



The Viadux Site, Tower Crane Works Manchester

Heritage Statement: Significance and Impact

Prepared for: Salboy

22nd April 2021

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1. Introduction

1.1 Background and Proposals

Heritage Architecture Ltd. (HA) were commissioned by Salboy to prepare a Heritage Statement to support the extant Planning Application for the redevelopment of the Former Bauer Millett Site, Manchester (henceforth referred to as the 'the Site' or the 'Viadux Site').

The Site comprises the former railway viaduct which passes over Great Bridgewater Street in Manchester City centre, originally connecting the train line to the former Central Station (now Manchester Central Convention Centre), along with a large area of brick arches forming a vaulted brick undercroft to the south of the viaduct. The former railway viaduct and vaulted undercroft are listed at grade II (please refer to **Appendix I** for full list description).

The principal aim of the following Heritage Statement is to assess the potential impact of the proposed works to the fabric and character of the grade II Castlefield Viaduct. The listed building forms part of the wider redevelopment of the Viadux Site, which is largely bound by the grade II* Manchester Central Station to the north, Albion Street to the east, the rear service courtyard to Beetham Tower to the west, and Castlefield Deansgate Tram stop and Deansgate Locks to the south (**Figure 1, below**).

The Site is currently being redeveloped to establish a new 40-storey residential tower and 14-storey office building. The scheme was granted Planning Permission and Listed Building Consent on 27 July 2017 (MCC Planning references: Ref. 115871/FO/2017 and 115872/FO/2017). Following on from the 2017 consent, a Section 73 application (ref 126868/JO/2020) for a Minor Material Amendment to the approval was made in May 2020.

Following pre-commencement works, it has become clear there will be a requirement for a Tower Crane to be on site in order to carry out the construction work. A detailed options appraisal was issued to Manchester City Council (MCC) in February 2021, which demonstrated up to 7 options for the placement of the Tower Crane had been considered (**Figure 2, below**). Following initial investigation works, it is understood that the most viable option is for the Tower Crane to be placed to the western side of the viaduct at upper deck level (**Option 4, Figure 2**).

The preferred option seeks to create a temporary opening through the listed arch (circa 3.25m square opening) which would be reinstated utilising the original brickwork upon completion of the temporary works. The method statement for these works is to be provided by Bullen Conservation Ltd. This document should be read in conjunction the Conservation Strategy issued by Heritage Architecture (26.08.2020) and the outline method statement produce by conservation accredited structural engineers, Renaissance Associates Ltd (ref: VIA-REN-0-ZZ-DR-S-90040-T).

The following Heritage Statement identifies the relative significance of the historic fabric, which is to be affected by the Tower Crane works and outlines both the direct and indirect heritage impact of the works in accordance with the requirements set out in Historic England's recent Guidance on "*Statements of Heritage Significance*" Advice Note 12, 2019.

