

HERITAGE STATEMENT

DEANSGATE SOUTH, MANCHESTER

Quality Assurance

Site name: Deansgate South, Manchester

Client name: Fusion Manchester Devco Ltd

Type of report: Heritage Statement

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Signed



Date 11 November 2020

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Signed



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1.0 Introduction

- 1.1 This Heritage Statement has been produced on behalf of Fusion Manchester Devco Ltd to accompany an application for full planning permission relating to the development of the area of land known as Deansgate South, henceforth known as 'the site'. The description of development is as follows: *Full planning permission for a 28-storey purpose built student accommodation building (Sui Generis).*
- 1.2 The site is located in Manchester City Centre. It is formed of a triangular area of land bound by the Bridgewater Viaduct in the north, Deansgate to the south and a private access road to the east.

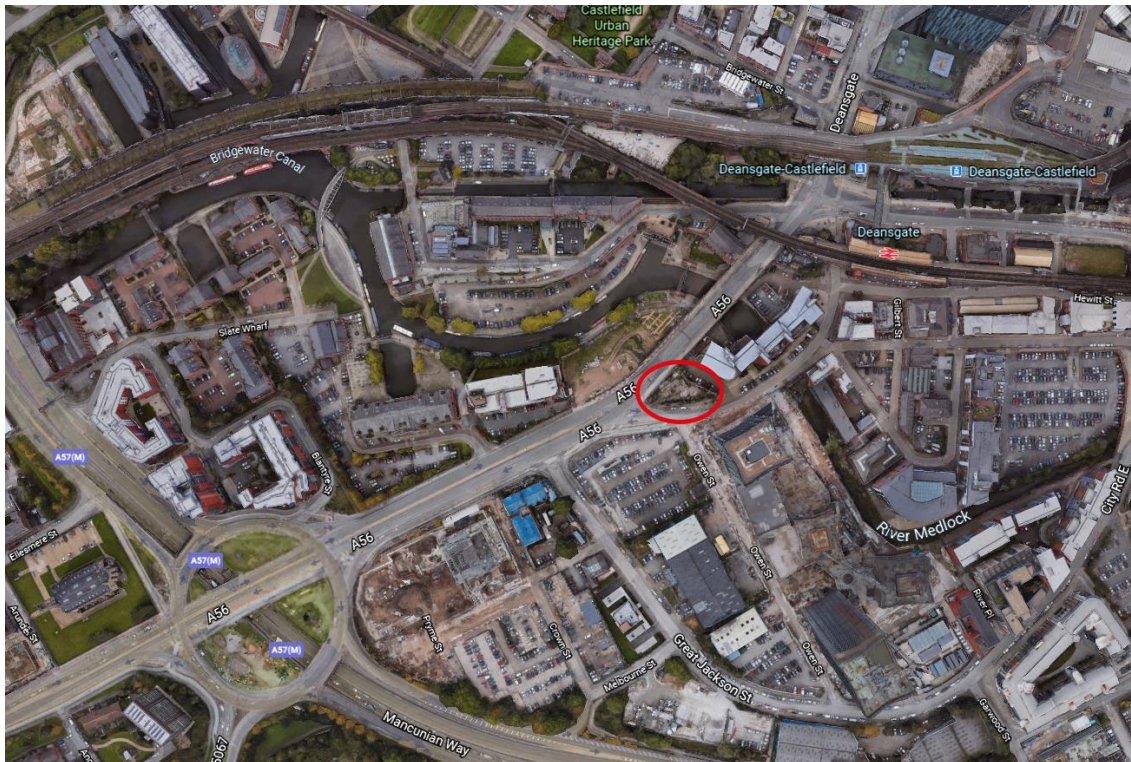


Figure 1 Aerial showing the location of the application site (encircled)

- 1.3 The site itself does not contain any structures included on the Statutory List of Buildings of Special Architectural or Historic Interest (listed buildings), nor is it located within a Conservation Area. However, it is located adjacent to the Castlefield Conservation Area and in proximity to a number of listed buildings and non-designated heritage assets.
- 1.4 This Heritage Statement includes a Significance Assessment which identifies the relative heritage value of the identified heritage assets and an Impact Assessment which considers the potential impact of the proposed development on the significance of the heritage assets identified, including the contribution made by setting. This approach to impact-assessment is required in order to satisfy the provisions of Sections 66(1) and 72(1) of the Planning (Listed Buildings & Conservation Areas) Act 1990 and the National Planning Policy Framework (NPPF) where the impact of development on a heritage asset is being considered (Paragraphs 193-200).
- 1.5 This document has been prepared by Daniele Haynes BA(Hons) MSc (Senior Heritage Consultant) and Kate Hannelly-Brown MSc BSc (Hons) IHBC (Associate, Heritage & Design). It has been reviewed by Chris Surfleet MA MSc PGDipUD IHBC (Partner, Head of Heritage).

2.0 Heritage Legislation Policy and Guidance Summary

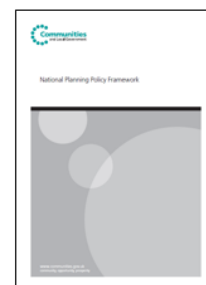
National Policy

Planning (Listed Buildings & Conservation Areas) Act 1990

- 2.1 The primary legislation relating to Listed Buildings and Conservation Areas, which is relevant in this case, is set out in the Planning (Listed Buildings & Conservation Areas) Act 1990.
- Section 66(1) reads: *“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall 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.”*
 - In relation to development within Conservation Areas, Section 72(1) reads: *“with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area”.*
- 2.2 As the site is located outside the boundary of Conservation Area, Section 72(1) is not relevant; however, the setting of the asset will be carefully considered in accordance with relevant policy.

National Planning Policy Framework

- 2.3 The National Planning Policy Framework (NPPF) was published on 19th February 2019, replacing the previously-published 2012 and 2018 Frameworks. With regard to the historic environment, the over-arching aim of the policy remains in line with philosophy of the 2012 framework, namely that *“our historic environments... can better be cherished if their spirit of place thrives, rather than withers.”* The relevant policy is outlined within chapter 16, ‘Conserving and Enhancing the Historic Environment’.
- 2.4 This chapter reasserts that heritage assets can range from sites and buildings of local interest to World Heritage Sites considered to have an Outstanding Universal Value. The NPPF subsequently requires these assets to be conserved in a *“manner appropriate to their significance”* (Paragraph 184).
- 2.5 NPPF directs local planning authorities to require an applicant to *“describe the significance of any heritage assets affected, including any contribution made by their setting”* and the level of detailed assessment should be *“proportionate to the assets’ importance”* (Paragraph 189).
- 2.6 Paragraph 190 states that the significance any heritage asset that may be affected by a proposal should be identified and assessed. This includes any assets affected by development within their settings. This Significance Assessment should be taken into account when considering the impact of a proposal, *“to avoid conflict between the heritage asset’s conservation and any aspect of the proposal”*. This paragraph therefore results in the need for an analysis of the impact of a proposed development on the asset’s relative significance, in the form of a Heritage Impact Assessment.
- 2.7 Paragraph 193 requires 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."

- 2.8 It is then clarified that any harm to the significance of a designated heritage asset, either through alteration, destruction or development within its setting, should require, "*clear and convincing justification*" (Paragraph 194). This paragraph outlines that substantial harm to grade II listed heritage assets should be exceptional, rising to 'wholly exceptional' for those assets of the highest significance such as scheduled monuments, Grade I and grade II* listed buildings or registered parks and gardens as well as World Heritage Sites.
- 2.9 In relation to harmful impacts or the loss of significance resulting from a development proposal, Paragraph 195 states the following:
- "Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*
- a) the nature of the heritage asset prevents all reasonable uses of the site; and*
 - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
 - c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
 - d) the harm or loss is outweighed by the benefit of bringing the site back into use."*
- 2.10 The NPPF therefore requires a balance to be applied in the context of heritage assets, including the recognition of potential benefits accruing from a development. In the case of proposals which would result in "less than substantial harm", paragraph 196 provides the following:
- "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 optimum viable use."*
- 2.11 It is also possible for proposals, where suitably designed, to result in no harm to the significance of heritage assets.
- 2.12 In the case of non-designated heritage assets, Paragraph 197 requires a Local Planning Authority to make a "balanced judgement" having regard to the scale of any harm or loss and the significance of the heritage asset.
- 2.13 The NPPF therefore recognises the need to clearly identify relative significance at an early stage and then to judge the impact of development proposals in that context.

Planning Practice Guidance (PPG) (2019)

- 2.14 The Planning Practice Guidance (PPG) was originally published in March 2014 although it has been subsequently updated over time. The '*Conserving and Enhancing the Historic Environment*' section of this guidance was last updated on 23 July 2019.

- 2.15 In respect of heritage decision-making, the PPG stresses the importance of determining applications on the basis of significance and explains how the tests of harm and impact within the NPPF are to be interpreted.
- 2.16 In particular, the PPG notes the following in relation to the evaluation of harm: *"In determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest."* (Ref ID: 18a-018-20190723).
- 2.17 This guidance therefore provides assistance in defining where levels of harm should be set, tending to emphasise substantial harm as a "high test".

Historic England Conservation Principles: Policies and Guidance 2008



- 2.18 Historic England sets out in this document a logical approach to making decisions and offering guidance about all aspects of the historic environment, including changes affecting significant places. It states that:

"New work or alteration to a significant place should normally be acceptable if: a. there is sufficient information comprehensively to understand the impacts of the proposal on the significance of the place; b. the proposal would not materially harm the values of the place, which, where appropriate, would be reinforced or further revealed; c. the proposals aspire to a quality of design and execution which may be valued now and in the future; d. the long-term consequences of the proposals can, from experience, be demonstrated to be benign, or the proposals are designed not to prejudice alternative solutions in the future" (page 59).

Historic England Making Changes to Heritage Assets Advice Note 2 (February 2016)

- 2.19 This advice note provides information on repair, restoration, addition and alteration works to heritage assets. It advises that *"The main issues to consider in proposals for additions to heritage assets, including new development in conservation areas, aside from NPPF requirements such as social and economic activity and sustainability, are proportion, height, massing, bulk, use of materials, durability and adaptability, use, enclosure, relationship with adjacent assets and definition of spaces and streets, alignment, active frontages, permeability and treatment of setting."* (page 10)

Historic England Analysing Significance in Heritage Assets Advice Note 12 (October 2019)

- 2.20 This document provides guidance on the NPPF requirement for applicants to describe heritage significance in order to aid local planning authorities' decision making. It reiterates the importance of understanding the significance of heritage assets, in advance of developing proposals. This advice note outlines a staged approach to decision-making in which assessing

significance precedes the design and also describes the relationship with archaeological desk-based assessments and field evaluations, as well as with Design and Access Statements.

- 2.21 The advice in this document, in accordance with the NPPF, emphasises that the level of detail in support of applications for planning permission and listed building consent should be no more than is necessary to reach an informed decision, and that activities to conserve the asset(s) need to be proportionate to the significance of the heritage asset(s) affected and the impact on that significance. This advice also addresses how an analysis of heritage significance could be set out before discussing suggested structures for a statement of heritage significance.

Historic England Managing Significance in Decision Taking in the Historic Environment
Historic Environment Good Practice Advice (GPA) in Planning Note 2 (March 2015)

- 2.22 This advice note sets out clear information to assist all relevant stake holders 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.*” (page 1)

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

- 2.23 This document presents guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas and landscapes. Page 6, entitled: ‘*A staged approach to proportionate decision taking*’ provides detailed advice on assessing the implications of development proposals and recommends the following broad approach to assessment, undertaken as a series of steps that apply equally to complex or more straightforward cases:
- Step 1: Identify which heritage assets and their settings are affected
 - Step 2: Assess the degree to which these settings and views make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated
 - Step 3: Assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it
 - Step 4: Explore ways to maximise enhancement and avoid or minimise harm
 - Step 5: Make and document the decision and monitor outcomes

Local Policy

Manchester Core Strategy (2012)

- 2.24 The Core Strategy is the key document within Manchester’s Local Plan. It outlines the Council’s vision for Manchester until 2027, along with the planning policies which will be used to deliver that vision. The document was formally adopted by Manchester City Council on 11th July 2012. The following policies are considered to be of relevance:
- 2.25 Policy CC 9 Design and Heritage
- “Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.*

Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.”

2.26 Policy EN 1 Design Principles and Strategic Character Areas

“All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

1. City Centre Character Area

The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes.

- Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.*
- While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.*
- Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals”*

2.27 Policy EN 2 Tall Buildings

“Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

Proposals for tall buildings will be supported where it can be demonstrated that they

- Are of excellent design quality,*
- Are appropriately located,*
- Contribute positively to sustainability,*

- *Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and*
- *Will bring significant regeneration benefits.*

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.

Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes..."

2.28 Policy EN 3 Heritage

"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..."

Extant Unitary Development Plan (1995)

2.29 The Unitary Development Plan also forms part of the Manchester Local Plan. The document was formally adopted by the council on 21st July 1995. It set out the guidelines for all development in Manchester and provided a framework from which to base decisions about planning applications. However many of the policies within the Unitary Development Framework were replaced by the Core Strategy in 2012. The following extant policies are considered to be relevant:

2.30 DC18.1 Conservation Areas

"... e. Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas..."

2.31 DC19.1 Listed Buildings

"In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

...d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features; ..."

Supplementary Guidance

Great Jackson Street Development Framework (2018)

2.32 Manchester City Council have identified the Great Jackson Street area as an area of potential regeneration. The area is bound by Chester Road and the River Medlock to the north and west, and the Mancunian Way to the south; the application site is located in the north of this zone. A development framework has been prepared to guide development within Great Jackson Street. The framework was first created and endorsed by Manchester City Council in 2007 with revisions in 2015 and 2018.

2.33 The framework proposes to regenerate the area into an primarily residential area of high quality development. The key principals of the framework are

- Creating a series of tall buildings located around the perimeter of the site to provide a dynamic marker from the City Centre and approaches from the South.
- Create a residential-led neighbourhood environment which provides a range of sizes and typologies.
- Create accessible public and private spaces, creating a mix of building typologies that can provide high-quality amenity spaces:
- New developments should create an environment where the amenity of residents and requirements is robustly reviewed and tested.
- The palette of materials should be complementary whilst providing the required diversity for each plot to stand out in their own right.

2.34 The application site has been identified as plot H and is considered to serve as a key link between the Great Jackson Street Development Area and the Castlefield Conservation Area as well as with the City Centre.



Figure 2 Indicative visualisation from the Great Jackson Street Development Framework

3.0 Methodology

Heritage Assets

- 3.1 A heritage asset is defined within the National Planning Policy Framework as “a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)” (NPPF Annex 2: Glossary).
- 3.2 To be considered a heritage asset “an asset must have some meaningful archaeological, architectural, artistic, historical, social or other heritage interest that gives it value to society that transcends its functional utility. Therein lies the fundamental difference between heritage assets and ordinary assets; they stand apart from ordinary assets because of their significance – the summation of all aspects of their heritage interest.” (‘Managing Built Heritage: The Role of Cultural Values and Significance’ Stephen Bond and Derek Worthing, 2016.)
- 3.3 ‘Designated’ assets have been identified under the relevant legislation and policy including, but not limited to: World Heritage Sites, Scheduled Monuments, Listed Buildings, and Conservation Areas. ‘Non-designated’ heritage assets are assets which fall below the national criteria for designation.
- 3.4 The absence of a national designation should not be taken to mean that an asset does not hold any heritage interest. The Planning Policy Guidance (PPG) states that “*non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets.*” (Paragraph: 039 Reference ID: 18a-039-20190723)
- 3.5 The PPG goes on to clarify that “a substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage significance to merit identification as non-designated heritage assets.”

Meaning of Significance

- 3.6 The concept of significance was first expressed within the 1979 Burra Charter (Australia ICOMOS, 1979). This charter has periodically been updated to reflect the development of the theory and practice of cultural heritage management, with the current version having been adopted in 2013. It defines cultural significance as the “*aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups*” (Page 2, Article 1.2)
- 3.7 The NPPF (Annex 2: Glossary) also defines significance as “*the value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.*”
- 3.8 Significance can therefore be considered to be formed by “*the collection of values associated with a heritage asset.*” (‘Managing Built Heritage: The Role of Cultural Values and Significance’ Stephen Bond and Derek Worthing, 2016.)

Assessment of Significance/Value

- 3.9 It is important to be proportionate in assessing significance as required in both national policy and guidance as set out in paragraph 189 of NPPF.
- 3.10 The Historic England document 'Conservation Principles' states that "*understanding a place and assessing its significance demands the application of a systematic and consistent process, which is appropriate and proportionate in scope and depth to the decision to be made, or the purpose of the assessment.*"
- 3.11 The document goes on to set out a process for assessment of significance, but it does note that not all of the stages highlighted are applicable to all places/ assets.
- Understanding the fabric and evolution of the asset;
 - Identify who values the asset, and why they do so;
 - Relate identified heritage values to the fabric of the asset;
 - Consider the relative importance of those identified values;
 - Consider the contribution of associated objects and collections;
 - Consider the contribution made by setting and context;
 - Compare the place with other assets sharing similar values;
 - Articulate the significance of the asset.
- 3.12 At the core of this assessment is an understanding of the value/significance of a place. There have been numerous attempts to categorise the range of heritage values which contribute to an asset's significance. Historic England's 'Conservation Principles' sets out a grouping of values as follows:

Evidential value – '*derives from the potential of a place to yield evidence about past human activity...Physical remains of past human activity are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them...The ability to understand and interpret the evidence tends to be diminished in proportion to the extent of its removal or replacement.*' (Page 28)

Aesthetic Value – '*Aesthetic values can be the result of the 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.*' (Pages 30-31)

Historic Value – '*derives from the ways 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... Association with a notable family, person, event, or movement gives historical value a particular resonance...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 value.*' (Pages 28-30)

Communal Value – "*Commemorative and symbolic values reflect the meanings of a place for those who draw part of their identity from it, or have emotional links to it... Social value is*

associated with places that people perceive as a source of identity, distinctiveness, social interaction and coherence. Some may be comparatively modest, acquiring communal significance through the passage of time as a result of a collective memory of stories linked to them...They may relate to an activity that is associated with the place, rather than with its physical fabric...Spiritual value is often associated with places sanctified by longstanding veneration or worship, or wild places with few obvious signs of modern life. Their value is generally dependent on the perceived survival of the historic fabric or character of the place, and can be extremely sensitive to modest changes to that character, particularly to the activities that happen there". (Pages 31-32)

- 3.13 Value-based assessment should be flexible in its application, it is important not to oversimplify an assessment and to acknowledge when an asset has a multi-layered value base, which is likely to reinforce its significance.

Contribution of Setting/Context to Significance

- 3.14 In addition to the above values, the setting of a heritage asset can also be a fundamental contributor to its significance - although it should be noted that 'setting' itself is not a designation. The value of setting lies in its contribution to the significance of an asset. For example, there may be instances where setting does not contribute to the significance of an asset at all.
- 3.15 Historic England's Conservation Principles defines *setting* as "*an established concept that relates to the surroundings in which a place is experienced, its local context, embracing present and past relationships to the adjacent landscape.*"
- 3.16 It goes on to state that "*context embraces any relationship between a place and other places. It can be, for example, cultural, intellectual, spatial or functional, so any one place can have a multi-layered context. The range of contextual relationships of a place will normally emerge from an understanding of its origins and evolution. Understanding context is particularly relevant to assessing whether a place has greater value for being part of a larger entity, or sharing characteristics with other places*" (page 39).
- 3.17 In order to understand the role of setting and context to decision-making, it is important to have an understanding of the origins and evolution of an asset, to the extent that this understanding gives rise to significance in the present. Assessment of these values is not based solely on visual considerations but may lie in a deeper understanding of historic use, ownership, change or other cultural influence – all or any of which may have given rise to current circumstances and may hold a greater or lesser extent of significance.
- 3.18 The importance of setting depends entirely on the contribution it makes to the significance of the heritage asset or its appreciation. It is important to note that impacts that may arise to the setting of an asset do not, necessarily, result in direct or equivalent impacts to the significance of that asset(s).

