however recognised that within certain views, particularly short range views of the Site, the Proposed Development will incur a greater visual change and incur a higher level of harm upon the settings of heritage assets within the view. The Proposed Development has been demonstrated to result in one instance of moderate adverse impact upon the Grade II listed buildings at 50-62 Port Street and four instances of minor-to-moderate adverse impact upon the setting of the Grade II* Brownsfield Mill. In the case of 50-62 Port Street, this is due to the development creating a visually intrusive new element within significant streetscape views in which the Listed Buildings have remained the principal focus since their conception in the late 18th-to-mid 19th century. Regarding Brownsfield Mill, although the setting of the building only contributes to the significance of the listed building to a low-to-medium extent, the height, form and mass of the Proposed Development will result in a major change to the setting of the building which will create a dominant, visual intrusion when viewed in conjunction. However, the fact that the Site as existing has an adverse impact on the setting of the Grade II* listed building, and that the proposed landscaping works and creation of high quality pedestrian environments around the Proposed Development will enhance the immediate setting of the listed building, should be taken into consideration.

7. PLANNING POLICY ASSESSMENT AND CONCLUSION

7.1 Introduction

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

The Proposed Development addresses the need to redevelop the currently dilapidated and underused site at Port Street. In regenerating the area and bringing the Site into active use, the proposals introduce a sense of cohesion and complement the historic character of the multi-layered environment (which was historically defined by the introduction of canal structures).

7.2 Statutory and policy requirements

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

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

The Proposed Development does not detract from the ability to appreciate the special interest of the heritage assets despite the evident changes to their settings. The cumulative impact of the proposals would avoid any unmitigated conflict with the conservation of the identified designated heritage assets overall. Thus, the proposal meets the requirements of NPPF, paragraphs **197 and 199**.

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

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

7.3 Balanced impact on the heritage asset and historic environment

The Proposed Development will herald further investment in this part of Manchester, which is currently underutilised and lacking a coherent urban form. The Proposals will clearly make a positive contribution to the vitality of this part of the city centre, which is currently being redeveloped in line with the Piccadilly Basin SRF.

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

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

REFERENCES

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

1. Planning (Listed Buildings & Conservation Areas Act 1990.
2. Department of Communities and Local Government (2019). National Planning Policy Framework.
3. Department of Communities and Local Government (2019) Planning Practice Guide. Conserving and enhancing the historic environment
4. Historic England (2019). Understanding Place: Conservation Area Designation, Appraisal and Management.
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9. Historic England (2017). Industrial Buildings, Listing Selection Guide.
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11. Historic England (2019). Statements of Heritage Significance.
12. Parkinson Bailey, J. (2000). 'Manchester: an architectural history' Manchester University Press.

APPENDICES

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

Table 5: The hierarchy and definition of heritage significance relevant to the redevelopment of the Site (tailored from ICOMOS & Historic England guidance)	
Heritage status / hierarchy	Description.
Very High / Exceptional heritage significance <i>International architectural and historic interest and importance.</i>	This heritage grading relates to the fabric and setting of: - Scheduled Ancient Monuments, - Grade-I listed buildings, - Grade-I historic parks/gardens, - and battlefields, defined by statute, where the particular site is well represented in the impacted historic environment.
High heritage significance <i>National architectural and historic importance and interest.</i>	This heritage grading relates to the fabric and setting of: - Grade-II* and grade-II listed buildings, - Grade-II* and grade-II historic parks/gardens, - battlefields, as defined by statute, - Conservation Areas containing very Important buildings where the particular site is well represented in the impacted historic environment.
Medium heritage significance <i>Regional architectural and historic importance and interest.</i>	This heritage grading relates to the fabric and setting of: - Grade-II listed buildings (dependant on character), - Grade-II historic parks/gardens and battlefields, - designated Conservation Areas, - Unscheduled archaeological sites and landscapes of potential national interest where the fabric and character of the site is well represented in the impacted historic environment.
Low heritage significance <i>Local architectural and historic heritage importance and interest.</i>	This heritage grading relates to the fabric and setting of: - Locally Listed Buildings (as formally identified by the Council and defined by an adopted Local Planning Policy), - Site's identified and recorded as being of heritage interest on the Historic Environment Record, which retain a definable heritage interest as a component of the historic environment. - unrecorded buildings, structures, or designed landscape features, which demonstrably retain a degree of heritage value due to their: architectural design, historic, communal, or townscape interest.
Negligible heritage significance <i>Buildings or fabric components which have been extensively altered, eroding or compromising their architectural and historic interest</i>	This heritage grading relates to sites which may be: - recorded on the Historic Environment Record in record form or as 'Find Sites' but retain minimal or no original fabric or definable character. - buildings, structures, or designed landscape features, which detract from the architectural design, historic, communal, or townscape interest of the principal heritage asset.
Unknown heritage potential <i>Buildings/sites where the potential importance interest requires determination</i>	This heritage grading relates to sites which may be locally identified as meriting recognition but have not been previously recorded or investigated so that their origins and fabric significance have yet to be objectively defined.

Appendix II: Assessing the Magnitude of Change or Impact

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

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

Table 6: Criteria for defining the effect and degree of direct and indirect heritage impact		
Definition of magnitude and nature of heritage impact.	Direct heritage impacts (physical alteration or change to character)	Indirect heritage impact (visual change to the experience or setting of the building and its context).
Major adverse <i>Substantial harm of this nature, which results in total loss of significance or fundamentally affects the significance of defined heritage assets, should normally be avoided.</i>	Development resulting in demolition of a significant historic fabric component which results in total loss of significance, or fundamental compromises the setting of a designated heritage asset.	Substantially harmful change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development severely erodes the heritage interest of the identified heritage assets in the view, or the ability to appreciate those values and thus results in total loss of significance.
Moderate Adverse <i>less-than-substantial harm will need to be demonstrably mitigated and justified by clear public benefits.</i>	Development resulting in extensive harmful alterations (but not total demolition) of a designated heritage asset or its setting.	Less than substantial harm to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a clearly discernible extent the heritage interest of the heritage assets in the view, or the ability to appreciate those values.
Minor Adverse <i>The negative impact will need to be balanced by appropriate mitigation.</i>	Development resulting in alterations to a designated heritage asset which result in minor compromise of its fabric or erosion of its character.	Minor compromise to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a minor extent the heritage interest of the assets in the view, or the ability to appreciate those values.

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

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

Appendix III: Assessing the Significance of Impact

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

Scale or severity of impacts or changes can be judged taking into account their direct and indirect effects and whether they are temporary or permanent, reversible or irreversible. The cumulative effect of separate impacts should also be considered. The scale or severity of impact can be ranked without regard to the value of the asset. This significance of impact can be either adverse or beneficial.

Table 7: 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



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