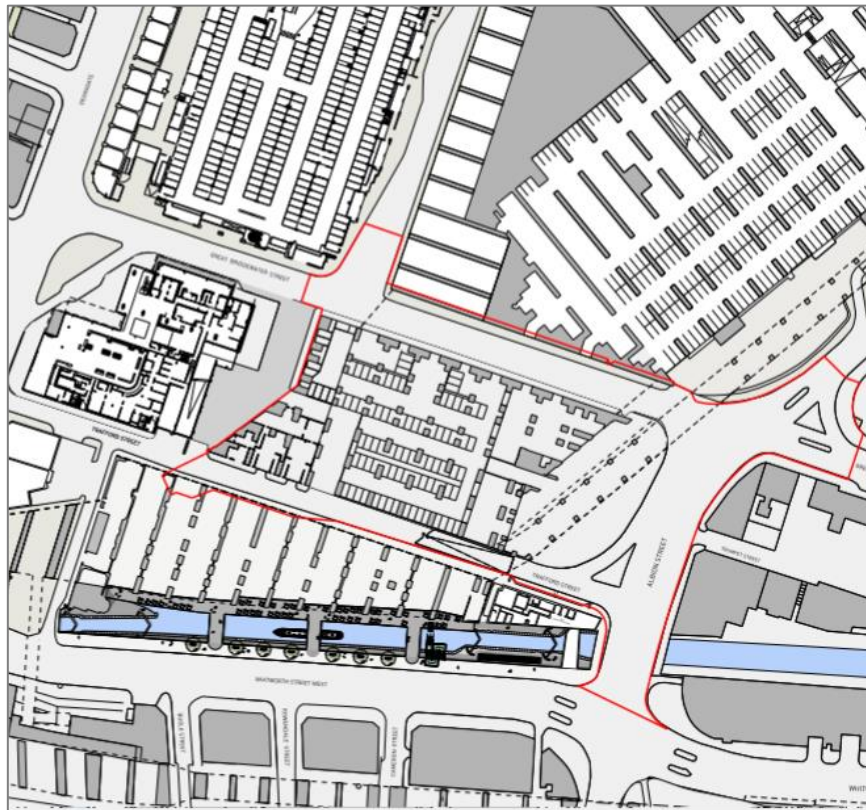


Figure 1: Plan of Site, indicated in red.

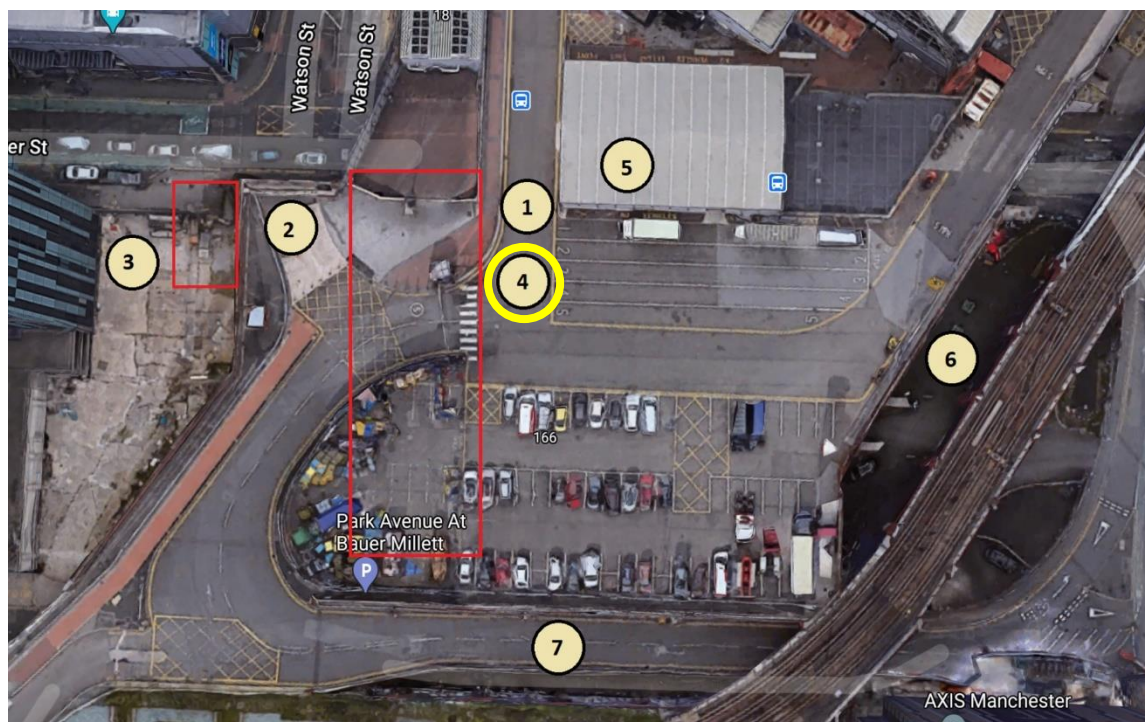


Figure 2: Plan of the Site adapted from the Options Appraisal report (issued xxx 2020). The numbered locations on the plan are indicative of the areas assessed for the location for the Tower Crane. The red boxed areas are indicative of active service and pedestrian areas. Following detailed consultation with Renaissance Associates Ltd and Domis Construction, option 4 (highlighted in yellow above) was identified as the preferred location.

