

Lock 91 Bar - Proposed Decked Seating to adjacent plot - Heritage Statement

7th May 2022

Introduction

This document is a Heritage Assessment for the proposed temporary decking with perimeter balustrade on the plot of land adjacent to the bar Lock 91 and assesses its impact on the adjacent heritage asset of the Grade II listed Castlefield Viaduct.

The site comprises original cobbled surface and two footings for the footbridge to Deansgate Station. To the western edge is the recent addition of the staircase access for the tram station which is clad in a green wall that faces the site. To the eastern border is Century Street, a cobbled street that separates the site from the Lock 91 Bar for which this application is associated.

A Heritage Statement is required to support the application due to the potential impact the proposed development could have on the identified heritage asset and the wider historic environment.

This document is to be read in conjunction with submitted drawings and documents.

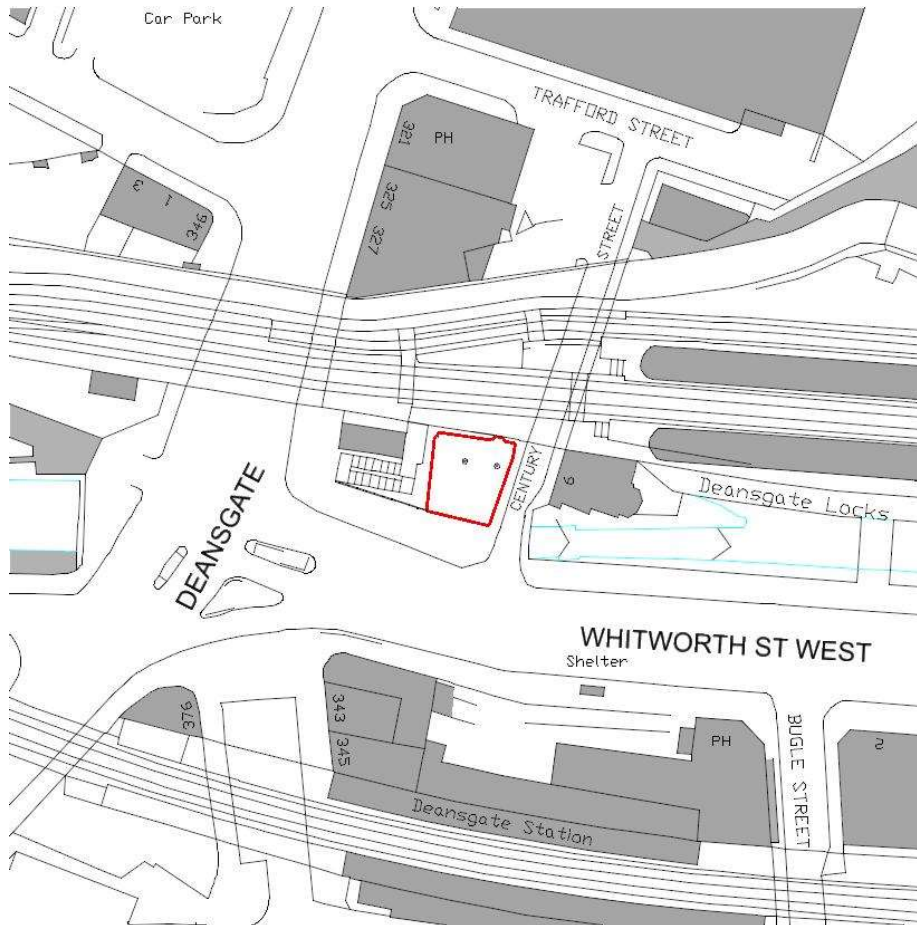
Proposal Description

The proposals comprise a temporary timber deck with split level to lessen its visual impact with perimeter balustrade all constructed in pressure treated timber. Several of the balustrade posts extend to 3m above FFL to carry the warm LED lighting strings over the site for evening lighting. The decking is intended for additional seating for Lock 91 during the warmer months of the year. There will be no fixed furniture as all tables and benches will be removed overnight to ensure the site is secure.