Assessing Impact

- 3.19 It is evident that the significance/value of any heritage asset(s) requires clear assessment to provide a context for, and to determine the impact of, development proposals. Impact on that value or significance is determined by first considering the sensitivity of the receptors identified which is best expressed by using a hierarchy of value levels.
- 3.20 There are a range of hierarchical systems for presenting the level of significance in use; however, the method chosen for this project is based on the established 'James Semple Kerr method' which has been adopted by Historic England, in combination with the impact assessment

methodology for heritage assets within the *Design Manual for Roads and Bridges* (DMRB: HA208/13) published by the Highways Agency, Transport Scotland, the Welsh Assembly Government and the department for Regional Development Northern Ireland. This 'value hierarchy' has been subject to scrutiny in the UK planning system, including Inquiries, and is the only hierarchy to be published by a government department.

- 3.21 The first stage of our approach is to carry out a thoroughly researched assessment of the significance of the heritage asset, in order to understand its value:

SIGNIFICANCE	EXAMPLES
Very High	World Heritage Sites, Listed Buildings, Scheduled Monuments and Conservation Areas of outstanding quality, or built assets of acknowledged exceptional or international importance, or assets which can contribute to international research objectives. Registered Parks & Gardens, historic landscapes and townscapes of international sensitivity.
High	World Heritage Sites, Listed Buildings, Scheduled Monuments, Conservation Areas and built assets of high quality, or assets which can contribute to international and national research objectives. Registered Parks & Gardens, historic landscapes and townscapes which are highly preserved with excellent coherence, integrity, time-depth, or other critical factor(s).
Good	Listed Buildings, Scheduled Monuments, Conservation Areas and built assets (including locally listed buildings and non-designated assets) with a strong character and integrity which can be shown to have good qualities in their fabric or historical association, or assets which can contribute to national research objectives. Registered Parks & Gardens, historic landscapes and townscapes of good level of interest, quality and importance, or well preserved and exhibiting considerable coherence, integrity time-depth or other critical factor(s).
Medium/ Moderate	Listed Buildings, Scheduled Monuments, Conservation Areas and built assets (including locally listed buildings and non-designated assets) that can be shown to have moderate qualities in their fabric or historical association. Registered Parks & Gardens, historic landscapes and townscapes with reasonable coherence, integrity, time-depth or other critical factor(s).
Low	Listed Buildings, Scheduled Monuments and built assets (including locally listed buildings and non-designated assets) compromised by poor preservation integrity and/or low original level of quality of low survival of contextual associations but with potential to contribute to local research objectives. Registered Parks & Gardens, historic landscapes and townscapes with modest sensitivity or whose sensitivity is limited by poor preservation, historic integrity and/or poor survival of contextual associations.
Negligible	Assets which are of such limited quality in their fabric or historical association that this is not appreciable. Historic landscapes and townscapes of limited sensitivity, historic integrity and/or limited survival of contextual associations.
Neutral/ None	Assets with no surviving cultural heritage interest. Buildings of no architectural or historical note. Landscapes and townscapes with no surviving legibility and/or contextual associations, or with no historic interest.

- 3.22 Once the value/ significance of an asset has been assessed, the next stage is to determine the assets 'sensitivity to change'. The following table sets out the levels of sensitivity to change, which is based upon the vulnerability of the asset, in part or as a whole, to loss of value through change. Sensitivity to change can be applied to individual elements of a building, or its setting, and may differ across the asset.
- 3.23 An asset's sensitivity level also relates to its capacity to absorb change, either change affecting the asset itself or change within its setting (remembering that according to Historic England The Setting of Heritage Assets – Planning Note 3, 'change' does not in itself imply harm, and can be neutral, positive or negative in effect).
- 3.24 Some assets are more robust than others and have a greater capacity for change and therefore, even though substantial changes are proposed, their sensitivity to change or capacity to absorb change may still be assessed as low.

SENSITIVITY	EXPLANATION OF SENSITIVITY
High	High Sensitivity to change occurs where a change may pose a major threat to a specific heritage value of the asset which would lead to substantial or total loss of heritage value.
Moderate	Moderate sensitivity to change occurs where a change may diminish the heritage value of an asset, or the ability to appreciate the heritage value of an asset.
Low	Low sensitivity to change occurs where a change may pose no appreciable threat to the heritage value of an asset.

- 3.25 Once there is an understanding of the sensitivity an asset holds, the next stage is to assess the 'magnitude' of the impact that any proposed works may have. Impacts may be considered to be adverse, beneficial or neutral in effect and can relate to direct physical impacts, impacts on its setting, or both. Impact on setting is measured in terms of the effect that the impact has on the significance of the asset itself – rather than setting itself being considered as the asset.

MAGNITUDE OF IMPACT	TYPICAL CRITERIA DESCRIPTORS
Very High	Adverse: Impacts will destroy cultural heritage assets resulting in their total loss or almost complete destruction. Beneficial: The proposals would remove or successfully mitigate existing and significant damaging and discordant impacts on assets; allow for the substantial restoration or enhancement of characteristic features.
High	Adverse: Impacts will damage cultural heritage assets; result in the loss of the asset's quality and integrity; cause severe damage to key characteristic features or elements; almost complete loss of setting and/or context of the asset. The assets integrity or setting is almost wholly destroyed or is severely compromised, such that the resource can no longer be appreciated or understood. Beneficial: The proposals would remove or successfully mitigate existing damaging and discordant impacts on assets; allow for the restoration or enhancement of characteristic features; allow the substantial re-establishment of the integrity, understanding and setting for an area or group of features; halt rapid degradation and/or erosion of the heritage resource, safeguarding substantial elements of the heritage resource.

Medium	<u>Adverse:</u> Moderate impact on the asset, but only partially affecting the integrity; partial loss of, or damage to, key characteristics, features or elements; substantially intrusive into the setting and/or would adversely impact upon the context of the asset; loss of the asset for community appreciation. The assets integrity or setting is damaged but not destroyed so understanding and appreciation is compromised. <u>Beneficial:</u> Benefit to, or partial restoration of, key characteristics, features or elements; improvement of asset quality; degradation of the asset would be halted; the setting and/or context of the asset would be enhanced and understanding and appreciation is substantially improved; the asset would be brought into community use.
Minor/Low	<u>Adverse:</u> Some measurable change in assets quality or vulnerability; minor loss of or alteration to, one (or maybe more) key characteristics, features or elements; change to the setting would not be overly intrusive or overly diminish the context; community use or understanding would be reduced. The assets integrity or setting is damaged but understanding and appreciation would only be diminished not compromised. <u>Beneficial:</u> Minor benefit to, or partial restoration of, one (maybe more) key characteristics, features or elements; some beneficial impact on asset or a stabilisation of negative impacts; slight improvements to the context or setting of the site; community use or understanding and appreciation would be enhanced.
Negligible	Barely discernible change in baseline conditions
Nil	No change in baseline conditions.

Summary

- 3.26 The aim of this Heritage Statement is to identify and assess any impacts that the proposed development may cause to the value or significance of the identified heritage assets and/or their settings.
- 3.27 Overall, it is a balanced understanding of the foreseeable likely effect of proposals on significance as a result of predicted impacts which is being sought through undertaking this process. It should be clearly understood that the level of detail provided within these assessments is *“proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance”* as set out in Paragraph 189 of the National Planning Policy Framework.

4.0 Historic Context

- 4.1 The first known human settlement in Manchester dates to the Roman Period when the Romans, led by General Agricola built a fort known as Mamucium. This fort was located in at Castlefield a strategic point protected by the Rivers Irwell and Medlock, just under 300m to the north of the application site. A village, or Vicus, developed to support the fort. Following the departure of the Romans, the fort and settlement were abandoned.
- 4.2 Yet by the Norman Conquest, a village known as Mamecester existed just to the north-east of the former Roman Vicus. The village grew into a thriving market town over the course of the late Middle Ages and taking in the site of the vicus. The Vicus eventually became known as Aldport or The Old Town. However, Manchester remained a moderate sized town for much of its history.
- 4.3 It was not until the mid-18th century that the rapid expansion of Manchester occurred. Numerous improvements, in terms of communications, were made to the city starting with the River Irwell which was made navigable in the 1730s, allowing access to Liverpool via the Mersey. The first Quay on the Irwell was built in 1734 enabling goods to be easily loaded and unloaded in Manchester. Another major improvement to communications in Manchester was the creation of the Duke of Bridgewater's canal between 1758 and 1761. This venture transported coal from the Duke's mines in Worsley into Manchester and effectively halved the price of coal in the area and inspired the construction of further canals such as the Rochdale Canal (completed in 1804) and the Manchester Ship Canal, completed in 1894 which made the city an inland port.
- 4.4 By the 19th century, Manchester had become a world-famous manufacturing centre with vast numbers of people working in the Mills of the industrial revolution. Castlefield had become a hub for the canal network which was developed to transport goods and materials around the country with a number of associated warehouses constructed in the area as well. By the mid-19th century, railways were introduced into the area with the world's first railway station constructed on Liverpool Road in 1830.
- 4.5 Numerous other railway lines were added to the area over the course of the 19th century. In addition, swathes of the housing in the area was demolished to make way for new warehousing including the Great Northern Warehouse built at the end of the 19th century.
- 4.6 However, with the decline in canal and rail transport for movement of goods over the course of the 20th century and many of the facilities which had been associated with transport have now been converted into leisure and residential units.

Map Regression

- 4.7 An initial review of available historic maps has been undertaken to assist in the understanding of the site's history. Although such information cannot be considered to be definitive, experience shows that the mapping is often relatively accurate and reliable - particularly the later Ordnance Survey (OS) maps - and taken together with written archival date and physical evidence can help to refine the history of a site.
- 4.8 As can be seen in Roper's map of 1807 below, Deansgate was at this time called Knot Mill, with the site located on the northern side of the road. The site appears to contain a structure located directly on the southern boundary. To the east is a large structure which crosses the Bridgewater Canal, this may possibly be the mill from which the road gains its name whilst to the north west is another large building.

- 4.9 Although there are a number of buildings in the surrounding area, many of which are located near to the canal or more towards the centre of Manchester, the area still contains numerous open spaces, likely used for agrarian purposes.



Figure 3 Extract from J. Roper's Plan of Manchester and Salford 1807. The approximate location of the site is marked by the red transparency.

- 4.10 By 1848, however, the area had undergone a great deal of development with the majority of the open spaces now holding housing. Nonetheless, open space is still visible to the north of Chester Road and around the warehouses along the canal. In the 1848 OS map, the Bridgewater Canal, and the newly constructed viaduct, is visible clearly marking the northern boundary of the site. The large mill structure to the east of the site is still extant, but the building on site has been demolished. The site now contains two small structures, potentially associated with the adjacent mill.



Figure 4 Extract from the 1848 Ordnance Survey. The approximate location of the site is marked by the red transparency.

- 4.11 Slater's map of 1886, shows that further development had occurred in the Castlefield area with the introduction of new roads and housing on the north side of Chester Road. To the north of the

canal railway lines had been constructed, resulting in numerous properties having being demolished. Very little change has occurred to the application site itself.



Figure 5 Extract from I. Slater's New Plan of Manchester and Salford, 1886. The approximate location of the site is marked by the red transparency.

4.12

The 1896, the station at Deansgate had been opened to the north east of the site. To the south the housing had been demolished for a large iron works called Knott Mill on the Ordnance Survey Map with the large structure to the east of the site now highlighted as an "Old Warehouse". The surrounding areas of housing appear to be more intensely developed. On the site itself, there appears to be a new structure running on north-west to south-east.

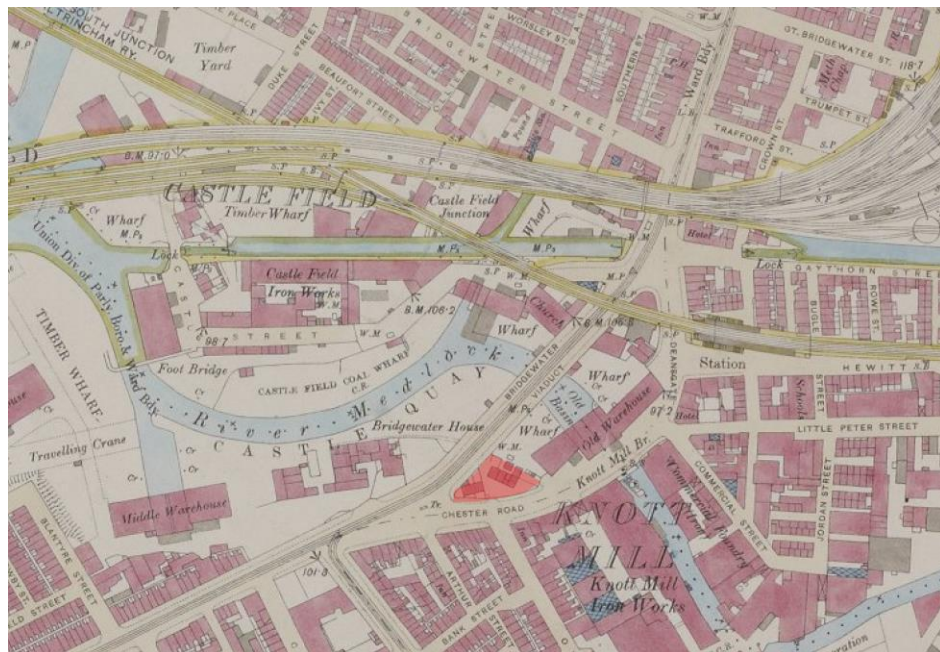


Figure 6 Extract from the 1896 Ordnance Survey. The approximate location of the site is marked by the red transparency.

4.13

Very little appears to change during the early 20th century, both in terms of the buildings on the application site and in terms of development in the surrounding area.



Figure 7 Extract from the 1922 Ordnance Survey. The approximate location of the site is marked by the red transparency.

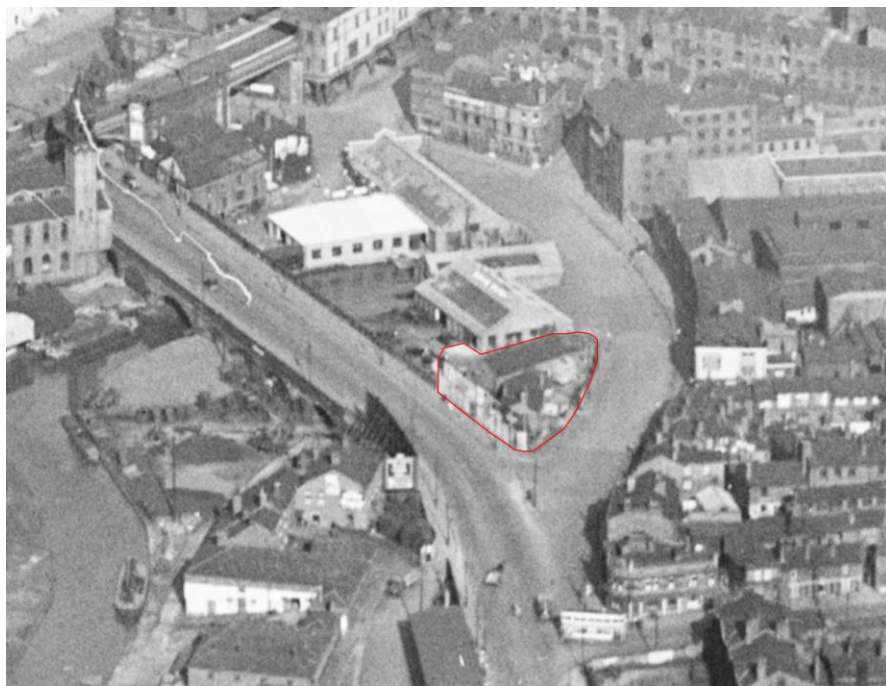


Figure 8 Aerial from 1934 (Britain from Above). In this image, the application site is outlined in red. At this date, much of the built form is of a low scale, with the exception of the Former Congregational Chapel (top left of the image) and the factory building at the junction of Commercial Street and Deansgate (top right of the image)

4.14

Manchester suffered heavy bombing by the Luftwaffe during the Second World War. In Manchester Council's Record of location of aerial bombs on the City of Manchester, it is clear that the area around the application site did not escape the destruction. The Engineering works to the south of the site was badly damaged with the north-eastern corner of the site being demolished. In addition, a number of houses on the corner of Chester Road and Owen Street were also destroyed.



Figure 9 Extract from the Record of Location of Aerial Bombs on the City of Manchester by the Manchester City Council City Architect's Department, 1941. The map was annotated with: red circles for fire bombs; blue circles for high explosives; striped red shading for damaged buildings; dark red shading for demolished buildings; green marks indicating line mines. The approximate location of the site is marked by the pale red transparency.

4.15

The 1951 Ordnance Survey below demonstrates that following the war, many of the terraced houses in the Castlefield area were cleared, creating a far more open urban grain. A number of smaller structures in the area have also been demolished. These include the small buildings which had been on the western side of the application site. During the 1950s, the site was redeveloped as a Rootes' petrol station. The location was chosen as a result of Chester Road's position as a primary route into Manchester.



Figure 10 Extract from the 1951 Ordnance Survey. The approximate location of the site is marked by the red transparency.

- 4.16 By 1977, all of the terraced housing had been cleared from the area. In some cases, the terraces were replaced with large warehouses and garages. As a result, the character of the area changed from its historic residential nature to one which was industrial. At this date, the buildings within the application site had been cleared and replaced with a larger central structure, labelled as a garage.

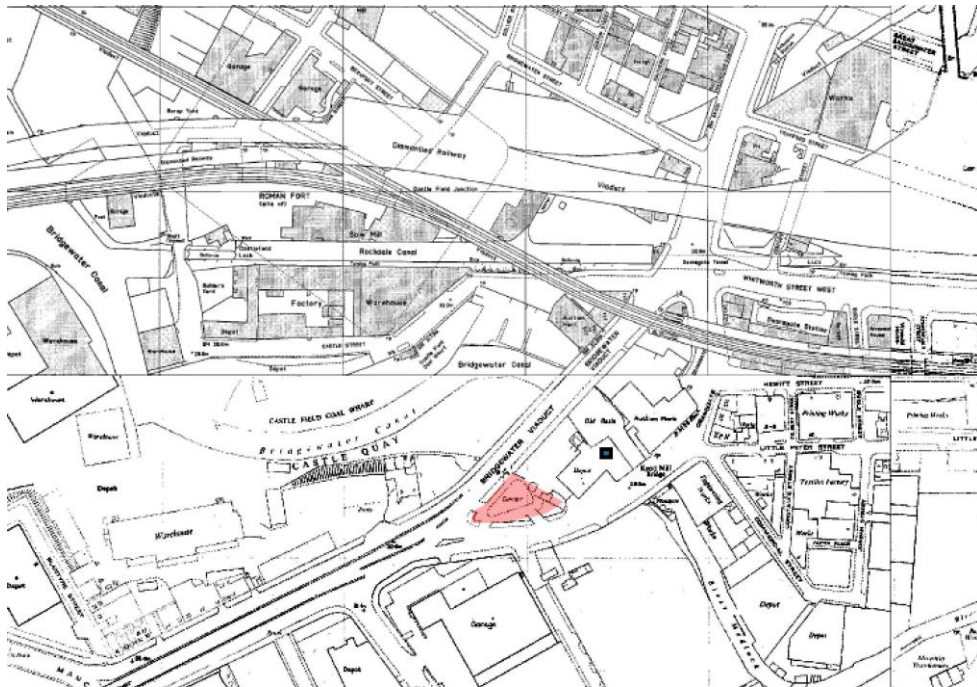


Figure 11 Extract from the 1977 Ordnance Survey. The approximate location of the site is marked by the red transparency.

- 4.17 By the early 1990s, the former Knott Mill structures to the south of the site, had been cleared and the area turned into car parking. The application site continued to be used as a garage turning into a car hire garage, before the structures were all demolished by the 2010s.
- 4.18 To date, there has been a dramatic change to the character of the area with numerous tall residential buildings constructed around the site.

5.0 Existing Site

- 5.1 At present, the site is a vacant plot with all the former garage buildings having been demolished in the late 2000s.



Figure 12 View into the site from the junction of Deansgate and Chester Road

- 5.2 Protective hoardings around the boundary of the site have created a hostile frontage which lacks any form of engagement with the surrounding area.



Figure 13 View of the site from the junction of Deansgate and Chester Road



Figure 14 View looking west toward the site from the Bridgewater Viaduct. The location of the site is marked by the red arrow

- 5.3 In addition, the scale and appearance of the surrounding new developments have resulted in the site becoming a minor element within the townscape. The low level of the site and its uninviting boundaries reduce its positive impact as part of the prominent southern approach into the city.