1.2 Planning Policy Context

The key planning policy documents are respectively, the: Planning (Listed Building and Conservation Areas) Act 1990, the National Planning Policy Framework (NPPF, 2019), and Manchester's Core Strategy (2012).

The policies in the NPPF constitute the Government's view of what sustainable development means in practice. The definition requires development to give due weight to the appropriate conservation of heritage assets in order to be defined as sustainable development (**paragraph 8**). This is because one of the key dimensions of sustainability is protecting and enhancing the historic environment. It is thus necessary to demonstrate that the proposals for the site are demonstrably sustainable.

This statement has been prepared in the context of relevant national and local heritage planning policy. Of particular relevance is **paragraph 189**, which states that *"in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting."* (NPPF, 2019).

With regards to considering the relative impact of the proposed Tower Crane works upon the special interest of the grade II listed building, **Paragraph 193** is of relevance, as it 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 to its significance"*.

Paragraph 194 is also of relevance, as it states that, *"any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification"*. The following Heritage Statement is written in this context.

2. Heritage Context

2.1 Listed Buildings

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

The site consists of part of the Castlefield Viaduct which is listed at grade II. The brick arches underneath and the Great Bridgewater Street bridge are integral parts of the viaduct and are included under the listing and are consequently of 'special interest'. Due to the localised nature of the proposals, it will be clear that the Tower Crane works would not have any long-term/ permanent impact on the settings of listed buildings in the wider area. The focus of the following heritage assessment will thus remain on the relative impact upon grade II listed viaduct.

2.2 Conservation Areas

Conservation Areas are designated areas that are deemed to have special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Due to the temporary and localised nature of the proposals, it will be clear there will not be any impact upon the character and appearance of any designated Conservation Areas.

2.3 Archaeological Potential

Specific conditions are attached to the consented LBC and Planning Permission. The Site has thus already been excavated by the Greater Manchester Archaeological Advisory Service (GMAAS). It will be clear, therefore, that the archaeological potential of the site has already been fully investigated and considered.

3. History and Development

3.1 Introduction

In order to understand the heritage significance of the Site as a component of the surrounding historic environment, it is first necessary to understand its historical development and the impact it made on the development of this part of the city.

This section of the report analyses and interprets historic maps and primary and secondary information in order to provide a sound evidence base, placing the site in the context of the development of Salford, Manchester.

3.2 Brief History and Development of the Viadux Site

Before the construction of the mid-19th century railway network, the Site contained several streets and courts. Primarily these were Trumpet Street, Trafford Street, Opening Street, Rostocks Court and Thompsons Court.

Manchester Central Railway Station was constructed between 1876 and 1879. The land to the south of the new station was cleared to make way for the new high-level track beds, which would branch off from the existing Castlefield Viaduct. This resulted in a large area of brick undercroft/arches linking the two, with a cast-iron bridge/viaduct structure carrying the tracks over Great Bridgewater Street.

Following the opening of Central Station in 1880, and the increase in train traffic into the station, the Viaduct was widened to five tracks in c.1893. The widening was accomplished by constructing a virtually identical brick viaduct adjacent to the original and knocking down the dividing parapet. The presence of blue bricks to the north side of the structure is testament to this phase of works. It appears that the bridge over Deansgate was replaced when the widening works took place although elsewhere along the viaduct, where space permitted, the additional tracks were carried on twin parallel bridge structures.