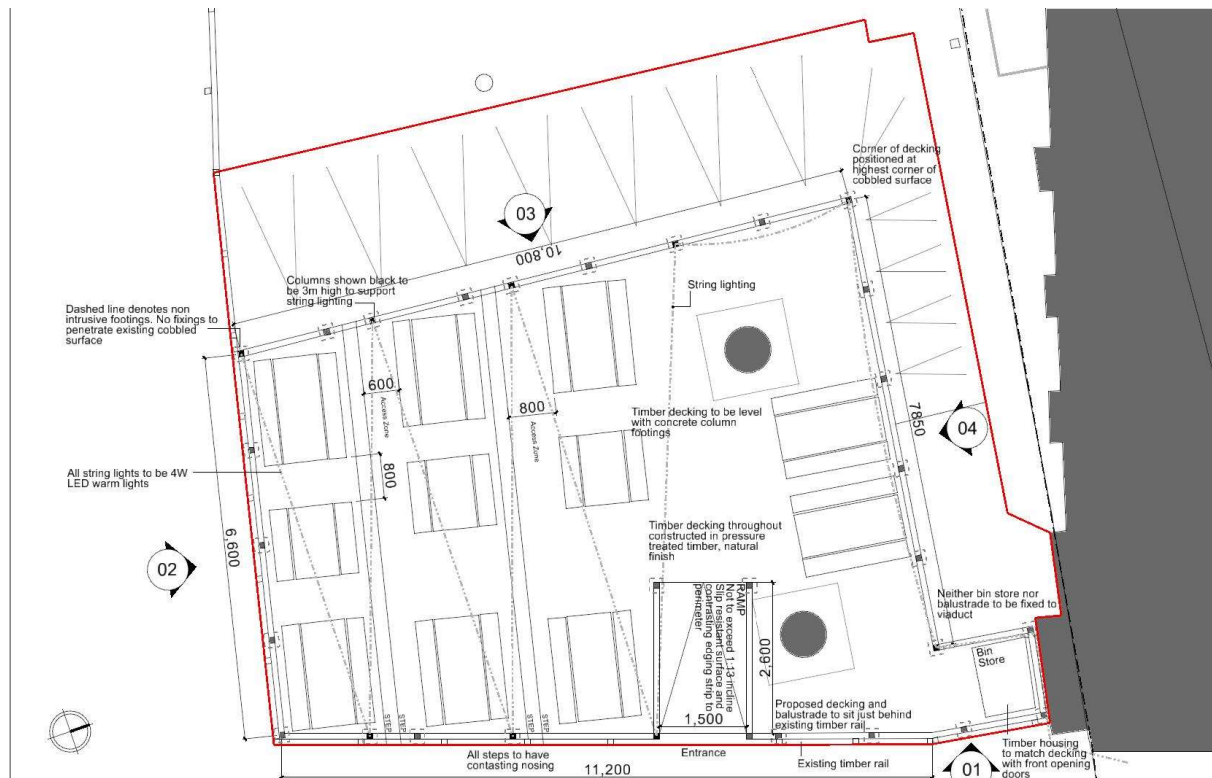
Access

Existing access is currently off Century Street directly opposite Lock 91 Bar which is being retained in the proposals. There is no vehicular access into the site but vehicles can park along Century Street for loading purposes.

Site Plan



Proposed Plan



Photographic Site Assessment



Fig.01 - Image taken from ramped access to Deansgate Station on the south side of Whitworth Street looking north. Image shows Lock 91 Bar on the far right, to the left is the stair access to Deansgate Tram Station and the proposed site in between with the footbridge directly above. Site is bound by low level timber balustrades on two sides.



Fig.02 - Image taken from pavement on Whitworth Street directly in front of site showing Lock 91 Bar to the right and green wall to Deansgate Tram Station stair access on the left. Two columns that support the footbridge above are shown falling within the proposed site. Image shows the listed Castlefield Viaduct behind with more recent alterations within the arch.



Fig.03 - Image taken from pavement on Whitworth Street directly in front of site showing Lock 91 Bar to the right and listed viaduct behind. Image illustrates the topography of the site.