Figure 15 View looking east toward the site from the junction of Chester Road and the Castle Quay Access Road. The location of the site is marked by the red arrow

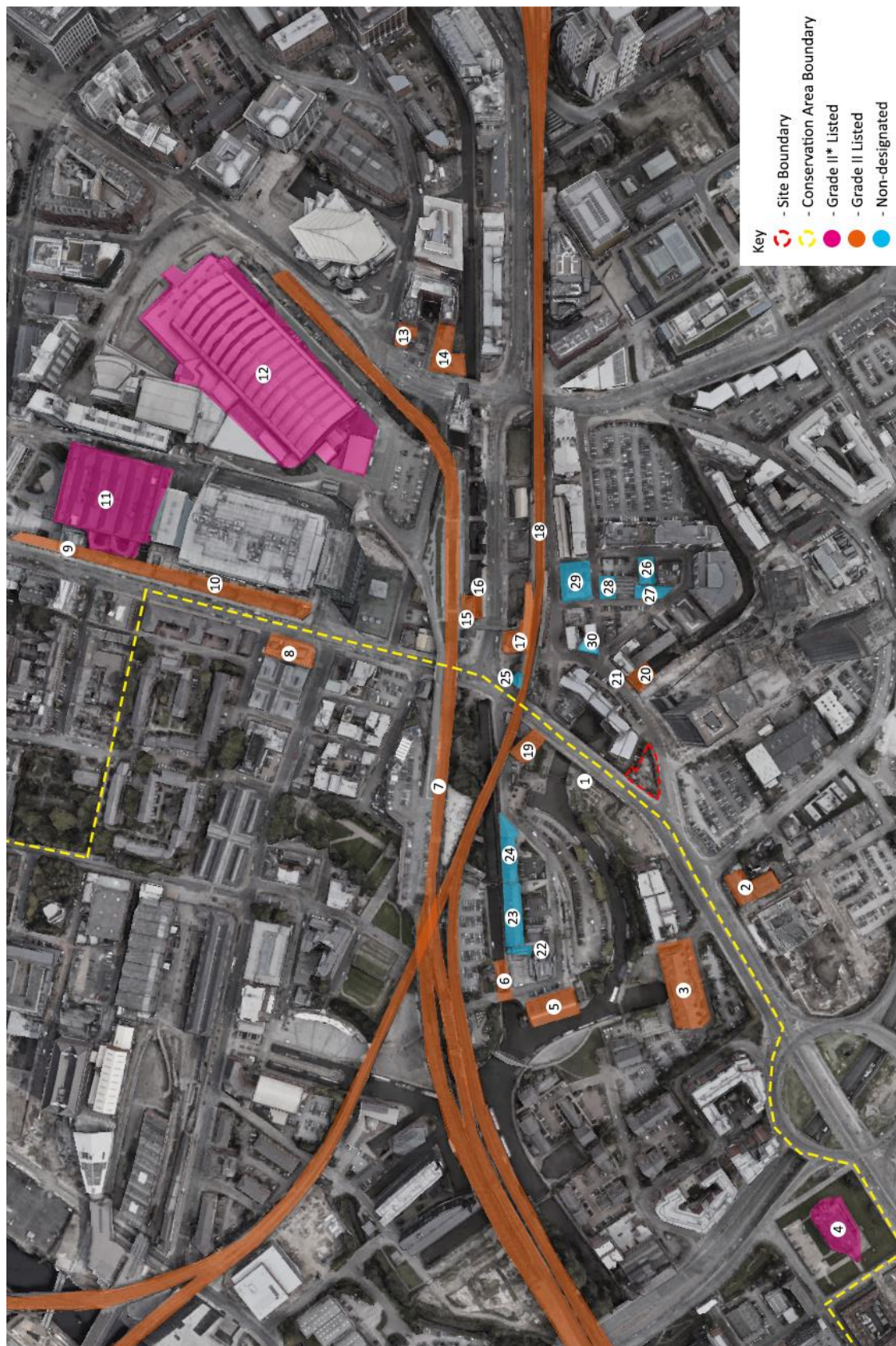
6.0 Heritage Assets

6.1 This section identifies heritage assets which relate to the site. In the case of this application submission, the following heritage assets are local to the proposed development and have been identified as they may be affected by the current proposals. The identification of these assets is consistent with 'Step 1' of the GPA3 The Setting of Heritage Assets.

6.2 Although there are other built heritage assets within the local surrounding area, the location and significance of many of them results in them having no perceptible relationship with the proposed development site. For this reason, only the built heritage assets which may be considered to be affected by the proposals have been identified. In the case of this application, the following designated heritage assets have settings which may be regarded as being potentially affected by the proposed development

1. Castlefield Conservation Area;
2. Bridgewater Canal Offices - Grade II Listed Building;
3. Middle Warehouse, At Former Castle Field Goods Yard - Grade II Listed Building;
4. Church of St George – Grade II* Listed Building;
5. Merchants Warehouse - Grade II Listed Building;
6. Rochdale Canal Lock Number 92 and Castle Street Bridge – Grade II Listed Structures;
7. Castlefield Railway Viaduct - Grade II Listed Structure;
8. Castlefield Information Centre - Grade II Listed Building;
9. Former Entrance to Deansgate Goods Station including Nos. 223-233 - Grade II Listed Buildings;
10. 235-291 Deansgate - Grade II Listed Buildings;
11. Deansgate Goods Station and Attached Carriage Ramp - Grade II* Listed Building;
12. G-Mex (Manchester Central Convention Complex) - Grade II* Listed Building;
13. The Britons Protection Public House – Grade II Listed Building;
14. 13-17 Albion Street – Grade II Listed Building;
15. Rochdale Canal Lock Keepers Cottage at Lock Number 91 - Grade II Listed Building;
16. Rochdale Canal Lock Number 91 – Grade II Listed Structure;
17. Deansgate Station - Grade II Listed Building;
18. Manchester South Junction and Altrincham Railway Viaduct - Grade II Listed Structure;
19. Former Castlefield Congregational Chapel - Grade II Listed Building;
20. Floodgate on east side of Knott Mill Bridge - Grade II Listed Structure;
21. Boundary Stone on Knott Mill Bridge - Grade II Listed Structure;

- 6.3 For the purposes of this assessment, where we consider the Conservation Areas, we are considering the Conservation Areas as a term of designation but also with reference to the built assets which they contain; in other words, we do not assess the Conservation Area in two dimensions but rather as a grouping of buildings and spaces and the manner in which these relate to their surroundings. Thus, consideration of effects on the setting of a Conservation Area also takes into account potential effects on the setting of built assets within that designated area, this includes the buildings which are considered to make a positive contribution to the Conservation Area.
- 6.4 Consideration has also been given to the setting of assets further afield where the proposals may be considered to impact on them. However, due to their location and significance many of these are not considered to have a relationship with the application site.
- 6.5 There are also a number of non-designated buildings located within close proximity of the site and which may have a relationship with it, as follows:
- 22. Dukes 92 Bar, 8 - 25 Castle St
 - 23. Bass Warehouse, 4 Castle Street
 - 24. Eastgate, 2 Castle Street
 - 25. The Atlas Bar, 376 Deansgate
 - 26. 4 Jordan Street
 - 27. 5-7 Constance Street
 - 28. 1 Constance Street/10a Little Peter Street
 - 29. 21 Little Peter Street/8-12 Hewitt Street
 - 30. 357-361 Deansgate
- 6.6 All relevant List Descriptions can be found in Appendix 1.



7.0 Significance Assessment: Designated Heritage Assets

Castlefield Conservation Area

- 7.1 The Castlefield Conservation Area was originally designated on 13th October 1979. It was extended in 1985 to include the area bounded by Ellesmere Street, Hulme Hall Road and the River Irwell. It is one of the largest Conservation Areas in Manchester.
- 7.2 The Conservation Area has a very industrial character defined by the presence of both the Rochdale Canal and the railway in addition to the industrial structures which historically would have been associated with these two pieces of infrastructure. The area has been densely developed with only two green spaces within the designation. Many of the structures are of a large scale and often have a warehouse aesthetic, adding to the very industrial appearance of the area. These buildings predominantly have brick elevations punctuated with large, regular openings. Many of the old industrial structures have now been converted into residential or office use.

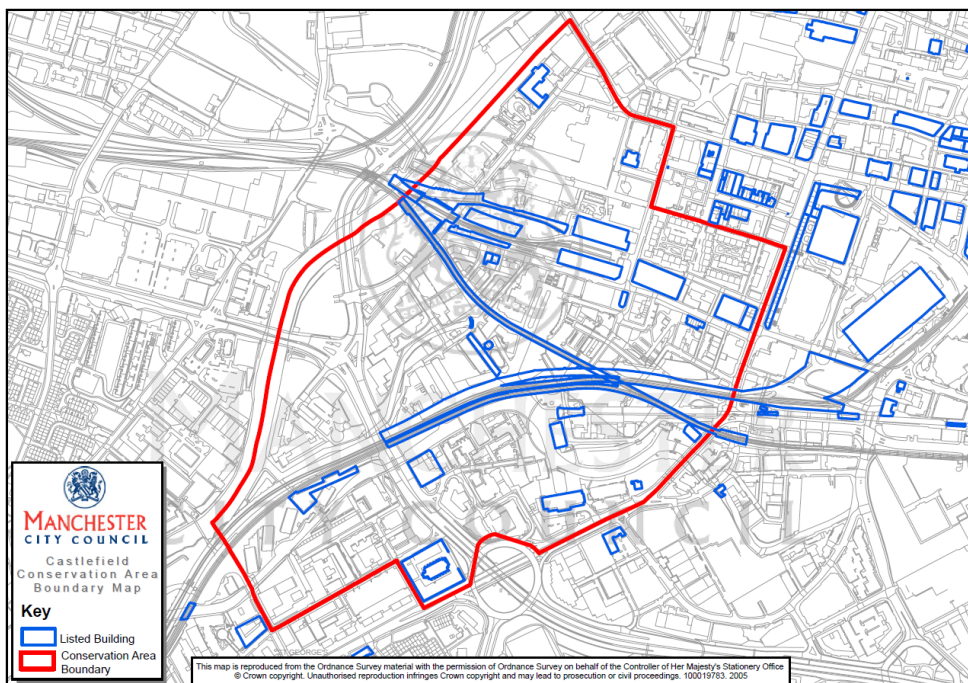


Figure 17 – Castlefield Conservation Area boundary (Manchester City Council)

- 7.3 A number of the buildings within the Conservation Area have been added to the Statutory List of Buildings of Special Architectural or Historic Interest. The majority of these are listed at Grade II, but the collection also includes the Grade II* Listed Cobden House and the Church of St George. The Grade I Listed Former Liverpool Road Railway Station Station Master's House and the Old Warehouse to the North of the Former Liverpool Road Railway Station, are also both contained within the boundaries of the Conservation Area.
- 7.4 The Castlefield Conservation Area is considered to hold a **good** level of heritage significance as a result of its retained industrial character.

Setting

- 7.5 Beyond the boundaries of the Conservation Area, the area continues to be very urban in its character. However, much of the built form is of a more recent construction and is of a greater height, resulting in it feeling somewhat enclosed. The construction materials of the structures, as well as the roofscapes, found within the setting of the Conservation Area are far more varied than that found within it, helping to clearly define the designation as a historic area with a distinct industrial appearance.
- 7.6 Overall the setting of the Castlefield Conservation Area is considered to make a **minor beneficial** contribution to its significance.

Contribution of site to the setting of the Conservation Area

- 7.7 The application site is located immediately adjacent the Conservation Area's south-eastern boundary.
- 7.8 The application site and the majority of Conservation Area have a very limited visual relationship, due to the low scale of the site in its current form, to the presence of tall buildings along the northern side of Chester Road and the lower level of the Castlefield Canal Basin.
- 7.9 Where the site can be seen from the Conservation Area, its current vacant appearance, hidden behind protective hoardings, results in the site forming a detracting feature in the surrounding streetscape. As a result, it is considered to make a **negligible adverse** contribution to the setting of the Castlefield Conservation Area.

Bridgewater Canal Offices



Figure 18 Bridgewater Canal Offices as seen from the north

- 7.10 The Bridgewater Canal Offices are located on the junction of Chester Road and Great Jackson Street. The building was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 3rd October 1974 at Grade II.

- 7.11 The building is L shaped in plan and is two storeys high. The external elevations are formed of red brick laid in Flemish bond whilst the detailing is sandstone. The hipped roofs across the building are slate.
- 7.12 The principal elevation has been designed to appear as a pair of symmetrical Georgian town houses with a central chimney stack. Each “house” is of 5 bays with the central pedimented bays projecting slightly forwards from the building line. This elevation has a cill-band at first floor level and modillions at eaves level as well as on the pediments. A single storey extension is located to the east of the principal range, this features a moulded stone doorcase. The rear range appears to be a later addition and is simpler in appearance with only a sandstone cornice forming any notable detailing.
- 7.13 The building was constructed in the late 18th or early 19th century as the Officers’ Mess for the Manchester Regiment. It was later converted into offices for the Bridgewater Canal Company.
- 7.14 The building has been unoccupied for a number of years and is currently in a state of disrepair. This is exacerbated by none of the windows being extant. It is proposed that the building will be refurbished as part of the Deansgate Square development and as such, the building is currently located within a hoarded area and can only be appreciated from Chester Road and Owen Street.
- 7.15 Overall, the Bridgewater Canal Offices is considered to hold a **moderate/good** level of significance in heritage terms, due primarily to its historic association with the Bridgewater Canal and its aesthetic interest.

Setting

- 7.16 The Bridgewater Canal Offices are located on the south side of Chester Road at the junction with Great Jackson Street. Mass demolition in the area over the course of the late 20th century has resulted in there being very little historic context for the building, except for the Middle Warehouse on the north side of Chester Road, with which it maintains a clear visual and an understandable historic relationship. Nonetheless, new development almost surrounds the structure, resulting in the building being a bit of an anomaly within the street-scene due to its architectural style, age, height and construction materials. As such the setting of the Bridgewater Canal Office is considered to make a **neutral/negligible adverse** contribution to the significance of the Bridgewater Canal Offices

Contribution of site to the setting

- 7.17 The application site is located circa 89m north-east of the listed building with a street level car park separating the two. At present, there is a clear inter-visual relationship between the Bridgewater Canal Offices and the application site across this open area however, this relationship was formerly limited through the presence of intervening built form which has since been demolished. The site in its present form is considered to detract from the setting of the Bridgewater Canal Offices due to its vacant condition and surrounding hoarding, albeit as a result of its height it is not a prominent feature in the asset’s setting.
- 7.18 Therefore, it is considered to make a **negligible adverse** contribution to the setting of the Bridgewater Canal Offices.

Middle Warehouse, at Former Castlefield Goods Yard – Grade II Listed Building



Figure 19 Middle Warehouse as seen from the south-east

- 7.19 Middle Warehouse is located on the north side of Chester Road. The building was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 5th June 1990, at Grade II.
- 7.20 The building is six storeys in height and rectangular in plan. The external elevations are red brick with some limestone detailing also extant. On the northern elevation, the structure features a blind elliptical arch within which are two shipping holes, either side of which are two vertical loading bays which rise the full height of the building.
- 7.21 Middle Warehouse was converted into residential use in the late 1980s which has resulted in the loss of the building's original interior and the alteration of the building's roofline to provide extra accommodation. Nonetheless the building continues to retain much of its original form.
- 7.22 It was constructed between 1828 and 1831 as a warehouse associated with the Bridgewater Canal. Due to this relationship, the building has been constructed at an angle allowing it to better serve the canal terminus with which it is directly associated.
- 7.23 The building is now in use as private housing and can therefore only be publicly appreciated externally.
- 7.24 Overall, the Middle Warehouse is considered to hold a **moderate/good** level of significance in heritage terms. This is primarily due to its historic value as an integral part of the local industry in Castlefield during the 19th century as well as due to its retained evidential and aesthetic values.

Setting

- 7.25 The setting of the Middle Warehouse to the north is formed by the Bridgewater Canal terminus which meets the building's northern elevation. The area around the canal has been redeveloped and now has a far more residential and leisurely character than would historically have been the

case. However, much of the built form in this area retains a warehouse aesthetic referencing the historic use and appearance of this area.

- 7.26 To the south, the area has also been substantially redeveloped although here the new buildings are of a far more modern aesthetic. In addition, the new buildings are far higher, reducing the asset's notability in the streetscape gained through its height. The Middle Warehouse still differs due to its construction materials and architectural style and the asset still retains a visual connection with the Bridgewater Canal Offices, with which the building has a functional relationship. As such the setting of Middle Warehouse is considered to make a **moderate beneficial/good** contribution to its significance, particularly in terms of the buildings setting to the north.

Contribution of site to the setting

- 7.27 The site is located approximately 130m to the south east of the Middle Warehouse. This distance, intervening built form, as well as the orientation of the Middle Warehouse, results in there being a very limited awareness of the site from Middle Warehouse. Where the site can be experienced from the asset, its current form means that the site is not a particularly noticeable element of the Middle Warehouse's setting, nor is there a functional relationship between them. As such the site is considered to make a **neutral** contribution to the setting of the Middle Warehouse.

The Church of St George – Grade II* Listed Building



Figure 20 Church of St George as seen from the east

- 7.28 The Church of St George is located on the north side of Chester Road. The building was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 3rd October 1974, at Grade II*.
- 7.29 The building is of the Gothik Perpendicular architectural style. The west tower is of 4 unequal stages with setback buttresses which complete as octagonal pinnacles. The apse is polygonal and this as well as the nave and parallel aisles are topped with embattlements. The majority of the windows are modern casement windows with only the easternmost windows of the apse featuring any stained glass.
- 7.30 The church was first constructed in 1826-8 to the designs of Francis Goodwin, built in celebration of the Battle of Waterloo. It was restored by J.S. Crowther in 1884 and had become redundant by 1984.
- 7.31 As a public place of worship, the church was historically a centre of the local community and was easily appreciable by the public. However, it was converted into apartments in 2000. As a result, the interior is no longer publicly appreciable.
- 7.32 Overall, the Church of St George is considered to hold a **good/high** level of significance in heritage terms due primarily to its historic and aesthetic value.

Setting

- 7.33 The immediate setting of the Church of St George is formed of its former churchyard which is defined with a stone wall with iron railings and stone piers which mirror the pinnacles on the building itself. The churchyard has retained some references to its former use although much of the area has been re-landscaped.
- 7.34 Beyond the bounds of the churchyard, the setting of the church has been greatly altered with almost all of the low-level terraced housing having been replaced first with large scale industrial sites and then with modern apartment blocks all of which reduce the prominence of the church within the surrounding townscape. Nonetheless, the open space created by the former churchyard results in the building feeling very isolated. This sense of separation is further increased by the construction of the Mancunian Way which acts to separate the building from the area to the east.
- 7.35 As such, the immediate setting of the Church of St George is considered to make a **low beneficial** contribution whilst its extended setting makes a **low adverse** contribution to the building's significance.

Contribution of site to the setting

- 7.36 The application site is located just under 400m to the east of the Church of St George and views of the church tower can be gained from the application site. However, the presence of the Mancunian way as well as intervening built form, vegetation and the distance has resulted in the application site and the church feeling very distinct from one another. As such, the site is considered to make **neutral** contribution to the setting of the Church of St George.

Merchants Warehouse – Grade II Listed Building



Figure 21 Merchants Warehouse as seen from the east

- 7.37 Merchants Warehouse is located on the western side of Castle Street. The building was first added to the Statutory List of Special Buildings of Architectural or Historic Interest on 20th June 1988, at Grade II.
- 7.38 The warehouse is roughly rectangular in plan and rises four storeys. It predates the use of cast iron frames and therefore the building features a number of cross walls internally. The external elevations are red brick and the building features a moulded stone cornice on top of the east and western elevations. Both the eastern and western elevation have former loading slots topped with gabled hoist-canopies which have now been glazed. On the western elevation, the building stands directly on the Bridgewater Canal's edge and this elevation also features two semi-circular shipping holes which historically would have allowed barges to enter the building for loading and off-loading goods, these are now partially glazed and feature balconies at ground and first floor level.
- 7.39 As part of the building's conversion into office space, a mezzanine level was inserted into the building at fourth floor level and the roof was also altered. In addition, the building was extended to the sides using glazed boxes, to allow for services to be installed.
- 7.40 The building was first constructed in 1823 as one of several large warehouses built to serve the Bridgewater Canal Terminus, the building is now the oldest surviving building of this function. It was owned by the Manchester Ship Canal Company for much of its history. The building suffered bomb damage during the Second World War and then was further damaged in 1971 due to a large fire which had left the building derelict for a number of years before being restored and converted into office use in 1997, allowing for some public appreciation of the building's interior.