In 1969, following the Beeching cuts, Central Station closed and the train lines, including the one over Castlefield Viaduct, became abandoned. The track beds were removed and the area to the south side of the former Central Station became used as a car park. In 1986 when the former station building was converted into an exhibition centre a high level walkway was constructed from Deansgate Mainline Train Station across Whitworth Street West to provide access to the building, across the viaduct and former track beds of the railway lines that had once served the station building.

During this time discussions regarding a light-rail transport system for Manchester were being progressed to improve access across Manchester and into the city. The first phase of the regional light-rail network was the Bury-to-Altrincham route which utilised the former railway lines into the city centre and then provided street level tracks across the city centre. In 1989 refurbishment works began on the Castlefield Viaduct to connect the Metrolink line from St Peter's Square to Cornbrook whilst providing a station at the former Central Station.

Refurbishment of the Castlefield Viaduct, to accommodate new tracks for the Metrolink service, included introducing waterproofing systems, installing a new concrete deck and providing vehicular access up to deck-level via Trafford Street. The new tram line that connects the deck level to street level runs alongside the Castlefield Viaduct on the east side. Alterations to the brick undercroft and the creation of a car show room and yard were undertaken at this time.

Following the opening of the Metrolink stop, in the late 1990s conversion of the Viaduct's arches into a number of bars, known as 'Deansgate Locks,' regenerated the area further by providing use and activity to the area. However, not including the alterations and conversion of the eastern-most brick undercroft arches for a car showroom, the area of Great Bridgewater Street beneath the bridge has remained unutilised.

The 1876-9 viaduct structure consists of a continual row of substantial curved, cast-iron girders supporting the former track beds above. The north and south walls are constructed of glazed white brick to reflect what little light was able to enter the long length of the viaduct. Along both walls were arches, also in glazed brick, which contained a doorway leading into the adjoining red-brick undercroft, and each firmly secured by cast-iron gates. The entire length of the viaduct was lit by gas lights, which were positioned at regular intervals along the north and south walls.

The undercroft is constructed of red-brick and were interconnected to one another, allowing for storage of goods and stabling. The arched structure contains limestone pad stones and is barrel vaulted.



Figure 3: 1909 – A view of the western end of the viaduct at its junction with Watson Street to the left. Note the rear elevation of the former Manchester Central Station to the left of the view.

4. Significance Assessment

4.1 Introduction

The assessment of significance accords with the requirements of the NPPF and uses English Heritage's methodology outlined in its 2019 document, *"Statements of Heritage Significance"*. Historic England's *"Conservation Principles. Policies and Guidance"* 2008 has also been acknowledged as part of the following assessment. Consequently, the significance of an identified heritage asset is determined by an analysis of the following:

Archaeological Interest

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

Architectural and Artistic Interest

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

Historic Interest

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

4.2 The Site (Castlefield Viaduct)

It will be clear the Tower Crane works will have the potential to directly impact localised sections of the grade II listed Castlefield viaduct. The relative architectural, archaeological and historic significance of the viaduct is outlined below.

The architectural form and expression of the viaduct is of **high significance** due to the townscape qualities of the structure which is a dominant feature of Deansgate and Whitworth Street West. The large number of arches and span of the structure alongside the additional components, such as the Deansgate bridge, enhance this composition (**Figures 4 and 5 below**). The architectural interest of the viaduct structure is best represented from within the undercroft area, from which the vaulted ceiling can be best understood and appreciated. The significance of the viaduct structure as a whole can also be appreciated from within the Castlefield Basin area and along Whitworth Street West. Despite the standardisation of railway structures by the 1870s, the scale of the viaduct, alongside the other active and redundant lines, yield **high architectural and historical interest**. The viaduct illustrates the expansion of the railways in Manchester and the impact this had on technological innovation as well as economic and social spheres.



Figures 4 and 5: Site Images (taken 26th August 2020) from within the Viadux Site illustrating the open character of the space. The historic vaulted ceiling is apparent, supported by large red brick piers and stone quoins. Blue engineering brick provides some detail to the corners of the piers. Note, the Phase 1 works were currently underway in line with the consented scheme.

