



University of
Salford
MANCHESTER

Heritage Statement

Former Boddingtons
Brewery site,
Manchester

Client:
Latimer
Developments Ltd

Technical Report:
Katie Fletcher

Report No:
SA/2021/62



Site Location: The development area is located in Strangeways, Cheetham Hill, to the north of Manchester City Centre. It is bounded by Great Ducie Street to the south-west, the Travel Lodge off Francis Street to the north-west, and land to the south-east that is currently undergoing development

NGR: Centred at NGR 383754 399263

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Summary

Latimer Developments Ltd have applied for planning permission to redevelop land off Great Ducie Street in the Cheetham Hill ward in Manchester (centred on NGR 383754 399263) into residential apartments, with potential commercial units at ground floor level. In order to support the planning application, Salford Archaeology was commissioned to undertake a Heritage Statement. This assessment of the built heritage within, and in close proximity to the site, was intended to establish, as far as possible, the character of the historic built environment within the context of the proposed development site and to provide a description of significance in order to understand the potential impact of the proposals, including the potential impact on the setting on any nearby designated heritage assets.

Within the boundary of the proposed development site there are no upstanding buildings of historic interest and the site contains no discernible historic character. A review of the Historic Environment Record data within a 300m search radius of the site revealed eight designated built heritage assets and four non-designated built heritage assets. These were assessed in order to consider the potential for the proposed development to affect the settings of these heritage assets.

The assessment demonstrated that the settings of the identified built heritage assets will not be affected by the proposed development. The proposed development will result in no adverse effects on the key viewpoints and settings of the designated heritage assets identified within this assessment.

The proposed development will deliver significant economic and regeneration benefits and the proposals align with Manchester's adopted Core Strategy and meets the tests set out in the National Planning Policy Framework relating to built heritage.

1. Introduction

1.1 Purpose

This Heritage Statement has been prepared in support of a planning application for the redevelopment of a former car park into residential apartments with potential commercial units at ground floor level. The proposed development comprises two apartment blocks, which vary in height from 11 to 27 storeys.

The proposed redevelopment area (herein referred to as 'the Site') is located within the Cheetham Hill ward in Manchester, on the north side of the city centre. Land within the Site currently comprises a hard-standing surface that has been used for car parking, off Great Ducie Street.

This Heritage Statement appraises the identified features of the historic built environment within the context of the application site, providing a description of their significance in order to understand the potential impact of the proposals, both positive and negative.

1.2 Research Methodology

The principal objective of the Heritage Statement was to examine the history, development and significance of the historic built environment within the Site and its vicinity and through this to assess the impact of the proposed development on that significance.

This was achieved by carrying out desk-based documentary research based on primary and secondary sources, including maps, drawings and reports, as well as visual analysis and professional judgement.

1.3 The Document

The following presents the relevant policy context regarding the Site and the proposals (Chapter 2), followed by a description of the Site and the Site's surroundings (Chapter 3) and consideration of the historic context in and around the Site (Chapter 4). Chapter 5 sets out the site description, Chapter 6 provides a characterisation appraisal, Chapter 7 appraises the significance of the identified heritage assets, and Chapter 8 appraises the visual impact of the proposed scheme. Chapter 9 tests the proposals against the relevant local and national heritage planning policies and Chapter 10 provides a summary and conclusion.

2. Policy Context

2.1 Planning (Listed Buildings and Conservation Areas) Act 1990

The Site is located within 300m of eight listed buildings and the Cathedral Conservation Area. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Local Planning Authority 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.

2.2 National Planning Policy Framework

The significance of the heritage resource identified within this report has been assessed as recommended in the revised *National Planning Policy Framework* (Ministry of Housing, Communities and Local Government, July 2021). The NPPF sets out the Government’s planning policies and outlines the presumption in favour of sustainable development, which is defined by three principles: economic, social and environmental. Of the core planning principles underpinning decision making, conserving heritage assets ‘in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations’ is one.

Section 16 specifically deals with this historic environment (paragraphs 189-208), and local planning authorities should consider:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 194 states that local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets, including any contribution made by their setting. ‘The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.’

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

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

Paragraph 203 states that ‘the effect of an application on the significance of a non-designated heritage asset should be taken into account when determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.’

Paragraph 205 states that ‘local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this impact publicly accessible.’

2.3 *Local Development Framework*

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Manchester City Council adopted a Core Strategy in 2012, which is scheduled until 2027. The heritage strategy is outlined in the Saved UDP policies on Listed Buildings and Conservation Areas. *Objective 6: Environment* summarises the approach the local authority will take in determining planning applications which may affect the historic environment.

Policy EN3 states:

‘Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.’

Manchester City Council is advised on proposals affecting listed buildings by their Conservation Team, supported by the Greater Manchester Archaeological Advisory Service (GMAAS) for proposals that could affect non-designated heritage assets.

2.4 *Historic England Guidance*

In 2015, Historic England released three Good Practice Advice Notes in support of the implementation of national policy and the related guidance in the Planning Policy Guidance (PPG). A fourth Good Practice Advice Note was released in 2020. The advice notes do not constitute a statement of Government policy itself, nor do they seek to prescribe a single methodology.



Good Practice Advice Note 2 (*Managing Significance in Decision-Taking in the Historic Environment*), Good Practice Advice Note 3 (*The Setting of Heritage Assets*) and Good Practice Advice Note 4 (*Enabling Development and Heritage Assets*) were considered as part of this assessment.

3. The Site

3.1 Location

The Site (centred on NGR 383754 399263) is situated on Great Ducie Street, in the Cheetham Hill ward in Manchester, to north of the city centre. Land within the Site currently comprises a hard-standing car park (Plate 1; Figure 1). The Site is bounded by Great Ducie Street to the west, a Travel Lodge off Francis Street to the north, and former car parks to the east and south that are currently undergoing redevelopment.



Plate 1: Recent aerial view looking north across the Site

The Site lies at a height of approximately 28.9m above Ordnance Datum (aOD). Land along the course of Great Ducie Street gradually descends to the north-west and rises slightly to the south-east, towards Manchester. The solid geology of the area comprises the Chester Sandstone Formation, which is overlain by glacial deposits, comprising sand and gravel (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>).

3.2 Designated Heritage Assets within the Area of Analysis

The Site does not contain any heritage assets that are afforded statutory protection, such as Scheduled Monuments, listed buildings, or any Registered Parks and Gardens, and it does not fall within a conservation area.

A review of the Historic Environment Record Data for a study area of 300m around the Site was reviewed, which is a standard approach to historic environment analysis of urban areas. The data showed that the Cathedral Conservation Area and eight listed buildings (Table 1) are situated within 300m of the Site. The proposed development may have a visual impact on these designated heritage assets, and so they are considered further in this report. The Manchester Cathedral and Cheethams School are not situated within this 300m study area, but due to their status as Grade I listed structures, and their proximity to the site, they are considered further.

HER No.	Description	Grade	NGR
8619.1.0	HMP Manchester: Gatehouse	II	SJ 8379 9952
16185.1.0	North Bridge	II	SJ 8383 9901
1392.1.0	Victoria Station	II	SJ 8387 9899
8619.2.0	HMP Manchester: Main Prison Block	II	SJ 8375 9958
8317.1.0	19 Cheetham Hill Road (Former Synagogue)	II	SJ 8403 9929
15544.1.0	Manchester Parcel Post Office	II	SJ 8373 9902
16138.1.0	Stephenson Bridge	II	SJ 8379 9894
16184.1.0	Middle Bridge	II	SJ 8383 9899

Table 1: Summary of listed buildings within a 300m radius of the Site

4. Historical Development

4.1 Introduction

In order to better understand the heritage significance of the Site within the surrounding historic environment, it is first necessary to understand the historical development of the area. This section of the report analyses and interprets historic maps and primary and secondary information to provide an evidence base for the analysis of significance.

4.2 Development of the Site and the Surrounding Area

The Site is situated within an area referred to as 'Strangeways', which is mentioned in a description of The Bounds of Manchester in 1322 (HER 275.1.0). It was long held by the Strangeways family, but was sold in the mid-17th century to the Hartleys, who retained possession for several generations. In 1711, the estate was bequeathed by Catherine Richards, widow, to Thomas Reynolds, to the Earl of Ducie, who was the owner of the estate in 1850 (Farrer and Brownbill 1911, 259-62). The hall itself was built before 1590, though its precise date is unknown. The hall was set on the western edge of Strangeways Park. The hall was demolished around 1860 and replaced by the Assize Court (HER 11769.1.0). The site of Strangeways Hall lies 200m to the north-west of the Site.

The development of the Site may be traced reasonably well from the sequence of available historic mapping. The earliest reliable published map is Casson and Berry's map of 1746 (Plate 2). The map shows that the area on the north banks of the River Irk had been laid out into garden or allotment plots that were partly bordered by three rows of buildings. An unnamed lane had been established on the north side of Hunts Bank Bridge, which likely marks the current course of Great Ducie Street. The eastern frontage of the newly laid lane had begun to be developed to the south of the Site. The surrounding land remained rural, and several field boundaries were marked on the map. The Site most likely lay beyond the surveyed area, to the north-east of the unnamed lane.



Plate 2: Extract from Casson and Berry's map of 1746 showing the approximate location of the Site

Several cartographers produced maps of Manchester in the late 18th century, including Tinker in 1772, Charles Laurent in 1793 (Plate 4) and William Green in 1787-94 (Plate 3). These maps captured the intensive development of Manchester away from its medieval core. Green's map of 1787-94 (Plate 3) depicts several industrial premises within the study area, which were associated with the textile finishing industries. These included a dye house (HER 9861.1.0) and printing works (HER 9860.1.0) that were situated to the north-west of the Site. The dye house consisted of two buildings that fronted the main road, named Strangeways, together with several outbuildings and a reservoir that had an outlet to the River Irwell. The printing works was situated to the north of the dye house and is annotated on the map as 'Mr Lomas's Printing Works'. The printing works consisted of three large rectangular buildings aligned north/south with a large rectangular reservoir on the north side and some smaller buildings fronting the River Irwell.

Another print works had been established immediately to the east of the Site boundary. The printworks comprised four buildings annotated on the map as 'Mr Smith's Printing Works'. The printworks were set up next to a large body of water named 'Canal' that was situated within Strangeways Park. The reservoir was likely fed by the River Irk, providing the printworks with a plentiful supply of water. The printworks was likely associated with later, and larger site of Strangeways Calico Print Works (HER 9736.1.0).

Scholes' trade directory of 1797 records all three industrial complexes along Strangeways. George Lomas was recorded as a fustian and calico printer (Scholes 1797, 79), whilst John Smith was recorded as a calico printer (Scholes 1797, 117). The dye house may have been run by either Joseph Barley who was recorded as a silk dyer (Scholes 1797, 10), or George Wood, a dyer and printer (Scholes 1797, 140).

Calico is a plain-woven textile made from cotton. In the first half of the 18th century, calico printing was undertaken by hand using the technique known as wooden block printing. By the 1750s, engraved copper plates had replaced the wooden blocks. The copper plates could create more detail than the wood block, but still had to be operated by hand (<https://www.nms.ac.uk>). In 1783, Scottish inventor, Thomas Bell patented a process that used engraved cylindrical printing plates. This process enabled entire lengths of cloth to be printed much faster and could use up to six colours to print repetitive patterns on cotton. The first machine that used this technique was set up in 1785 in Walton-le-Dale, Lancashire (Turnbill, 1951). It is not known whether the late 18th-century printworks within the study area had made use of the invention.

A curved lane aligned north-east/south-west traversed through roughly the centre of the Site. It cut across an avenue of trees and terminated in Strangeways Park. The Strangeways estate was held by Lord Ducie, who owned several fields within and surrounding the Site. Fields occupied land to the north and south of the lane within the Site. A faint path passed through the field in the southern part of the Site, which provided access to Mr Smith's print works. The path ran from the rear of a building that fronted Strangeways. This building may have projected slightly into the south-west corner of the Site.

Charles Laurent's plan of 1794 (Plate 4; Figure 3) shows a similar layout to Green's plan of 1787-94 (Plate 3), although Laurent's plan captured some additional details. The western side of the field, on the northern side of the lane, had been divided into smaller rectangular plots by three field boundaries.



Plate 3: Extract from Green's Map of Manchester & Salford 1787-94



Plate 4: Extract from Laurent's Map of Manchester & the Environs 1793

Swire's map of 1824 is the next available map that captures the Site (Plate 5: Figure 4). The plan shows that a new street layout occupied land within the Site, comprising Great Ducie Street to the west, Briddon Street and Brewery Street running north-west/south-east through the centre of the Site and, Nightingale Street projecting into the west half of the Site. Several different types of buildings occupied the Site, including domestic, commercial, and industrial. Terraced houses most likely lined the main thoroughfare along Great Ducie Street, whilst two small buildings occupied the north side of Nightingale Street. A quadrangle of buildings surrounding a yard occupied the north-eastern part of the Site off Briddon Street. These buildings were likely associated with the expansion of the printworks and presumably contained factory buildings to carry out the printing process, plant rooms, offices and warehouses. A building set back from the west side of Brewery Street, aligned north-west/south-east may represent a commercial building such as a public house.

Pigot and Deans' trade directory of Manchester and Salford, 1821, provides an insight into the types of occupants in the area. A John Smith lived at Brewery Street, though no occupation is listed. It is not known whether this was the same John Smith that operated the printworks in the late 18th century. Samuel Howarth, an engraver to the calico printers, lived on the same street. The residents of Nightingale Street included shopkeepers, bookmakers, ironmongers, a coach guard, and a letterpress printer. A gentleman lived on Great Ducie Street, indicating that the street may have attracted middle-class residents. In addition, William Gibson, an accountant, auctioneer, canal broker, agent to the Eagle fire office and the Manchester and Salford bank for savings, also lived on the street. Other residents included a bank clerk, grocers, a cotton manufacturer, a comptroller, an umbrella and stick manufacturers, and a plumber and glazer.

