

35 LIVERPOOL ROAD

CASTLEFIELD, MANCHESTER



HERITAGE ASSESSMENT

GARRY MILLER
HISTORIC BUILDING CONSULTANCY

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HERITAGE ASSESSMENT, DECEMBER 2012

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Cover image: main elevation of 35 Liverpool Road

1: KEY DATA

Heritage asset: 35 Liverpool Road

Location: Castlefield, Manchester

NGR: SJ8333697717

Designation: Grade II nationally-designated heritage asset (as part of 29-41 Liverpool Road)

Function: originally domestic/workshop; thereafter commercial premises; now disused

Date: circa 1786-1788

Development proposal: conversion to single dwelling



1. 29-41 Liverpool Road, with Number 35 indicated

2: EXECUTIVE SUMMARY

This report has been produced to support a forthcoming planning application concerning Number 35 Liverpool Road, a Grade II nationally-designated listed building in the Castlefield district of Manchester, around one kilometre southwest of the centre of the city. Built as part of a terrace of three-storey artisan houses in the later 1780s, it became commercial property probably by the end of the 19th century and has now been disused for some time.

The terrace of which Number 35 is part was built in at least two phases. Number 35 belongs to the first of these phases, dating from 1786-1788 on map evidence, with the rest of the row following between 1793 and 1800. The terrace was part of a small, probably speculative, development on the fringe of the city and close to the rapidly-developing industrial area centred upon the basin and quay of the Bridgewater Canal, the country's first canal opened in 1765. Its streets were laid out in a grid pattern typical of late 18th century town planning and the houses were modest in comparison with the well-to-do residences typifying the adjoining development to the north around Byrom Street. Large attic windows in some of the properties, including Number 35, indicate the upper rooms were also used as workshops and the terrace now represents probably the earliest such surviving properties in the city centre. By the 1850s, the status of the building had seemingly declined, for census returns suggest it was a beerhouse accommodating five families – 14 people in all – including two in its cellars, a notoriously unhealthy and subsequently outlawed form of dwelling for the labouring poor in the industrial towns and cities. The building may again have been licensed premises towards the end of the 19th century, and by the later 1930s 35 and the adjoining number 37 were used as a ladder works. The building was latterly insurance offices.

This latter phase of the building's existence has masked much of its original residential character. Externally, the ground floor is dominated by a probably early 20th century shop window and modern sign but at floor level is evidence of the original basement well and cellar access from the street. At the other extremity of the building, a dentilled eaves cornice, continuing across its neighbours 37 and 39, provides the sole attempt at decorative embellishment. The rear of 35 is dominated by a single-storey extension entirely filling the small yard that originally existed, and replacing a single-storey outrigger which map evidence shows projected from the house. The interior of the building was greatly altered in the mid-late 20th century, and the original layout of narrow entrance and stair hall leading to a front parlour and rear dining room, with corresponding rooms above, has been largely erased. Most walls have been boarded out, concealing chimneybreasts or fireplaces and possibly other original or early details which survive within. The cellar however is an exception, and here an original fireplace remains along with traces of the original entrance and window beneath street level.

This report has been produced to inform the forthcoming design and planning processes of the significance of the building and, in the immediate term, to guide an intended soft strip concerning the significance of the features which are currently visible and the potential for further details that may lie concealed.

3: LOCATION AND SETTING

35 Liverpool Road is located in the Castlefield district, approximately one kilometre southwest of the city centre of Manchester. This is an internationally-important area which embodies not only the city's history beginning with the site of the original 1st century Roman fortress, but also the nation's industrial development in a complex man-made landscape of 18th century canals and quays spanned by towering 19th century railway viaducts. Liverpool Road lies in the heart of this area, begun as a small residential street under a different name in the late 18th century but later transformed into an important thoroughfare in the early part of the following century. Number 35 is part of a terrace of eight properties on its southwest side, close to its junction with Deansgate, which survives from the early stages of Castlefield's development when it stood on the semi-rural fringe of the city. Today it is part of a rich, multi-layered built environment in which the remains of the Roman fortress stand side-by-side with canal wharves, warehouses, railway viaducts and late Victorian market halls. These historic elements characterise a vibrant streetscene to which late 20th century regeneration has added apartment blocks and the 47-storey Beetham Tower.



2. Setting: looking southeast along Liverpool Road to the Beetham Tower, with Number 35 indicated



3. Looking west along Liverpool Road from Deansgate junction, with Number 35 indicated



4. View from outside Number 35 northwest to the former Lower Campfield Market of 1876

4. BACKGROUND TO THIS REPORT

4.1 Present status of the building

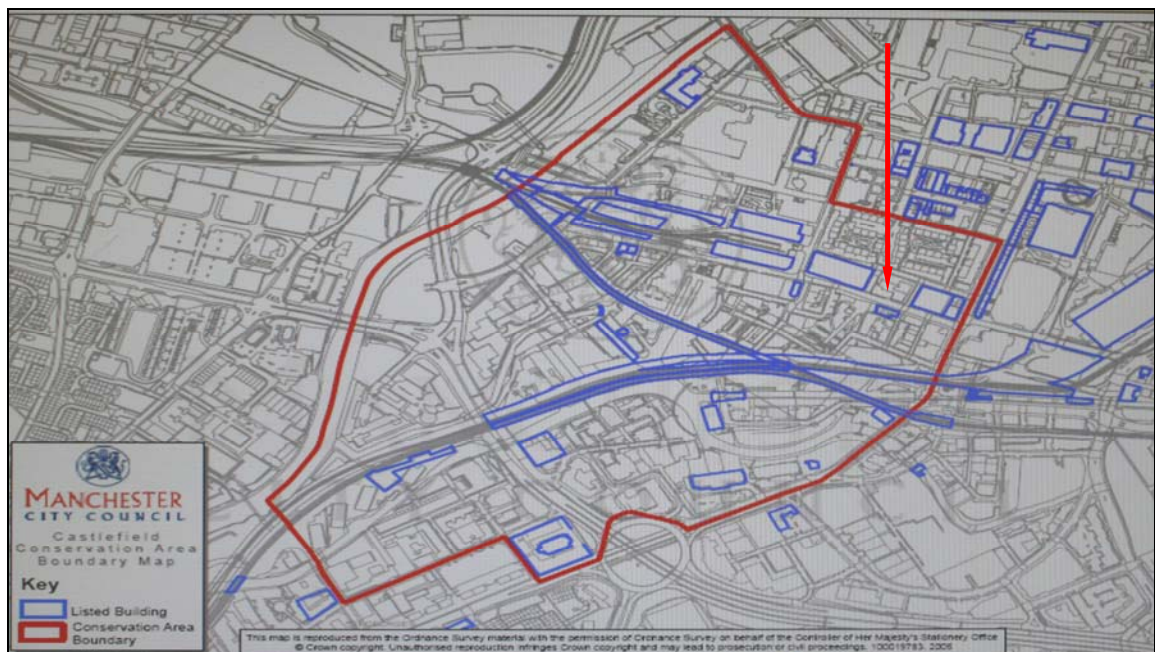
35 Liverpool Road is now disused, having previously been used as office premises.