5. Heritage Impact Assessment

5.1 Introduction

The fundamental Planning requirement outlined in Section 66 of the 1990 Act and the National Planning Policy Framework (NPPF) states that development affecting listed buildings should result in demonstrably positive 'heritage benefits', by avoiding or minimising 'harm' to the: fabric, character, and experience of the designated heritage asset.

The required tests as outlined in NPPF (2019) paragraphs 195 and 196, require that the level of "harm" is identified and weighted against the relative significance of the heritage asset in question. Section 4 (above) has identified the significance of the grade II listed structure and is intended to provide a clear evidence base on which the heritage impact can be understood. The key objective is thus to ensure that the architectural and historic interest of the designated heritage asset is preserved and enhanced, with any instances of harm amounting to "less than substantial" and balanced by demonstrable public benefits. Where the development would result in "no harm" upon the built historic environment, the aforementioned tests outlined in Paras.195 and 196 (NPPF) would not be applicable.

The conclusions of the Heritage Impact Assessment (HIA) are intended to identify the cumulative impact of the proposed development on the significant components of the historic environment. The key purpose is to consider whether the revised development proposals would deliver a sustainable development which avoids any unmitigated 'harm' to the Castlefield Viaduct structure.

5.2 Assessment Methodology

In order to comply with the above, a full significance appraisal and structural survey of the Grade II listed viaduct has previously been undertaken (including both brick and mortar testing). The current proposals (Option 4, Figure 2) seek to reinstate the original fabric, utilising previous surveys to understand the structural integrity of the arches and minimise both temporary and operational risks.

The **magnitude of impact** is a product of the **extent of change** which is likely to result from the Proposed Development on the fabric of the designated heritage asset. Where the proposed changes are considered to enhance the fabric and character or appreciation of a heritage asset, the impact on its significance will be deemed to be beneficial. Conversely, where the Proposed Development is considered to compromise its positive heritage interest the impact on the significance will be deemed adverse.

Therefore, measuring the heritage impact of the Proposed Development is essentially an evaluation of change to the: fabric, character, and appearance of the identified heritage asset, balanced against its relative significance. Please refer to **Table 1, Appendix II and Table 2, Appendix II** for the criteria used in this Heritage Statement for assessing the magnitude of change and significance of impact.