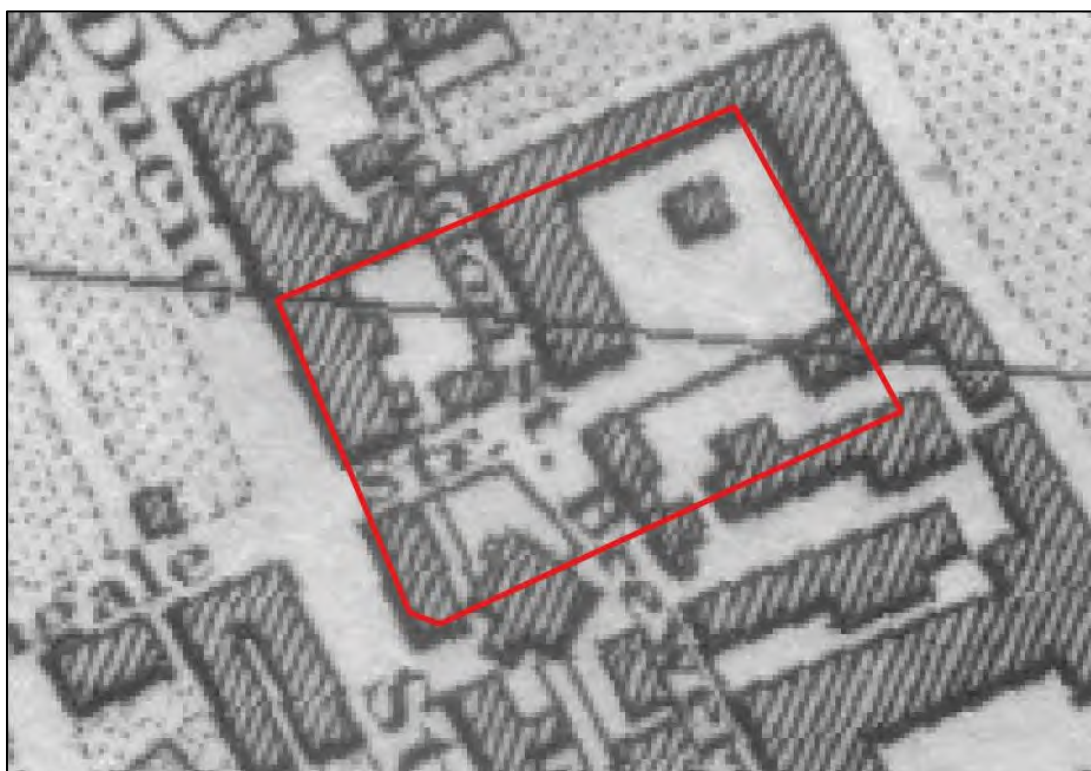


Plate 5: Extract from Swire's map of 1824, showing the Site boundary

Bancks & Co.'s map of 1831 (Plate 6; Figure 5) resembles the building plans shown on Swire's map of 1824, though it captures the individual buildings in more detail. Bancks' map shows that large, terraced properties with gardens to the rear occupied Great Ducie Street. Outdoor privies had been added to the rear of the two dwellings on Nightingale Street. The industrial complex in the eastern half of the Site is annotated as 'Print Works', and a new, large rectangular building had been erected in the central courtyard. The printworks was bounded to the north-west by Charlotte Street and Braddon Street to the south-west. Briddon Street was temporarily named Braddon Street until 1850 (Plate 8; Figure 6).

The printworks was shown on the tithe award for Cheetham as 'Site No.534, Print Works' occupied by John Redfern and owned by the Earl of Ducie' (HER 9736.1.0). The tithe award also recorded the buildings to the south-east of the Site as a brewery, Site No.536.

Pigot and Dean's trade directory of 1841 records a wide array of occupations including letterpress printers, a hairdresser, a ropemaker, a dyer, a beer retailer, brewers, an engraver and printer, a clerk, a shoemaker, and a carter living on Brewery Street. Hole & Harrison, ale & porter brewers, and maltsters, were recorded as the occupants of Strangeways Brewery, on Brewery Street, to the south-east of the Site (Pigot and Dean 1841, 130).



Plate 6: Extract from Bancks and Co.'s map of 1831, showing the Site boundary

The Ordnance Survey map of 1850 (Plate 7; Figure 6) shows the same arrangement of buildings as Bancks and Co.'s map of 1831, although it provides more detail of the individual buildings and their layout. The properties along Great Ducie Street occupied the same footprints. The north-west property occupied a slightly larger footprint than the

other terraces within the Site and it had a substantial, ornate garden plot. Window lights were situated on the street frontage indicating that the properties contained cellars.

As noted above, the dwellings on Nightingale Street and two buildings at the junction of Great Ducie Street and Nightingale Street had smaller footprints. Windows lights were also depicted along the frontage of these buildings suggesting that they had also contained cellars. In total, three irregular-shaped houses had been built on the southern side of Nightingale Street that were not shown on Bancks' map.

The public house in the south-west tip of the Site was named the Whistlers' Arms. An external staircase along Back Brewery Street (formerly Brewery Street) indicates that the pub contained a cellar. Slater's trade directory of 1850 recorded Sarah Wright as the publican of the Whistlers' Arms at number 79 Great Ducie Street. The trade directory indicates that numbers 71-79 Great Ducie Street lay within the Site boundary and that the residents worked as merchants and manufacturers. The residents of the smaller houses, adjacent to the public house, were employed as a dressmaker and a greengrocer.

Slater's trade directory of 1863 recorded that Sarah Wright continued to be the publican of the Whistlers' Arms, however, the street numbers had changed, and the pub was listed as number 54 Great Ducie Street. This may indicate that numbers 56-60 were situated in the south-west corner of the Site, to the north of the public house. These properties were occupied by a milliner and a pawnbroker. The trade directory also implies that the large properties on Great Ducie Street occupied Belgrave Terrace (numbers 62-70). An artificial florist, an agent, painter, and confectioner occupied Belgrave Terrace.

The printworks was labelled 'Strangeways Calico Print Works' on the Ordnance Survey map of 1850. The central building within the yard had been expanded to adjoin the building to the south-east. Tanks, weighting machines, boilers, boiler houses, and a chimney are all visible on the map. A boiler house and chimney seem to have been situated on the north-east side of the building within the yard. Tanks were located to the south-east of the boilers and chimney. A second boiler house lay beyond the Site boundary.

Strangeways Hall still stood to the north-west of the Site on Great Ducie Street and the Strangeways Park was situated to the east and north-east of the Site. Development on the outskirts of the park had taken place and comprised mostly of housing. The northern part of the park was being used as a brickfield and manufactory. The hall was demolished shortly after the publication of the 1850 map (Figure 6), in 1860 (HER 275.1.0).

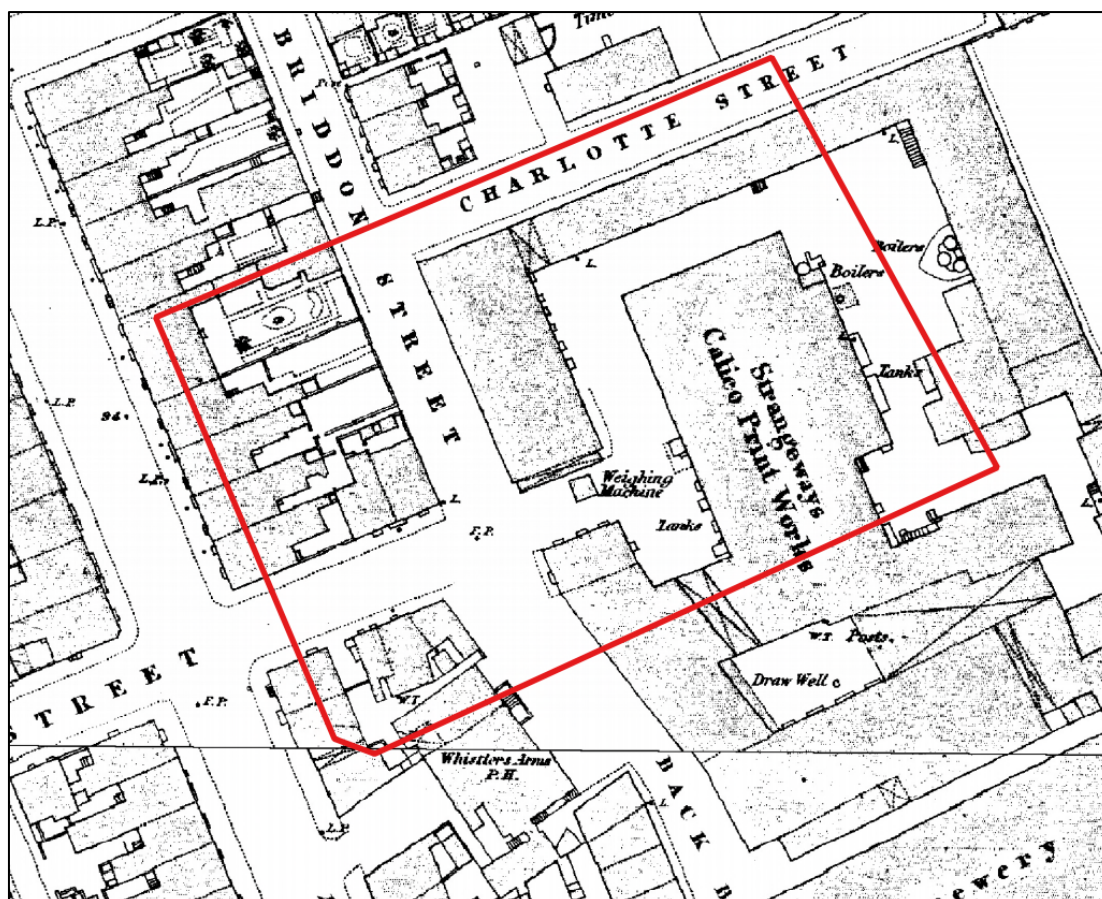


Plate 7: Extract from the Ordnance Survey map of 1850, showing the Site boundary

The Ordnance Survey map of 1891 (Plate 8; Figure 7) shows that the Site and surrounding area had undergone several changes during the second half of the 19th century. Strangeways Hall had been cleared and redeveloped into the Assize Courts, designed by Alfred Waterhouse and was built in 1867 (HER 11769.1.0). A large prison complex was located to the east of the courts (HER 8619.1.0; 8619.2.0). Strangeways Park had been entirely developed into a mixture of residential, industrial, and commercial buildings. Brickworks and several old clay pits occupied land in the north of the former park.

By 1891, terraced houses immediately to the north-west of the Site had been cleared, leaving an empty plot of land at the junction of Frances Street and Great Ducie Street. The house in the north-west limit of the Site had been reconfigured and had presumably changed function. The rest of the houses along Great Ducie Street and on the northern side of Nightingale Street remained unchanged. The smaller properties on the southern side of Nightingale Street had been slightly reconfigured.

The former Whistlers' Arms public house had been expanded to front Great Ducie Street and was annotated as 'Assize Courts Hotel' on the 1891 OS map. Slater's trade directory of 1895 recorded the Assize Hotel at the same address as the former public house and was occupied by Joseph Robert Sanders (number 54 Great Ducie Street). Between the hotel and Nightingale Street were numbers 56-60. These were occupied by a pawnbroker, an ivory turner, and a plumber. Numbers 62-66 were occupied by a shopkeeper, a draper, and a furniture broker. Number 68-80 was recorded as a 'boys' refuge, emigration training home, brigade boys' home, working lads' institute and home, and boys' refuge depot'.



The former site of Strangeways Calico Print Works had been drastically reconfigured by 1891 (Plate 8). Elements of the south-east part of the building had been retained and expanded to the north-west, including a rectangular shaped building with a semi-circular bay window. These buildings formed part of Strangeways Finishing Works (cotton). A chimney and part of the potential steam power plant may have lay within the south-east part of the Site.

In the north-east Site boundary, a covered access way, square building and the south-east end of a rectangular structure and annex were likely associated with Albion Works (box) and is shown on the Ordnance Survey map of 1891 (Plate 7).

Adjacent to Albion Works was a new arrangement of industrial buildings that are shown on the Ordnance Survey map of 1891 (Plate 7). The site consisted of several small square and rectangular buildings, two tanks, a large elongated rectangular range to the south-east, a smaller rectangular building to the south-west (fronting Briddon Street, with window lights), further buildings along the Catherine Street frontage and a large rectangular building at the junction of Briddon Street and Catherine Street. Access was granted to the industrial site by two entrances, located on Catherine Street and Briddon Street. No chimneys were marked on the mapping. Slater's trade directory of 1895 listed William Oxley, a boiler composition manufacturer on Briddon Street/Catherine Street. The directory also listed 'Mill ward S. & Co. paper stock & paper merchants' on Briddon/Catherine Street. Goad's Fire Insurance Plan indicates that the latter refers to the occupants of Albion Works.



Plate 8: Extract from the Ordnance Survey map of 1891, showing the Site boundary

Goad's Fire Insurance Plan (1901) reveals key details about the buildings within the Site (Plate 9). It also corroborates the information provided by Slater's trade directory, listing the same occupations for the residents of Great Ducie Street, together with the same street numbers. It also reveals that the property in the north-west boundary of the Site was functioning as the 'Emigration Training Home' and was part of the Boys Refuge complex that also occupied Catherine Street and Frances Street. In addition, a rectangular building off Briddon Street was labelled as the Hebrew Christian Mission Hall. This may indicate that the refuge partly served an influx of Jews that had fled persecution in Russia and Eastern Europe during the late 1800s.

Goad's plan also reveals that stables were situated to the rear of the Assize Courts Hotel and that a building that was formerly associated with the Whistlers' Arms was functioning as 'L. Lyons & Sons artificial flower factory'.

Goad's plan shows that the small square and rectangular buildings within the industrial complex at Briddon Street/Catherine Street were mainly stables, though some were sheds. The building at the junction of Briddon Street and Catherine Street was 'J Boyd & Sons, Yarn Warehouse'. The rectangular building off Briddon Street was offices, with the elongated rectangular building to the rear, functioning as 'J. W Lowther & Co, Oil Store'. The plan also indicates that William Oxley, listed in Slater's trade directory of 1895, had occupied a small east/west rectangular building fronting Catherine Street.

Goad's plan shows that Strangeways Finishing Works were owned by 'J & H Charlton'. Buildings that projected into the south-east Site boundary included a shipping warehouse occupied by Ralli Bros' that ran parallel to Briddon Street. The building with the bay window also functioned as a warehouse. In total, two stables also fell within the Site boundary. Stiffening rooms, which contained stiffening machinery and a boiler house with stokehole fell partly within the south-east Site boundary.

The plan also reveals the street numbers for Nightingale Street, indicating that numbers 29-30 occupied the northern side of the street, whilst numbers 36-40 were on the southern side of the street. The census returns for 1891, recorded that a general labourer, Samuel Taylor lived at number 29 with his wife and seven children, who were all born in Salford or Manchester. Next door was occupied by John Addlestone, a waterproof garment maker, who lived with his wife, two children and seven lodgers. John and his wife were born in Russia, whilst his son was born in Scotland and his daughter was born in Manchester. In total, four of the lodgers were born in Russia, whilst the remaining three were born in London. The lodgers were employed as waterproofers, a gilder, a cap maker and a tailor.

Number 36 was occupied by Eleanor Steward, who lived with her niece and a boarder, George Wright. Eleanor worked as a restaurant keeper, her niece worked as a shop assistant and George worked as a cook. Eleanor and her niece were born in Cumberland, whilst George was born in Worcestershire. Next door was occupied by Francis Smith, who lived alone and had been born in Cheshire. Number 40 was occupied by Eliza Edwards, a provision dealer, who lived with her four children. Eliza was born in Macclesfield, whilst her children were born in Manchester and Salford. Her children worked as a milliner, a van driver, and an office cleaner.