- 7.41 Merchants Warehouse is considered to hold a **moderate/good** level of historic and communal value.

Setting

- 7.42 The principal setting of Merchants Warehouse is formed by the Bridgewater Canal terminus with which the building's western elevation has a direct relationship. The area around the canal has been redeveloped and now has a far more residential and leisurely character than would historically have been the case. However, much of the built form in this area retains a warehouse aesthetic referencing the historic use and appearance of this area.
- 7.43 This industrial character continues to the east of the building on Castle Street. Here, many of the buildings are also refurbished and converted industrial buildings. Beyond the canal, the area has been substantially redeveloped and features numerous high-rise buildings which can be glimpsed from Merchants Warehouse. However, the substantial use of glazing and the intervening built form make these new structures feel remote from the asset. As such, the setting of Merchants Warehouse is considered to make a **good** contribution to its significance.

Contribution of site to the setting

- 7.44 The site is located just under 200m to the south-east of Merchants Warehouse. However, intervening built form ensures that there is currently no inter-awareness between the application site and the Merchants Warehouse. Therefore, the site in its current form is considered make a **neutral** contribution to the setting of the asset.

Rochdale Canal Lock Number 92 and Castle Street Bridge – Grade II Listed Structures



Figure 22 Rochdale Canal Lock No. 92 and Castle Street Bridge as seen from the east

- 7.45 The Rochdale Canal Lock No. 92 and Castle Street Bridge are located within the Castlefield Basin. They were first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 20th June 1988, at Grade II.
- 7.46 The lock itself is a simple structure, spanning 14 feet long with of a pair of timber gates either side. The Castle Street Bridge is formed of a single. The bridge is also a relatively simple structure formed by a segmental arch tunnel topped with a plain band of masonry and slab-wall parapets either side of the roadway. Both the canal bridge and the lock are built using coursed, squared millstone and much of the original masonry survives.
- 7.47 The structures were built in c.1804 making them an early part of the national canal network, with the lock existing as the last of 9 locks on the link between the Bridgewater Canal Basin at Castlefield and the Rochdale Canal Basin at Dale Street. Both structures are easily appreciable and in use by the public
- 7.48 Overall, the Rochdale Canal Lock No. 92 and Castle Street Bridge are considered to be of a **moderate/good** level of heritage significance due to their evidential and historic value as part of the early canal system.

Setting

- 7.49 Rochdale Canal Lock No. 92 and Castle Street Bridge are located at the junction between the Bridgewater and Rochdale Canals and form part of the canal network which historically centred around Castlefield. Around the assets are a number of structures which have an industrial aesthetic relating to the area's association with Manchester's industrial heritage, which the canals played a major part in. As such the setting of Lock No. 92 and Castle Street Bridge is considered to make a **high beneficial** contribution to the asset's significance.

Contribution of site to the setting

The application site is located just over 200m to the south-east of Lock No. 92 and Castle Street Bridge however, the low-level nature of both the site and the assets, in addition to intervening built form has resulted in there being no shared awareness between them. Therefore, the application site, in its current form, is considered make a **nil** contribution to the setting of the assets.

Castlefield Railway Viaduct – Grade II Listed Structure



Figure 23 The Castlefield Railway Viaduct as seen from the north on Deansgate

- 7.50 The Castlefield Railway Viaduct extends from G-Mex in the east to Dawson Street in the west. It was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 14th February 1988, at Grade II.
- 7.51 The structure is formed of cast and wrought iron although red brick is also used to the east of Duke Street. Along the viaduct, the piers are castellated in reference to the Roman fort (castle) which historically stood in the area.
- 7.52 It runs in a south-westerly direction from G-mex (formerly the Central Station). The original rail tracks were removed when the Central Station was closed. However, more recently the structure was used as part of the tram route between the city centre and Altrincham and new tram tracks have been installed.
- 7.53 The viaduct was constructed in c.1880 and was built to quickly transport goods manufactured in Manchester as well as deliver raw materials in. The structure is now part of the route for Trams travelling toward Altrincham and is easily appreciable from the public realm.
- 7.54 Overall, the Castlefield Railway Viaduct is considered to hold a **moderate/good** level of significance due to its historic and evidential value due to its relationship with Manchester's 19th century boom in commerce, trade and industry.

Setting

- 7.55 The Castlefield Railway Viaduct extends from G-Mex in the west to Dawson Street in the east crossing over Deansgate, Castle Street and the Bridgewater Canal. Around the viaduct are a number of structures which were formerly associated with the canal and the industrial history of the area which relates directly to the asset's historic use. It also crosses over the former Roman Fort which was a great influence over the structure's castellated design.
- 7.56 Whilst much of the surrounding industry is no longer present in the setting of the viaduct, many of the buildings associated with the industry survive ensuring some understanding of the industrial

character of the area can still be appreciated. As such the setting of the Castlefield Railway Viaduct is considered to make a **good** contribution to the asset's significance.

Contribution of site to the setting

- 7.57 The site is located a minimum of 150m to the south-west of the viaduct and in most instances does not have a visual relationship with the site due to intervening built form. However, the site does form part of the surroundings of the structure and can be glimpsed where the viaduct crosses over the Bridgewater Viaduct. Nonetheless, the site its current form is not considered to be a notable feature in the setting of the viaduct, nor does it have a clear functional relationship with the asset. As such, the site is considered to make a **neutral** contribution to the setting of the Castlefield Railway Viaduct.

Castlefield Information Centre - Grade II Listed Building



Figure 24 Castlefield Information Centre as viewed from the east

- 7.58 The Castlefield Information Centre is located at the junction of Deansgate, Liverpool Road and Tonman Street. The building was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 17th May 1974, at Grade II.
- 7.59 It is two storeys high and rectangular in plan with curved corners. The building's external elevations at ground floor level are sandstone piers between modern shop frontages with some

red brick in the recesses at the sides of the building. The Deansgate elevation features a centrally placed open passage through the building. This passageway is furnished with iron gates and topped with a carved rounded pediment. At first floor level, the building's exterior is redbrick with sandstone dressings. At this level, the building is more detailed featuring brick panelled pilasters and large triple windows designed to appear as an arcade of round-headed arches with sandstone shafts with carved capitals either side of the glazing. The roof is slate although hidden behind a sandstone parapet, on the Deansgate elevation the parapet rises to form a central carved pediment. The roof also features a tall brick chimney. Internally, the building has retained a great deal of its original decorative features at first floor level although it has been modernised on the ground floor.

- 7.60 The building was constructed as a library with shop beneath in 1882. It was originally designed by George Meek in the Romanesque architectural style. It has since been used for a range of different purposes including as a visitor centre and as such, has undergone numerous alterations. The building is now in use as a cultural centre as well as containing restaurants, ensuring that much of the structure is easily appreciable by the public.
- 7.61 Overall, the Castlefield Information Centre is considered to hold a **moderate** level of significance as a result of its aesthetic and evidential value as a late Victorian public library.

Setting

- 7.62 The Castlefield Information Centre forms the corner building at the junction of Deansgate with both Liverpool Road and Tonman Street. The building is located in a very developed area near to a number of main thoroughfares. The building stands directly on the back of the pavement allowing for a clear relationship with the main road, reinforces its use as a public space. As such, the setting of the Castlefield Information Centre is considered to make a **moderate beneficial** contribution to its significance.

Contribution of site to the setting

- 7.63 The application site is located almost 300m to the south-west of the Castlefield Information Centre and due to the intervening built form there is no visual connection between the site and the asset. In addition, the presence of the canal and railway viaducts results in the site feeling separated from the asset. Therefore, the site in its current guise is considered make a **nil** contribution to the setting of the asset.

Former Entrance to Deansgate Goods Station including Nos. 223-233 Deansgate and 235-291 Deansgate - Grade II Listed Buildings



Figure 25 Former Entrance to Deansgate Goods Station including Nos. 223-233 Deansgate and 235-291 Deansgate as seen from the south-west

- 7.64 Nos. 223-233 and 231-291 Deansgate have been assessed as a group due to their shared history and close proximity.
- 7.65 The buildings are located on the eastern side of Deansgate, north of the junction with Great Bridgewater Street and to the west of the Deansgate Goods Station, with which they have a group association. Nos. 223-233 were first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 23rd November 1979 whilst nos. 235-291 were added on 28th February 1989. All of the buildings are Listed Grade II. They have been collectively referred to as the Deansgate Terrace since 2000.
- 7.66 The majority of the buildings in the terrace rise to three storeys although there are also with four, four storey groups of buildings which rise to four storeys, high punctuating the roofline. Across the terrace, the slate roof is hidden behind a sandstone parapet. All of the fenestration of the terrace, including the shop frontages, dates to the early 21st century however the replacement windows and shopfronts were designed to replicate the Victorian fenestration. The upper floors of nos. 223-233 differ to the rest of the terrace in that the first-floor windows are blank whilst at second floor level the buildings hold large segmental arches containing glazing with the names of the names of the GNR destinations painted onto them. The main entrance into the goods end stands at the northernmost end of the block and is formed of two openings beneath a blind segmental arch with raised lettering denoting that it is the entrance to the LNER Goods Depot.
- 7.67 The rear of the buildings was originally simpler with irregular fenestration, as it faced onto the Depot's yard and warehousing space which was not meant to be publicly viewed. In the early 21st century however, this area has been altered with the addition of a raised concrete platform and shop frontages as this area was redeveloped into a leisure space.
- 7.68 The buildings were originally constructed as a screen, which backed onto the Deansgate Goods Station and concealed it from views along Deansgate. The terrace was built by the Great Northern Rail Company in circa 1899 and originally had a long range of shops at ground floor level with offices or warehouse space at the first floor. At ground floor level, nos. 223-291 continue to be in use as shops whilst some of the upper floor offices and warehouse spaces have now been converted into additional retail units. As such, much of the terrace is easily appreciable by the public.

- 7.69 Overall, the Former Entrance to Deansgate Goods Station including Nos. 223-233 Deansgate and 235-291 Deansgate are considered to hold a **moderate** level of significance, particularly due to their historic and evidential value.

Setting

- 7.70 The terrace is located on the eastern side of Deansgate with the buildings positioned directly on the back of the pavement. This ensured a strong relationship with this major thoroughfare and historically would have promoted the success of the GNR company and Manchester's Industrial Centre. Behind the terrace is the Great Northern Shopping Centre formed by the former Deansgate Goods Station building and a new build structure, as well as a landscaped area of public space providing access to the shopping centre and the terrace. Whilst this area would historically have been a private and industrial area it has now been converted for leisure use and the historically open area of the railway lines now holds the multi-storey shopping centre. The area to the rear of the terrace still has a very active feel and industrial aesthetic. Therefore, the setting of Former Entrance to Deansgate Goods Station including Nos. 223-233 Deansgate and 235-291 Deansgate is considered to make a **good** contribution to the terrace's significance.

Contribution of site to the setting

- 7.71 The application site is located approximately 310m to the south-west of the terrace. However, due to intervening built form, particularly the railway viaducts, there is no shared visual or experiential relationship between the assets and the site.
- 7.72 The railway viaducts also result in a physical separation which results in the site and the assets feeling distinct from one another. As such, the site in its current form is considered to make a **nil** contribution to the setting of the listed terrace.

Deansgate Goods Station and Attached Carriage Ramp - Grade II* Listed Building



Figure 26 Deansgate Goods Station and Warehouse as seen from the north

- 7.73 The Deansgate Goods Station and Attached Carriage Ramp is located to the rear of the Deansgate Terrace (discussed above) and has a group association with them. The building was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 4th May 1979, at Grade II*.
- 7.74 The building is five storeys high with a basement beneath. The ground and first floors are of a greater height as these levels were originally used for trains. The building is of a steel H-frame construction which was clad with brick ensuring that the structure was fully fireproof. Externally the brickwork is a mix of red brick and blue engineering bricks forming a decorative banding pattern. On each elevation is a frieze with lettering saying "Great Northern Railway Company's Goods Warehouse" in white brickwork.
- 7.75 When first built, it was a 3-way railway goods station which was positioned over the Manchester and Salford Junction Canal Tunnel whilst it was also connected directly to the Cheshire railway lines as well as the road network of Manchester. Goods could be moved between the different levels of the building via a complex system of hydraulic haulage which is no longer extant in the building.
- 7.76 The station was closed in the mid-20th century and later converted first into a car park and then into a leisure complex. However, its adaption has resulted in there being some alteration to its structure and appearance, including the addition of two modern car ramps on the western elevation as well as the installation of new escalators, staircases and partition walls being inserted into the building's interior. The carriage ramps and viaducts which had served the building's upper floors were also removed as part of the building's conversion into a leisure complex.
- 7.77 It was first constructed in the late 19th century as a warehouse for the Great Northern Railway Company, and much of the town of Aldport was demolished to enable its construction. The station, however, was closed in 1963 becoming a public car park until the 1980s. The building was then converted into a leisure complex in 1999 allowing for public appreciation of the majority of the building.

- 7.78 Overall, the Deansgate Goods Station is considered to hold a **good/high** level of significance though its evidential and historic value as part of Manchester's industrial past.

Setting

- 7.79 The Deansgate Goods Station is located to the rear of the Deansgate Terrace which were originally built to screen the Goods Station from Deansgate. To the east is the Great Northern Tower which blocks views to the east of the asset. To the north of the building is a landscaped area across which you can gain direct views of the building from Peter Street, although historically this would not have been the case. In contrast, the former railway area to the south of the building now contains a modern shopping centre beyond which is a high-rise building. Both of these new structures have severed the building's relationship with the railway to the south. As such, whilst the setting of the Deansgate Goods Station continues to have an urban and built up character, the building is now separated from an important aspect of its context (the railway). It is considered to make a **low beneficial** contribution to its significance.

Contribution of site to the setting

- 7.80 The application site is located 441m to the south-west of the Deansgate Goods Station. However, there is no inter-awareness between the site and the asset as a result of intervening built form and the height of the existing structure on site. Therefore, the site, in its current form, is considered make a **nil** contribution to the setting of the Deansgate Goods Station.

G-Mex (Manchester Central Convention Complex) - Grade II* Listed Building

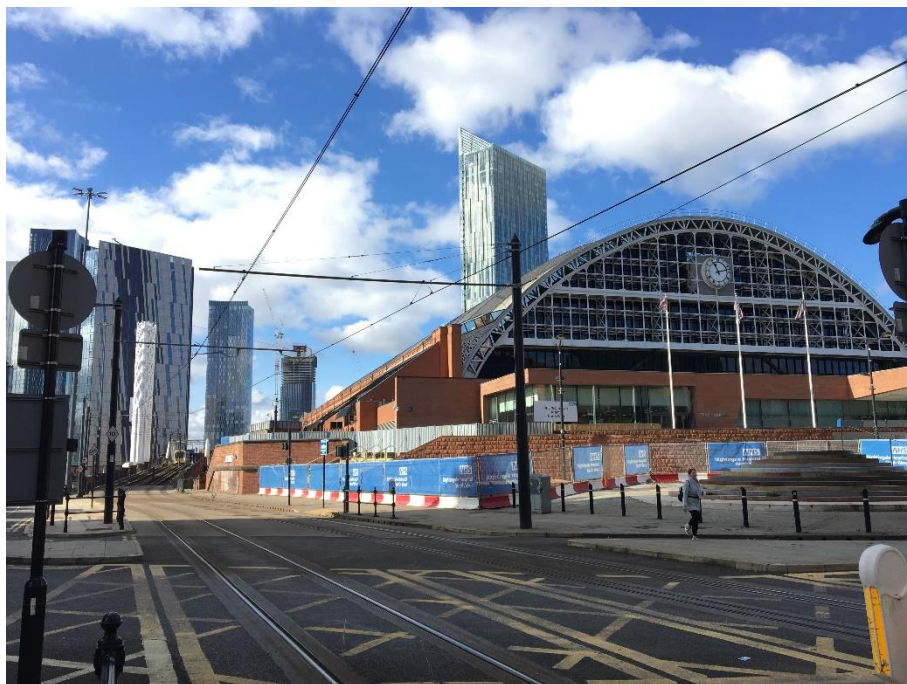


Figure 27 The G-Mex as seen from the north

- 7.81 The G-Mex is located on the western side of Windmill Street. The building was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 18th December 1963, at Grade II*.
- 7.82 The building was originally constructed as the Central Station. It is rectangular in plan and constructed from wrought iron and glass with brick side wall. Beneath the principal structure are

vaulted brick undercrofts with intersecting tunnel vaults. The roof has been designed as a single segmental structure which features ridged bands of glazing.

- 7.83 Since the station itself closed, the building was used for a range of alternative purposes and has undergone a number of alterations to facilitate these. The alterations include the glazing of the southern elevation which formerly housed the train shed end and the construction of a new entrance foyer. Nonetheless the buildings original form can still be appreciated and features relating to the building's original purpose can still be seen allowing for an understanding of its original use.
- 7.84 The building comprises the former Manchester Central Station, one of the principal railway stations in Manchester at the time. It was built for the Midland Railway Company between 1876 and 1879. It was originally designed by sir John Fowler although has undergone alterations since.
- 7.85 The station was closed in 1967, following which the building was temporarily used as a car park before being converted the Greater Manchester Exhibition and Events Centre which opened in 1986. The conversion of the building was carried out by Jack Bogle and works included the glazing of the southern elevation which formerly housed the train shed end as well as the creation of a low-level glazed extension to create an entry foyer at the north of the building. Further alteration to the building occurred when the building was refurbished and converted into an exhibition and conference centre in 2009 by architectural practice Stephenson Bell. As a result, much of the building can be easily appreciated.
- 7.86 Overall, the G-Mex is considered to hold a **good/high** level of significance primarily due to its historic and evidential values as part of Manchester's historic transport infrastructure.

Setting

- 7.87 The setting of the G-Mex is very urban in character with a tight urban grain and numerous high-rise structures clearly visible from the asset. Nonetheless, the presence of a pedestrianised square to the north of the structure and a hard-surfaced carpark to the south of the building creates a sense a space in the building's immediate context. In addition, due to the building's size and height, which expands its setting beyond its immediate surroundings, views of the building can be gained from the wider area, including from Chester Road in the south and Mount Street in the north. The building's scale and open immediate surroundings results in it being a notable structure in the townscape.
- 7.88 The building's context as part of the rail infrastructure in the area is still clearly appreciable as a result of the inter-visible relationship between the building, the Midland Hotel in the north and the railway viaducts in the south. This forms the key part of the building's setting. As such, the setting of the G-Mex is considered to make a **good** contribution to its significance.

Contribution of site to the setting

- 7.89 The application site is located approximately 370m to the west of the G-Mex. At present, there is no inter-visual relationship between them due to intervening built form and the low-lying nature of the site. Nonetheless, the site does form part of the urban context of the asset, particularly in views gained as you approach the city centre along Chester Road. However, the site does not form a notable aspect of this context. As such, the site is considered make a **nil** contribution to the setting of the G-Mex.

The Britons Protection Public House – Grade II Listed Building



Figure 28 The Britons Protection as seen from the north

- 7.90 The Britons Protection Public House is located at no.50 Great Bridgewater Street. The building was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 16th March 1990, at Grade II.
- 7.91 The building is red brick and is three storeys in height with cellars below. The pitched roof is slate, however it is hidden behind a parapet with a stepped centre, on the Great Bridgewater Street elevation. The principal elevation of the building facing onto Great Bridgewater Street is rendered and painted with rendered detailing around the windows. At ground floor level there is also a traditional pub frontage.
- 7.92 The Britons Protection was first constructed in the early 19th century and was historically a place where men were recruited into the armed forces. The building was extensively remodelled internally in the 1930s. Much of this later interior survives to date, including the ornate Lincrusta Ceiling in the front Bar.
- 7.93 Overall, the Britons Protection Public House is considered to hold a **moderate** level of significance in heritage terms, due primarily to its aesthetic and evidential value.