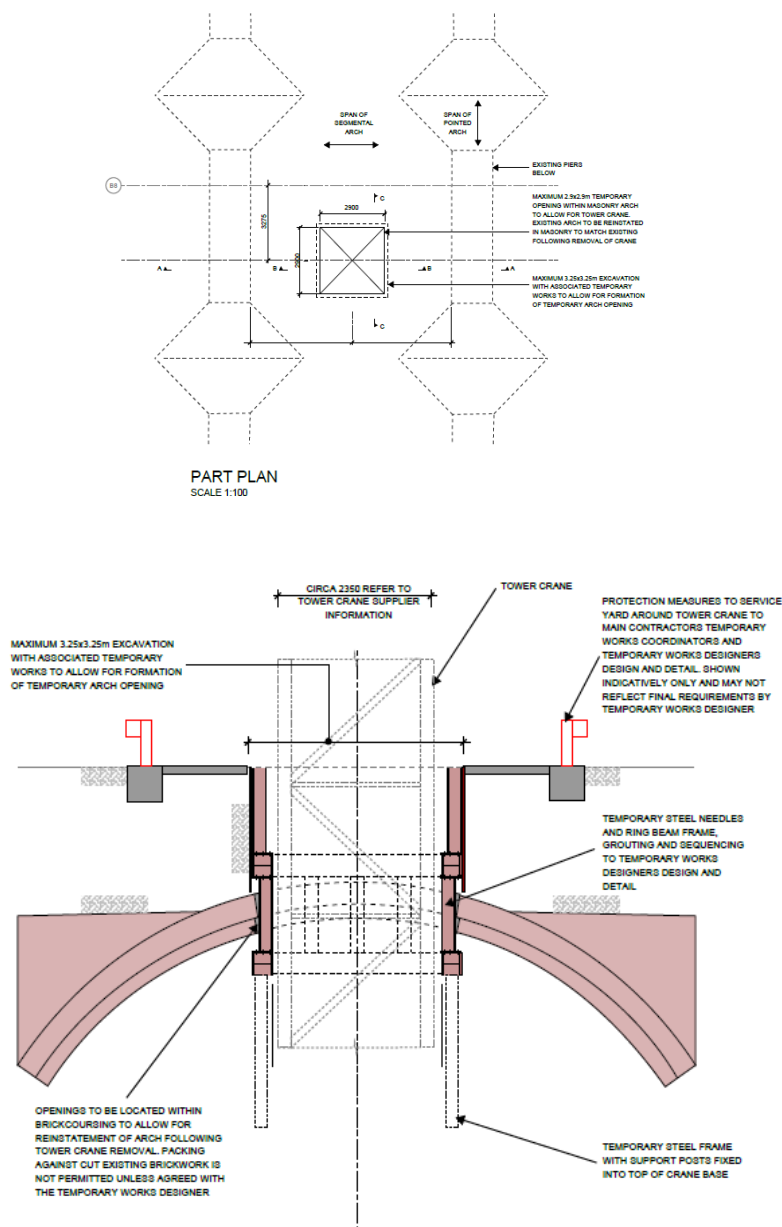
This follows the recommended approach to evaluating heritage impact derived by ICOMOS (2011) and the tests set by Historic England in the February 2016 guidance on: *"Making Changes to Heritage Assets"* (Historic Environment Good Practice Advice in Planning. Note 2).

5.3 The Proposals

As has been demonstrated within the Options Appraisal report, issued to MCC in Feb 2021, the preferred option is to install the tower crane to the west elevation through the mid span of the arch. The **outline**

construction methodology for the proposed works have been produced by Renaissance Associates Ltd., (please refer to Figures 6 and 7 below for extracts of the proposed works, full detail can be found in Renaissance's Stage 4 drawing pack, received 21.04.2021, ref: VIA-REN-0-ZZ-DR-S-90040-T).

Once the demolition works have been carried out, temporary support will be required whilst the arch is made good. This is explained within the aforementioned **Bullen Conservation Method Statement** (Dec, 2020) which will be submitted as part of the application.



Figures 6 (top) and 7 (bottom): Outline methodology for Tower Crane Works. Adapted from Renaissance Stage 4 drawing pack, received 21.04.2021, ref: VIA-REN-0-ZZ-DR-S-90040-T.

5.4 Heritage Impact Assessment

Direct Heritage Impact

Direct Heritage Impacts are those that result as a primary consequence of the proposed development or change of use. They will comprise of physical changes to fabric, or a change in the character or appreciation of a designated heritage asset. The degree of impact will thus depend on the relative importance of the affected component. The NPPF (paragraph 193) requires that, when considering the impact of a proposed development on the significance of a designated heritage asset that great weight is given to its conservation in order to avoid any 'harm' which might diminish the value of the asset and its significance.

The part of the site proposed to be demolished is limited to an isolated section of the vaulted ceiling to the grade II listed Castlefield Viaduct, which is proposed to be deconstructed principally using hand tools. The original bricks are to be cleaned and then stored (either on site or in a secure location) and reinstated once the Tower Crane works have reached completion.

Due to the extent of fabric loss during the demolition phase (circa 3.25m square opening), it is considered that the temporary works would have a short-term, moderate adverse impact upon the listed structure. This impact will, however, be significantly reduced during the operational phase, by which time the arch will have been reinstated. As stated above, the original bricks and suitable lime-based mortar will be used for the reconstruction works, as such, the **overall direct heritage impact** is thus considered to be **negligible adverse**. As per the definition outlined in **Table 1 (Appendix II)**, this does not equate to no visual or physical change, but rather the resultant difference would not diminish the value of the heritage assets' significant physical fabric, or significance to any appreciable degree.