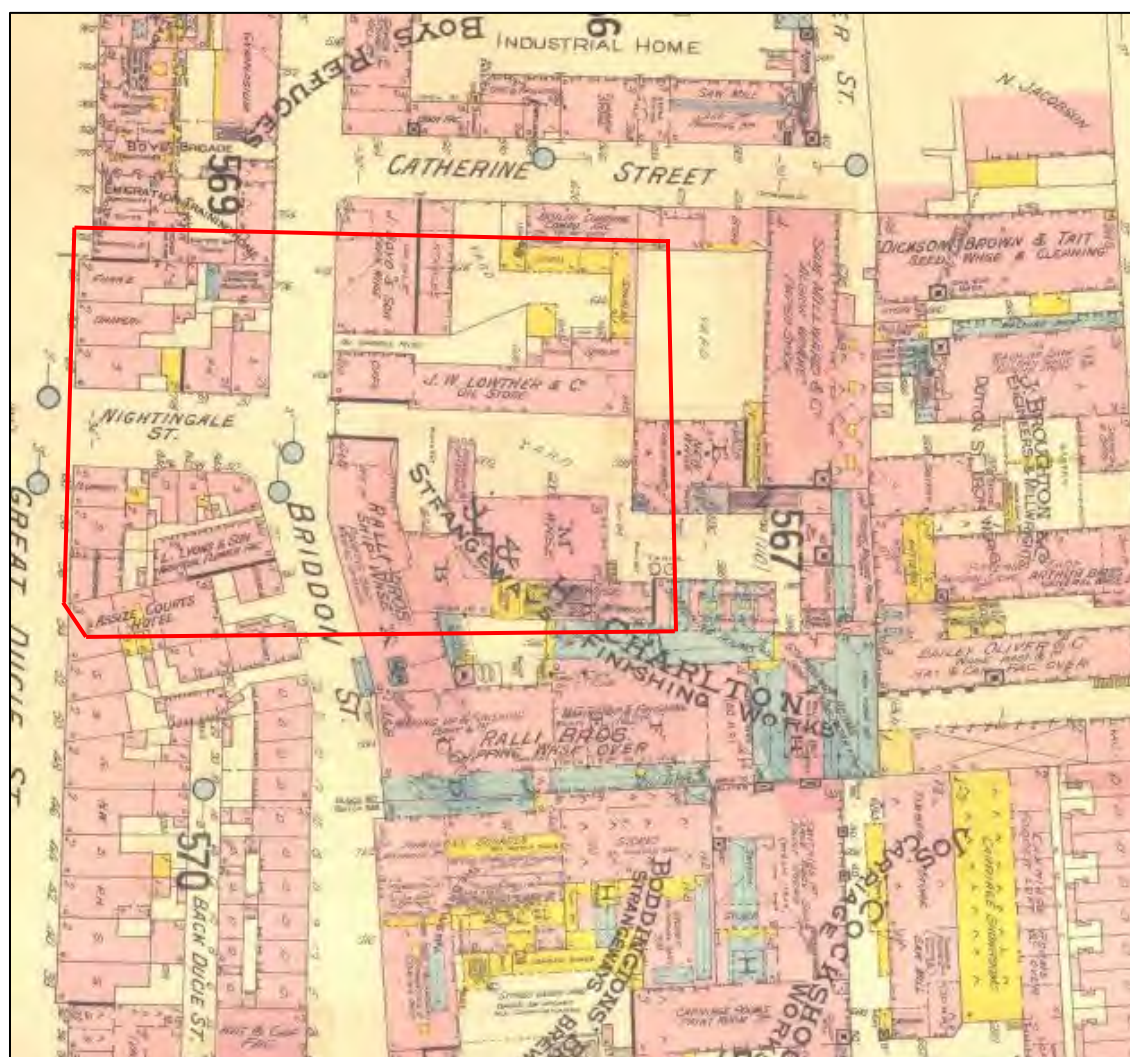


Plate 9: Goads Insurance plan of 1901, sheet no 46

The buildings within the Site remained mostly unchanged during the first half of the 20th century. The Ordnance Survey maps of 1908 (Plate 10; Figure 8) shows the same configuration of buildings along Nightingale Street and Catherine Street. The north-westmost terrace house on Great Ducie Street had been incorporated into the Central Refuge for Boys. The former Assize Courts Hotel was listed as a public house, as was the eastmost building along Nightingale Street. A similar arrangement of industrial buildings occupied Briddon Street, though an additional building had been added on the south-east side of the building marked on Goad's plan as 'J.W. Lowther & Co, Oil Store'. Another small building had been added to the north of a building labelled 'Ralli Bros', Shipping Warehouse'. The Site remained unchanged on the Ordnance Survey map of 1922 (Figure 9).

A photograph taken of houses on Nightingale Street gives an insight into the condition of the early 19th-century housing stock by 1920 (Plate 11). It also provides an example of the size of some types of workers' housing. It is unclear whether the houses captured in the photograph were situated within the Site, though two properties on the south side of Nightingale Street were of a similar size.

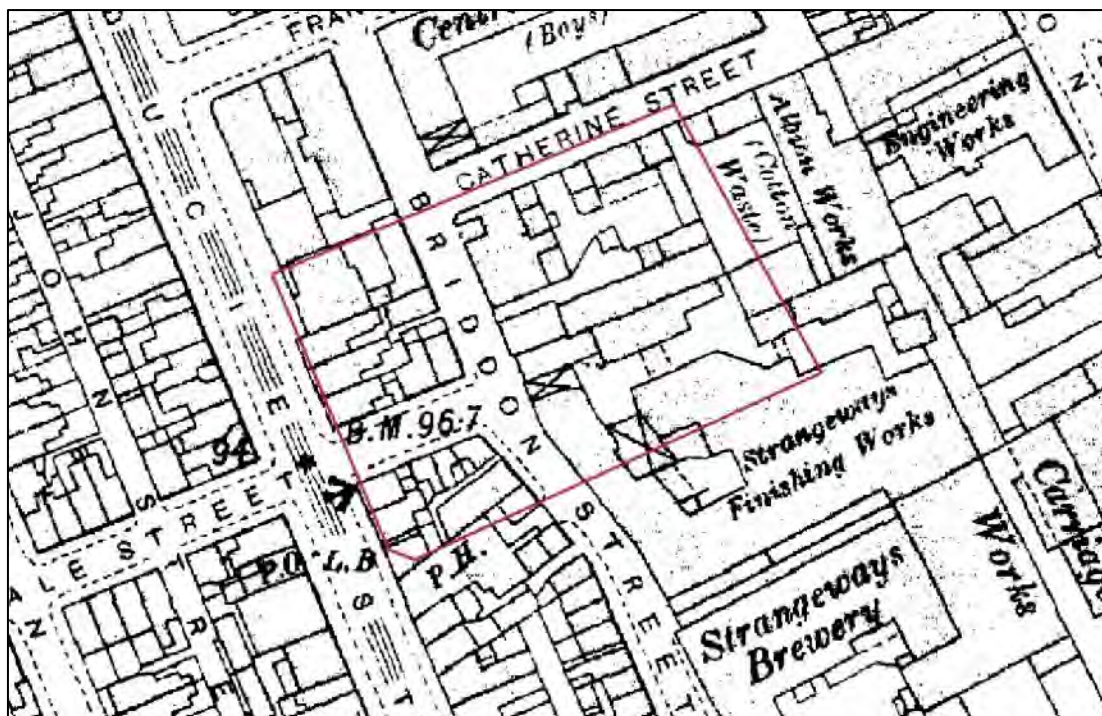


Plate 10: Extract from the Ordnance Survey map of 1908



Plate 11: Photograph taken of Nightingale Street in 1920, courtesy of Manchester Local Image Collection

Slater's trade directory of 1911 recorded the same addresses for the properties along Great Ducie Street. The Assize Court public house was located at number 54 and was ran by William Clough. Henry Yates, a pawnbroker lived next door, and Michael Wiseman, a tobacconist lived at number 58. Joseph Thompson, a plumber, lived at the junction of Great Ducie Street and Nightingale Street. To the north-west number 64 is recorded in the trade directory and was occupied by Moses Firestein, who worked as a poultry dealer. Julius Pollock, a joiner lived next door. Numbers 68-80 were occupied by the Boys' Refuge.

Properties along Nightingale Street were also recorded in the trade directory. Samuel Taylor, a beer retailer occupied number 29, which is labelled as a public house on the 1922 map (Figure 9). Jacob Brodie, a cabinet maker lived next door. On the opposite side of the street, John Rodger, a horsekeeper occupied number 38. Several occupants were listed at number 40 including, James Hughes, a shopkeeper, Charlton J & H, calenderers and J. W & Co Lowther, oil merchants.

Slater's 1911 trade directory also records the residents of the west side of Briddon Street, between Nightingale Street and Francis Street. Number 35 was occupied by Jacob Rainer, a general broker. On the opposite side of the road, several occupants were listed at 2 Briddon Street. This included Christopher Higgin, the manager of Ralli Brothers' shippers, Standard Mill Furnishing Co, Paessler R. & Co, James Stockwell & Son limited, millers. Most of these companies occupied buildings within the Site on Goad's plan (1901; Plate 9).

The Ordnance Survey map of 1952 (Plate 12; Figure 10) shows that the plot of land between Great Ducie Street, Nightingale Street and Briddon Street had been redeveloped into a large rectangular warehouse. The former houses on the southern side of Nightingale Street had also been altered. A similar arrangement of industrial buildings occupied land at the junction of Briddon Street and Catherine Street, though the small stable blocks and sheds had been cleared. Strangeways Brewery seemed to have occupied the former finishing works in the south-east part of the Site and may have taken over the adjacent industrial buildings to the north-west.

Properties on Great Ducie Street, in the south-west corner of the Site seemed to have remained unchanged. A photograph taken in 1967, shows the frontage of the Assize Court Public House and a fraction of the adjacent building to the north-west (Plate 13). It shows that the ground floor of the adjacent property was functioning as a shop.

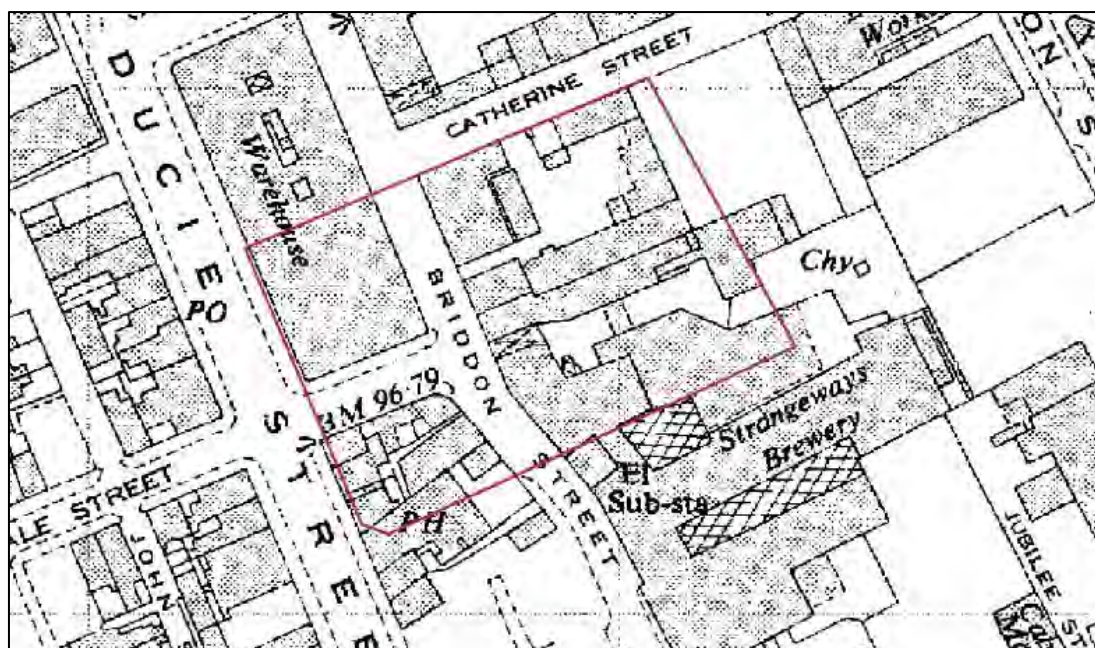


Plate 12: Extract from the Ordnance Survey map of 1952



Plate 13: Assize Court Public House, taken in 1967, courtesy of Manchester Local Image Collection

Towards the end of the 20th century, land within the Site appears to have been redeveloped, though the Ordnance Survey plan of 1980 (Figure 11) provides very little detail. All buildings to the east of Briddon Street had been incorporated into Boddingtons Brewery. The public house and three buildings along Great Ducie Street seemed to have been altered. The same warehouse occupied the north-west corner of the Site. By 1994, the entire Site had been cleared, with the exception of a building in the south-east and north-east edge of the Site that was owned by Boddingtons Brewery (Plate 14).

During the opening decades of the 21st century, Boddingtons Brewery was closed and demolished. The Site has recently been used as a car park.

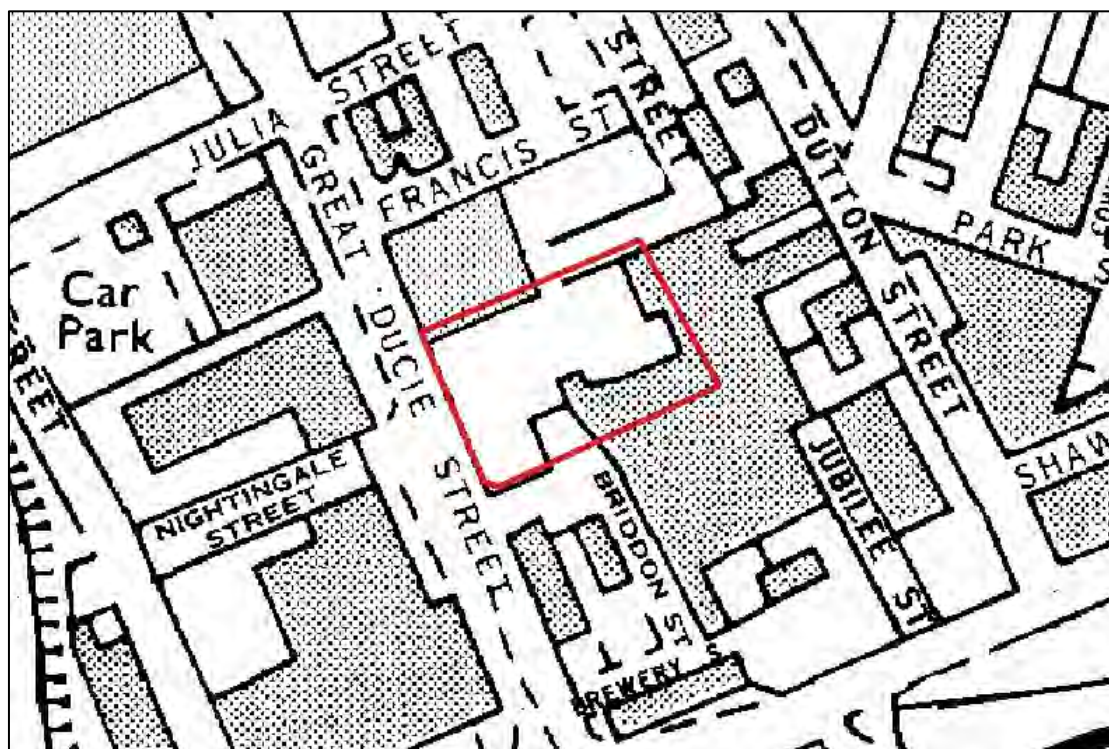


Plate 14: Extract from the Ordnance Survey map of 1994, showing the Site boundary

4.7 Boddingtons Brewery

Strangeways Brewery was founded in 1778 by two-grain merchants, Thomas Caister and Thomas Fry (ScienceMusuemGroup.org). The brewery was established just north of what is now Manchester city centre. The brewery is not marked on the available sequence of late-18th-century maps, though it could have been established in the unlabelled buildings to the south-east of 'Mr Smith's Print Works' (Plates 3-4). Scholes trade directory of 1797 listed Thomas Caister as a 'brewer, &c. house' at number 9 Strangeways (Scholes 1797, 24).