Setting

- 7.94 The Britons Protection is located on the corner of Great Bridgewater Street and Albion Street and is in proximity to the G-Mex, Rochdale Canal, railway viaducts and to the numerous former warehouses in the area. As such the building would have historically been easily accessible for the numerous workers in the stations and the warehouses. The curvature of both Lower Mosely Street and Great Bridgewater Street creates a sense of space and allows for clear views of the building to be had on along both of these major thoroughfares. The building's location and appearance ensure that it would have been a notable feature in the streetscape, helping to attract patrons to the public house.

- 7.95 Later residential and commercial properties have resulted in the loss of the surrounding area's industrial character, whilst the height of these structures have reduced the prominence of the public house within the street scene, particularly when considering the modern high-rise buildings to the south. However, the building still retains a clear relationship with the surrounding transport infrastructure whilst its appearance ensures it is still a noticeable structure. As such the setting of the Britons Protection Public House is considered to make a **moderate beneficial/ good** contribution to its significance.

Contribution of site to the setting

- 7.96 The application site is located approximately 412m to the west of the Britons Protection. However, the current height of the site as well as the presence of intervening built form, particularly the Axis Manchester building, results in there being no shared visual or experiential relationship between the site and the asset. As such the site is considered to make a **nil** contribution to the setting of The Britons Protection Public House.

13-17 Albion Street – Grade II Listed Building

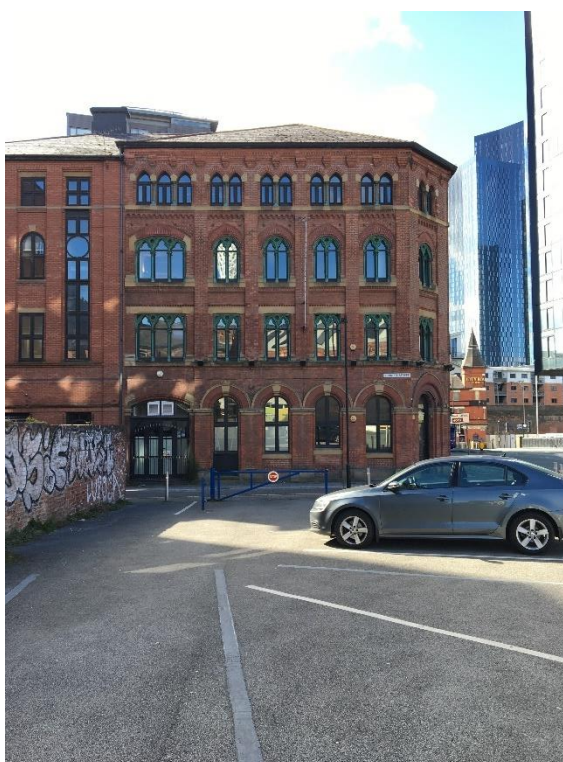


Figure 29 13-17 Albion Street viewed from the north

- 7.97 13-17 Albion Street is located at the junction of Albion Street and Trumpet Street. The building was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 3rd October 1974, at Grade II.
- 7.98 The building is L-shaped in plan and rises to four storeys in height, with a basement below. The external elevations are red brick with sandstone dressings and the roof is covered in Welsh Slate. The building was constructed in the Venetian Gothic architectural style featuring brick corbels below the eaves and tracery detailing in front of the windows across the upper floors. At ground floor level, a modern shop front has been inserted into the Albion Street elevation.
- 7.99 Internally, the building has undergone a great deal of alteration which has resulted in much of the historic interior being lost. However, the original hierarchy of the floors is still in situ.

- 7.100 The building was first constructed in the mid-19th century as a warehouse. It has since been converted and is now in use as a mix of retail, leisure and office units allowing for some appreciation of the building's interiors by the public.
- 7.101 Overall, 13-17 Albion Street is considered to hold a **moderate** level of significance in heritage terms, due primarily to its aesthetic and evidential value.

Setting

- 7.102 The building is located at the junction of Albion Street and Trumpet street near to the G-Max (or former central station) as well as near to the Rochdale Canal, both of which would have transported goods to and from the building whilst it was in use as a warehouse. To date, many of the surrounding industrial structures have been lost and the area has been redeveloped resulting in the area no longer having an industrial character.
- 7.103 A number of modern high-rise offices and residential properties have been added to the building's setting. As a result, the it is no longer a prominent structure in the street scene. However, the building still has a clear relationship with the surrounding railway viaducts and the Rochdale Canal, as well as with the G-Max positioned to the north, all of which reference the industrial past of the area. As such the setting of 13-17 Albion Street is considered to make a **moderate beneficial/good** contribution to the asset's significance.

Contribution of site to the setting

- 7.104 The application site is located approximately 340m to the west of 13-17 Albion Street. However, the presence of intervening built form, most notably the Axis Manchester building, and the current height of the site, results in there being no shared experience between the site and the asset.
- 7.105 As such the site is considered to make a **nil** contribution to the setting of 13-17 Albion Street.

Rochdale Canal Lock Keepers Cottage and Lock Number 91 - Grade II Listed Structures

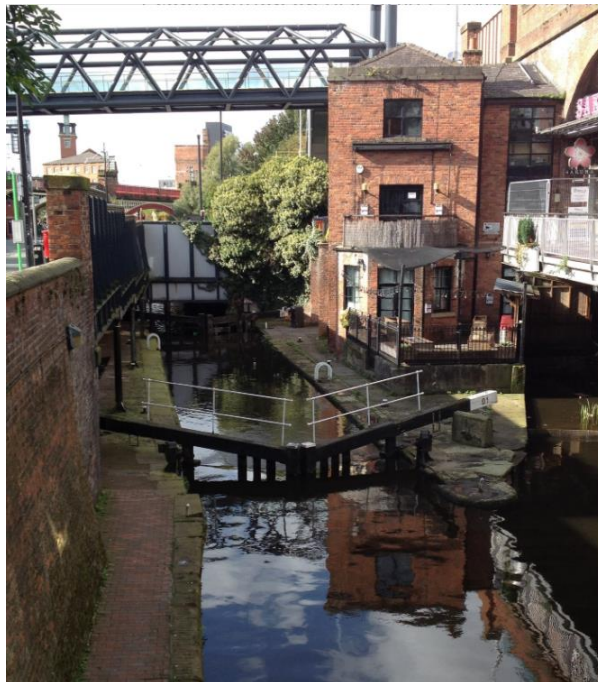


Figure 30 The Rochdale Canal Lock Keepers Cottage and Lock Number 91 as seen from the east

- 7.106 The Rochdale Canal Lock Keepers Cottage and Lock Number 91 have been assessed as a group due to their shared history and close proximity to one another. The structures are located on the Rochdale Canal at the junction with Century Street. Both the Lock and the Lock Keeper's Cottage were first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 29th January 1986, at Grade II.
- 7.107 The lock is formed of coursed, squared sandstone either side of a 14-foot chamber with pairs of timber gates at either end. Much of the original masonry survives. The Lock Keeper's Cottage is rectangular in plan and three storeys high. The external elevations are red brick with sandstone dressings. It was originally constructed to house the operator of Lock 91 and later converted into office use, before becoming a cocktail bar and events venue in the later 2000s.
- 7.108 As such, the building can be easily appreciated both internally as well as from the road and Towpath. The building was extended into part of the adjacent railway arch in the 1990s and underwent internal alterations as part of its conversion to a bar.
- 7.109 Lock No. 91 was first constructed in 1804 whilst the adjacent Lock Keeper's Cottage was built the following year making the structures early features of the country's canal network. The Lock itself is one of a set of 9 locks which linked the Rochdale Canal Basin at Dale Street with the Bridgewater Canal Basin at Castlefield.
- 7.110 Overall, the Lock Keeper's Cottage and Lock 91 are considered to be of a **moderate/good** level of heritage significance due to their evidential and historic value as part of the early canal system.

Setting

- 7.111 The immediate setting of the Lock Keepers Cottage and Lock 91 is formed by the Rochdale Canal with which both structures have a strong relationship. The canal creates a linear context in which the assets can be experienced. Along the canal a number of bars and restaurants have been constructed within the adjacent railway arches, as such the assets are still located in an active area albeit no longer with an industrial context.
- 7.112 Beyond this immediate setting, the linear feel of the structures' setting is added to by the railway viaducts, and the taller structures which line Whitworth Street. High-rise structures punctuate the skyline giving sense of the wider area and creating a more urban character to the asset's setting.
- 7.113 Therefore, the setting of the Lock Keeper's Cottage and Lock 91 is considered to make a **high beneficial** contribution to the assets' significance.

Contribution of site to the setting

- 7.114 The application site is located approximately 200m to the west of the Lock Keeper's Cottage and Lock 91. Due to the low-level nature of both the site and the assets and the intervening built form there is no shared awareness between them. Therefore, the application site is considered make a **nil** contribution to the setting of the assets.

Deansgate Station - Grade II Listed Building

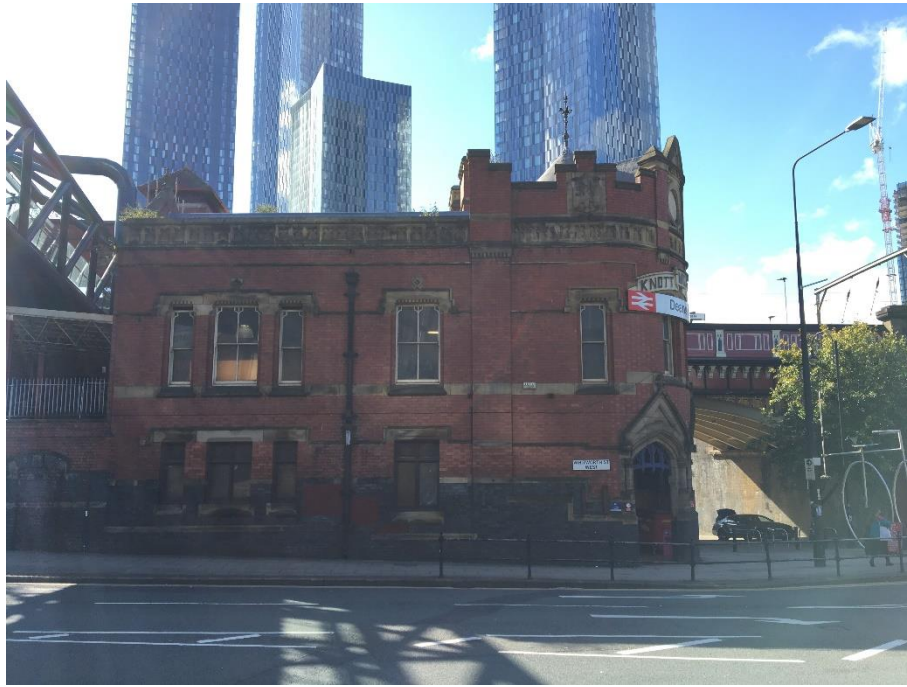


Figure 31 Deansgate Station as seen from the north

- 7.115 Deansgate Station is located on the east side of Deansgate. The building was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 28th August 1998, at Grade II.
- 7.116 The building is of the Baronial architectural style and is two storeys high linking the street to the Manchester South Junction and Altrincham Railway Viaduct above. The external elevations are formed of red brick with blue brick banding at street level. The dressings across the building are a mix of stone and terracotta and the roof is slate, although this is hidden behind a parapet. The northern corner of the building is rounded and contains the entrance formed of two iron gates. Above the entrance, "Knott Mill Station" is inscribed onto a carved stone scroll.
- 7.117 The station building fundamentally remains as it was when constructed however, there have been some alterations over the years, particularly in relation to the electrification of the railway network. Modern retail units have also been created at ground floor level at the rear of the building, these have modern shopfronts.
- 7.118 The station was historically known as Knott Mill and is located near to the Bridgewater Canal terminus at Castlefield. The existing building was constructed in 1896 by Robert Neill and Son replacing the old station built in 1849 which had been a timber structure. As part of the Manchester South Junction & Altrincham Railway, the station forms part of the country's earliest suburban railways.
- 7.119 It is still in use as a railway station and is therefore easily appreciable by the public. As such, Deansgate Station is considered to hold a **moderate/good** level of significance due to its evidential and historic value as part of Manchester's transport heritage.

Setting

- 7.120 The principal element of Deansgate Station's setting lies in its strong links with the surrounding railway and canal networks which provide the building with an easily understandable context.

Beyond this infrastructure the area has undergone a great deal of redevelopment with the loss or conversion of many of the industrial structures creating a more urban residential character whilst the introduction of a number of modern high-rise buildings has changed the surrounding skyline.

- 7.121 Nonetheless, the station remains a notable structure due to the linear nature of its immediate context as part of the transport network, as well as its detailed appearance. As such, the setting of Deansgate Station is considered to make a **good/high beneficial** contribution to the building's significance.

Contribution of site to the setting

- 7.122 The application site is located approximately 130m to the south-west of Deansgate Station. Whilst the site does form part of the station's wider context, its current form and the presence of intervening built form results in there being no inter-awareness between the site and the station, nor is there a functional relationship between them.
- 7.123 Additionally, the Manchester South Junction Railway Viaduct acts as a physical barrier between the site and the asset making them feel distinct from one another. Therefore, the site is considered make a **nil** contribution to the setting of the asset.

Manchester South Junction and Altrincham Railway Viaduct - Grade II Listed Structure



Figure 32 The Manchester South Junction and Altrincham Railway Viaduct viewed from the south on the Bridgewater Viaduct

- 7.124 Manchester South Junction and Altrincham Railway Viaduct extends 1 $\frac{3}{4}$ miles, from Manchester Piccadilly to Castlefield when it splits in two, the north branch reaching the north side of the River Irwell and the southern branch terminating at Dawson Street. It was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 6th June 1994 at Grade II.
- 7.125 The structure consists of numerous brick arches, many of which have been in-filled and converted into commercial units. Where it crosses streets or the Bridgewater and Rochdale canals, the viaduct is formed arched cast-iron bridges, many of which incorporate Gothic motifs into their design as well as castellation detailing on the towers, particularly those located near to

the former Roman fort. The structure continues to form part of the railway network and following the line's electrification, a number of modern gantries along its course.

- 7.126 The viaduct was constructed between 1846 and 1849 and was designed by David Bellhouse Jnr for the Manchester South Junction and Altrincham Railway and the Sheffield, Ashton-under-Lyne and Manchester Railway. The viaduct forms an integral part of these lines and is therefore one of the country's earliest suburban railways.
- 7.127 Overall, the Manchester South Junction and Altrincham Railway Viaduct is considered to hold a **good** level of significance in heritage terms through its evidential and historic value as part of the railway network.

Setting

- 7.128 The Manchester South Junction and Altrincham Railway Viaduct extends 1 ¾ miles, from Manchester Piccadilly to Castlefield when it splits in two, the north branch reaching the north side of the River Irwell and the southern branch terminating at Dawson Street. Its setting is predominantly urban in character albeit there is variation in terms of the height and density of surrounding built form, due to the structure's length. Nonetheless, there are a number of buildings which were associated with Manchester's industrial past and still maintain this aesthetic, despite having been converted to other uses. In addition, a number of railway structures positioned along the route of the viaduct reinforce its context.
- 7.129 Overall, the setting of Manchester South Junction and Altrincham Railway Viaduct is considered to make a **good** contribution to the significance of the structure.

Contribution of site to the setting

- 7.130 The application site is located a minimum of 102m to the west and south of the viaduct and forms part of the asset's surroundings. In most instances the site does not share a visual relationship with the viaduct due to the presence of intervening built form. However, clear views can be had when the asset crosses the Bridgewater Viaduct.
- 7.131 In its current form the site is not a notable feature of the viaduct's setting nor does it have a clear functional relationship with the asset. As such, the site is considered to make a **nil** contribution to the setting of the Manchester South Junction and Altrincham Railway Viaduct.

Former Castlefield Congregational Chapel - Grade II Listed Building



Figure 33 The Former Castlefield Congregational Chapel as seen from the north-west

- 7.132 The Former Castlefield Congregational Chapel is located on the north-western side of the Bridgewater Viaduct. The building was first added to the Statutory List of Special Buildings of Architectural or Historic Interest on 20th June 1988 at Grade II.
- 7.133 The building was constructed as a chapel for the Congregational Chapel Building Association in the Italianate style. It has since undergone numerous alterations including as an auction house, music studio and most recently into office space.
- 7.134 The main building is three storeys in height on the canal front and two storeys facing the Bridgewater Viaduct. A tall square tower rises from the south aisle, this is topped with a square stone belfry with a slated spire above. This feature of the building makes it clearly visible within the wider area. The exterior is red brick with sandstone dressings and the roof is slate. The building has undergone numerous alterations overtime including the replacement of the original windows.
- 7.135 The building dates to 1858 and was designed by Edward Walters. It was originally constructed as a chapel for the Congregational Chapel Building Association and was used by the original congregation until 1888 when the church was disbanded. The building was then used as a mission hall for the Congregational Mission Board for Manchester and Salford until after the first world war, becoming home to the Third Church of Christ Scientist by the 1930s. However, in the late 20th century the building was no longer in religious use, becoming auction rooms for Artingstalls Auctioneers by the 1970s. In the 1980s the lower ground floor was converted into a recording studio owned by Pete Waterman of Stock Aitken Waterman. Waterman sold the building in the mid 2000s and the building was converted into offices.
- 7.136 Much of the building is now only appreciable from the public realm, although there will be some public appreciation of the interior.
- 7.137 Overall, the Former Castlefield Congregational Chapel is considered to hold a **moderate** level of significance in heritage terms due primarily to its aesthetic and evidential values.

Setting

- 7.138 The Former Castlefield Congregational Chapel is located in a prominent junction of a number of major routes; with the Bridgewater Viaduct to the east, the Bridgewater Canal to the south and west and the Manchester South Junction and Altrincham Railway Viaduct to the north. The building's tower would have historically advertised the different churches that were housed within it.
- 7.139 The surrounding area is very urban in form has seen a great deal of redevelopment, much of which is vastly higher than the building. These new higher developments have worked to reduce the prominence of the building, particularly in views from the south and east along Chester Road. However, the building's style and construction materials, in addition to the space around it afforded by its location on the Bridgewater Canal, results in it still being a notable feature in the streetscape. Therefore, the setting of the Former Castlefield Congregational Chapel is considered to make a **low beneficial** contribution to its setting.

Contribution of site to the setting

- 7.140 The application site is located approximately 50m to the south-west of the Former Castlefield Congregational Chapel forming part of the context in which the chapel is experienced. There is no functional relationship between the two but there is a clear visual relationship between them.
- 7.141 However, the site appears as an anomaly in the urban context of the chapel being an area of open, un-landscaped space. In its current form, the site is considered to make a **negligible adverse** contribution to the setting of the chapel.

Floodgate on East Side of Knott Mill Bridge - Grade II Listed Structure

- 7.142 The Floodgate is located on the east side of Knott Mill Bridge. The building was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 6th June 1994, at Grade II.
- 7.143 It is a simple stone and timber structure built as part of the creation of the Bridgewater Canal, making it an element of the early canal system in England. The structure retains much of its original masonry. The floodgate enabled Brindley to maintain the level of water within the Bridgewater Canal through the exploitation of the River Medlock which was diverted through a culvert near to the floodgate.
- 7.144 The Floodgate by James Brindley for the Duke of Bridgewater. It was created in c.1765 and forms part of the early canal system. The structure is in an area of private land and is not easily appreciable by the public.
- 7.145 Overall the floodgate is considered to hold a **moderate** level of heritage significance through its historic and evidential value gained by its connection with the Bridgewater Canal

Setting

- 7.146 The floodgate is located on the eastern side of Knott Mill Bridge positioned between the Bridgewater Canal and the River Medlock. The bridge in addition to the banks of the canal and river result in the floodgate's immediate setting feeling very enclosed and private, almost subterranean. Indeed, the floodgate, as part of the hydraulic system of the canal, was probably intended to be hidden from view. Either side of the floodgate are new multi-storey developments, which have resulted in the floodgate's setting having a very urban character and an increased

sense of enclosure. As such, the setting of the floodgate is considered to make a **moderate beneficial** contribution to its significance, particularly when considering its relationship with the river and canal.

Contribution of site to the setting

- 7.147 The application site is located approximately 50m to the west of the floodgate however, due to the lowered level of the asset as well as intervening built form there is no clear visual relationship between them. The site also does not hold a functional relationship with the floodgate. However, as part of the wider urban context within which the floodgate is experienced, the application site is considered to make a **nil** contribution to the floodgate's setting.