Indirect Heritage Impact

Indirect heritage impacts occur as a secondary consequence of the development and comprise changes which could affect the appreciation or experience of the architectural or historic interest of the grade II Castlefield Viaduct. Indirect heritage impacts are often (but not always) considered as visual changes which change the character of an identified heritage asset.

As above, it is considered the proposed Tower Crane works would incur a moderate adverse indirect impact during the temporary works phase, as the vaulted fabric, character and appearance of a large section of the viaduct structure would be impacted. This impact would be significantly reduced during the operational phase, by which time the character defining vaulted ceiling will be reinstated with the stored bricks.

The use of appropriate like-for-like lime based mortar will ensure the overall visual appearance of the reinstated ceiling will be in keeping with the existing and will have an overall beneficial impact on the authenticity and integrity of the repair works. No cement or NHL mortar will be permitted.

The overall change in visual appearance may differ to an imperceptible degree, but due to the nature of the works there is some potential for a small degree of visual change. The magnitude of visual change during the operational phase will be negligible.

Cumulative Heritage Impact

The cumulative heritage impact (post-reconstruction phase) is thus considered to be **negligible adverse**.

6. Conclusions

The Site comprises the former railway viaduct which passes over Great Bridgewater Street in Manchester City centre. The viaduct structure and brick vaulted undercroft below are listed at **grade II** (please refer to Appendix I for full list description).

The Site is situated not within a Conservation Area. Due to the isolated and temporary nature of the works, it is considered that the proposals will have **no impact** upon the character and appearance of any nearby Conservation Areas or the setting of any listed buildings. The focus of the Heritage Statement has thus been on the magnitude of direct (physical) and indirect (visual) change, to determine the overall heritage impact.

The significance appraisal (Section 4, above) concluded the vaulted ceiling makes a highly positive contribution to the ability to understand and appreciate the special architectural interest of the grade II Castlefield Viaduct, which is of **high heritage significance**. Any proposals which would result in a degree of harm, would thus have to be weighted against the public benefits of the scheme in line with paragraph 195 (NPPF, 2019).

The NPPF stresses that 'great weight' should be given to the objective of conserving listed buildings (paragraph 193), emphasising the need to avoid harm to such designated heritage assets. Given this conservation objective, any perceived harm, from demolition to visual compromise should be avoided and at least require 'clear and convincing justification'.

The proposals seek to install the tower crane to the west side of the viaduct through the mid span of the arch. The Tower Crane is deemed absolutely essential to the logistical challenges of the already consented scheme (ref: 126868/JO/2020 and 115872/FO/2017), with the location being prime for efficiencies and deemed the best location for minimal disruption to activities beyond the site boundary i.e. Manchester Central & the general public. Following initial investigation works, it is understood that the most viable option is for the Tower Crane to be placed to the western side of the viaduct at upper deck level. Once the works have been carried out, temporary support will be required whilst the original bricks are reinstated, and the arch is made good. This will be detailed in full within the outline methodology Stage 4 report (Renaissance Ltd.) and the Bullen Conservation Method Statement, both of which will be submitted as part of the Listed Building Consent Application.

It will be clear that the temporary works will have a moderate adverse impact upon the listed structure during the construction phase, this impact will however, be significantly reduced during the operational phase, by which time the arch will have been reinstated. The overall heritage impact of the temporary Tower Crane works is thus considered to be **negligible adverse**. As per the definition outlined in **Table 1 (Appendix II)**, this does not equate to *no visual or physical change*, but rather the resultant difference would not diminish the value of the heritage assets' significant physical fabric, their settings or significance to any appreciable degree.