Henry Boddington, born in 1813 in Thame, Oxfordshire, joined the brewery in 1832 as a travelling salesman when the brewery was in the possession of Hole, Potter and Harrison (Boddington-family.org.uk). Swire's plan of 1824 (Figure 4) is the first available map that captures the site of the brewery, situated on New Bridge Street. Hole and Potter were recorded as brewers at Strangeways in Pigot and Dean's trade directory of 1821 (Pigot & Dean 1821, 78). During this time, the brewery was small.

In 1848, Henry obtained a partnership in the Strangeways Brewery when Samuel Hole left to become a maltster in Newark (Wilson 2007). During this time, the company went under the name John Harrison & Co., recorded in Slater's trade directory of 1850 as ale and porter brewers and maltsters at Brewery Street.

By 1853, with his father-in-law's help, Henry became the sole proprietor of the Strangeways Brewery. Rapid population growth and the remarkable per capita increase in beer consumption led to the dramatic expansion of Boddingtons Brewery in the 1870s. By 1877 it was brewing about 100,000 barrels of beer, making it one of the largest in Manchester. Although its sales were principally in the Manchester area, it had opened stores in Birmingham, Rochdale, and Crewe (Wilson 2007).

Slater's trade directory of 1879 records Henry Boddington & Co. Strangeways Brewery (established 1778) at New Bridge Street. The trade directory suggests that there was also a brewery at Burton-on-Trent: New Works (Slater 1879, 31). It also records that Mary Street, Strangeways was the site of the general offices for the brewery. The outpost in Burton upon Trent (1875-1890) was managed by Henry's eldest son, Henry Slater Boddington. Altogether Boddingtons Brewery employed 238 men and boys (Wilson 2007).

In 1883, Boddingtons became a private limited company, though five years later the company went public when it was estimated to have assets worth £320,465. After Henry Boddington died in 1886, his son Henry Slater Boddington continued to run the brewery. By 1892 Boddingtons owned 212 public houses (*ibid*).

William Slater Boddington, the second son, followed his brother as chairman of the brewery until his death. Robert Slater Boddington (1862–1930), the youngest of Henry Boddington's sons, had a 55 year association with the company. He was its chairman from 1908 to 1930 and for many years a vice-chairman of the Brewers' Society (*ibid*). By the 1930s, the Boddington family's shareholding had declined to around 40 per cent.

Goad's Fire Insurance Plan (revised between 1889-1901) shows that Boddingtons Brewery Limited occupied a substantial complex on the east side of Briddon Street, immediately to the south-east of the Site. The complex abutted Ralli Bros' shipping warehouse that lay beyond the Site boundary and extended to the rear of houses fronting New Bridge Street. Slater's trade directory of 1911 recorded Boddingtons Brewery Limited (stables and cooperage) as occupying Mary Street as well as the site off New Bridge Street, Strangeways.

On 22 December 1940, the brewery water tanks were hit by bombs during the Manchester Blitz, and the brewery had to be closed down for several months (Pearson 1999, 133). The brewery was rebuilt with the most up-to-date and modern equipment of the time and was the first in Europe to install stainless steel brewing vats. Several photographs taken in the 1960s and 1980s show the new buildings at the Strangeways site, together with the vestiges of some of the 19th-century structures (Plate 15-17).





Plate 15: Strangeways Brewery, located beyond the Site boundary, taken in 1967, courtesy of Manchester Local Image Collection



Plate 16: Boddingtons Brewery in 1986, courtesy of Manchester Local Image Collection





Plate 17: Boddingtons Brewery, taken in 1986, showing remnants of 19th century building, courtesy of Manchester Local Image Collection

The Ordnance Survey map of 1980 (Figure 11) shows that the eastern part of the Site had been incorporated into Boddingtons Brewery. In 1986, the company employed 280 people and operated 530 tied houses, and while Strangeways Brewery had a capacity of 500,000 barrels a year, it was operating at around 50 per cent capacity. Boddingtons remained independent until 1989, when Ewart Boddington sold Strangeways Brewery and the Boddingtons brand (but not the tied estate) to Whitbread (Richmond and Turton 1990, 75-6).

The Ordnance Survey map of 1994 (Figure 12) shows that the north-west end of the brewery had been remodelled and was situated in the south-east and north-east fringe of the Site.

Whitbread bought Boddingtons Brewery in 1989 and Boddingtons Bitter received an increased marketing budget and nationwide distribution. Boddingtons achieved its peak market share in 1997 and at the time was exported to over forty countries. Anheuser-Busch InBev, which acquired the Whitbread Beer Company in 2000 currently owns Boddingtons beer brands. Strangeways Brewery closed in 2004 and production of pasteurised Boddingtons was moved to Samlesbury in Lancashire.

5. Site Description

5.1 Introduction

The extant site plot is currently undeveloped and comprises a hard-standing car park (Plate 18). A Travel Lodge at the junction of Great Ducie Street and Francis Street (Manchester Central Arena) is situated to the north-west of the Site boundary and comprises six and seven-storey buildings (Plate 19). Land to the south-east of the Site that had until recently formed a car park, is currently being redeveloped into residential apartments comprising a five-storey building (Plate 19). A band of shrubs is situated to the north-east of the Site, together with the remnants of a 20th-century brick wall that was presumably associated with the former Boddingtons Brewery (Plate 20).

The character of the area has undergone drastic changes since the mid-20th century, when several late 18th- and early 19th-century industrial, commercial and domestic buildings began to be demolished in the Strangeways area. Some plots of vacant land were redeveloped into light industrial units such as clothes warehouses and garages during the 1970s and 1980s, many of which currently occupy Great Ducie Street and the surrounding side streets. Several industrial period buildings survive along Dutton Street, Julia Street and Southwall Street to the north-east of the Site. The former Clarence Hat Works and part of the Strangeways Prison Site are visible from the Site (Plate 21). The area is also characterised by several car parks to the north-east of the Site, off Dutton Street and Shaw Street (Plate 22). High-rise tower blocks have been built along New Bridge Street and on the opposite side of the River Irwell at Greengate, which are visible to the south of the Site (Plate 19). The Site is not located within a Conservation Area.

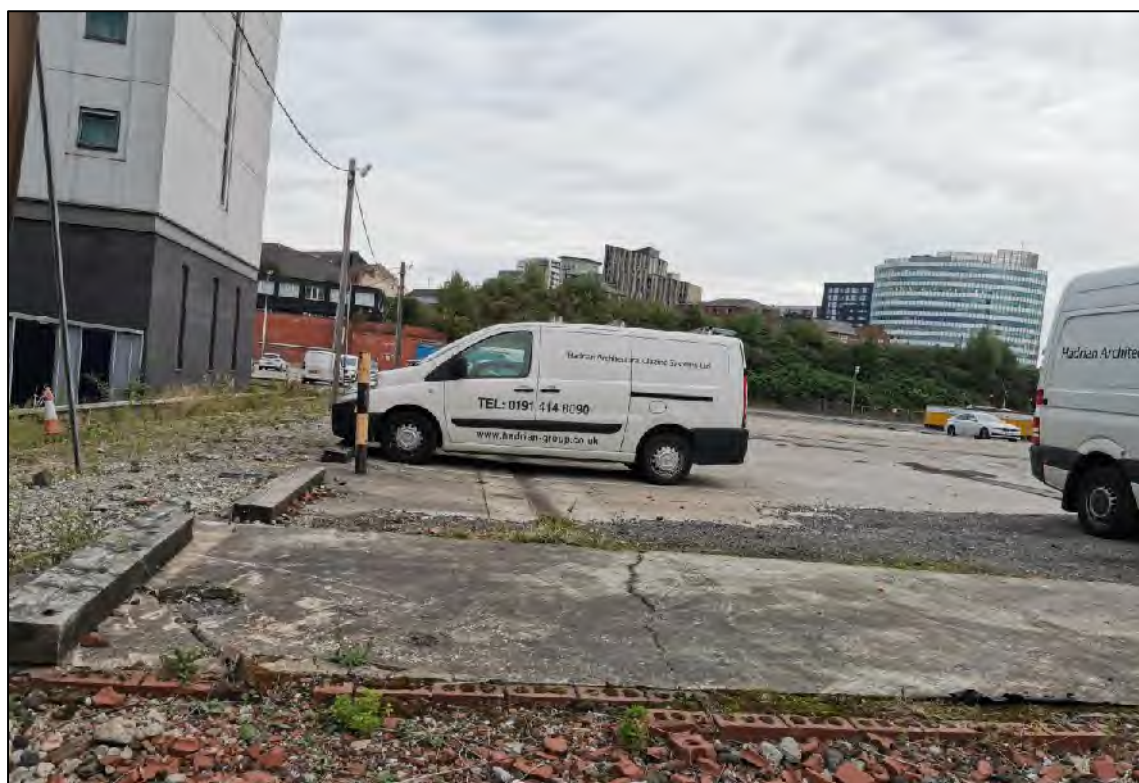


Plate 18: View of the Site, looking north-east



Plate 19: View of the Site, looking south-west



Plate 20: Remnants of 20th-century walls to the north-east of the Site



Plate 21: View of north-east boundary of the Site, showing HMP Manchester Strangeways tower and Clarence Hat Works



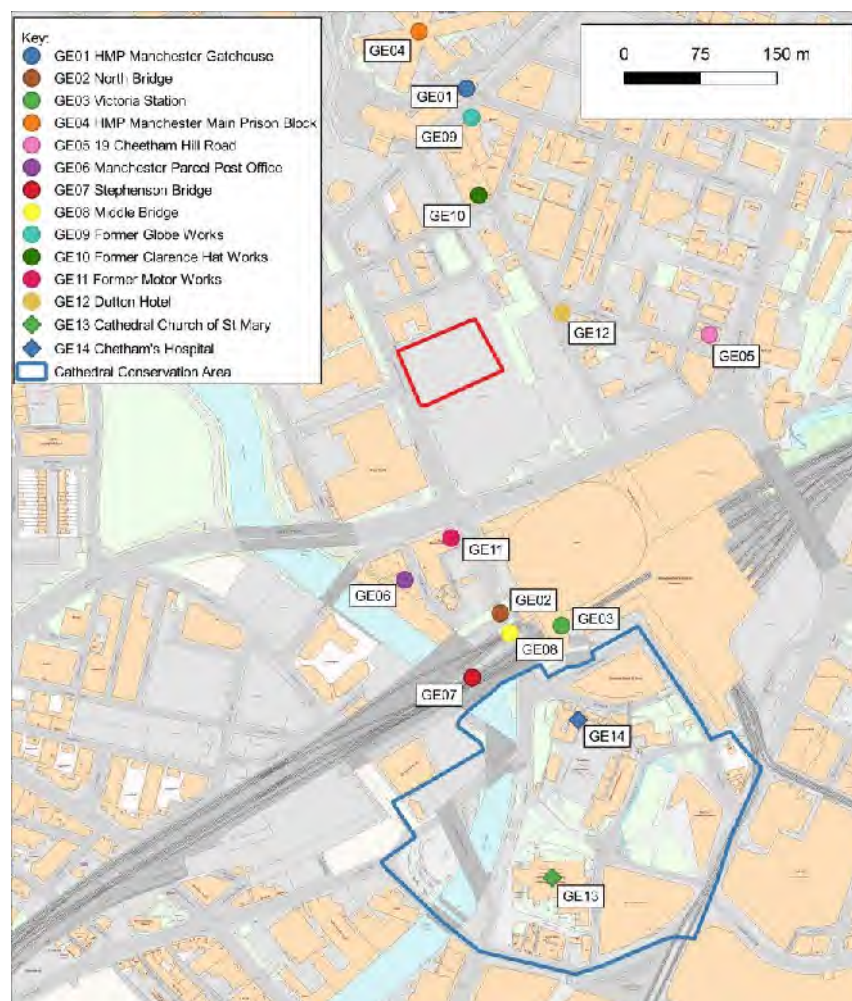
Plate 22: View of car park on Charter Street, modern industrial units and the Manchester skyline, looking south

6. Historic Environment Characterisation Appraisal

6.1 Introduction

The characterisation appraisal has taken into account various factors relating to the character and distinctiveness of the area surrounding the Site: current and historic uses, materials, open spaces, public realm, important viewpoints within the surrounding conservation area and the urban grain.

The Site and the surrounding area are distinguished by the industrial links to Manchester. A review of the data held by the Historic Environment Record identified that the Cathedral Conservation Area, eight listed buildings and three undesignated heritage assets are within 300m of the Site. Two further listed buildings, Manchester Cathedral and the Chetham's Hospital School, are not within the 300m study area but owing to their national significance they are considered here further. To better understand the potential impact the development could have on designated and undesignated heritage assets, the individual assets and further remaining elements of the historic environment have been discussed below.



6.2 Cathedral Conservation Area

6.2.1 History

It is believed that from the Saxon times, a small community existed on both banks of the River Irwell close to the point where it is joined by the River Irk. A wooden bridge on the site of the present Victoria Bridge (constructed in 1839) linked the two halves of the village.

In AD 919, the Anglo-Saxon king, Edward the Elder, established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested that the burh lay within the area around the cathedral, which had become a focus for settlement by the late 11th century. The site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons.

Following the Norman Conquest, William I assigned most of the land between the Ribble and Mersey rivers to Roger of Poitou, who retained the manor of Salford demesne (Tupling 1962, 116), but divided his other newly acquired land into several fiefdoms (Kidd 1996, 13). The largest of these was the landholding centred on Manchester, created by the grant of extensive lands in the hundreds of Salford, Leyland and West Derby to Albert Grelley (Tupling 1962, 116). By the 13th century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk (later the site of Chetham's Hospital School) and the medieval town grew up around it (Hartwell *et al* 2004, 256).

The Cathedral and Manor House were bounded on the north by the River Irk which was culverted in the 19th century to form the present Walker's Croft, and on the south by a 40' ditch the route of which is commemorated by the existing Hanging Ditch. The remains of one of the arches of a bridge across the ditch between the Church and the Market Place area may be seen in the Garden of Rest behind Mynshall House.