Boundary Stone on Knott Mill Bridge - Grade II Listed Structure

- 7.148 The Boundary Stone is located on the east side of Knott Mill Bridge. The building was first added to the Statutory List of Buildings of Special Architectural or Historic Interest on 6th June 1994, at Grade II.
- 7.149 The marker is made of a curved sandstone slab which is inscribed with the word "township". There are further inscriptions beneath thought to say "Manchester" and "Hulme" however these are heavily eroded and are now illegible. Historically the marker would have been located on the main route into Manchester, which was moved northwards with the creation of the Bridgewater Viaduct.
- 7.150 It is a curved stone post erected in the 18th century to mark the parish boundary. The stone is located directly on the pavement and is normally easily appreciable by the public.
- 7.151 The Boundary Stone is considered to hold a **moderate** level of heritage significance due to its association with the development of the main route into Manchester and its demonstration of historic route marking practices.

Setting

- 7.152 The Boundary Stone is positioned on the Knott Mill Bridge on Deansgate beside a wall. The area around the asset has seen a great deal of alteration and redevelopment since the Boundary Stone was first erected, and the stone is now a subservient feature within the streetscape. As such, the setting of the Boundary Stone is considered to make a **low beneficial** contribution to its significance.

Contribution of site to the setting

- 7.153 The application site is located approximately 50m to the west of the Boundary Stone and the two share a visual relationship. The site does form part of the urban context within which the stone is now experienced however, the site in its current form is not a particularly notable aspect of the stone's surroundings. Additionally, the site does not hold a functional relationship with the stone. As such, the application site is considered to make a **neutral** contribution to the Boundary Stone's setting.

Summary of Significance

7.154 The following table summarises the levels of significance discussed above.

ASSET	OVERALL SIGNIFICANCE	CONTRIBUTION OF SETTING	CONTRIBUTION OF SITE TO SETTING
Castlefield Conservation Area	Good	Minor Beneficial	Negligible Adverse
Bridgewater Canal Offices – Grade II Listed Building	Moderate/Good	Neutral/ Negligible Adverse	Negligible Adverse
Middle Warehouse, at Former Castlefield Goods Yard – Grade II Listed Building	Moderate/Good	Moderate Beneficial/ Good	Neutral
The Church of St George – Grade II* Listed Building	Good/High	Low Beneficial / Low Adverse	Neutral
Merchants Warehouse – Grade II Listed Building	Moderate/Good	Good	Neutral
Rochdale Canal Lock Number 92 and Castle Street Bridge – Grade II Listed Structures	Moderate/Good	High Beneficial	Nil
Castlefield Railway Viaduct – Grade II Listed Structure	Moderate/Good	Good	Neutral
Castlefield Information Centre - Grade II Listed Building	Moderate	Moderate Beneficial	Nil
Former Entrance to Deansgate Goods Station including Nos. 223-233 Deansgate - Grade II Listed Buildings	Moderate	Good	Nil
235-291 Deansgate - Grade II Listed Buildings	Moderate	Good	Nil
Deansgate Goods Station and	Good/High	Low Beneficial	Nil

Attached Carriage Ramp - Grade II* Listed Building			
G-Mex (Manchester Central Convention Complex) - Grade II* Listed Building	Good/High	Good	Nil
The Britons Protection Public House – Grade II Listed Building	Moderate	Moderate Beneficial/ Good	Nil
13-17 Albion Street – Grade II Listed Building	Moderate	Moderate Beneficial/ Good	Nil
Rochdale Canal Lock Keepers Cottage - Grade II Listed Building	Moderate/ Good	High Beneficial	Nil
Lock Number 91 - Grade II Listed Structure	Moderate/ Good	High Beneficial	Nil
Deansgate Station - Grade II Listed Building	Moderate/ Good	Good/High Beneficial	Nil
Manchester South Junction and Altrincham Railway Viaduct - Grade II Listed Structure	Good	Good	Nil
Former Castlefield Congregational Chapel - Grade II Listed Building	Moderate	Low Beneficial	Negligible Adverse
Floodgate on East Side Of Knott Mill Bridge - Grade II Listed Structure	Moderate	Moderate Beneficial	Nil
Boundary Stone on Knott Mill Bridge - Grade II Listed Structure	Moderate	Low Beneficial	Neutral

8.0 Significance Assessment: Non-designated Heritage Assets

Dukes 92 Bar, 8 - 25 Castle Street



Figure 34 The south-eastern corner of Dukes 92

- 8.1 Dukes 92 Bar, dates to the early 19th century. The building was originally constructed as stabling for horses involved in transporting goods to and from Merchants Warehouse opposite. During the 20th century, the building was modified for light industrial use but had fallen vacant by the 1980s. It was then converted into a bar and restaurant in the late 20th century allowing for public appreciation of much of the building.
- 8.2 Dukes 92 is a red brick building which stands between one and two storeys in height. The roofs are gabled and covered in slate. The building has undergone a great deal of alterations as part of its conversions, including the addition of a new terrace. However, elements of its original form can still be appreciated, such as timber trusses.
- 8.3 Overall, Dukes 92 Bar is considered to hold a **negligible/low** level of heritage significance, gained primarily through its historic association with Merchants Wharf and the canal network.

Setting

- 8.4 Dukes 92 is located on the eastern side of Castle Street. The building forms the eastern arm of an L-shaped complex of structures with a modern warehouse style extension to Dukes 92, forming the southern branch. Directly to the west of the building is a courtyard area now used for outdoor dining. Beyond this immediate setting are Merchants Warehouse to the west, Bass Warehouse to the east of the building and the Rochdale Canal to the north with railway viaducts beyond. As a result, the building has a very enclosed setting which has a very industrial aesthetic relating to its original purpose. Therefore, the setting of Dukes 92 is considered to make a **good** contribution to its significance.

Contribution of site to the setting

- 8.5 The application site is located approximately 170m to the south-east of Dukes 92. However, due to the presence of intervening built form and the current height of the site, there is no visual relationship between them and they do not share a functional relationship. As such, the site is considered make a **nil** contribution to the setting of Dukes 92.

Bass Warehouse, 4 Castle Street



Figure 35 Bass Warehouse (left) and Eastgate viewed from the north-west

- 8.6 The Bass Warehouse was constructed in the 1840s for John S. Bass and Company Limited. The company specialised in timber and barrier foil products as well as packing cases. Following the closure of the warehouse, the building fell into disrepair before being converted into office and commercial space in the late 20th century.
- 8.7 The building is three storeys high with a half basement below. The external elevations are red brick built and the roof is slate. On the south-western corner is an octagonal brick chimney. To the southern elevation the building also features a former loading slot which has now been glazed. As part of the building's conversion it underwent numerous alterations including the installation of a glazed entrance pavilion and the excavation of the lower ground floor.
- 8.8 Overall, Bass Warehouse is considered to hold a **negligible/low** level of significance due to its association with Manchester's industrial heritage.

Setting

- 8.9 Bass Warehouse is located on the north side of Castle Street. The building's setting is very industrial in aesthetic with former warehouse now known as Eastgate positioned directly to the east whilst to the west are Dukes 92 and Merchants Warehouse. The grouping is located on an inlet bound by the Bridgewater Canal to the south with the Rochdale Canal and Railway Viaducts to the north, both of which relate to the building's former industrial use. The setting of Bass Warehouse has undergone a great deal of alteration in recent times with the conversion of the existing warehouses, demolition of built form to the south of the building and the construction new

residential blocks, yet an industrial character has been maintained. Overall, the setting of Bass Warehouse is considered to make a **good** contribution to its significance.

8.10 Contribution of site to the setting

The application site is located just over 150m to the south-east of Bass Warehouse. However, due to the presence of intervening built form and existing form of the site, the two do not share a visual or experiential relationship. As such the site is considered make a **nil** contribution to the setting of Bass Warehouse.

Eastgate, 2 Castle Street



Figure 36 Eastgate (right) and Bass Warehouse as seen from the south-west

8.11 Eastgate is a late Victorian factory building which was converted into contemporary office space in the late 20th century. The building was originally known as Gail House and was a Rag Mop factory later becoming a tarpaulin works.

8.12 The building is constructed of red brick with a slate a four-storey building with a basement. A brick tower is positioned centrally and projects from the southern building line. The easternmost bays of the building are angled to follow the line of Castle Street. As part of its conversion into office accommodation the building underwent numerous alterations including the demolition of many of the later extensions which were located to the south of the building and the creation of a new entrance foyer.

8.13 Overall, Eastgate is considered to hold a **negligible/low** level of significance as a result of its relationship with Manchester's industrial heritage.

Setting

8.14 As is the case with Boss Warehouse, the setting of Eastgate is formed by former warehousing to the east, with the Bridgewater Canal to the south and the Rochdale Canal with railway viaducts to the north, all of which relate to the historically industrial use of the area and the building itself.

Eastgate's setting has undergone a great deal of alteration in recent times with the regeneration of the area into residential and commercial use. These alterations however, ensure that the area is still industrial in its appearance. As such, the setting of Eastgate is considered to make a **good** contribution to its significance.

Contribution of site to the setting

- 8.15 The application site is approximately 150m to the south of Eastgate however due to intervening built form and the current height of the site, there is no inter-awareness between the two. Moreover, they do not share a historic or functional relationship. As such the site is considered make a **nil** contribution to the setting of Eastgate.

The Atlas Bar, 376 Deansgate



Figure 37 Atlas Bar as seen from the north

- 8.16 The Atlas Bar is currently in use as a cocktail bar having been converted from office premises in the 1990s. It is unclear what the building's original use was, although it could be related to Deansgate Station and the railway. The building is two storeys in height and triangular in plan, it has also been extended to incorporate the adjacent railway arch.
- 8.17 The building has been constructed in the baronial architectural style – similar to Deansgate Station, albeit the Atlas Bar is simpler in its design. The external walls of the building are red brick with sandstone detailing. At ground floor level is a shopfront dating to the late 20th century which has been designed to look like a Victorian shopfront. The half-hipped roof is hidden behind a brick pediment.
- 8.18 Overall, the Atlas Bar is considered to hold a **negligible/low** level of significance due to its aesthetic appearance and possible relationship with the adjacent railway.

Setting

- 8.19 Atlas Bar is located at the junction of Whitworth Street, Deansgate and the Bridgewater Viaduct. The presence of both the Manchester South Junction Railway Viaduct and the Castlefield Viaduct result in the building's setting feeling very linear and enclosed, which works to closer link the building with Deansgate Station. The wider area can be seen from the Atlas Bar particularly due to the height of the surrounding structures, yet this wider setting feels distinct from the building. Therefore, the setting of the Atlas Bar is considered to make a **minor beneficial** contribution to the significance of the building.

Contribution of site to the setting

- 8.20 The application site is approximately 130m to the south-west of the Atlas Bar. However, the presence of the Stay Manchester building results in there being no inter-visual relationship whilst the Manchester South Junction Railway Viaduct acts as a physical barrier between the site and the Atlas Bar making them feel experientially distinct from one another. As such, the site, in its current form, is considered make a **nil** contribution to the setting of the Atlas Bar.

4 Jordan Street

- 8.21 No. 4 Jordan Street is a former factory building which dates to the late 19th or early 20th century. Historic mapping shows that it was in use as a textile factory by the 1920s. The building was converted into offices and studios in the 1990s.
- 8.22 The building is 3 storeys high with a half basement beneath. The external elevations are red brick and the hipped roof is covered in slate. There are historic features, such as the former loading slot on the southern elevation, which have been retained on the building. However, it has undergone a great deal of alteration as part of its conversion into office and studio space. This includes the installation of a concrete partition wall at the entrance to the building.
- 8.23 Overall, no. 4 Jordan Street is considered to hold a **negligible** level of significance gained through its connection with Manchester's industrial heritage.

Setting

- 8.24 No. 4 Jordan Street is located to the north and east of the River Medlock. The building's setting is very urban in character and many of the structures immediately around the building are former warehouses and factories.
- 8.25 Although the area has also seen new development with multi-storey buildings also introduced, these are of a traditional material and colour pallet. These buildings act to form a boundary around no. 4 Jordan Street's immediate setting to the east and west with the Manchester South Junction Railway viaduct to the north, resulting in a feeling of enclosure. However, there is also an awareness of the wider area through the presence of modern high-rise buildings which, in many cases, are glazed. The setting of no. 4 Jordan Street is considered to make a **minor beneficial** contribution to its setting.

Contribution of site to the setting

- 8.26 The application site is located approximately 140m to the west of no. 4 Jordan Street. The low nature of the site in its present form, in addition to intervening built form results in there being no understandable relationship between the two. As such the site is considered make a **nil** contribution to the setting of no. 4 Jordan Street

5-7 Constance Street



Figure 38 5-7 Constance Street as seen from the south-west

- 8.27 5-7 Constance Street is a late 19th century factory building. It was originally a textile factory but was converted into offices in the late 20th century.
- 8.28 The building is three storeys high. Due to the angle of Commercial Street in the south, the building is angled in the south and rectangular in plan in the north. The external elevations are red brick and the roof is slate. The building has undergone alterations as part of its conversion into office use although some original features, such as the loading slot with hoist canopy above, are retained.
- 8.29 Overall, 5-7 Constance Street is considered to hold a **negligible** level of significance through its connection with Manchester's industrial heritage.

Setting

- 8.30 As is the case with no. 4 Jordan Street, 5-7 Constance Street's immediate setting is very urban in character. The built form is a mix of former warehouses and factory buildings as well as new residential blocks. To the east, south and west, the structures are of a marginally higher scale whilst to the north the railway viaduct all results in the area having a strong feeling of intimacy and enclosure. New high-rise structures located outside of the immediate setting of 5-7 Constance Street can also easily be seen although these are stylistically different from the immediate setting helping to differentiate the immediate and wider settings. Therefore, the setting of 5-7 Constance Street is considered to make a **minor beneficial** contribution to its setting.

Contribution of site to the setting

- 8.31 The application site is located approximately 120m to the west of 5-7 Constance Street. However, due to intervening built form as well as the low-level nature of the application site, there is currently no inter-awareness between the two. As such the site is considered make a **nil** contribution to the setting of 5-7 Constance Street.

1 Constance Street/10a Little Peter Street



Figure 39 1 Constance Street/10a Little Peter Street as viewed from the north-west

- 8.32 No. 1 Constance Street is a late Victorian former factory building. The building was historically used as a clothing factory before being converted into a mixed-use unit in the late 20th century.
- 8.33 The building is rectangular in plan but appears to be formed of three interlinking ranges. The majority of the building is two storeys in height, with a half basement below, but the range fronting onto Constance Street rises to three storeys, with a half basement below. The external elevations are red brick. The Little Peter Street ranges have gabled roofs whilst the Constance Street Range has a hipped roof, all of which are covered with slate. The building has undergone a great deal of alteration over the years including the replacement of all of the windows. However, details such as the loading slot (now converted into balconies for the residential units) and the associated hoist canopy, can still be appreciated.
- 8.34 Overall, No 1 Constance Street is considered to hold a **negligible** level of significance due to its association with Manchester's industrial heritage.

Setting

- 8.35 The building is located at the north east of Constance Street surrounded by a mix of new build residential blocks and converted former warehousing. The surrounding buildings all use a traditional material palette and are of an industrial scale and aesthetic. Short views along each of the surrounding roads can be gained from the building, each of which are limited by built form resulting in the area feeling very enclosed. Despite this, some awareness of the wider area can be had through glimpses of high-rise buildings forming an urbanised backdrop. Overall, the setting of no. 1 Constance Street is considered to make a **minor beneficial** contribution to its setting.

Contribution of site to the setting

- 8.36 The application site is located approximately 120m to the west of no.1 Constance Street. However, the low-level nature of the application site, as well as the enclosed setting of no.1

Constance Street ensures that there is currently no inter-awareness between them. As such, the site is considered make a **nil** contribution to the setting of no.1 Constance Street.

21 Little Peter Street/8-12 Hewitt Street



Figure 40 21 Little Peter Street/8-12 Hewitt Street as seen from the north-west

- 8.37 No. 21 Little Peter Street was historically two separate buildings. Fronting onto Bugle Street, Hewitt Street and Little Peter Street, the building dates to the late 19th century. It was originally a Sunday School before becoming an Engineering Works by the mid-20th century. Fronting onto Gilbert Street, Hewitt Street and Little Peter Street, the building dates to the early 20th century. This structure was in use as a printing works. The two structures were combined in the late 20th century and this was first used as a printing works before it was converted into the famous Boardwalk music venue in the late 1980s. The building was converted into office space in the 2000's.
- 8.38 The building is square in plan and stands between three and four storeys high with a basement beneath. The external elevations are red brick external elevations and slate roofs. The former school building is more detailed than the rest of the building featuring moulded brickwork and stone dressings. The building has undergone a great deal of alteration as part of their amalgamation and conversions, including the infilling of the central lightwell as well as the addition of a dormer on the Little Peter Street elevation of the former factory building.
- 8.39 Overall, no.21 Little Peter Street is considered to hold a **negligible/low** level of heritage significance through its association with Manchester's industrial heritage and Manchester's creative industry.

Setting

- 8.40 To the south, east and west the immediate setting of No. 21 Little Peter Street is formed of a mix of former factories and warehousing as well as new build residential block. To the north is the Manchester South Junction Railway Viaduct. No. 21 Little Peter Street occupies the entire street block between Little Peter Street, Bugle Street, Hewitt Street and Gilbert street. Views along these streets can be had which are punctuated by further built form, creating a very urban and

enclosed character to the setting of the building. Some awareness of the wider setting can be had however, through views of modern high-rise blocks above the surrounding built form. Overall, the setting of no. 21 Little Peter Street is considered to make a **minor beneficial** contribution to its setting.

Contribution of site to the setting

- 8.41 The application site is located approximately 130m to the west of no. 21 Little Peter Street. However, there is currently no shared relationship between the two as a result of intervening built form as well as the low nature of the in its present form. As such the site is considered make a **nil** contribution to the setting of no 21 Little Peter Street.

357-361 Deansgate



Figure 41 357-361 Deansgate viewed from the south

- 8.42 357-361 Deansgate was first constructed in the 1890s as a public house called the Pack Horse. The building was constructed on the site of an earlier alehouse. The pub closed in the early 2000s and the building was converted into flats with commercial space at ground floor level.
- 8.43 The building is red brick with stone dressings. At ground and first floor level, the building features sill bands, this is a simple projection at ground floor level, whilst at first floor level it is a decorative terracotta frieze. There is also further terracotta detailing beneath each of the first-floor windows. The building also has moulded projecting brickwork above the first and second floor windows as well as on the cornice. The building was heavily altered as part of its conversion into residential use with a mansard roof extension as well as a new build extension to the east. At ground floor level the windows have been enlarged and in places replaced with doors. In addition, a new door has been installed into the historic entrance however the decorative surround survives.
- 8.44 Overall, the 357-361 Deansgate is considered to hold a **negligible/low** level of heritage interest through its demonstration of the development of the area as well as its historic value as a communal space.

Setting

- 8.45 The building is located on the corner of Deansgate and Little Peter Street, a site which before the construction of the Bridgewater Viaduct, would have been a prominent site on the route into Manchester. Whilst it no longer stands on a main route into the city, the building still maintains a strong visual connection with the Manchester South Junction Railway Viaduct and forms part of the route to Deansgate Station.
- 8.46 Views can be had along Deansgate, Commercial Street and Little Peter Street from the building. However, these views are punctuated by the modern residential blocks as well as converted former factory buildings and warehousing that surround the building to the south, east and west all of which results in a strong sense of enclosure. To the north the railway viaduct allows a greater visual relationship with the area to the north, yet it still works to enclose the building. Overall, the setting of 357-361 Deansgate is considered to make a **minor beneficial** contribution to its setting.

Contribution of site to the setting

- 8.47 The application site is located approximately 90m to the west of 357-361 Deansgate forming part of the approach to the building and therefore the context in which the building is experienced. However, the site in its current form is not a notable feature in the building's setting, nor does it particularly add to the urban context in which it is experienced. As such, the application site is considered to make a **neutral** contribution to the setting of 357-361 Deansgate.

Summary of Significance

- 8.48 The following table summarises the levels of significance discussed above.