4.2 Proposal

The owner of 35 Liverpool Road, Mr A McGowan, is proposing refurbishment and alterations to the property and its conversion to residential use.

4.3 Designation

As part of the terrace numbered 29-41 Liverpool Road, Number 35 is a Grade II nationally-designated heritage asset, denoting it is considered of special architectural and historic interest. It also lies within the Castlefield Conservation Area designated in 1980 by Manchester City Council (see Map 1, below).



Map 1. Location of 35 Liverpool Road within the Castlefield Conservation Area

4.4 Relevant planning policies

As the building is a designated heritage asset, any future applications will be considered against the framework provided by national guidance contained in Section 12 of the National Planning Policy Framework (*Conserving and Enhancing the Historic Environment*, March 2012) and Manchester City Council local policies concerning applications affecting historic buildings and conservation areas.

4.5 This assessment and its methodology

Paragraph 128 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of the heritage assets affected, including the contribution made by their setting. In this context, Garry Miller Historic Building Consultancy has been appointed by Mr McGowan to evaluate the significance of 35 Liverpool Road.

The present assessment is therefore intended to:

- a. Inform the forthcoming design and planning processes of the architectural and historic significance of the building and its setting
- b. Inform the forthcoming soft-strip of the relative significance of the features which are currently visible and the potential for further features that may be concealed.

The methodology employed was as follows:

1. Brief documentary research to place the building and wider site in their historic context (Sections 6 and 7), chiefly using historic maps held at Manchester Local Studies Library and at Lancashire Archives, Preston, along with other sources identified in Appendix 2.
2. An exterior and interior survey of the building to gain an understanding of its historic character, date and functions of the spaces within; to evaluate the importance of the features which survive; and to assess the merits of its group value and setting (Sections 5 and 8).
3. Synthesis of the above to establish the significance of the building and the relative significance of its features (Section 9).

A further, updated version of this assessment will be produced following soft-strip to evaluate the significance of any features newly revealed, and examine the impact of the proposals upon the significance of the building and its features.

5: THE SITE/ELEMENTS OF THE BUILDING

5.1 The site

35 Liverpool Road belongs to a terrace of eight properties on the southwest side of the road, located between Collier Street to the west and Barton Street to the east, part of a small grid-pattern residential development begun in the later 1780s. With the exception of the double-fronted White Lion pub, which stands at the Collier Street junction, the other properties are single-fronted and although originally domestic are now all in commercial use. Number 35 lies left of centre in the terrace, and is the fourth property westwards from Barton Street.



5. Location of Number 35 in the terrace (indicated), looking southeast

5.2 Elements of the building

35 Liverpool Road comprises two distinct elements:

1. **The principal building**, a tall, narrow single-fronted terraced house of three storeys plus basement, directly fronting the street and built circa 1786-1788
2. **A single-storey rear extension**, built across a former rear yard probably in the early-mid 20th century and fronting a passage behind the terrace; it replaced smaller earlier structures shown by map evidence.



6. Main elevation of the property to Liverpool Road

7. The rear extension, viewed from the passage behind the house



6: HISTORICAL BACKGROUND

6.1 Development of Castlefield

35 Liverpool Road is sited within an area not only of tremendous importance in the history of Manchester, but also of national and international significance in terms of industry and transportation. Castlefield is the site of the first settlement in Manchester: its name derives from the remains of a Roman fortress, visible in Collier Street, that was established above the rivers Irwell and Medlock by an expeditionary force in 79AD. A village grew up around the fort and was named Aldport or Old Town, but was superseded in medieval times by the new town which developed around one kilometre to the north by the Irwell. In 1741, Castlefield remained a rural hinterland southwest of Manchester, (Map 2, below) but its industrial transformation had already begun with the construction of a quay on the Irwell in 1734. This process accelerated following the opening of the Bridgewater Canal in 1765, the country's first canal, designed to bring coal from the Duke of Bridgewater's mines at Worsley to Manchester. The rural landscape was soon lost amid the development of housing, quays and warehouses (Map 3) that was intensified by the arrival of the Rochdale Canal in 1804. Although these waterways were soon superseded by the railways, Castlefield retained its significance as the world's first railway station was opened at Liverpool Road in 1830. An ensuing web of railway viaducts, flying over the canals, was created in the ensuing decades creating a multi-level industrial landscape whose character is unique in the world.



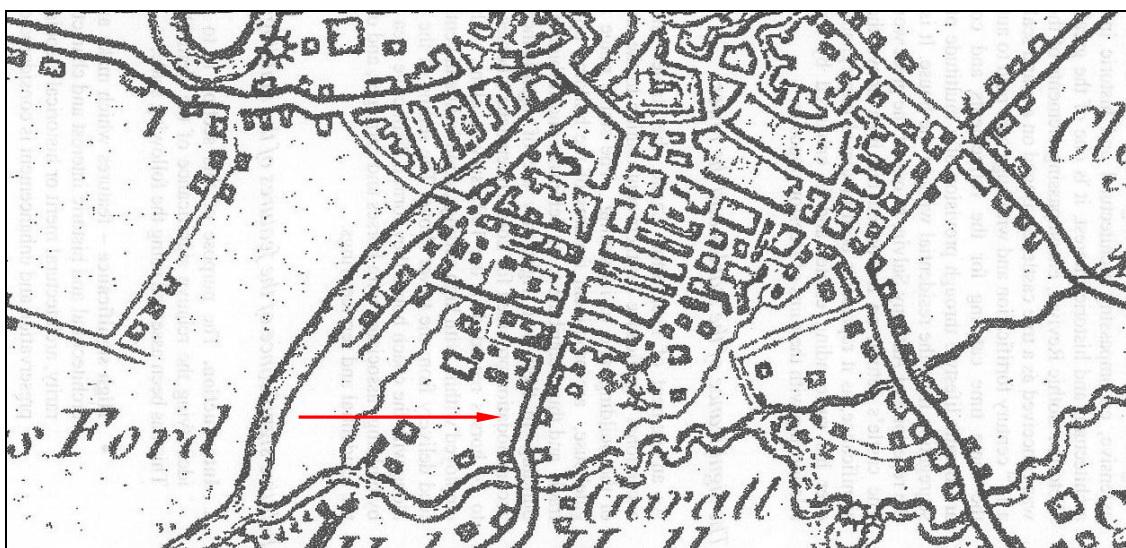
Map 2. Detail of Casson and Berry's 1741 map showing how the site of 35 Liverpool Road, close to the old town of Aldport, then lay in Manchester's rural hinterland (north on left)



Map 3. Rapid urban growth of the area is indicated by Laurent's map of 1793, with site of Number 25 Liverpool Road indicated (north on left)

6.2 Date of the building

Map evidence suggests 35 Liverpool Road was built between 1786 and 1788. Buildings upon the site are absent upon Yates' map of Lancashire of the former year (below) while the Lewis' Directory map of two years later (following page) shows the house in existence, as part of the then partly-built terrace.