In medieval times, the community prospered as a centre for trade in coarse woollen cloth. By 1650, the original village had grown into the '*fairest, best builded, quickest and most populous town of Lancastershire*' accommodating some 4-5,000 persons extending westward towards Deansgate and eastward to the present Cheetham Hill Road. Many of the existing streets were already well established. Fennel Street - whose name was probably derived from Vennel, an Anglo-Saxon word for narrow lane, and Long Millgate - a reference to the lord of the Manor's mill on the River Irk - were fashionable residential streets. The latter was the principal road to the north.

During the early stages of the Industrial Revolution, the expansion of the town was extremely rapid. New dwellings to accommodate the rapid rise in population to an estimated 455,000 people in 1851 were hastily erected with little regard for the sanitary and other needs of their occupants. Fennel Street had been transformed by 1832 into '*one of the filthiest suburbs of town, so confined that the winds of heaven could scarcely penetrate it*'.

The continued prosperity of Manchester and the growth of the local railway network led to a major reconstruction of the area in the mid and late 19th century. Victoria and Corporation Streets were driven through the existing warren of dwellings in 1832 and 1845 respectively. The first Victoria Station, designed by George Stephenson, was opened in 1844 on a former burial ground in Hunt's Bank. It consisted of a single platform to which the only access was a wooden footbridge over the River Irk. By 1901 the Station



had grown to its present size and Todd Street had been widened in the meantime to provide a more appropriate approach.

Exchange Station was sited to the south-west of Victoria Station and opened in 1884. Exchange Station was physically linked to Victoria Station by what was claimed at 2194' to have been the longest platform in the world. The station was severely damaged during the Second World War and closed in 1969.

6.2.2 *Townscape*

The Cathedral Conservation Area is situated to the north side of Manchester City Centre and is nestled amongst a heavily urbanised townscape formed by modern as well as historic mixed-use development. The conservation area was the ecclesiastical and scholastic focus of the settlement of Manchester from the medieval period onwards. It is not only the imposing structures of the Cathedral and Chetham's School that speak to the medieval origins of the settlement, the medieval street pattern (although altered) is still legible. Further to the area characterised by the Cathedral and Chetham's there is also a group of important buildings that contribute to the character of the area including the Victorian Corn Exchange, Manchester Training College, Mynshulls House and the Old Wellington Inn.

6.3 *Listed Buildings*

6.3.1 *HMP Manchester: Gatehouse*

The gatehouse of Strangeways Prison is a grade II listed building located on Southall Street. The building was designed by Alfred Waterhouse in 1866-8 and is built using red brick with stone dressings in a Romanesque style. It is a total of three storeys high, with a central large round-arched entrance flanked by semi-octagonal turrets with tall, hipped slate roofs. A two-storey wing is situated to the left, which was built in a matching style, and includes a bay window and gabled porch (HER 8619.1.0).

6.3.2 *North Bridge*

North Bridge was constructed in 1893 and is a grade II listed building. It is one of three railway bridges that carries the railway line into Victoria Station and is the most recently constructed out of the three bridges (HER 16185.1.0). The bridge is of iron plate girder construction with cast-iron parapet. The girders are haunched at the sides to allow for the passage of traffic below while providing sufficient support from the brick abutments to either side.

6.3.3 *Victoria Station*

Victoria Station was the western terminus of the Manchester & Leeds Railway Company's trans-Pennine line, constructed in 1844 and designed by George Stephenson (HER 1392.1.0). The station, including the concourse to the rear with restaurant and booking hall is a grade II listed building. The original building is of Italianate style. Victoria Station was continuously extended throughout the 19th century. Additional storeys and buildings to the main station building, two new through platforms to the north, and covered bay platforms on the former burial ground site at Walker's Croft were undertaken in 1864. The



station was extended further between Victoria Station Approach and Long Millgate with work beginning in 1894 and nearing completion in 1904. A new cellared office block was built between 1904 and 1908. The later series of extensions reflect popular architectural styles at the time, including neo-baroque and art-nouveau. Modernisation has been undertaken during the latter half of the 20th century.

6.3.4 HMP Manchester Main Prison Block

Strangeways main prison block is a grade II listed building, designed by Alfred Waterhouse 1866-8 (HER 8619.2.0). The prison block matches the Romanesque design of the gatehouse and is also constructed in red brick with stone dressing. The layout of the prison comprises six wings radiating from a central concourse. In total, five of the wings serve as four-storey high cell-blocks, whilst the remaining wing provides a short two-storey entrance wing that faces the gatehouse.

6.3.5 19 Cheetham Hill Road (Former Synagogue)

The building at 19 Cheetham Hill Road was originally a Methodist chapel, built in 1840. The building was subsequently used as a synagogue and warehouse and is a grade II listed building (HER 8317.1.0). The building is rectangular in plan and comprises two storeys built in Classical style. It has a central projecting bay with pediment, pilasters and arched portal which contains the doorway.

6.3.6 Manchester Parcel Post Office

The former Manchester Parcel Post Office is a grade II listed building, built in 1894. The building currently operates as a warehouse and has several late 20th-century alterations. The fabric of the building comprises red brick, with moulded brick and terracotta detailing, Welsh slate roof coverings and glazed courtyard canopy (HER 15544.1.0). The building is irregular in plan and occupies a triangular site bounded to the south-west by the River Irwell, to the north by New Bridge Street, and to the south-east side by Mirabel Street.

6.3.7 Stephenson Bridge

Stephenson Bridge is a grade II listed building that was built in 1844. The bridge is one out of three bridges that carries the railway line to Victoria Station. It is the earliest of the three bridges. The bridge has two cast iron arches carrying the railway line over Victoria Street, supported by masonry abutments, with brick arches between the two main spans on the north side. A later addition, built in 1884, on the south side is of plate-girder construction with a cast iron parapet, which spans the road and river. Its later extension formed part of the longest passenger platform in Europe until the adjoining Manchester Exchange Station was closed in 1969. The platform still survives without its canopy (HER 16138.1.0).

6.3.8 Middle Bridge

Middle Bridge is a grade II listed building and is one of three bridges that carries the railway line into Victoria Station. The bridge comprises iron girders resting on brick and masonry abutments to either side of the road, and support cast-iron parapets decorated with bands, from the base, of continuous arches, key patterns, raised panels divided by Ionic pilasters, and foliage swags. The bridge was the second out of the three bridges to



be built and was completed in 1864. It connected the line to Bolton and Wigan developed by the Lancashire and Yorkshire Railway Company (HER 16184.1.0).

6.3.9 Manchester Cathedral

This imposing sandstone structure designed in the Perpendicular style is situated to the southern side of the Cathedral Conservation Area. The Cathedral is dedicated to St Mary, St George and St Denys. The original church was gradually rebuilt in the 15th and 16th centuries following its dedication in 1421 by Sir Thomas de la Warre, the Lord of the Manor of Manchester, as a collegiate Church. The Church was subsequently altered, restored and further enlarged following the creation of the Diocese of Manchester and its attainment of Cathedral Status in 1847. Restoration works included increasing the height of the West Tower in the 1860's and the reconstruction of the south porch and the addition of a new north porch in the 1880's. Annexes were added in 1903 by Champneys and in 1934 by Sir Percy Worthington. In the 1940s, the building was subjected to bomb damage and subsequently restored by Sir Hubert Worthington. Even though the structure has been subject to much change, a substantial amount of fabric dating to the 15th and 16th centuries remains today including 15th century choir stalls, a 15th century screen in the Lady Chapel and a 16th century pulpitum. The building is grade I listed.

6.3.10 Chetham's Hospital School

Chetham's Hospital is a renowned school of music whose library contains some 70,000 books with an emphasis on local history. The present school, founded in 1656, stands on the site of the Manor House of the Barony of Manchester. From 1421 the Manor House provided accommodation for the warden and fellows of the Collegiate Church. After the dissolution of the College in 1547 it became the home of the Earl of Derby. Thereafter, despite the re-establishment of the College in 1557, the original building fell into serious disrepair until it was purchased by Humphrey Chetham after the civil war (DGM1478). The school is constructed around a large rectangular courtyard, with the former Fellows' sets to the northern, southern and western ranges and the Great hall and former Wardens rooms to the eastern range. Built in the Perpendicular style, the building reflects the ecclesiastical character of the Cathedral, and retains details such as 4-centred arched openings and foiled lights to the windows.

6.4 Non-Designated Heritage Assets

6.4.1 Former Globe Works

Globe Works (HER 2038.1.0) was built between 1870-72 and is first shown on the Ordnance Survey map of 1891 annotated as 'Agricultural Implement Works'. The factory was built by Richmond and Chandler, whose initials are inscribed in dressed stone above the former office entrance. The fabric of the building comprises red brick with dressed stone features. The building has been regenerated and is currently comprises residential apartments.



6.4.2 *Clarence Hat Works*

The Clarence Hat Works (HER 2038.1.0) was built in 1895 and is first shown on the Ordnance Survey map of 1908. The fabric of the building comprises red brick with dressed sandstone, complimenting HMP Manchester Gatehouse and the former Globe Works building, to the north-west. The building currently functions as a storage facility.

6.4.3 *Former Motor Works*

The Motor Works (HER 13902.1.0) is first shown on the 1908 Ordnance Survey map. The fabric of the building comprises red brick with moulded brick and terracotta detailing. The building has been regenerated and currently comprises commercial units at ground floor level with residential apartments above.

6.5 *Further Remaining Elements of the Historic Environment*

6.5.1 *Dutton Hotel*

The Dutton Hotel is not recorded within the Historic Environment Record. The structure is situated on the junction of Dutton Street and Park Street, occupying a triangular plot of land. First shown on the Ordnance Survey map of 1891. The building is of red brick with yellow brick dressing, and retains historic architectural detail that gives the structure a level of aesthetic and evidential value and historic significance. The building does not appear to be occupied and is in poor condition.

6.5.2 *Remnants of Industrial period walls and cobbles*

The remnants of late 19th- and 20th-century walls are visible to the north-east of the Site (Plate 20, p 27). These walls are associated with the former industrial character of the area and may represent the remains of former buildings at Boddingtons Brewery. The 19th-century cobbled surface of Newcombe Street is visible to the north-west of the Site (Plate 24). The character and setting of these features have been lost and are therefore not considered further in this report.



Plate 23: View of the Dutton Hotel at the junction of Park Street and Dutton Street, looking south-east



Plate 24: Cobbled surface of Newcombe Street, to the north-west of the Site

7. Significance of the Heritage Assets

7.1 Introduction

Statutory criteria set out in the *'Principles of Selection for Listing Buildings'* (DCMS 2018) provides guidance for the assessment of significance. The assessment process is primarily based on a review of the structure's architectural and historic interest. However the age of the asset, rarity, aesthetic merits, selectivity and national interest are also taken into account. The Secretary of State uses the following criteria when assessing whether a building is of special and should be added to the statutory list;

Architectural Interest:

'To be of special architectural interest a building must be of importance in its design, decoration or craftsmanship. Special interest may also apply to particularly significant examples of building types or techniques (e.g. buildings displaying technological innovation or virtuosity) and significant plan forms. Engineering and technological interest can be an important consideration for some buildings. For more recent buildings in particular, the functioning of the building (to the extent that this reflects on its original design and planned use, where known) will also be a consideration. Artistic distinction can also be a factor relevant to the architectural interest of buildings and objects and structures fixed to them.' (DCMS 2018 pg5)

Historic Interest:

'To be able to justify special historic interest a building must illustrate important aspects of the nation's history and / or have closely substantiated historical associations with nationally important individuals, groups or events; and the building itself in its current form will afford a strong connection with the valued aspect of history.' (DCMS 2018 pg5)

Historic England's criteria outlined in *'Conservation Principles, Policies and Guidance'* which partially overlap with the Statutory Criteria, have also been considered, and encompass the following values which may be attached to place. These are:

Evidential Value – relating to the potential of a place to yield primary evidence about past human activity.

'Evidential value derives from the potential of a place to yield evidence about past human activity' (Conservation Principles, Para 35).

Historical Value – relating to ways in which the present can be connected through a place to past people, events and aspects of life.

'Historical value derives from the way in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative.' (op cit, Para 39).

'The historical value of places depends upon both sound identification and direct experience of fabric or landscape that has survived from the past, but is not as easily diminished by change or partial replacement as evidential value. The authenticity of a place indeed often lies in visible evidence of change as a result of people responding to



changing circumstances. Historical values are harmed only to the extent that adaptation has obliterated or concealed them, although completeness does tend to strengthen illustrative values.’ (op cit, Para 44).

Aesthetic Value – relating to the ways in which people derive sensory and intellectual stimulation from a place.

‘Aesthetic value derives from the ways in which people draw sensory and intellectual stimulation from a place’ (Conservation Principles, Para 46).

‘Aesthetic values can be the result of conscious design of a place including artistic endeavour. Equally they can be the seemingly fortuitous outcome of the way in which a place has evolved and been used over time. Many places combine these two aspects. Aesthetic values tend to be specific to a time cultural context and appreciation of them is not culturally exclusive’ (op cit, Para 47).

‘Design values relates primarily to the aesthetic qualities generated by the conscious design of the building, structure or landscape as a whole. This embraces composition (form, proportions, massing, silhouette, views and vistas, circulation) and usually materials or planting, decoration or detailing, and craftsmanship.’ (op cit, Para 48).

Communal Value – relating to the meanings of place for the people who relate to it, and whose collective experience or memory it holds.

‘Communal value derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values are closely bound up with historical value, but tend to have additional and specific aspects.’ (op cit, Para 54).

The designated and non-designated historic assets detailed in section 6 above have been considered in the context of the above values in order to establish their historical significance so as to inform and justify an assessment of the impact of the Proposed Development on the surrounding historic environment.

There are no upstanding buildings within the Site. However, there are eight listed buildings and a conservation area within the 300m area of appraisal, each of which has been provided with a statement of significance. These include HMP Manchester Gatehouse, North Bridge Victoria Station, HMP Manchester: Main Prison Block, 19 Cheetham Hill Road, Manchester Parcel Post Office, Stephenson Bridge and Middle Bridge. In total, three non-designated heritage assets have also been identified within 200m of the Site, including Globe Works on Southall Street, Clarence Hat Works on Julia Street and the former Motor Works on Breslyn Street. These non-designated heritage assets have also been provided with a statement of significance. The significance of the settings of the heritage assets most likely to be affected by the Proposed Development are outlined below and summarised in Appendix 2.

7.2 Non-designated Heritage Sites outside the Site

7.2.1 Former Globe Works

The former Globe Works (HER 2038.1.0) building is located on Southall Street, approximately 200m to the north-east of the Site (Plate 25). Globe Works is a non-designated heritage asset and therefore holds some significance that should be acknowledged as part of the consideration of the heritage impact of the Proposed Development. The former factory holds **evidential, illustrative historical** and **aesthetic value**. The building provides an insight into the evolution of the Strangeways area of Manchester, linking it to the area's industrial past and is one of the only remaining factory buildings that is in good condition and still stands in the area. The former Globe Works buildings has recently been restored and currently comprises residential apartments. It is located opposite HMP Manchester Gatehouse, which enhances the setting of the building.