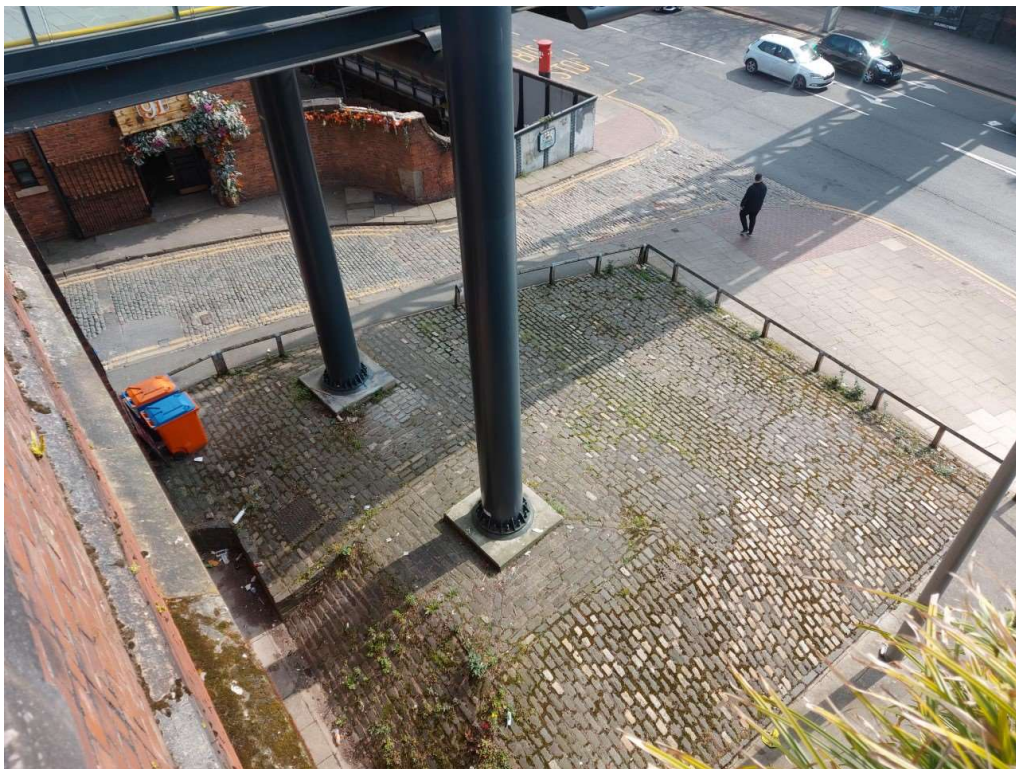


Fig.04 - Image taken from above on Deansgate Tram Station platform. Image depicts the cobbled surface and clearly shows the footbridge supports and footings. Image also clearly shows Century Street to the top left separating Lock 91 Bar from the site.



Fig.05 - Image taken from entrance of Lock 91 Bar with Whitworth Street to the left and the listed viaduct to the right. This image demonstrates the site topography and proximity to green wall and staircase to Deansgate Tram Station.



Fig.06 - Image taken from pavement of Whitworth Street directly in front of site and shows the proximity and impact of the green wall and staircase access to Deansgate Tram Station on the site.

Impact Assessment

Impact on Listed asset - It should be stressed that the proposed decked seating area is proposed to be temporary and intended for the more temperate months of the year. Given the steep gradient across the site, the proposals show a total of four steps that provide terraced seating and lessens the visual impact compared to a single level decked area that would sit considerably higher on the Whitworth Street elevation given the topography.

The proposed decking will be free standing and no part of the timber structure will touch the listed viaduct.

The decking will be constructed so that it does not penetrate or fix directly to the existing cobbled surface. The decking will sit on timber footings to ensure that the cobbled surface is not damaged in any way. This means that when the structure is eventually removed, no evidence of its existence will remain on site and no damage will be left on the cobbled surface or the listed viaduct.

The site currently sits in front of one of the viaduct arches that has been subject to alterations to provide space beneath. The style of the alterations, although relatively in keeping with the viaduct's materiality, is not original and not of high quality. The proposed decking would sit in front of this alteration and be partially concealed when viewed from Whitworth Street but all views of the original viaduct will be maintained.

Visual Impact - The decking will be constructed from pressure treated timber in a natural finish with no brightly coloured paint or varnish. The natural material is intended to be sympathetic to the industrial nature of the setting and also be in keeping with the green wall of the adjacent tram station staircase. This ensures no new or jarring materials are introduced to the design maintaining the character and setting of the listed asset. By introducing steps within the design, the height of the decking has been kept to a minimum and the only elements to exceed the perimeter balustrade are the timbers to carry the string lights and the timber bin store at the rear to house the bins that currently sit on the site. The lights themselves will be 4W warm LEDs to provide flattering lighting to the heritage asset and the cobbles surrounding the site.

Conclusion

Given the clear intent to lessen the visual impact of the decking by keeping the height to a minimum and not introducing jarring materials or unnecessary timber elements, the proposal has proven to comply with the NPPF guidance for development that may affect the setting of a heritage asset. Furthermore, the decking will be temporary and once removed will leave no evidence or damage to the existing site or adjacent viaduct.