Map 4. Enlargement of Yates' map of 1786, showing a vacant site



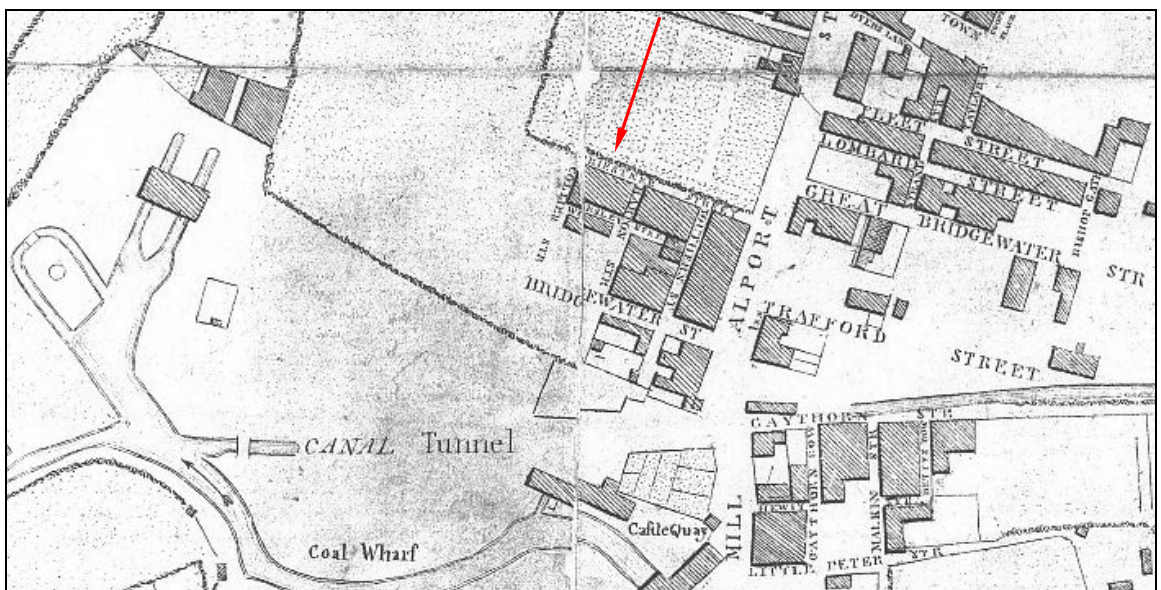
Map 5. Detail of Lewis's Directory map of 1788, showing the partly-built terrace, including Number 35 (north on left)

6.3 Origins and character of the development

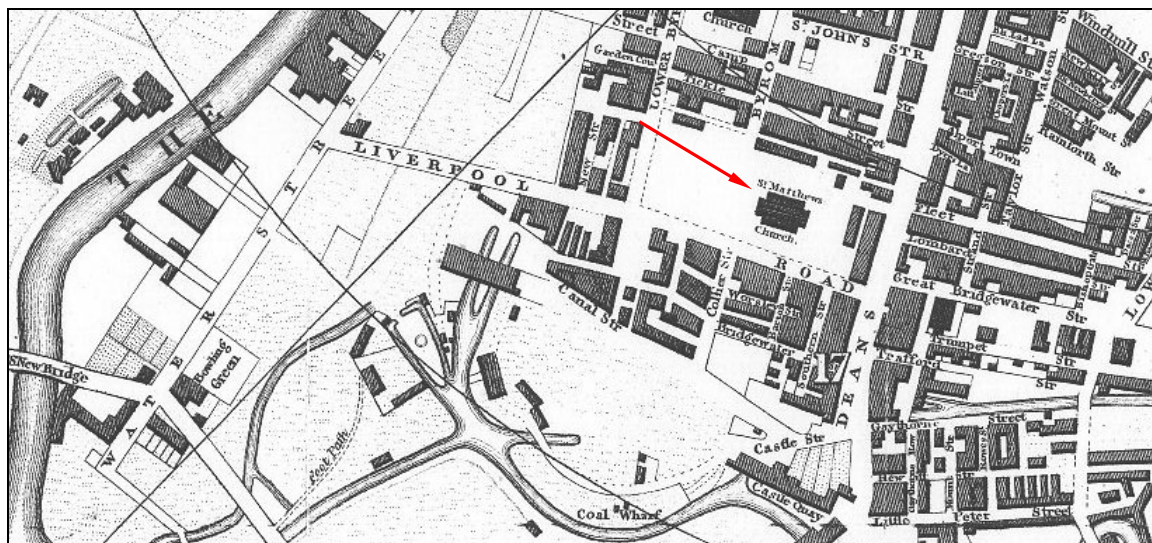
When first built, Number 35 formed part of a small grid-pattern development bounded by Liverpool Road (then named Priestner Street), Bridgewater Street, Collier Street and Alport Street (what is now the southern end of Deansgate). The development is shown well by Laurent's map of 1793 (following page). The houses are of a more modest character than the fine terraces built to the north on St John's Street and Byrom Street, part of a high-status residential area begun by the Byrom banking family in the 1770s. The Liverpool Road houses lay outside this development, and its rather isolated nature suggests it may have been a limited speculative venture capitalising upon the proximity of the Bridgewater Canal, or else was an extension of nearby development on Alport Street (again, see Map 6). Both the 1788 and 1793 maps show the terrace was not yet complete, indicating development was on a piecemeal basis with houses built when individual plots were sold. Both 31 and 33 were not yet built in 1793, with a consequent gap in the terrace east of Number 35; a joint survives in the brickwork between 35 and 33 which shows the two are not contemporaries. This reflects how urban growth on the south side of Manchester tended to be slow: half the Byrom land still remained undeveloped by the 1820s. By 1800 however the terrace appears to have been completed, as indicated by Bancks and Thornton's map of that year (Map 7). The growing industrialisation of Castlefield meant the area would have become unfavourable for residential development, and the space north of the terrace remained vacant until the early 1820s, when part became the site of St Matthews Church, shown upon Pigot and Dean's map of 1824 (Map 8). In stark contrast, the church was later joined by the Lower Campfield Market in 1876 and the Higher Campfield Market in 1878.