Plate 25: View of the former Globe Works building on Southall Street, looking south-east

7.2.2 Former Clarence Hat Works

Clarence Hat Works (HER 2038.1.0) is located on Julia Street, approximately 150m to the north-west of the Site (Plate 26). Clarence Hat Works is a non-designated heritage asset and therefore holds some significance that should be acknowledged as part of the consideration of the heritage impact of the Proposed Development. The former factory holds **evidential, illustrative historical** and **aesthetic value**. Like the former Globe Works building, Clarence Hat Works provides an insight into the evolution of the Cheetham Hill ward in Manchester, linking it to the area's industrial past and is one of the only remaining factory buildings that is visually appealing in the area. The red brick and dressed stone fabric of the building compliments the setting of the adjacent former Globe Works building and HMP Manchester Gatehouse (HER 8619.1.0). It should be noted, however, that modern signage to the primary façade is having a negative affect on the aesthetic value of the property.



Plate 26: Former Clarence Hat Works Building, looking north-west from Dutton Street

7.2.3 Former Motor Works

Former Motor Works (HER 13902.1.0) is located on Breslyn Street, formerly Boundary Street, approximately 130m to the south-east of the Site (Plate 27). The former works holds **associative historical value** and **design aesthetic value**. The fabric of the building comprises red brick with moulded brick and terracotta detailing. The non-designated building has been sympathetically redeveloped and is complimented by the nearby grade II listed building of Manchester Parcel Post Office. Adjacent to the former motor works, a modern red brick high-rise building now forms part of the setting of the non-designated heritage asset.



Plate 27: Former Motor Works building, regenerated into commercial and residential units

7.3 Designated Heritage Assets outside of the Site Boundary

The setting of eight listed buildings within 300m of the Site have been assessed due to concerns regarding whether and how their settings may be affected by the proposed development. Statutory listing of buildings means that a building is of special architectural or historic interest and is therefore of heritage significance. The significance of the building can be defined using the Conservation Principles put forward by Historic England (2008). 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. The significance of the settings of the listed buildings considered in this assessment is outlined below and summarised in Appendix 2.

7.3.1 HMP Manchester Gatehouse

HMP Manchester Gatehouse (HER 8619.1.0) is a grade II listed building, and therefore considered to be of special interest (Plate 28). The gatehouse has **associative historical value** due to its connection with HMP Manchester Main Prison Block and two other listed buildings within Strangeways Prison, which were all designed by Alfred Waterhouse in 1866-8. The gatehouse also holds some **design aesthetic value** due its Romanesque and imposing design. The setting of the gatehouse does not significantly enhance the significance of the listed building, as the surrounding landscape has changed since the development of the prison, with several Victorian period buildings having been demolished. Despite this, non-designated heritage assists, the former Globe Works and Clarence Hat Works compliment the setting of the gatehouse.



Plate 28: Southern façade of the HMP Manchester Gatehouse, and Strangeways tower. Image taken facing the north-west, looking away from the site.

7.3.2 North Bridge

North Bridge (HER 16185.1.0) is a grade II listed building, and therefore considered to be of special interest (Plate 29). The bridge has **associative historical value** due to its connection with two adjacent buildings, of a similar design known as Stephenson Bridge and Middle Bridge. North Bridge was built in 1893, making it the latest out of the group of three bridges. The bridge also holds some **aesthetic value** due its recent restoration, which included repair work, cleaning and painting. The setting of the bridge enhances the significance of the listed building, as it is located adjacent to two other grade II listed bridges, near Victoria Station and is situated on the edge of the Cathedral Conservation Area.



Plate 29: North Bridge, looking north-west

7.3.3 Victoria Station

Victoria Station (HER 1392.1.0) is a grade II listed building, and therefore considered to be of special interest (Plate 30). The station was designed by George Stephenson in 1844 and opened in 1845. Throughout the 19th century, the station was continuously extended. The station has **associative historical value** due to its connection with George Stephenson, the three nearby bridges, which are grade II listed buildings and the expansion of the regions railway network. The station also holds some **design aesthetic value** due to its materials, decoration and prominent position at the end of Hunts Bank. The setting of the listed building, on the edge of the Cathedral Conservation Area contributes to the significance of the listed building, as it contains buildings of a similar era, although the station is partly masked by late 20th-century buildings.



Plate 30: Victoria Station, taken from Hunts Bank, looking north-east

7.3.4 HMP Manchester Main Prison Block

HMP Manchester Main Prison Block (HER 8619.2.0) is a grade II listed building, and therefore considered to be of special interest. The prison block has **associative historical value** due to its connection with HMP Manchester Gatehouse and two other listed buildings within Strangeways Prison, which were all designed by Alfred Waterhouse in 1866-8. The main prison block also holds some **design aesthetic value** due its Romanesque and hexagonal design, which reflects the Victorian principles of the separate system, as recorded by the Historic Environment Record. The setting of the prison is likely to be enhanced by the associated grade II listed buildings within the prison complex, although the main prison block is not visible from the surrounding streets and is masked from view by the perimeter walls (Plate 31).



Plate 31: View of Strangeways Prison, masked from view by perimeter wall, looking north

7.3.5 Former Synagogue, 19 Cheetham Hill Road

19 Cheetham Hill Road (HER 8317.1.0) is a grade II listed building, and therefore considered to be of special interest (Plate 32). The former Methodist chapel was built in 1840 and has **associative historical value** due to its link with the 18th/19th-century Methodist movement. By the 1930s the building was repurposed as a synagogue and by the 1940s it was used as a warehouse. The building presumably holds little **spiritual communal value**, as it has been over 70 years since it has functioned as a place of worship. The setting of 19 Cheetham Hill Road does not enhance the significance of the listed building, as the surrounding landscape comprises 20th and 21st-century buildings, together with 19th-century structures that are currently in poor condition.



Plate 32: 19 Cheetham Hill Road. Taken facing the north-east, away from the site.

7.3.6 Manchester Parcel Post Office

Manchester Parcel Post Office (HER 15544.1.0) is a grade II listed building, and therefore considered to be of special interest (Plate 33). The building was completed in 1894, as a specialist building type strategically sited between Exchange and Victoria stations, at the height of Manchester's commercial and industrial influence. The building has **associative historical value** due to its connection with the post office movement. The building also holds some **design aesthetic value** as the fabric of the building comprises red brick, with moulded brick and terracotta detailing, which is typical of many 19th-century buildings in Manchester. The setting of the parcel office enhances the significance of the listed building, as the surrounding landscape has undergone regeneration using complimentary materials, although the building is partly masked by high-rise structures.

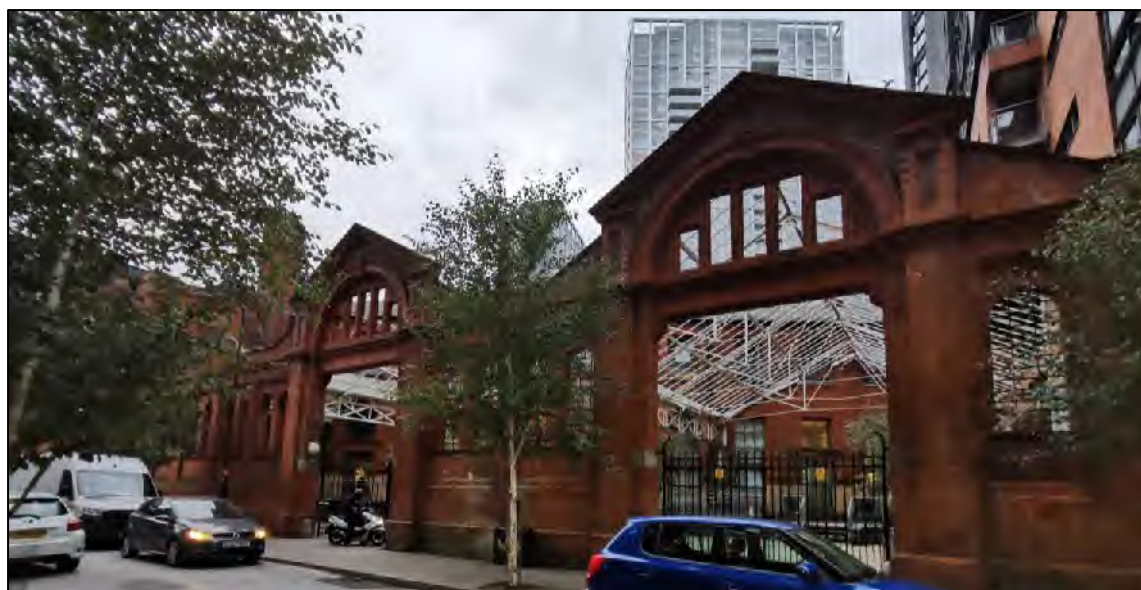


Plate 33: View of Manchester Parcel Post Office taken from Mirabel Street, looking west

7.3.7 Stephenson Bridge

Stephenson Bridge (HER 16138.1.0) is a grade II listed building, and therefore considered to be of special interest (Plate 34). The bridge has **associative historical value** due to its connection with two adjacent buildings, of a similar design known as North Bridge and Middle Bridge. Stephenson Bridge is the earliest out of the three bridges and was designed by George Stephenson in 1844. The bridge also holds some **aesthetic value** due its recent restoration, which included repair work, cleaning and painting. The setting of the bridge enhances the significance of the listed building, as it is located adjacent to two other grade II listed bridges, Victoria Station, Manchester Parcel Post Office and is situated on the edge of the Cathedral Conservation Area.



Plate 34: Stephenson Bridge, looking south-east

7.3.8 Middle Bridge

Middle Bridge (HER 16184.1.0) is a grade II listed building, and therefore considered to be of special interest (Plate 35). The bridge has **associative historical value** due to its connection with two adjacent buildings, of a similar design known as Stephenson Bridge and North Bridge. Middle Bridge was the second out of the three bridges to be built and was constructed in 1864. The bridge also holds some **aesthetic value** due its recent restoration, which included repair work, cleaning and painting. The setting of the bridge enhances the significance of the listed building, as it is located adjacent to two other grade II listed bridges, Victoria Station, Manchester Parcel Post Office and is situated on the edge of the Cathedral Conservation Area.



Plate 35: Middle Bridge, looking east

7.3.9 Manchester Cathedral

The Cathedral is a grade I listed structure and as such is considered to be of national importance. The building retains a high level of historic architectural fabric from various periods of construction and is a good example of the Perpendicular style.

The structure retains a high level of **evidential, associative, social and communal and illustrative historic value**. The Architectural Guide to Manchester by Pevsner describes the structure as 'one of the most impressive examples in England of a late medieval collegiate church, a reflection of the significance of the town as a regional centre by this time'.

7.3.10 Chetham's Hospital School

The Chetham's School site is a complex of three listed structures, set in a courtyard plan form. To the north and west is the Chetham's Hospital and the attached wall, a grade I listed building. To the east is the South East Wing to Chetham's Hospital and to the south west running parallel to the listed wall is a Detached Block of School Room. These further structures are grade II listed, and the entire site is considered to be of national importance. The complex retains a high level of historic architectural fabric from various periods of construction and is of historic and communal interest as a townhouse that was later used as a collegiate campus, a hospital and then a school.



The structure retains a high level of **evidential, associative, social and communal and illustrative historic value**.



Plate 36: Chetham's School of Music and Manchester Cathedral, taken from Stephenson Bridge

7.4 The Cathedral Conservation Area

The Cathedral Conservation Area is within a 300m radius of the Site. The Cathedral Conservation Area has **evidential, associative** and **illustrative historic value**, as the Cathedral and the former Chetham's hospital school buildings represent two important buildings that have medieval origins. It also includes several important 19th-century buildings such as the Corn Exchange and Manchester Training College. The Conservation Area also has **aesthetic value**, enhanced by the restoration of Sinclair's Oyster House and the Old Wellington Inn, which were raised 30 ft to correspond with the current street layout. It also has **social** and **communal value**, as the Cathedral provides a place of worship and community events, whilst Chetham's former hospital school building currently functions as a School of Music.

Buildings within the Cathedral Conservation Area are not currently visible from the Site and are masked by several structures. Views from the Conservation area take in several mid- and high-rise structures, particularly when looking towards Greengate and New Bridge Street.

7.5 Summary Statement of Significance

- The Site contains no buildings and therefore no upstanding heritage assets of significance;
- Eight listed buildings or structures are located within 300m of the Site, and are of special interest;
- The significance of the listed buildings within 300m of the Site are somewhat enhanced by their settings, particularly Victoria Station, Manchester Parcel Post

Office, North Bridge, Middle Bridge and Stephenson Bridge, which are located on the northern edge of the Cathedral Conservation Area;

- The Cathedral Conservation Area is of special interest.

8. Setting Assessment

8.1 Introduction

In the previous chapter, the significance of the built heritage within the Site and the significance of the settings of listed buildings within the wider landscape were assessed in relation to the present built environment. The following section is intended to assess the impact of the proposed development on the settings of heritage assets, which are located within 300m of the Site. This assessment is carried out in line with Section 16 of the NPPF.

8.2 Assessment of Views Methodology, Criteria and Guidance

8.2.1 Impact Assessment Criteria

The criteria for assessment of impact upon key views of heritage assets is based upon the guidance outlined in the Historic England document 'Seeing the History in the View' (2012). This methodology utilises a series of matrices to determine overall impact. Several assessments were undertaken here, in line with the guidance, to assess the overall impact. These assessments include: value/importance of individual heritage assets identified within each viewpoint; value/importance of the view as a whole; the magnitude of impact on heritage significance within a view. Full details of the definitions of the values and matrices are given in *Appendix 3*.

8.2.2 Identifying the Importance of the Assets and the Views

The assessment identifies several views from which the heritage assets can be best appreciated. Descriptions of the present views are provided to identify the importance of each asset and the view. The value or importance of individual heritage assets identified within the view and the value or importance of the view as a whole are measured as being **high, medium or low** (see *Appendix 3*).

8.2.3 Assessing the Magnitude of the Impact on Setting

The assessment of magnitude of impacts looks at how and to what extent the proposed development will impact on important viewpoints and change the setting of the heritage assets. The assessment attempts to be objective and quantifiable as far as possible and descriptions are given as evidence to support claims of impact. The extent to which specific design parameters influence the impact of the proposal on the heritage significance within a view is also relevant, as aspects of design such as scale, mass, silhouette, and materiality/ reflectivity may impact on heritage significance within a view. Impacts may be beneficial or adverse: beneficial changes being those that enhance the heritage values and adverse changes being those that fail to sustain heritage values.

Assessing the magnitude of impact on heritage significance within a view is measured as being **high beneficial, medium beneficial, low beneficial, imperceptible/none, low adverse, medium adverse** or **high adverse** (see *Appendix 3*).