ASSET	OVERALL SIGNIFICANCE	CONTRIBUTION OF SETTING	CONTRIBUTION OF SITE TO SETTING
Dukes 92 Bar, 8-25 Castle Street	Negligible/ Low	Good	Nil
Bass Warehouse, 4 Castle Street	Negligible/ Low	Good	Nil
Eastgate, 2 Castle Street	Negligible/ Low	Good	Nil
The Atlas Bar, 376 Deansgate	Negligible/ Low	Minor Beneficial	Nil
4 Jordan Street	Negligible	Minor Beneficial	Nil
5-7 Constance Street	Negligible	Minor Beneficial	Nil
1 Constance Street/ 10a Little Peter Street	Negligible	Minor Beneficial	Nil
21 Little Peter Street/ 8-12 Hewitt Street	Negligible/ Low	Minor Beneficial	Nil
357-361 Deansgate	Negligible/ Low	Minor Beneficial	Neutral

9.0 Planning History

- 9.1 In 2015, an application was submitted to Manchester City Council regarding the site. Application 110730/FO/2015/C1 sought to erect a 13-storey building with a basement below. This new building would comprise 50no. one and two-bedroom apartments, as well as a commercial unit at ground floor level. The building was to be positioned on the north western boundary of the application site with access to be taken via Deansgate to the south. The site would also contain associated car parking and landscaped amenity space. This application was approved on the 4th March 2016.



Figure 42 Visualisation showing the proposed structure from application 110730/FO/2015/C1

- 9.2 The proposals were amended under application 115591/FO/2017. In this application, the basement was removed as were the vehicular access to the site and car parking spaces. This was approved on the 2nd June 2017.

10.0 Proposed Scheme

- 10.1 The scheme seeks to construct a purpose-built student accommodation within a landmark building that marks the southern gateway into the city centre. The proposed building would rise 28-storeys in height and would serve as a visual step between the historic scale of the Castlefield area and the emerging scale found within the Great Jackson Street Development Area.

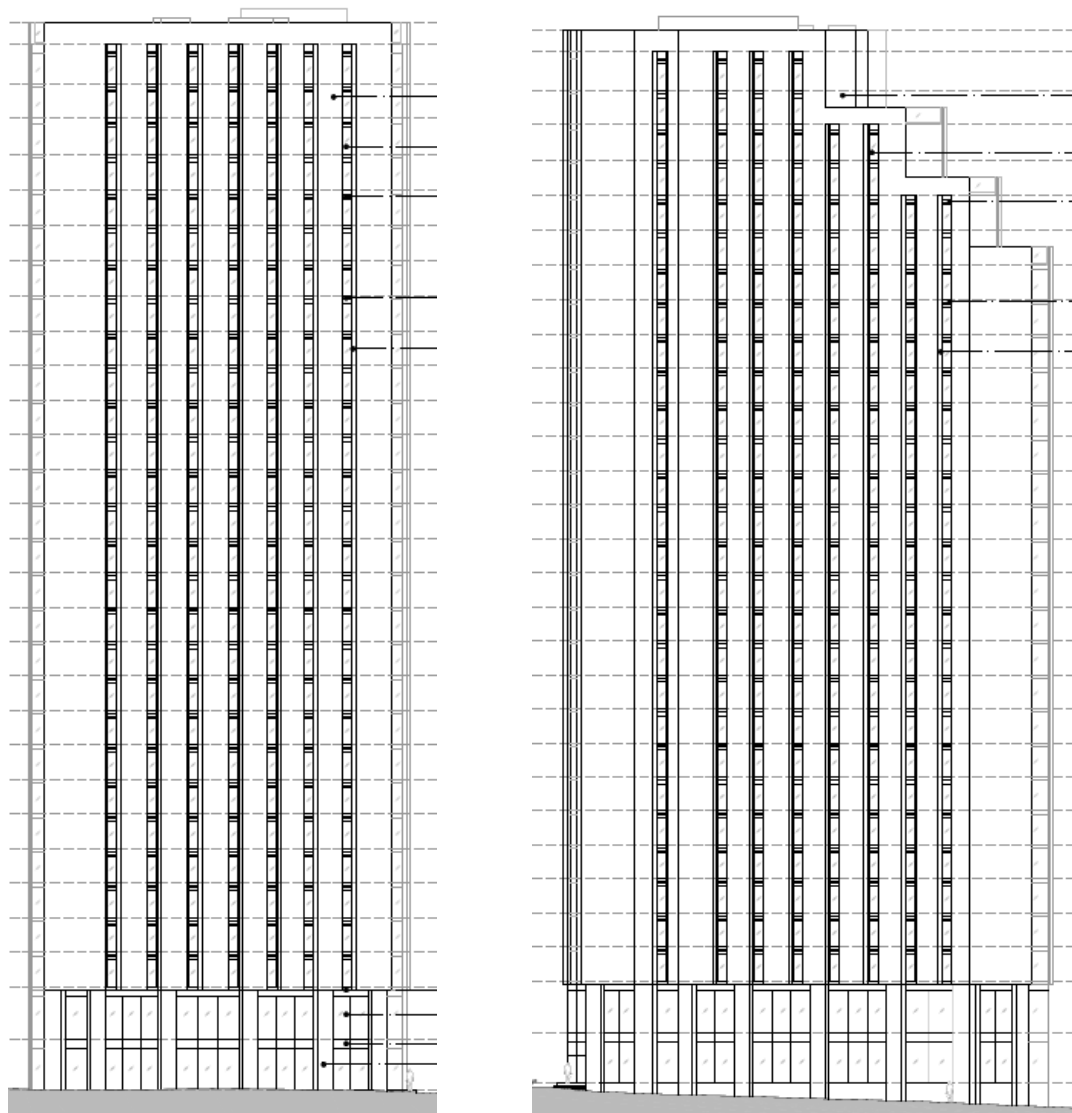


Figure 43 Proposed north elevation facing the Bridgewater Viaduct and south elevation facing Deansgate South

- 10.2 The building will rise to its full height when facing the Bridgewater Viaduct and the junction with Deansgate, creating a pinnacle point at this corner of the site, whilst it will step down on the Deansgate elevation protecting key views into and out of the city and providing a transition to the adjacent buildings.
- 10.3 The proposed structure has been designed to use the full area of the site, with active elevations which frame key views into the city whilst also retaining the sightlines towards existing landmarks in the area. At each corner of the site, the building will be glazed creating a strong vertical emphasis at these points whilst also giving the structure a lightweight feel when viewed from the surrounding routes. The elevations will be clad in Corten Steel panels in reference to the

industrial history of Manchester as well as the surrounding material palette seen within the Castlefield area.

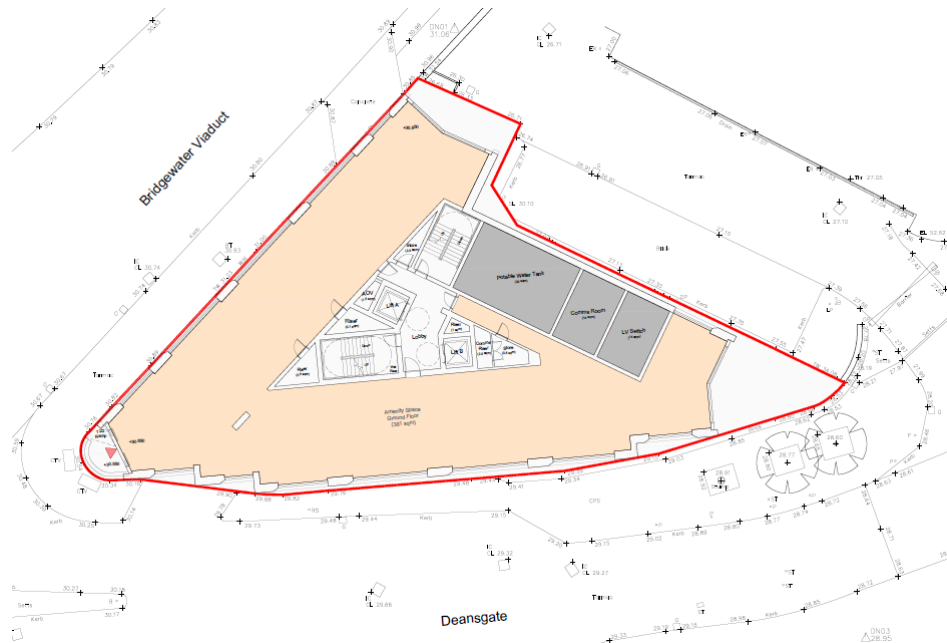


Figure 44 Proposed Ground Floor Plan

10.4

At ground floor level, the building will have a feature double-height entrance, creating a feature entrance at the junction of Deansgate South and the Bridgewater Viaduct. At this level, there will be the principal social spaces as well as the reception for the building. A mezzanine level, located at the rear of the building, will hold additional amenity and wellbeing spaces for the residents.



Figure 45 Proposed 10th Floor Plan showing an example of the mix of accommodation to be found on each floor level

Where the building steps back at the 22nd, 24th and 26th floors, there will be shared landscaped terraces comprising exercise and activity space as well as social seating areas.



11.0 Impact Assessment

11.1 In order to assess the suitability of the site for the proposed alteration on the significance of the heritage assets and/or their settings, it is necessary to determine the nature and extent of any impacts resulting from the proposal on heritage assets and/ or their settings.

11.2 When assessing the impact of a proposed development on individual or groups of heritage assets, it is important to assess both the potential, direct physical impacts of the development scheme as well as the potential impacts on their settings and where effects on setting would result in harm to the significance of the asset. It is equally important to identify benefits to settings, where they result from proposals.

11.3 The proposed development is considered below in terms of its impact on the significance of the heritage assets, and the contribution which setting makes to their significance. Assessment of impact levels are made with reference to Table 2 in Section 3 and satisfy 'Step 3' of Historic England's GPA 3.

Castlefield Conservation Area

11.4 The statutory duty under section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 sets out that special attention shall be paid to the desirability of preserving or enhancing the character and appearance of the Conservation Area. This section of the Act relates to development within Conservation Areas and, as the site sits outside of the designation boundary, it is not relevant in this case. However, the NPPF requires assessment to be made of the impact of development on the setting of designated assets - which is relevant in this instance.

11.5 As discussed within Section 6 of this report, The Castlefield Conservation Area is considered to holds a **good** level of significance. The site, as it stands today, is formed by large areas of a poor-quality hardstanding resulting in the site having no frontage which is in contrast to its former historic appearance. The lack of frontage and poor-quality appearance of the site has an adverse impact on the setting of the Conservation Area, at a level of **negligible adverse**.

11.6 When considering the principle of the redevelopment of the site, although it is noted that this has already been accepted through the previous approval for the site, it is considered that the development of the poor quality, vacant site will result in a **minor beneficial** impact to the setting of the Conservation Area, subject to the detail of the proposed structure. Although there will be an enhancement of the site in general, careful consideration is still required as to whether the proposed design and scale of the new building would preserve or enhance the contribution of the site to the setting of the Conservation Area.

11.7 The proposed scheme seeks the redevelopment of the site with a 27-storey building, the scale of which is a clear increase to that of the previously-approved scheme. This additional height will result in the proposed building having an increased presence in the local townscape. It is apparent that it will be visible in views from various points within the Conservation Area, increasing the awareness of the site from within the asset. The extent of these views is, however, curtailed by the presence of the approved scheme at the Castle Wharf development (nos. 2-4 Chester Road) which is currently under construction and will line the edge of the Conservation Area on its south-eastern side.

11.8 Although the upper levels of the proposed built form may be visible in certain limited views, it is apparent that it would be seen within the context of the approved built form of the Great Jackson Street Development Area. It should also be noted that the proposed development will not break

the skyline in any important views, due to its placement, and that it sits well below the highest tower of the Deansgate Square development. The mass of the proposed building has been carefully designed to ensure it does not appear overly dominant in views from within the Conservation Area, instead sitting comfortably within the urban backdrop, and helping to define the edge of the designation and its relationship to the key route of Deansgate.

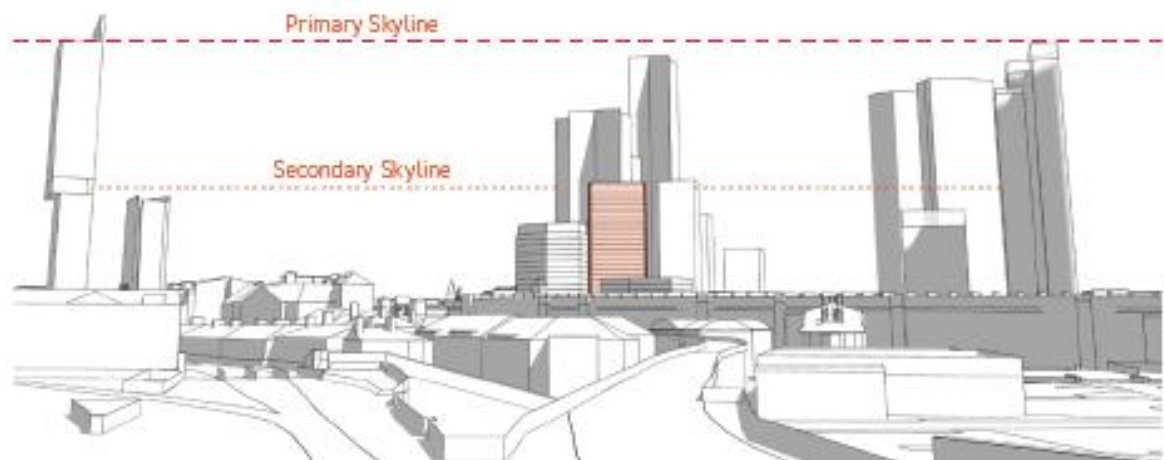


Figure 47 Massing study showing the proposed building (orange) and the approved buildings of the Great Jackson Street Development Area as seen from Regent Road

- 11.9 Along Chester Road and the Bridgewater Viaduct, there is already some limited awareness of the site; however, in its current vacant state, the site is considered to be a detracting element within the Conservation Area's setting. The proposed structure will provide a high-quality nodal point at the southern entrance into the city of Manchester. The building's detailed design, scale and massing have been carefully chosen to allow it to add to the secondary skyline found within the background of the Conservation Area. Whilst the chosen materials ensure that it would be appropriate for its surrounding context, through referencing the surrounding colour palette. This allows the building to act as an evolutionary structure between the historic scale and construction materials of the Castelfield Conservation Area and the modern structures of the Great Jackson Street Development Area.
- 11.10 Nonetheless, the introduction of a taller building and greater mass will result in a reduction in the ability to appreciate the open skyline above the existing site, resulting in a **minor adverse** impact in certain views in and out of the Conservation Area. However, as a result of its placement within the context of the taller Great Jackson Street Development, its careful design approach and the beneficial impacts of redeveloping the site in general ensures that the harm resulting from an increased presence of urban built form is substantially mitigated. As such, the scheme is considered to have a **neutral** impact upon the character and appearance of the Castelfield Conservation Area overall.

Bridgewater Canal Offices

- 11.11 The Bridgewater Canal Offices are considered to hold a **good** level of heritage significance as outlined in section 6 of this report. The setting of the former Canal Offices is considered to make a **neutral/negligible adverse** contribution to its significance, with the application site making a **low adverse** contribution to this setting.
- 11.12 The proposed building will be more prominent in views from the Bridgewater Canal Offices as compared with the site in its extant form. However, the new building will be appreciated in the context of the Great Jackson Street Development Area and the associated high-rise buildings and will not appear to be dominant in views.

- 11.13 The redevelopment of the site will repair the fragmented streetscape through opening the enclosed frontage currently experienced in this location. The proposed structure has been designed with a feature entrance at the junction with Deansgate, Chester Road and the Bridgewater Viaduct creating a far more active elevation that engages with surrounding area, adding a sense of connection with the area to the west of the site, including with the Bridgewater Canal Offices.
- 11.14 The design promotes a strong sense of verticality, particularly on the corners of the building. The use of glazing reflects the materials of the surrounding new developments whilst the Corten Steel references the industrial history of the area, to which the Bridgewater Canal Offices directly relate.
- 11.15 As such the proposed development is considered to make a **minor beneficial** impact upon the setting of the Bridgewater Canal Offices.

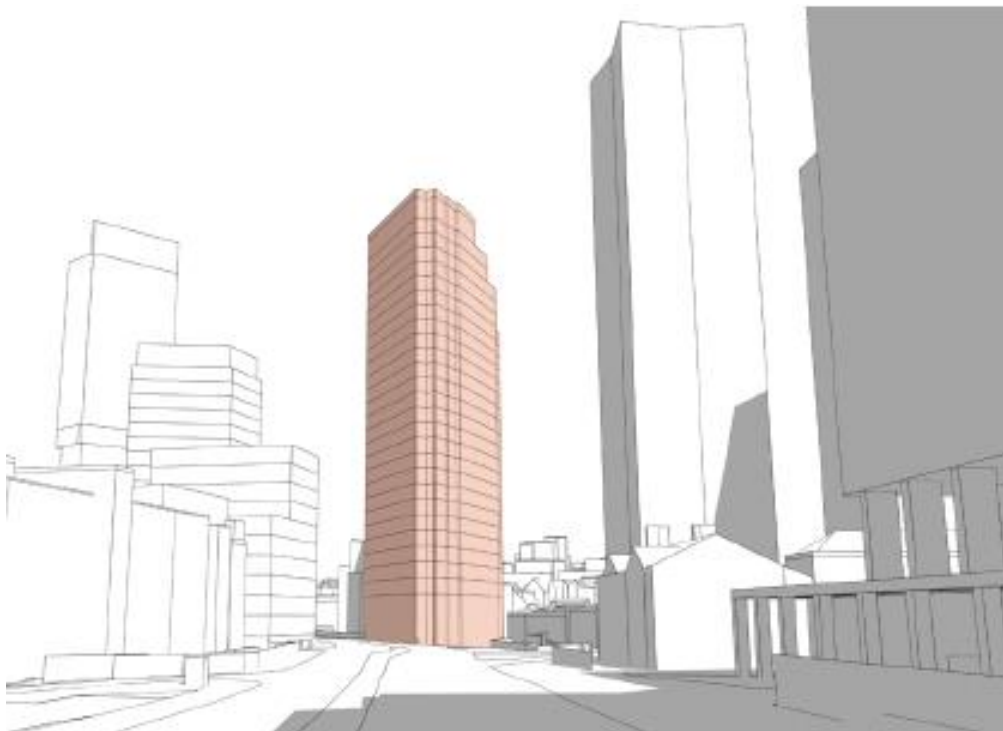


Figure 48 Massing study showing the proposed building as viewed from the junction of Chester Road and the Castle Quay access road

Middle Warehouse, at Former Castlefield Goods Yard

- 11.16 As stated in section 6 of this report, Middle Warehouse is considered to hold a **moderate/good** level of heritage significance. The setting of the building was found to make a **moderate/good** contribution to the asset's significance particularly when considering its setting to the north. The application site was considered to make a **neutral** contribution to the Middle Warehouse's setting.
- 11.17 The Warehouse's relationship with the canal in the north is the key aspects of the building's setting and will not be impacted by the proposals. In addition, intervening built form and the orientation of the asset, ensures that in most views the application site will not be easily appreciable.

- 11.18 Where there is currently a very limited awareness of the site, the proposals will result in the site becoming more prominent in views from the south of the warehouse. However, the current westerly views from the south of the warehouse are already populated with modern structures. The new building will be understood within the context of these developments constructed along Chester Road. The height of the proposed building ensures that it acts as a visual bridge between the high rises of the Deansgate South development and the tall buildings constructed on the northern side of the Bridgwater Viaduct. The new building will therefore not dominate the skyline. As such, the proposals are considered to have a **neutral** impact upon the setting of Middle Warehouse.

The Church of St George

- 11.19 As discussed in section 6, the Church of St George is considered to hold a **good/high** level of significance in heritage terms. The Church's setting, however, is considered to make a **low adverse** contribution to the building's significance.