Map 6. Enlarged detail of Laurent's map of 1793, showing how Number 35 was built, but the site of 31-33 lay vacant



Map 7. Banks and Thornton's map of 1800 shows the terrace complete



Map 8. Pigot and Dean's map of 1824 shows St Matthew's church north of the terrace

6.4 Status and occupants of the building

The modest appearance and narrow frontage of Number 35, and its contemporaries in the row, suggests the houses were intended for occupiers of artisan rather than middle class status. The presence of attic floor workshops (evident from the windows of Numbers 31 and 33, with traces of a similar wide opening blocked on Number 35) indicates the buildings had a dual role, combining workplace and residence under one roof. Their status is confirmed by the 1841 census, in which the occupants of the row included a printer, tailor, butcher, joiner, lock-keeper and bricklayer (1). The joiner, 45-year-old Robert Hardisty, was possibly the occupant of Number 35. The only households to employ servants – one of the criteria of middle class status – were those of Elizabeth Dickens, publican of the White Lion and butcher John Nicholls, who employed three and two servants respectively. The 1851 census suggests the status of the property had declined during the previous decade, as the returns show 35 Liverpool Road held no less than five separate households and 14 people in all. It appears to have functioned as a beerhouse, for one of the householders, Elizabeth Swann, 50, is described as beerhouse keeper and was living there with her son and a servant. The other householders were dressmaker Mary A Jameson, 35, who may have used the attic workshop for her business, and labourer Daniel Blandford, 35, his wife and child. The two other families lived in the cellar of Number 35 – cellar dwellings were notorious in the growing industrial towns of Georgian and early Victorian England before being outlawed in the middle of the 19th century. Those in Manchester in 1796 were described as having just two rooms underground, a kitchen and a back room, and just one window near the roof: an example of the miserable conditions experienced within was depicted in 1843 (Plate 8). The cellar dwellers at Number 35 comprised weaver John Odgen, 64, his wife, daughter and grandchild along with their lodger, Irish labourer Michael Campbell, 68, and his son and daughter. A decade later, the 1861 census implies the cellar was no longer separately occupied, as only a single household is recorded, that of blacksmith George Glendell, 39, his wife and four children. The status of the property also appears to have risen, for Glendell employed two servants; his successor in 1871, warehouseman Edwin Frost, 26, also employed a servant. However Number 35 is not mentioned in later returns and may have become part of

licensed premises listed at Number 37. Emily Briton is listed as a beer retailer of Number 37 in the 1891 census, and this property was named the *Black Horse Inn* in the 1901 returns, when it was occupied by beer retailer Samuel Kent. By the 1930s, Numbers 35 and 37 were indeed linked, forming the premises of ladder maker Richard Neild, who is listed there in *Kelly's Directory of Manchester, Salford and Suburbs* of 1937.

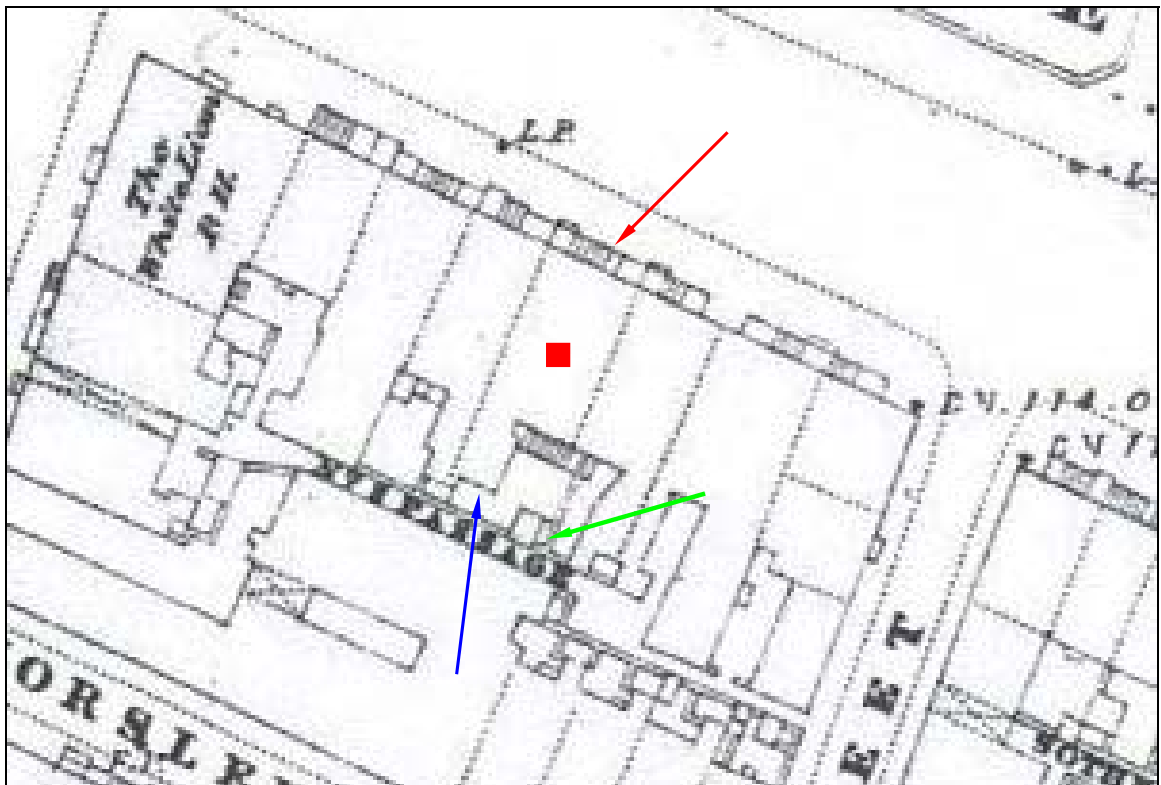
(1) The 1841 census does not list the house numbers in Liverpool Road, but the properties referred to are those which follow the White Lion in the returns, which appear to have been enumerated eastwards along the street. Although the later returns identify house numbers, the possibility of renumbering in the street over time must be borne in mind.



8. A Manchester cellar dwelling, from George R Catt's *Pictorial History of Manchester*, 1843 (compare fireplace with Plate 39)

7. EVOLUTION OF THE BUILDING: MAP EVIDENCE

Map evidence reveals 35 Liverpool Road experienced considerable alteration at the front and rear in the 19th and 20th centuries. The 1849 five-foot OS mapping (Map 9) shows a narrow well, presumably defined by railings, originally existed in front of the cellar, within which were steps down from pavement level. A narrow tarmac-covered area in front of the property, and indeed the rest of the row, shows where these wells stood (Plate 11). At the rear of the building lay a short yard, into which a narrow, probably single-room, outrigger projected from the main body of the house. This is no longer evident and must have been single-storey as there is no scarring of the structure on the first or second floors. There are further steps at the rear, possibly providing access to the upper floors of the building if they held a separate household as the 1851 census implies. At the southeast corner of the yard is a small building which must have been an external – and in the case of the five households in 1851, communal – privy.