8.2.4 Determining the Overall Impact

The overall impact is assessed by looking at both the value/importance of the individual heritage assets identified within the view and the value or importance of the view as a whole against the magnitude of impact. Table 8 within *Appendix 3* shows how the overall impact is assessed based on the magnitude of impact and the values of the individual heritage assets (Table 6, *Appendix 3*) and the view as a whole (Table 7, *Appendix 3*). The overall impact of the proposed development on either the value of the view as a whole or the value of the individual heritage asset can be described as having a **major effect, moderate effect, minor effect** or **no effect**.

8.3 Key Viewpoints Analysis of Listed Buildings

The identified built heritage assets have each been considered from several key viewpoints. The viewpoints identified contribute to the significance of the setting of the heritage assets and therefore it has been necessary to assess whether the proposed development would affect these key viewpoints.

8.3.1 HMP Manchester Gatehouse

One of the key viewpoints from which to appreciate HMP Manchester Gatehouse is from its approach along Carnarvon Street (Plate 37). The gatehouse can be seen from the south-east end of the street and provides a key focal point. The former Globe Works building fronts the street opposite the gatehouse and views from the north-east and south-west ends of Southall Street are restricted and only the side elevation of the gatehouse is visible. The key viewpoint from which to appreciate the listed building looks north-west, away from the proposed development and therefore the proposed development at the Site will not affect the setting of the gatehouse and therefore will have **no effect** on the setting and views of the grade II listed building.



Plate 37: View of HMP Manchester Gatehouse from Carnarvon Street, looking north-west

8.3.2 HMP Manchester Main Prison Block

The only visible element of HMP Manchester Main Prison Block is the pointed roof of the hexagonal concourse, which is situated at the centre of the prison block (Plate 21, p 28). The remainder of the grade II listed building is masked by the perimeter wall (Plate 31, p 41).

The prison block is located approximately 300m to the north-east of the Site, which is a considerable distance and most of the building is not visible, due to the high boundary walls and closed off nature of the facility. Therefore, the proposed development at the Site is unlikely to affect the setting of the prison block. The proposed development will have **no effect** on the current setting and views of the grade II listed building.

8.3.3 North Bridge

The main view of North Bridge is looking south-east from Great Ducie Street and Victoria Street (Plate 38). From this location, the principal feature of interest, is the recently painted and restored decorative panels. The key viewpoint from which to appreciate the listed building looks away from the direction of the proposed development. Therefore, the proposed development at the Site will have **no effect** on the setting and views of the grade II listed building.

8.3.4 Middle Bridge

Middle Bridge is masked by North Bridge to the north-west and by Stephenson Bridge to the south-east. The only view of the bridge is when standing in the small space on either side of the structure (Plate 35, p 44). From the gaps on either side of the bridge, the principal feature of interest, is the recently painted and restored decorative panels.

Viewpoints of Middle Bridge are masked by two adjacent grade II listed structures. Therefore, the proposed development at the Site will not affect the setting or significant

views of the bridge and therefore will have a **no effect** on the setting and views of the grade II listed structure.

8.3.5 *Stephenson Bridge*

Stephenson Bridge is masked by North Bridge and Middle Bridge to the north-west and so is not visible when looking south-east from Victoria Street or Great Ducie Street. The north-west panel is visible from a small gap between Middle Bridge and Stephenson Bridge (Plate 34, p 43). The south-east facing panel is visible, when looking north-west from Victoria Street, which is the key viewpoint of the grade II listed building (Plate 39). The principal feature of interest is the recently painted and restored decorative panels.

The proposed development may be visible from Stephenson Bridge, however, it is likely to blend into the current skyline, which comprises a mixture of mid-rise and high-rise buildings. Therefore, the proposed development will have a **minor effect** on the setting and views of the grade II listed building.



Plate 39: View of Stephenson Bridge from Victoria Street and Victoria Station to the right, looking east

8.3.6 *Victoria Station*

One of the key viewpoints from which to appreciate Victoria Station is from its approach from Hunts Bank (Plate 40). Views from Victoria Station include the adjacent Manchester AO Arena and several mid- and high-rise buildings (Plate 41).

Victoria Station is located approximately 300m to the south-east of the Site, which is a considerable distance. The proposed development comprises several mid and high-rise

buildings, which will blend into the current skyline. Furthermore, key viewpoints of the station look north-east, away from the proposed development. Therefore, the proposed development will have **no effect** on the setting and views of the grade II listed building.



Plate 40: Victoria Station from Hunts Bank, looking north-east



Plate 41: View of Manchester AO Arena, with mid- and high-rise buildings in the Manchester skyline, looking west

8.3.7 Manchester Parcel Post Office

Key Views of Manchester Parcel Post Office include looking east and south-east from New Bridge Street, and looking west from Mirabel Street. Manchester Parcel Post Office is located 300m to the south of the proposed development, which is a considerable distance. The grade II listed building is bounded by mid-rise and high-rise structures (Plate 42).

Key viewpoints from which to appreciate the listed building look away from the proposed development. Therefore, the proposed development is considered to have **no effect** on the setting and views of the building.



Plate 42: View of Manchester Parcel Post Office from Mirabel Street, showing mid – and high-rise structures on either side of the grade II listed building, looking north-west

8.3.8 19 Cheetham Hill Road

One of the key views from which to appreciate 19 Cheetham Hill Road is looking west towards the front façade of the building, from the opposite side of the road (Plate 32, p 42). The grade II listed building is located 260m to the south-east of the proposed development scheme. The proposed development scheme comprises a mixture of mid-rise and high-rise buildings and may be visible the key view of 19 Cheetham Hill Road. Mid-rise buildings occupy the opposite side of the street, whilst several high-rise structures are visible in the Manchester skyline to the south and south-west. The proposed development will, however, blend into the current skyline, therefore, the setting of the grade II listed building will not be affected and the proposed development will have a **minor effect** on the setting and views of the building.

8.3.9 Manchester Cathedral

The setting of Manchester Cathedral is a varied urban townscape that has evolved over time and includes structures of different ages, styles, scale and mass. The character of the setting is, however, one of spaciousness created by the immediate setting of the

churchyard and landscaped areas as well as the River Irwell to the west. The Cathedral is not necessarily appreciated from wider ranging views due to the density of the surrounding development. However, the Cathedral is visible from the landscaped area (Cathedral Gardens) to the east and from the west along Victoria Street and Chapel Street beyond this.

The proposed development scheme comprises a mixture of mid-rise and high-rise buildings and may form part of a view of the western façade of the Cathedral, when viewed from Victoria Street. However, a modern high-rise structure already forms part of this view, and the varied Manchester skyline is visible to the north beyond. The proposed development will blend into the current skyline, therefore, the setting of the Cathedral will not be affected and the proposed development will have a **minor effect** on the setting and views of the building.

8.3.10 Chetham's Hospital School

As with the Cathedral, the Chetham's Hospital School buildings are set within the heavily developed urban core of Manchester. The complex is surrounded by buildings that vary in age, style, form and mass. As the structures form a courtyard, views from within this courtyard strongly demonstrate the group value of the structures. However, this courtyard space is not publicly accessible and views into this area that best reveal the southern, eastern and western elevations are restricted. Further elements enclose the complex including a low stone wall, hedges and fencing, which give the immediate, southern setting a secluded character.

There are, however, views of the complex from along Long Millgate and the Cathedral Gardens area, where the South-east Wing to Chetham's Hospital is experienced. Parts of the west elevation of the hospital building are visible from along Victoria Street.

The viewpoints outlined above from which to appreciate the listed buildings will not include the Site. Therefore, the proposed development is considered to have **no effect** on the setting and views of the building.

8.4 Key Viewpoints Analysis of Non-designated Heritage Assets

8.4.1 Former Globe Works

One of the key views from which to appreciate the former Globe Works building is from the opposite side of the road at Southall Street. From this viewpoint the front façade of the building is visible (Plate 24, p 36). Other viewpoints include looking south-west and north-east along Southall Street (Plate 44). The Site is located 200m to the south-east of the former Globe Works building and the key viewpoint from which to appreciate the listed buildings looks west, away from the direction of the proposed development. Furthermore, several mid-rise and high-rise buildings are visible within the skyline. Therefore, the proposed development will have **no effect** on the setting and views of the non-designated heritage asset.





Plate 44: View of the Former Globe Works, looking west

8.4.2 Former Clarence Hat Works

Key viewpoints from which to appreciate the former Clarence Hat Works includes looking north-west along Dutton Street and from the opposite side of the road (Plate 45). The Site is located approximately 150m to the south-west of the former hat works building and the key viewpoint from which to appreciate the listed building looks north-west, away from the direction of the proposed development. Therefore, the setting of the non-designated heritage asset will not be affected and therefore the proposed development will have **no effect** on the setting and views of the former hat works.



Plate 45: Viewpoint of the former Clarence Hat Works building, looking north-west

8.4.3 Former Motor Works

Key viewpoints from which to appreciate the former Motor Works includes looking west along New Bridge Street and from the opposite side of Breslyn Street (Plate 26, p 37). The Site is located approximately 130m to the north-east of the non-designated heritage asset and the key viewpoints from which to appreciate the buildings look west, away from the direction of the proposed development. Therefore, the setting of the non-designated heritage asset will not be affected and therefore the proposed development will have **no effect** on the setting and views of the building.

8.5 Key Viewpoints Analysis of The Cathedral Conservation Area

The conservation area is located within the urban core of Manchester, which characterises the setting of the asset. However, the spacious character of the immediate setting of the Cathedral does contrast with the dense urban grain of the wider setting of the conservation area. The key views outlined above of the Cathedral and Chetham's Hospital School buildings should be considered to be key views within the conservation area. Views into the conservation area are restricted by the dense grain and form of the surrounding development. As stated above, the proposed development may form part of a view of the Cathedral, facing north from along Victoria Street, however, the proposed development is in keeping with the character of the setting of the conservation area and

therefore the proposed development will have a **negligible effect** on the setting and views of the conservation area.

8.6 Summary of Effect on Setting

Heritage Asset	Importance of Heritage Asset (Table 10)	Sensitivity of Heritage Asset to Further Change (Table 11)	Magnitude of Impact (Table 12)	Resulting Effect (Tables 13 and 14)
HMP Manchester Gatehouse	Medium	Low	No impact	No Effect
HMP Manchester Main Prison Block	Medium	Low	No impact	No Effect
North Bridge	Medium	Low	No impact	No Effect
Middle Bridge	Medium	Low	No impact	No Effect
Stephenson Bridge	Medium	Low	Low impact	Minor Effect
Victoria Station	Medium	Low	No impact	No Effect
Manchester Parcel Post Office	Medium	Low	No impact	No Effect
19 Cheetham Hill Road	Medium	Low	Low impact	Minor Effect
Manchester Cathedral	High	Low	Low impact	Minor Effect
Chetham's Hospital School	High	Low	No impact	No Effect
Former Globe Works	Low	Low	No impact	No Effect
Former Clarence Hat Works	Low	Low	No impact	No Effect
Former Motor Works	Low	Low	No impact	No Effect
Dutton Hotel	Low	Low	No impact	No Effect
The Cathedral Conservation Area	Medium	Low	Low impact	Minor Effect

Table 3: The effect of the proposed development on the attributes of setting

8.7 Summary of effects on Viewpoints near the Site

The proposed development will have a negligible effect and an imperceptible effect on the views of the heritage assets (Table 4).

Viewpoint	Value of view	Value of heritage assets	Magnitude of impact	Overall impact
HMP Manchester Gatehouse	Low	Medium	Imperceptible	Negligible
HMP Manchester Main Prison Block	Low	Medium	Imperceptible	Negligible
North Bridge	Low	Medium	Imperceptible	Negligible
Middle Bridge	Low	Medium	Imperceptible	Negligible
Stephenson Bridge	Low	Medium	Imperceptible	Negligible
Victoria Station	Low	Medium	Imperceptible	Negligible
Manchester Parcel Post Office	Low	Medium	Imperceptible	Negligible
19 Cheetham Hill Road	Low	Medium	Imperceptible	Negligible
Manchester Cathedral	Medium	High	Imperceptible	Negligible
Chetham's Hospital School	Low	High	Imperceptible	Negligible/ No Effect
Former Globe Works	Low	Low	Imperceptible	Negligible/ No Effect
Former Clarence Hat Works	Low	Low	Imperceptible	Negligible/ No Effect
Former Motor Works	Low	Low	Imperceptible	Negligible/ No Effect
The Cathedral Conservation Area	Low	Medium	Imperceptible	Negligible/ No Effect

Table 4: Impact assessment summary of the viewpoints affected within the proposed development

Overall, the proposed development of the Site will have **no adverse effect** on the historic built heritage surrounding the Site, as the proposed works are in keeping with the locality

and the changes to the Manchester skyline will not be perceptible. The proposed works will not have a negative effect on any nearby heritage assets nor their settings.

9. Planning Policy Considerations

9.1 Introduction

The National Planning Policy Framework (revised July 2021), sets out the Government's planning policies for England and how these are expected to be applied. The relevant local plan policies contained within the Manchester City Council Core Strategy have also been considered.

Several designated heritage assets fall within 300m of the Site, including eight grade II listed buildings or structures, and the Cathedral Conservation Area. However, the assessment has found that the heritage assets and their settings will not be affected by the proposed development.

Therefore, the overall impact of the proposed development on the historic environment has been assessed as resulting in instances of **no adverse effects**.

9.2 NPPF Policy Considerations

This statement addresses the relevant policies within the NPPF concerned with the historic environment (principally Section 16).

The heritage statement has identified and assessed the heritage assets surrounding the Sites which could be affected by the proposed development. As required by paragraph 194 of the NPPF, the heritage statement describes the significance of the identified heritage assets. The settings of the identified heritage assets have been addressed sufficiently to understand the potential impact of the proposed development. The designated heritage assets and Conservation area will not be physically affected by the proposed development. The former Globe Works, Clarence Hat Works and the former Motor Works have heritage value as non-designated heritage assets, however, the proposed development will not physically affect these heritage assets.

The heritage statement provides information proportionate to the identified heritage assets' importance; the setting assessment demonstrates that the impact of the proposals will result in instances of imperceptible impact with a resulting 'no adverse effect'.

The following considerations of the NPPF Policy, in particular, apply to the proposed development:

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

Paragraph 203: The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The proposed development plans and their effect on the significance of both designated (**Paragraph 199**) and non-designated heritage assets (**Paragraph 203**) has been taken into consideration in this assessment. The assessment has proven that the proposals will not affect the significance of non-designated heritage assets, as they fall outside the development area and their settings do not contribute significantly to their overall heritage value. The designated heritage assets, including eight grade II listed buildings and the Cathedral Conservation Area, are located at considerable distances from the Site, with no views overlooking the Site. The proposed development comprises mid-rise and high-rise buildings, which may be visible from some of the designated heritage assets, however, the area already contains several high-rise buildings. Therefore, it is concluded that the significance of the designated heritage assets will not be affected by the proposed development.

9.3 *Manchester City Council's Core Strategy Policies*

Policy EN3 states:

'Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encourage where they are considered consistent with the significance of the heritage asset.'