It is therefore considered that the proposals would comply with the necessary tests outlined in the NPPF (2019) paras. 193 and 196.

7. Appendices

7.1 Appendix I – List Description, Castlefield Viaduct (Grade II)

Castlefield Railway Viaduct from G-Mex to Dawson Street (Formerly Listed as: DEANSGATE Castlefield Railway Viaduct from Central Station, dividing into 2, rejoining an) II

GII

Railway viaduct. c.1880. Cast iron and wrought iron (?); red brick to east of Duke Street. Runs south-west from former Central Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock. Cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways. To east of Duke Street viaduct is of brick with segmental arches and castellated brick piers. At western end a blue brick bridge over Dawson Street.

Listing NGR: SJ 83220 97620

7.2 Appendix II - Assessing the Magnitude of Change or Impact

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

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

Table 1: Criteria for defining the effect and degree of direct and indirect heritage impact.

Definition of magnitude and nature of heritage impact.	Direct heritage impacts (physical alteration or change to the site's character)	Indirect heritage impact (visual change to the experience or setting of the site and its context).
Major adverse Impact. <i>Substantial harm of this nature, which results in total loss of significance or fundamentally affects the significance of defined heritage assets, should normally be avoided.</i>	Development resulting in demolition of a significant historic fabric component which results in total loss of significance, or fundamental compromises the setting of a designated heritage asset.	Substantially harmful change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development severely erodes the heritage interest of the identified heritage assets in the view, or the ability to appreciate those values and thus results in total loss of significance.
Moderate Adverse Impact. <i>Less-than-substantial harm will need to be demonstrably mitigated and justified by clear public benefits.</i>	Development resulting in extensive harmful alterations (but not total demolition) of a designated heritage asset or its setting.	Less than substantial harm to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a clearly discernible extent the heritage interest of the heritage assets in the view, or the ability to appreciate those values.
Minor Adverse Impact. <i>The negative impact on the setting or overall character will need to be clearly balanced by appropriate mitigation.</i>	Development resulting in alterations to a designated heritage asset which result in minor compromise of its fabric or erosion of its character.	Minor compromise to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a minor extent the heritage interest of the assets in the view, or the ability to appreciate those values.
Negligible adverse impact. <i>This does not mean that there will be no physical or visual change, rather that the resultant difference would not</i>	Development resulting in negligible direct impact on a designated heritage asset which results in the removal of a minor, original fabric component, but avoids diminishing its character	Negligible perceptible change to the character of a designated heritage asset, or the experience and understanding of its special interest.

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

<i>a heritage asset, revealing and/or enhancing important characteristics of its heritage interest.</i>	and an enhancement of its cultural heritage interest.	a significant enhancement of its cultural heritage interest. Substantial restoration or enhancement of the setting of the built heritage asset where the development will enhance to a fundamental extent the heritage interest of the heritage assets in the view, or the ability to appreciate its significance.
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7.3 Appendix III: Assessing the Significance of Impact

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

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

Table 2: Assessing the Significance of Impact

Value of Heritage Asset	Scale & Severity of Change/Impact				
	No Change	Negligible change	Minor change	Moderate change	Major change
For WH Properties Very High – Attributes which Convey OUV	Significance of Effect or Overall Impact (Either Adverse or Beneficial)				
	Neutral	Slight	Moderate/ Large	Large/Very Large	Very Large
For Other Heritage Assets or Attributes	Significance of Impact (Either Adverse or Beneficial)				
Very High	Neutral	Slight	Slight/ Moderate	Large/very Large	Very Large
High	Neutral	Slight	Slight/ Moderate	Moderate/ Large	Large/Very Large
Medium	Neutral	Neutral/Slight	Slight	Moderate	Moderate/ Large
Low	Neutral	Neutral/Slight	Neutral/Slight	Slight	Slight/ Moderate
Negligible	Neutral	Neutral	Neutral/Slight	Neutral/Slight	Slight