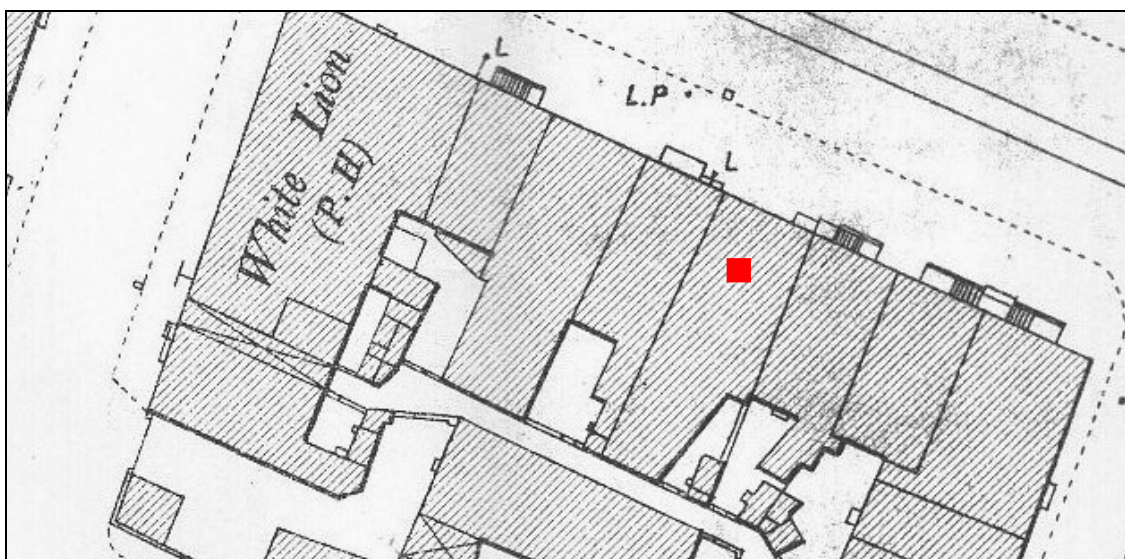


Map 9. Enlargement of 1849 OS mapping with basement well indicated by red arrow, outrigger indicated by blue arrow and privy by green arrow



11. Evidence of filled-in basement wells along the front of the row

Meanwhile, alterations during the ensuing four decades are recorded by the 1889 OS mapping at 10.5 feet to the mile (Map 10). This shows the basement well had been removed, although other premises in the terrace retained theirs. At the rear the outrigger has been enlarged to assume an unusual tapering form. This indicates that the present rear extension spanning the entire yard is a later arrangement, dating perhaps from the early 20th century and possibly a store or workshop connected with the ladder works established here by the later 1930s.



Map 10. The 1889 mapping shows the basement well has been removed, and the outrigger rebuilt. The present rear extension therefore post-dates this.

8: DESCRIPTION OF 35 LIVERPOOL ROAD

8.1 Present form and internal layout

The main body of 35 Liverpool Road comprises a narrow-fronted single-bay house of three storeys plus cellar. The interior has been greatly altered, probably in the late 20th century, when the building was converted to office use. On the ground floor, the entrance leads into a small reception area with narrow staircase beyond, and leading off to the right is a single narrow room occupying the full length of the building. The first floor contains a single L-shaped room, wrapping around the stair, while the second floor is open throughout except for a small modern lavatory built into one corner. The cellar contains two rooms, with a further, inaccessible space to the rear beneath what would have been the former outrigger. The single-storey rear extension contains one room, with external entrance to a passage at the rear of the building.

8.2 Original layout

When first built, the internal layout would have been quite different to today, comprising two main rooms on the ground and first floors. The ground floor (see Figure 1, following page) would have contained a narrow entrance hall leading to the staircase at the rear, and with separate doors to the two main rooms. That at the front would have served as a parlour; that at the rear a dining room. Leading off the latter would have been a small room in the outrigger, which may have been a scullery. The kitchen was probably originally located in the cellar – the front room indeed has a fireplace – to maximise living space above ground; when the cellar became a separate dwelling by the 1850s, the dining room may then have doubled as a kitchen. On the first floor there would have been a large front room running the full width of the building accessed from the stair landing as now, with a smaller bedroom to the rear. The second floor arrangement is unclear, but may have always contained a single room, especially if used as a workshop.

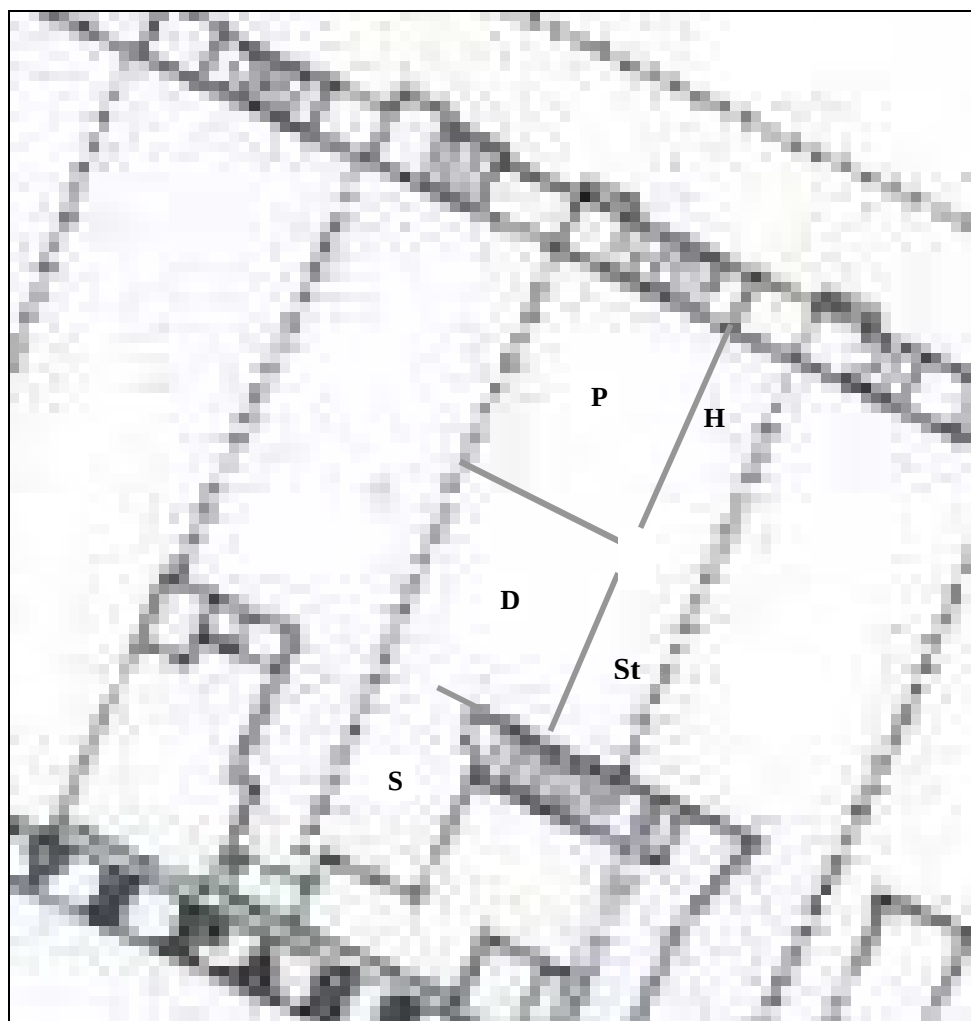


Figure 1. Suggested original interior layout of the house, based upon 1849 OS mapping.