The location of the proposed development within Strangeways is situated in an area that has lost much of its built heritage value. The Site was a rural part of the Strangeways Estate during the post-medieval period up until the late 18th century, when several textile finishing works were established in the area. Any traces of these estates that survived into the early 19th century was lost through extensive development during the mid- 19th century. Throughout the second half of the 19th century and during the early 20th century the Site was characterised by residential development and a large industrial complex. During the 20th century, the Site was cleared of housing and the Boddingtons Brewery Site was extended into the Site. The 19th-century historic residential use of the Site will therefore be re-established by the proposed development.

9.4 *Historic England Considerations*

9.4.1 *Good Practice Advice in Planning*

The purpose of the Historic England Good Practice Advice in Planning: 2 (2015) is to 'provide information to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the National Planning Policy Framework (NPPF) and the related guidance given in the Planning Practice Guidance (PPG). These include; assessing the significance of heritage assets, using appropriate expertise, historic environment records, recording and furthering understanding, neglect and unauthorised works, marketing and design and distinctiveness'. Historic England Good Practice Advice in Planning: 2 (2015) has been



consulted in order to assess the significance of the heritage assets within 300m of the Site.

Good Practice Advice in Planning, 3 (2017) gives assistance concerning the assessment of the setting of heritage assets. It offers a step-by-step guide to identify and assess the setting and views of heritage assessments. The Good Practice Advice in Planning, 3 (2017) has been consulted to identify and assess the settings and views of the heritage assets within 300m of the Site.

10. Conclusions

Given the distance between the identified heritage assets, the Cathedral Conservation Area and the proposed development, the settings of the assets will not be affected by the proposed development. In total, three non-designated heritage assets, have been identified within close proximity to the Site, however, these will not be visually affected by the proposed development.

The proposed development at the Site will result in eleven instances of **no effect** and four instances of a **negligible effect** on the settings of the heritage assets. However, as the proposed scheme of development is in keeping with the wider setting of all the heritage assets, **the overall impact of this scheme is assessed as having no adverse effect** on the significance of the settings of the identified heritage assets. Therefore, the proposed development will neither enhance nor harm the built heritage assets identified within 300m of the Site.

There is little opportunity to enhance the historic environment, as little of the historic character of the Site survives. The proposed development includes residential dwellings, which re-establishes the 19th-century uses of the Site as a residential area. There is therefore an opportunity to pick up the historical threads of the Site and emphasise the time-depth of the Site by incorporating some of the historic street names and the historic street pattern (e.g. Nightingale Street and Briddon Street) within the new development, if appropriate.

The proposed development accords with Manchester's adopted Core Strategy (2012), and the NPPF (revised July 2021).

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Appendix 1: HER Gazetteer Entries

The following gazetteer entries summarise the HER data for the 300m search radius around the Site. The locations of the gazetteer entries are shown on Figure 13.

GE Number	1
Site Name	HMP Manchester Gatehouse
List Entry	8619.1.0
Designation	Grade II listed building
Description	The building was designed by Alfred Waterhouse in 1866-8 and is built using red brick with stone dressings in a Romanesque style. It is a total of three storeys high, with a central large round-arched entrance flanked by semi-octagonal turrets with tall hipped slate roofs. A two-storey wing is situated to the left, which was built in a matching style, and includes a bay window and gabled porch.
GE Number	2
Site Name	North Bridge
List Entry	16185.1.0
Designation	Grade II listed building
Description	North Bridge was constructed in 1893. The bridge is of iron plate girder construction with cast-iron parapet. The girders are haunched at the sides to allow for the passage of traffic below while providing sufficient support from the brick abutments to either side.
GE Number	3
Site Name	Victoria Station
List Entry	1392.1.0
Designation	Grade II listed building
Description	Victoria Station was the western terminus of the Manchester & Leeds Railway Company's trans-Pennine line, constructed in 1844 and designed by George Stephenson. The station, including the concourse to the rear with restaurant and booking hall is a grade II listed building. The original building was of Italianate style. Victoria Station was continuously extended throughout the 19 th century. Modernisation has been undertaken during the latter half of the 20 th century.
GE Number	4
Site Name	HMP Manchester Main Prison Block
List Entry	8619.2.0
Designation	Grade II listed building
Description	The building was designed by Alfred Waterhouse 1866-8. The prison block matches the Romanesque design of the gatehouse and is also constructed in red brick with stone dressing. The layout of the prison comprises six wings radiating from a central concourse. In total, five of the wings serve as four-storey high cell-blocks, whilst the remaining wing provides a short two-storey entrance wing that faces the gatehouse.
GE Number	5
Site Name	19 Cheetham Hill Road
List Entry	8317.1.0
Designation	Grade II listed building
Description	The building is rectangular in plan and comprises two storeys built in Classical style. It has a central projecting bay with pediment, pilasters and arched portal which contains the doorway.

GE Number	6
Site Name	Manchester Parcel Post Office
List Entry	15544.1.0
Designation	Grade II listed building
Description	The building was built in 1894 and currently operates as a warehouse and has several late 20 th -century alterations. The fabric of the building comprises red brick, with moulded brick and terracotta detailing, Welsh slate roof coverings and glazed courtyard canopy.
GE Number	7
Site Name	Stephenson Bridge
List Entry	16138.1.0
Designation	Grade II listed building
Description	Built in 1844, the bridge is one out of three bridges that carries the railway line to Victoria Station. It is the earliest of the three bridges. The bridge has two cast iron arches carrying the railway line over Victoria Street, supported by masonry abutments, with brick arches between the two main spans on the north side. A later addition, built in 1884, on the south side is of plate-girder construction with a cast iron parapet and spans the road and river. Its later extension formed part of the longest passenger platform in Europe until the adjoining Manchester Exchange Station was closed in 1969, and the platform still survives without its canopy
GE Number	8
Site Name	Middle Bridge
List Entry	16184.1.0
Designation	Grade II listed building
Description	Middle Bridge is one of three bridges that carries the railway line into Victoria Station. The bridge comprises iron girders resting on brick and masonry abutments to either side of the road, and support cast-iron parapets decorated with bands, from the base, of continuous arches, key patterns, raised panels divided by Ionic pilasters, and foliage swags. The bridge was the second out of the three bridges to be built. It connected the line to Bolton and Wigan developed by the Lancashire and Yorkshire Railway Company
GE Number	9
Site Name	Former Globe Works
List Entry	-
Designation	Non-designated heritage asset
Description	Globe Works was built between 1870-72 and is first shown on the Ordnance Survey map of 1891 annotated as 'Agricultural Implement Works'. The factory was built by Richmond and Chandler, whose initials are inscribed in dressed stone above the former office entrance. The fabric of the building comprises red brick with dressed stone features. The building has been regenerated and is currently occupied by apartments.
GE Number	10
Site Name	Former Clarence Hat Works
List Entry	-
Designation	Non-designated heritage asset
Description	The former hat works was built in 1895 and is first shown on the Ordnance Survey map of 1908. The fabric of the building comprises red brick with dressed sandstone, complimenting HMP Manchester Gatehouse and the former Globe Works building. The building currently functions as a storage facility.



GE Number	11
Site Name	Former Motor Works
List Entry	-
Designation	Non-designated heritage asset
Description	The building is first shown on the 1908 Ordnance Survey map. The fabric of the building comprises red brick with moulded brick and terracotta detailing. The building has been regenerated in commercial units at ground floor level with residential apartments above.



Appendix 2: Tables of Criteria

Value / Importance	Definition
High	The asset will normally be a world Heritage Site, grade I or II* listed building, scheduled monument, grade I or II* historic park and garden or historic battlefield which is a central focus of the view and whose significance is well represented in the view. The Viewing Place (and/or Assessment Point) is a good place to view the asset or the only place from which to view that particular asset.
Medium	The asset will normally be a grade II listed building, grade II historic park and garden, conservation area, locally listed building or other locally identified heritage resource which is a central focus of the view and whose significance is well represented in the view. The Viewing Place (and/or Assessment Point) is a good place to view the asset and may be the only place from which to view that particular asset. The asset may also be a World Heritage Site, grade I or II* listed building, scheduled monument, grade I or II* historic park and garden or historic battlefield which does not form a main focus on the view but whose significance is still well represented in the view. In this case the Viewing Place (and/or Assessment Point) may be a good, but not the best or only place to view the heritage asset.
Low	The asset may be a grade II listed building, grade II historic park and garden, conservation area, locally listed building or other locally identified heritage resource which does not form a main focus of the view. In this case the Viewing Point (and/or Assessment Point) may not be the best or only place to view the heritage asset.

Table 6: Value/importance of individual heritage assets identified within each viewpoint

Value / Importance	Definition
High	The view is likely to be a nationally or regionally important view (e.g. views in the LVMF, a view identified in a World Heritage Site management plan or designed views within grade I or II* historic parks and gardens) and/or contain heritage assets such as World Heritage Sites, grade I or II* historic parks and gardens or historic battlefields whose heritage significance is well represented in the view and which benefit from being seen in combination with each other.
Medium	The view is likely to be of importance at the county, borough or district level (e.g. Metropolitan Views defined by London boroughs or designed views within grade II historic parks and gardens) and/or contain heritage assets such as grade II listed buildings, grade II historic parks and gardens, conservation areas, locally listed buildings or other locally identified heritage resources whose significance is well represented in the view and which benefit from being seen in combination with each other. It may also be a view that contains heritage assets such as World Heritage Sites, grade I or II* listed buildings, scheduled monuments, grade I or II* historic parks and gardens or historic battlefields whose heritage significance is clearly readable, but not best represented, in this particular view.
Low	The view is likely to be a locally valued view and contain heritage assets such as grade II listed buildings, grade II historic parks and gardens, conservation areas, locally listed buildings or other locally identified heritage resources whose

	heritage significance is clearly readable, but not best represented, in this particular view.
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Table 7: Value/importance of the view as a whole

Magnitude of Impact	Definition
High beneficial	The development considerably enhances the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Medium beneficial	The development enhances to a clearly discernible extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values
Low beneficial	The development enhances to a minor extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Imperceptible/ None	The development does not affect the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Low adverse	The development erodes to a minor extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Medium adverse	The development erodes to a clearly discernible extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
High adverse	The development severely erodes the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.

Table 8: Criteria for determining magnitude of impact on heritage significance within a view

	With High Value	With Medium Value	With Low Value
With high (beneficial or adverse) magnitude of impact	Major effect	Major effect	Moderate effect
With medium (beneficial or adverse) magnitude of impact	Major effect	Moderate effect	Minor effect
With low (beneficial or adverse) magnitude of impact	Moderate effect	Minor effect	Negligible/ no effect
Negligible/ neutral impact	Minor effect	Negligible effect	Negligible/ no effect

Table 9: Overall impact: Magnitude of impact against value

Importance	Indicative Criteria
Very High	Designated Heritage Assets of international Significance are legally protected and/or protected by international agreements or non-designated Heritage Assets of international Significance, which have no legal protection but are important in policy terms as they contribute to international research objectives
High	Scheduled Monuments and their settings are legally protected Non-designated Heritage Assets, which have no legal protection but are important in policy terms as they contribute to national research objectives Grade I and Grade II* listed buildings and their settings are legally protected Grade I Registered Parks and Gardens, Conservation Areas containing very important buildings and their settings are legally protected
Medium	Grade II listed buildings and their settings are legally protected Grade II Registered Parks and Gardens and their settings are legally protected Conservation Areas containing buildings that contribute significantly to its historic character are legally protected Non-designated Heritage Assets, which have no legal protection but are important in policy terms as they contribute to regional research objectives
Low	'Locally listed' buildings and settings Historic (unlisted) buildings of modest quality in their fabric or historical association and their settings Non-designated Heritage Assets, which have no legal protection but are important in policy terms as they contribute to local research objectives
Very Low	Buildings of no architectural or historical note; buildings of an intrusive character Non-designated Heritage Assets that have been damaged
Negligible	Buildings with some hidden (i.e. inaccessible) potential for historic Significance Non-designated Heritage Assets of very little or no surviving archaeological interest
Unknown	Indicators of potential with no evidence for specific archaeological periods within the Study Area, including mapping data, paleoenvironmental data, historic references, photographic references, geological data, geotechnical data, and topography.

Table 10: Criteria for measuring the importance of Heritage Assets

Sensitivity	Indicative Criteria
Very High	The current setting has been influenced by limited degrees of incremental changes that are a modern reflection of aspects of the original setting
High	The current setting has been influenced by medium degrees of incremental changes, some of which are modern reflections of aspects of the original setting
Medium	The current setting has been influenced to a large degree by incremental changes, some of which are not in keeping with the setting of the Heritage Asset
Low	Some aspects of the current setting have been compromised at specific locations within that setting
Very Low	The current setting has been widely compromised

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Table 11: Criteria for measuring the sensitivity of a Heritage Asset to further change

Magnitude	Indicative Criteria
Very Large	Total loss of Heritage Asset without recorded evidence
Large	Comprehensive alterations to attributes of setting
Medium	Considerable alterations to attributes of setting that affect the character of the Heritage Asset
Small	Slight alterations to attributes of setting
Very Small	Very slight alterations to attributes of setting

Table 12: Criteria for measuring the impact (magnitude)

Effect	Indicative Criteria
Substantial	Comprehensive changes to attributes of setting
Major	Considerable changes to attributes of setting that affect the character of Heritage Assets
Moderate	Slight changes to wider attributes of setting
Minor	Slight changes to limited attributes of setting
Negligible	Slight changes to attributes of setting
No Change	Very slight changes to attributes of setting

Table 13: Criteria for measuring the likely effects

	Very Small Magnitude	Small Magnitude	Medium Magnitude	Large Magnitude	Very Large Magnitude
Very Low Sensitivity	Negligible Effect	Minor Effect	Minor Effect	Moderate Effect	Moderate Effect
Low Sensitivity	Minor Effect	Minor Effect	Moderate Effect	Moderate Effect	Major Effect
Medium Sensitivity	Minor Effect	Moderate Effect	Moderate Effect	Major Effect	Major Effect
High Sensitivity	Moderate Effect	Moderate Effect	Major Effect	Major Effect	Substantial Effect
Very High Sensitivity	Moderate Effect	Major Effect	Major Effect	Substantial Effect	Substantial Effect

Table 14: The relationship between sensitivity, impacts (magnitude) and effect



Appendix 3: Figures

- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed on Laurent's map of 1793
- Figure 4: Site boundary superimposed on Swire's map of 1824
- Figure 5: Site boundary superimposed on Bancks & Co's map of 1831
- Figure 6: Site boundary superimposed on the Ordnance Survey 60": 1 mile map of 1850
- Figure 7: Site boundary superimposed on the Ordnance Survey 1: 500 Town Plan of 1891
- Figure 8: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1908
- Figure 9: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1922
- Figure 10: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1952
- Figure 11: Site boundary superimposed onto the 1:10,000 National Grid Map of 1980
- Figure 12: Site boundary superimposed onto the 1:10,000 National Grid Map of 1994
- Figure 13: Locations of Gazetteer Entries