Abbreviations: H = hall; St = stair; P= parlour; D = dining room; S = scullery

8.3 Construction

The external walls are of handmade brick, laid in the more decorative and prestigious Flemish Bond (headers and stretchers alternating in each course) on the facade while the rear adopts the more workaday English Garden Wall Bond, with one course of headers to every four stretcher courses. The roof is carried upon purlins supported by the brick crosswalls and is covered with slate.

8.4 Exterior description

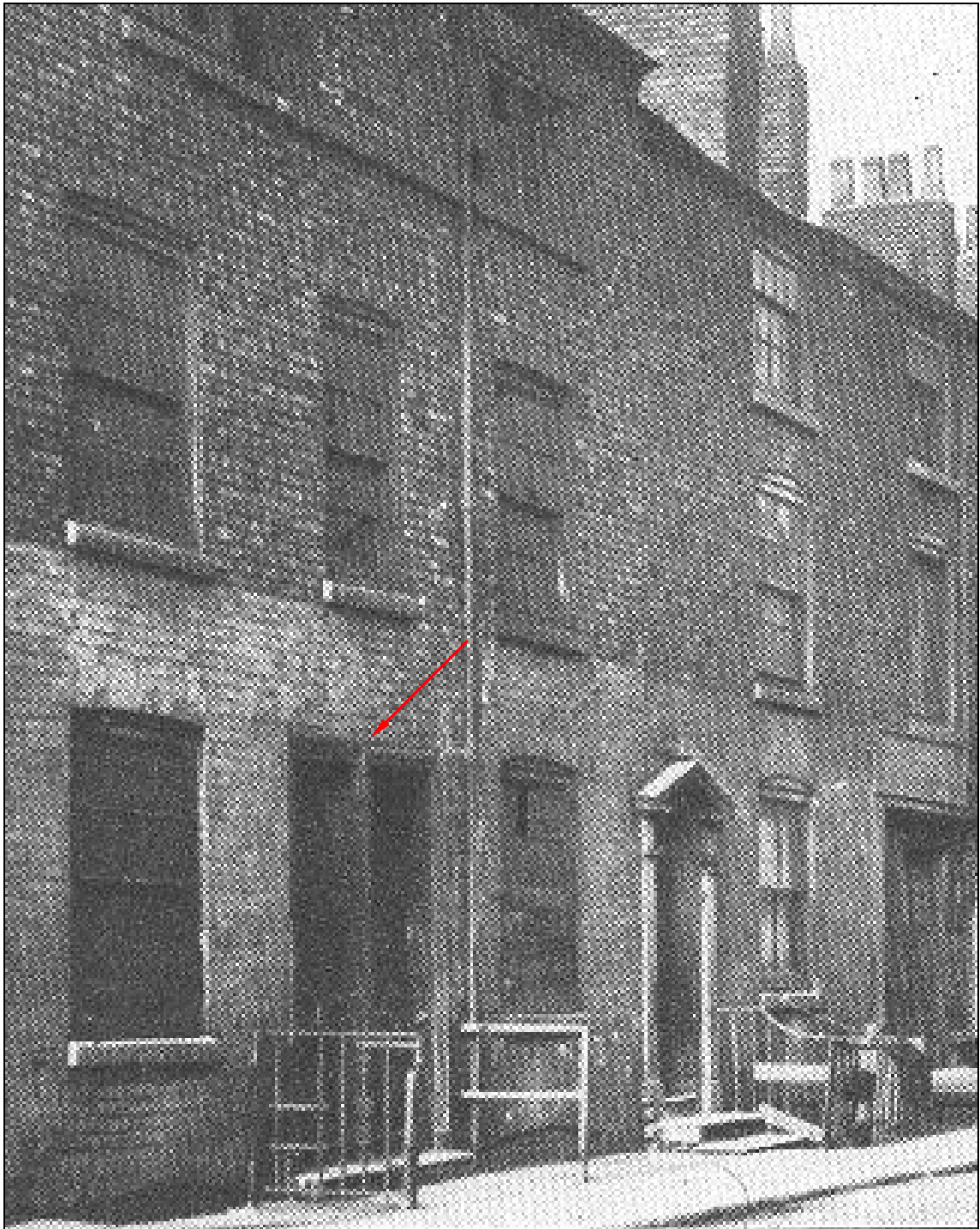
- a. Façade to Liverpool Road.** The building has a very plain, functional appearance with hardly any decoration other than the eaves cornice (see below); the impression given is, like the rest of the row, of a commercial rather than residential property. The ground floor is dominated by a large wooden-framed shop window, perhaps early 20th century, which must have replaced a single sash window similar to that on the first floor above. Beneath the shop window is evidence of a blocked basement window, and a tarmac-covered strip about a metre wide in front of the building testifies to the well that once existed and would have been defined by metal railings (see Plate 14 for examples elsewhere in Manchester). Invisible externally, a separate cellar entrance stood beneath the ground floor entrance and still remains internally (Plate 38). The ground floor entrance has a modern boarded door in a simple (possibly not original) wooden architrave: it is significant as Number 35 is the only property in the row to retain a doorway independent of a shop front. The unadorned nature of the doorway indicates the modest status of the building and is in contrast, for example, to the middle-class terrace houses with their pedimented and columned doorcases around Byrom Street. Similar simple doorway treatment is recorded elsewhere in late 18th century Manchester houses, such as those in Shepley Street, of the 1780s and 1790s (shown in Plate 14). Detractive features of the ground floor are the large shop sign above the window and black paint concealing the brickwork. The first floor has an off-centre near-flush vertical sash window with cambered head, its two-pane glazing probably late 19th or early 20th century; when the house was built, typical sash windows had 12 or 16 small panes due to limitations in glass manufacturing (see examples in Plate 14). The second floor has an entirely different type of window, horizontal with modern frame; originally it would too have been small-paned. Left of this window, but difficult to determine due to the white-painted brickwork, is a vertical joint which suggests the window was once bigger and thus would have been similar to the elongated attic window of Number 31 (Plate 16); this would confirm the second floor was intended to be a workshop. Finally, a dentilled eaves cornice provides minimal decoration and also occurs on Numbers 37 and 39; as it is painted black, it is not readily visible.
- b. Rear.** The single-storey extension dominates, and is entered by a doorway in the rendered rear wall. Above are two windows on the first floor, the right lighting the stair landing and partly blocked; the left, which would have lit the rear bedroom, is completely boarded over. On the second floor is a wide horizontal window of workshop proportions, although the framing and glazing appear 20th century.



12. Boarded modern doorway in plain architrave

13. Location of basement window and filled-in well in front of the premises





14. Houses in Shepley Street, Manchester, built speculatively in the 1780s and 1790s, showing plain doorway surrounds (indicated) and railed basement wells (image enlarged from G W Chalklin, *The Provincial Towns of Georgian England*, 1974)



15. First and second floor windows

16. The second floor window is possibly a cut-down version of the workshop window shown below at Number 31 Liverpool Road





17. The shop window is probably early 20th century; black paint conceals brickwork



18. Rear, showing first and second floor above single-storey extension

8.5 Interior description

- a. **Overview.** The original domestic character of the building is masked by its late 20th century office use, for which most of its walls were boarded over and its ceilings underdrawn. There is a strong possibility therefore that original features such as chimneybreasts, fireplaces, cornices and skirting are concealed beneath these boards.
- b. **Ground floor.** As noted earlier, the original layout of narrow entrance hall and two principal rooms leading off has been lost. Entry is now into a reception area formed by wooden partitions and of late 20th century appearance, with the stair to the rear and a single large room to the right. The line of the original crosswall dividing the room into two is evident via what appears to be a boxed-in beam or RSJ at ceiling level (Plate 21). Among the few visible features appearing to pre-date the late 20th century are two full-height paired cupboards, which seem early 1900s. They have been built into the space at the side of the chimneybreasts – which appear to remain under the boards – and prior to removal of the crosswall there would have been one cupboard per room. The door from the reception area to the main room, which has glazed upper panels, appears early-mid 20th century but is probably reused. At the rear of the main room, beneath modern partitions, can be seen the side of the staircase, which appears original or early. Beneath the stair is a modern door to the basement. Opposite is a further modern door to the rear extension, which has no features of interest and in a poor condition internally; light for this room is obtained via a rectangular window, possibly an alteration or enlargement of an original opening, in the former rear wall of the house.
- c. **First floor.** The first (to landing) and second (to first floor) flights of the staircase have simple ovolo-moulded skirting which appears original or early (Plates 26 and 27); the stair handrails and newels are modern. This floor has a single L-shaped room, created by removal of the crosswall between the original front and rear rooms, whose line remains evident again via a boxed-in beam or RSJ beneath the ceiling. All walls have been boarded out and the ceiling underdrawn, and therefore chimneybreasts are likely to survive behind the boarding and possibly other features such as cornices and skirting.
- d. **Second floor.** The staircase, again of late 20th century appearance, opens out into a large room occupying most of the floor, with a small modern lavatory introduced to the rear. Possibly the room was always open, especially if a workshop, but as all the walls are boarded there may be concealed evidence of its subdivision. The ceiling has been underdrawn beneath the purlins, but it seems likely the room was originally open to the roof. In the west wall is a recessed alcove created beneath the junction of the front and rear chimney flues beneath the stack.
- e. **Cellar.** Access, beneath the main stair, is by steps of modern appearance which must have replaced an earlier stair or steps. Here the original two-room arrangement of the building survives, along with a further space to the rear beneath the small outrigger shown in 1849 (Map 9). Access to the latter was not possible because it, and the other rooms, are filled with debris. The front room has a surviving original brick fireplace – indicating it was a kitchen – with cambered head (Plate 39) and in the front wall are the original external entrance and a large rectangular window to its left (Plate 40). Other features may survive beneath the debris. The rear room has no fireplace, but instead two brick piers support the chimneybreast in the rear room above. The inaccessible space beneath the former outrigger lies off this room. Exposed beams and joists, which appear original or early, remain in both rooms, some supported by posts.



19. Modern reception area, with staircase beyond and doors to main room on right



20. Looking to front of main room with probably mid-20th century door to reception; void behind boarded wall indicates chimneybreast within



21. Looking to rear of main room showing window to rear extension and line of original crosswall (indicated)



22. The paired cupboards, each on either side of a projecting chimneybreast and formerly in separate rooms



23. Original stair visible through hole in boards at rear of main room



24. Detail of stair



25. Interior of rear extension, with external door to passage



26. Original/early skirting at foot of first flight of stair on ground floor



27. Second flight of stair landing to first floor showing original/early skirting; stair is modern



28. Front first floor room looking to rear, showing original line of crosswall (blue arrow) and site of former door from landing to rear room (red arrow)



29. Looking to front of building on first floor



30. Modern stair on second floor



31. Second floor room; gaps in boarded walls shown original brickwork



32. Exposed purlin beneath underdrawn ceiling



33. Arch formed by converging flues on second floor



34. Looking down to cellar showing early/original boards on left side of steps



35 (above) and 36 (below) Detail of present modern steps to cellar





37. Rear room of cellar, looking to space beneath former outrigger (indicated)



38. Front room of cellar showing window and external door to former steps from street level



39. Former fireplace in front room of cellar



40. Rear room, showing brick piers supporting fireplace on ground floor above

9. ASSESSMENT OF SIGNIFICANCE

9.1 *Relevant policy*

Paragraph 129 of the National Planning Policy Framework states local planning authorities should identify and assess the particular significance of the heritage asset, including its setting, and take this into account when considering the impact of a proposal in order to avoid or minimize conflict between the heritage asset's conservation and any aspect of the proposal.

9.2 *Summary of the significance of 35 Liverpool Road*

As a Grade II listed building, 35 Liverpool Road is of national significance for its architectural and historic interest, and this significance cascades regionally and locally to make it a building of similar importance to Greater Manchester, Manchester and Castlefield. Its significance encompasses its intrinsic architectural and historic interest along with its setting and group value. The building's architectural and historic interest derives from being an example of a late 18th century property of artisan status built on the fringe of the expanding Castlefield industrial area and with a dual function as both residence and workshop, the large attic windows providing evidence of the latter. Further historical importance derives from evidence which suggests the cellar was once a separate dwelling. The building has group value with the other properties in the terrace and together they represent rare – probably the earliest – surviving examples of this type of housing in the city centre. They are also significant as remnants of a small grid-pattern development dating from the emergence of Castlefield as an industrial centre, and in terms of setting make an important contribution to a diverse, multi-level historic streetscene which also encompasses Roman remains, canals, quays, warehouses, railway viaducts and Victorian market halls.

9.3 *Relative significance of the features of the building*

a. Introduction. The purpose of this section is to inform the design process by identifying the relative significance of the elements and features of the building. This has been assessed using the following scale:

- **High significance** – features which make an important contribution to the architectural and historic interest and character of the building, through age, rarity, architectural merit or historical association or group value, and whose preservation and enhancement is considered essential

- **Medium significance** – those making a lesser contribution, but which nevertheless are also considered worthy of preservation or enhancement
- **Low significance** – those making only a limited contribution overall, although not necessarily detracting from the building
- **No significance** – those which make no contribution to the interest of the building, or could be considered detractive.

b. Features of high significance:

- **All external elevations including original (i.e. 18th century) openings including those now blocked and the former door and window at the front of the cellar; but excluding front door and early 20th century shop window**

Reason: these original features establish the building's appearance and historic character in the public realm

- **Original internal layout and spaces of main building (excluding rear extension) as defined by, and including, original 18th century walls (and evidence of removed walls where remaining)**

Reason: these establish the original form and layout of the building and provide evidence of the function of its rooms

- **Dentilled eaves cornice on main elevation**

Reason: original minimal attempt at decoration, shared by neighbours at 37 and 39

- **Roof structure (exposed purlins and any other timbers which may be concealed)**

Reason: evidence of original roof construction

- **Original features where surviving such as ceiling beams, staircase, skirting on landings, cellar fireplace**

Reason: these represent few surviving original features in an extensively-altered building and thus their conservation is essential.

c. Features of medium significance: none considered to fall into this category

d. Features of low significance:

- **Boarded front door**

Reason: appears modern

- **Modern elements of staircase on first and second floors**

Reason: probably late 20th century; out of character with original building

- **Steps to basement**

Reason: appear modern replacement for earlier steps/stair in this location

e. Features of no significance:

- **All internal modern boarding on walls and ceiling, including underdrawn ceiling on second floor**
Reason: modern; masks original form of building and may conceal original/early features
- **Roof of rear single-storey extension**
Reason: 20th century, of no interest and detractive
- **Signage and painted brickwork of main elevation; render on external rear wall of single-storey extension facing passage**
Reason: modern; detractive

f. Features whose significance is yet to be fully determined

- **Ground floor shop window.** Possibly early 20th century; removal of modern shop sign, which conceals the top of this window, may help determine its age, or reveal evidence (e.g. lintel) of original, presumably sashed, window beneath
- **Rear and side walls of single-storey extension.** Age unknown; may contain original brickwork or may be modern or rebuilt

The significance of these features would be determined if the soft strip encompasses removal of the shop sign, removal of the exterior render on the rear wall of the extension (facing the passage), and the interior plaster on the side walls of the extension.

9.4 Conclusions: implications for soft-strip and future proposals

- a. **Existing features.** The features of high significance, both internal and external, are those which establish the building's significance by establishing its appearance, function and character. It is therefore imperative these are protected from harm during the soft-strip process and conserved or enhanced as part of the future proposals for the building. It is, furthermore, preferable these features remain exposed (along with any further examples, such as ceiling beams, which may come to light during soft-strip) rather than being concealed, as they help to illustrate the date, evolution and historic character of the building. Loss/replacement of features of low significance is not considered to harm the building's significance.
- b. **Potential for concealed features.** Given the fact that most walls have been boarded out, there is great potential for original/early features to lie concealed. Some examples of these features, while not exhaustive, could include:
 - Chimneybreasts, with possible fireplaces, on all floors
 - Ceiling joists, cornices, skirting etc
 - Evidence of former doors and windows on rear wall, now concealed by single-storey extension

- Evidence of any former partitions on second floor
- Evidence of further details in cellars beneath debris, and also extent of opening to rear beneath former outrigger

The soft-strip must therefore proceed with this in mind, and care must be taken to ensure any features revealed are unharmed.

- c. **Determination of significance of newly-revealed features.** The relative significance of any new features brought to light by the soft-strip would need to be determined in the manner outlined above in order to inform the forthcoming design process. Naturally, any features of high or medium significance would need to be conserved or enhanced as part of this process.

APPENDIX 1: LIST DESCRIPTION OF 29-41 LIVERPOOL ROAD

LIVERPOOL ROAD
698-1/30/209 (South side)
Nos.29 TO 41 (Odd)
GV II

Row of 7 garret workshop houses, now shops etc. c.1820-30, altered. Red brick (Nos.29-35 now painted white), slate roofs. Double-depth plan, each house single-fronted. Three storeys, one window each; ground floors all altered; segmental-headed windows at 1st floor, all with altered glazing but Nos 35 and 37 sashed; mostly horizontal-rectangular windows at 2nd floor (5 lights with small panes at No.31, 5 lights with altered glazing at No.33, 3 altered lights flanked by 2 blocked lights at No.41); remains of wooden modillioned eaves to Nos 35-9; ridge chimneys to Nos 35 and 37. Rear: remains of multiple-light garret windows at Nos 33, 35 and 37; segmental-headed doorway at 1st-floor of No.35. Included as interesting survival of late Georgian industrial housing.

APPENDIX 2: LIST OF PRINCIPAL SOURCES

Primary:

Casson and Berry's map of Manchester and Salford, 1741; Laurent's map of Manchester 1793 (Lancashire Record Office, Preston)
Yates' map of Lancashire, 1786 (Garry Miller collection)
Bancks and Thornton's map of Manchester, 1800; Pigot and Dean's map of Manchester, 1824 (Manchester Local Studies Library, Deansgate)
Census returns, 1841-1901 (www.findmypast.co.uk)

Secondary:

C W Chalklin, *The Provincial Towns of Georgian England*, 1974
Claire Hartwell, Matthew Hyde and Nikolaus Pevsner, *The Buildings of England, Lancashire: Manchester and the South-East*, 2004
www.manchester.gov.uk/info/511/conservation_areas/972/castlefield_conservation_area/4

APPENDIX 3: GARRY MILLER HISTORIC BUILDING CONSULTANCY

Garry Miller is an architectural historian who has spent more than 35 years studying buildings of town and countryside, in particular those of North West England. His career as a consultant began in the mid-1980s with the Preston-based Nigel Morgan Historic Building Consultancy, of which he became a partner in 1992 upon its rebranding as Datestone. In 1997 he was commissioned by the Heritage Trust for the North West, a buildings preservation trust based at Barrowford, Lancashire, to produce an in-depth regional study of vernacular houses in southwest Lancashire: the result, *Historic Houses in Lancashire: The Douglas Valley, 1300-1770* was published in 2002. Among its many positive reviews, it was described as ‘scholarship as its best’ by *Country Life* (June 2003), and ‘well analysed and presented’ in *Transactions of the Ancient Monuments Society* (Vol 48, 2004). Following the book’s publication, Garry Miller established his own consultancy, producing analytical and interpretive reports on historic buildings, now principally in the form of the heritage assessments required by planning policies governing the historic environment.