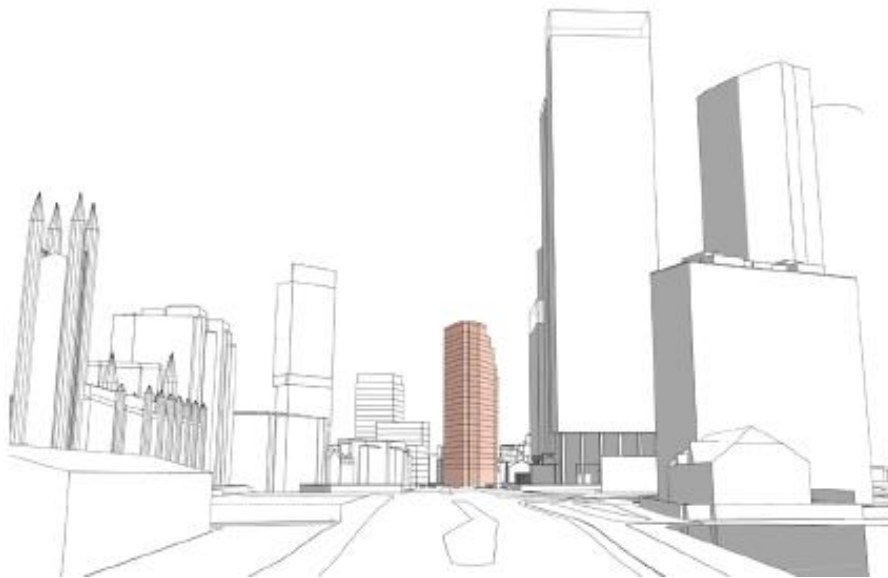


Figure 49 Massing study showing the view towards the new building (orange) from the junction of Chester Road and Old Arundel Street

- 11.20 At present, the application site is considered to make **neutral** contribution to the setting of the Church of St George in its current form. The proposed structure will be more prominent in views from the Church as a result of its height. However, as discussed above the building will be seen within the context of the new developments found along Chester Road, and thus will not appear to be over dominant in views. This is reinforced by its detail design which references the surrounding material palette and also is of a scale which acts as a step between the heights of the Great Jackson Street Development Area and the Castlefield Conservation Area. This ensures the building feels grounded within its context and reflects the character and historic evolution of the surrounding area.
- 11.21 In addition, the presence of the Mancunian Way will continue to make the Church and the application site feel distinct from one another. As such, the proposals are considered to have a **neutral** impact upon the significance of the Church of St George.

Castle Street

- 11.22 A number of assets along Castle Street are in close proximity to one another, are of a similar scale and importance, and share a similar setting. Therefore, for the purposes of assessment, Merchants Warehouse, the Rochdale Canal Lock No. 92 and Castle Street Bridge, Dukes 92, Bass Warehouse and Eastgate have been grouped together in terms of the effect of the proposals on their settings.
- 11.23 In Section 6 of this report, the listed Merchants Warehouse, Rochdale Canal Lock No. 92 and Castle Street Bridge were considered to hold a **moderate/good** level of significance in heritage terms. The non-designated buildings were all considered to be of a **negligible/low** level of significance. The setting of the buildings, formed by the canal basin, is considered to make a **good – high** contribution to their significances. This aspect of their setting will be unaffected by the proposals.
- 11.24 The application site in its present form is considered to make a **neutral/nil** contribution to the assets' setting due to the presence of intervening built form and the low level of the site in its current state.
- 11.25 The proposed structure will, however, be visible from the assets as a result of its increased scale and massing. Due to its placement and detailed design the it will however assimilate into the already urbanised backdrop of the canal basin and will not appear as a stand-alone or prominent feature within the wider setting of these assets.
- 11.26 As such, the proposals are considered to have a **neutral** impact upon their setting.

Viaducts

As with the assets above, for the purposes of assessment, the Castlefield Railway Viaduct and the Manchester South Junction and Altrincham Railway Viaduct have been considered together due to their similar scale, importance and proximity to one another. In Section 6 of this report, the Castlefield Railway Viaduct was found to hold a **moderate/good** level of significance, whilst the Manchester South Junction and Altrincham Railway Viaduct was found to hold a **good** level of significance.

- 11.27 The application site in its current form is considered to make a **neutral/nil** contribution to the settings of the two viaducts. The new structure is of a greater scale and will therefore appear more visible and notable in views from the viaducts.
- 11.28 However, the new structure will be seen within the context of the Great Jackson Street Development Area and will therefore form part of the urban backdrop to the two railway viaducts. In addition, the structure has been carefully designed to sit within the boundaries of its plot and has a strong verticality ensuring views towards the viaducts are retained and focussed along Chester Road and Deansgate South.
- 11.29 As such, the proposals are considered to have a **neutral** impact upon the significance of the viaducts and will help draw the eye towards them as you enter the city.



Figure 50 - Visualisation showing the view of the proposed structure from Chester Road. The Manchester South Junction and Altrincham Railway Viaduct still forms a notable townscape feature.

Deansgate

- 11.30 As a result of their consistent scale, importance, close proximity and shared setting, the Castlefield Information Centre, the former entrance to Deansgate Goods Station including Nos. 223-233 Deansgate, 235-291 Deansgate, and the Deansgate Goods Station have been assessed together.
- 11.31 In Section 6 of this report, the Castlefield Information Centre, the former entrance to Deansgate Goods Station including Nos. 223-233 Deansgate and 235-291 Deansgate were all found to be of a **moderate** level of significance. The Deansgate Goods Station was found to hold a **good/high** level of significance. The application site in its current form is considered to make a **neutral/nil** contribution to the settings of the assets.
- 11.32 The proposed new structure will again result in there being a greater awareness of the site in views from the assets. However, the new building will be seen within the context of the Great Jackson Street Development Area whilst intervening built form, particularly the viaducts will continue to make the site and the assets feel distinct from one another.

- 11.33 Consequently, the proposed building will form part of the urban backdrop to the city. The proposed height of the building will again create a visual step between the height of the Deansgate South development and the lower scale of the structures found in the Castle Wharf development. Additionally, by stepping down along its Deansgate South elevation, the building will reinforce the existing sightlines which are already framed by the built form found along Deansgate.
- 11.34 As such, the proposals are considered to have a **neutral** impact upon the significance of the Castlefield Information Centre, the former entrance to Deansgate Goods Station including Nos. 223-233 Deansgate, 235-291 Deansgate, and the Deansgate Good Station.

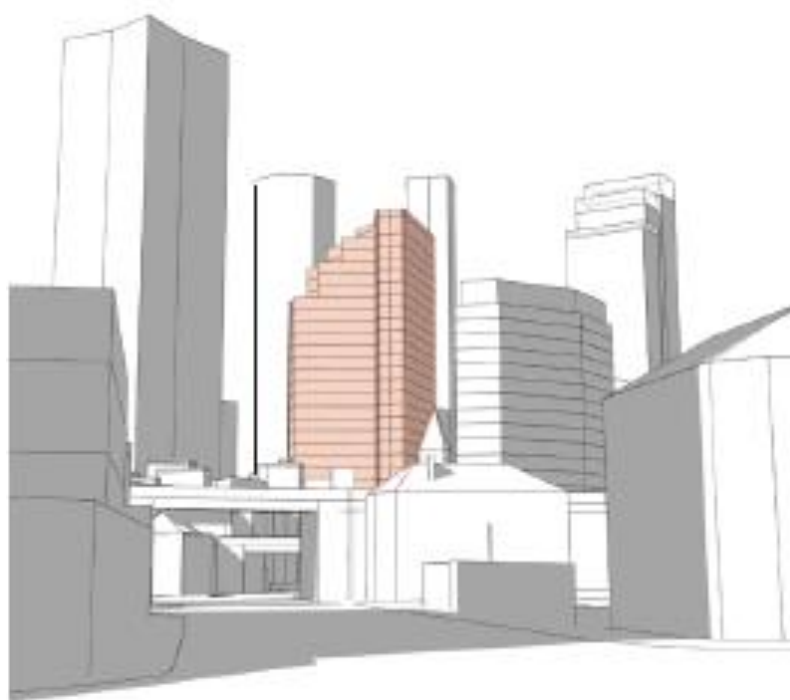


Figure 51 Massing study showing the building as seen from the junction of Deansgate with Liverpool Road

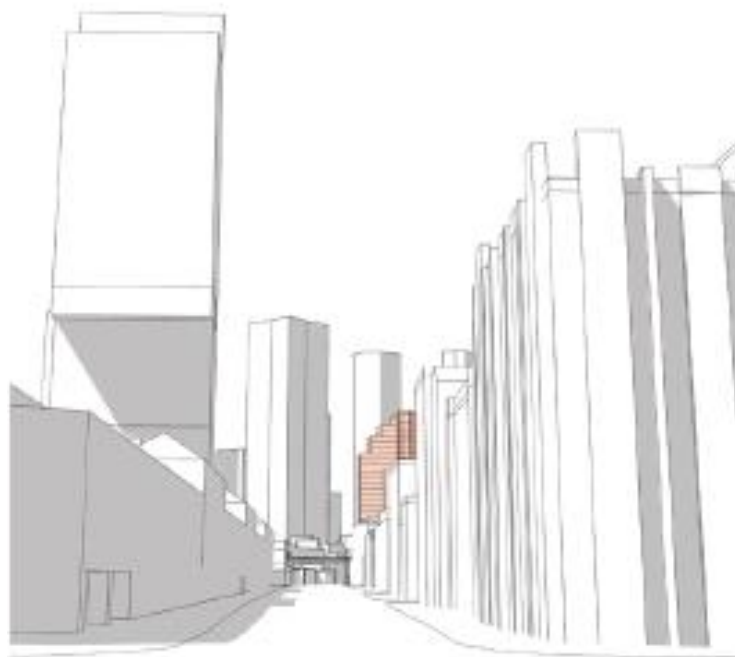


Figure 52 Massing study showing the building as seen from the junction of Deansgate with Quay/Peter Street

G-Mex (Manchester Central Convention Complex)

- 11.35 As stated above, the G-Mex was found to hold a **good/high** level of significance in heritage terms. The setting of the building was found to make a **good** contribution to its significance however the site was deemed to form a **nil** aspect of its setting.
- 11.36 The proposals will not impact the G-Mex's relationship with the Midland Hotel and the railway viaducts both of which form key parts of the building's context. However, it will introduce a new high-rise building creating an increased awareness and visual relationship between the G-Mex and the site which is not currently seen. Nonetheless, the proposed massing of the building is not uncommon in southerly views from the G-Mex, and thus the new structure will be seen as part of the urban surroundings of the G-Mex.
- 11.37 When approaching the city from the south, along Chester Road and the Bridgewater Viaduct, the proposed new structure will still allow for clear views of the G-Mex to be gained when looking north-east, with the new structure helping to frame views of the G-Mex. In addition, the proposed building's double height ground floor and the incorporation of bays of glazing broken up by Corten columns gives the building a strong verticality which contrasts with the visible arched roof of the G-Mex, allowing the Listed Building to continue to be a notable feature of the townscape.
- 11.38 As such the proposals are considered to have a **neutral** impact upon the significance of the G-Mex.



Figure 53 Visualisation showing the view from the junction of Deansgate South and the Bridgewater Viaduct looking northwards past the proposed building. The G-Mex can be seen in the background and is notable for its curved shape

Albion Street

- 11.39 Due to their consistent scale, importance, close proximity and shared setting, the Britons Protection Public House and 13-17 Albion Street have been assessed together. As stated in Section 6, both assets are considered to hold a **moderate** level of significance in heritage terms. The application site in its current form is considered to make a **nil** contribution to their settings.
- 11.40 The height of the proposed structure will bring about a greater awareness of the application site from Albion Street however, due to intervening built form, particularly the Axis Building, there will continue to be only a very limited relationship. Where it can be glimpsed, the proposals introduce further high rise-built form into the skyline to the west of the Listed Building adding to the urban surroundings of the assets.
- 11.41 As such the proposals are considered to have a **neutral** impact upon the Britons Protection Public House and 13-17 Albion Road.

Lock 91

- 11.42 Due to their close proximity, consistent scale and importance as well as their shared setting Rochdale Canal Lock Keepers Cottage and Lock Number 91 have been assessed as a group. As discussed previously, the listed structures are considered to hold a **moderate/good** level of significance in heritage terms. The application site in its current form is considered to make a **nil** contribution to the assets' settings.

11.43 The proposals will have no impact upon the asset's relationship with either the Rochdale Canal or with Whitworth Street, thus they will still continue to be experienced within a linear context. There will be a greater awareness of the site within their wider setting as a result of the massing of the new building. However, intervening built form and the low-lying nature of the assets ensures that much of the proposed building will not be seen from the Rochdale Canal Lock Keepers Cottage or Lock Number 91. Where the building will be glimpsed, it will be experienced as part of the Great Jackson Street Development Area and therefore as part of the wider urban setting of the assets.

11.44 As such, the proposals are considered to have a **neutral** impact upon the Rochdale Canal Lock Keepers Cottage and Lock Number 91.

Deansgate Station

11.45 As discussed in Section 6, Deansgate Station is considered to hold a **moderate/good** level of significance. The Atlas Bar is considered to be of a **negligible/low** level of significance. Deansgate Station and Atlas Bar have been assessed together due to their close proximity and similar setting.

11.46 The proposals will not have an impact on the immediate setting of either asset, ensuring they are both still experienced within the linear context created by the Manchester South Junction Railway Viaduct and the Castlefield Viaduct.

11.47 The proposed new building will be clearly visible in the skyline above the two assets. It will be experienced as part of the urban background created by the high rises of the Great Jackson Street Development Area. However, the building will be of a lower height than the Deansgate South Development and will therefore not be a dominant feature in the skyline.

11.48 As such, the proposals are considered to have a **neutral** impact upon Deansgate Station and the Atlas Bar.

Former Castlefield Congregational Chapel - Grade II Listed Building

11.49 The Former Castlefield Congregational Chapel is considered to hold a **moderate** level of significance as outlined in section 6 of this report. The setting of the building is considered to make a **low beneficial** contribution to its significance but the site in its current form is considered to make a **negligible adverse** contribution to the former church's setting due to its appearance.

11.50 Although the proposals will introduce further built form into the setting of the former church it will still be viewed as a semi-isolated structure on the northern side of the Bridgewater Canal. For this reason, reinforced by its architectural style, the former church will continue to be a notable feature in the streetscape.

11.51 When viewed from the north and south, the proposed building will be experienced within the context of the new developments found along Chester Road and within the Great Jackson Street Development Area with the massing of the building acting as an intermediary between the scales of the Deansgate South towers and the high rises of the Castle Wharf development. In addition, the chosen material palette of the building references both the modern and historic buildings within the setting of the former church. The proposed building will bring a greater scale alongside Deansgate and, as a result, certain views towards the tower of the chapel will be affected by its prominence.



Figure 54 Visualisation showing the proposed building as it would be seen from the Bridgewater Viaduct outside of the Former Castlefield Congregational Chapel

- 11.52 As such, the proposals are considered to have a **minor adverse** impact upon the Former Castlefield Congregational Chapel.

Deansgate South

- 11.53 The Floodgate on East Side of Knott Mill Bridge, the Boundary Stone on Knott Mill Bridge and 357-361 Deansgate have all been assessed together due to their close proximity, shared setting and consistent importance and scale. The floodgate and boundary stone are both considered to hold a **moderate** level of significance whilst 357-361 Deansgate is considered to be of a **negligible/low** level of significance. The application site in its current form is considered to make a neutral/nil contribution to the setting of the assets.
- 11.54 The application site currently forms part of the approach to the assets along Deansgate South and the proposed structure will add a further tall structure within their setting, adding to the already urban and enclosed setting, that the assets are already experienced within.
- 11.55 In addition, the key elements of the assets' settings, the River and Canal for the Floodgate and Deansgate for Boundary Stone and 356-361 Deansgate, will not be impacted by the proposals.
- 11.56 As such, the scheme is considered to have a **neutral** impact upon the assets' settings.



Figure 55 Visualisation showing the proposed building as seen from the junction of Deansgate South and Little Peter Street

Little Peter Street

- 11.57 Due to their consistent scale, importance, close proximity and similar setting 4 Jordan Street, 5-7 Constance Street, 1 Constance Street and 21 Little Peter Street have all been assessed together. The assets were all found to be of a **negligible to low/negligible** level of significance. The application site is considered to make a neutral contribution to the buildings' settings in its current form.
- 11.58 Again, there will be a newly-created awareness of the site, due to the proposed height of the building. However, the building will be an additional structure in the already urban backdrop of the group's setting and it will be seen within the context of the Great Jackson Street Development Area.
- 11.59 As such, the scheme is considered to have a **neutral** impact upon the assets' settings.

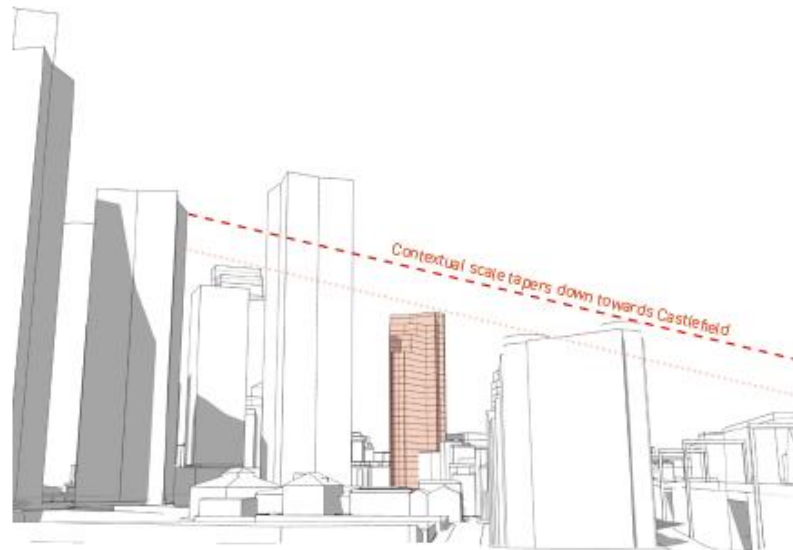


Figure 56 Massing Study showing the building as would be seen from First Street, just to the east of the Little Peter Street buildings

Summary of Impact

11.60 The following table summarises the levels of impacts discussed above.

ASSET	OVERALL SIGNIFICANCE	CONTRIBUTION OF SITE TO SETTING	IMPACT OF PROPOSALS
Castlefield Conservation Area	Good	Negligible Adverse	Neutral
Bridgewater Canal Offices – Grade II Listed Building	Moderate/Good	Negligible Adverse	Minor Beneficial
Middle Warehouse, at Former Castlefield Goods Yard – Grade II Listed Building	Moderate/Good	Neutral	Neutral
The Church of St George – Grade II* Listed Building	Good/High	Neutral	Neutral
Merchants Warehouse – Grade II Listed Building	Moderate/Good	Neutral	Neutral/Nil
Rochdale Canal Lock Number 92 and Castle Street Bridge – Grade II Listed Structures	Moderate/Good	Nil	Neutral/Nil
Castlefield Railway Viaduct – Grade II Listed Structure	Moderate/Good	Neutral	Neutral

Castlefield Information Centre - Grade II Listed Building	Moderate	Nil	Neutral
Former Entrance to Deansgate Goods Station including Nos. 223-233 Deansgate - Grade II Listed Buildings	Moderate	Nil	Neutral
235-291 Deansgate - Grade II Listed Buildings	Moderate	Nil	Neutral
Deansgate Goods Station And Attached Carriage Ramp - Grade II* Listed Building	Good/High	Nil	Neutral
G-Mex (Manchester Central Convention Complex) - Grade II* Listed Building	Good/High	Nil	Neutral
The Britons Protection Public House – Grade II Listed Building	Moderate	Nil	Neutral
13-17 Albion Street – Grade II Listed Building	Moderate	Nil	Neutral
Rochdale Canal Lock Keepers Cottage - Grade II Listed Building	Moderate/ Good	Nil	Neutral
Lock Number 91 - Grade II Listed Structure	Moderate/ Good	Nil	Neutral
Deansgate Station - Grade II Listed Building	Good	Nil	Neutral
Manchester South Junction And Altrincham Railway Viaduct - Grade II Listed Structure	Moderate	Nil	Neutral
Former Castlefield Congregational	Moderate	Negligible Adverse	Minor adverse

Chapel - Grade II Listed Building			
Floodgate On East Side Of Knott Mill Bridge - Grade II Listed Structure	Moderate	Nil	Neutral
Boundary Stone On Knott Mill Bridge - Grade II Listed Structure	Negligible/ Low	Neutral	Neutral
Dukes 92 Bar, 8-25 Castle Street	Negligible/ Low	Nil	Neutral/Nil
Bass Warehouse, 4 Castle Street	Negligible/ Low	Nil	Neutral/Nil
Eastgate, 2 Castle Street	Negligible/ Low	Nil	Neutral/Nil
The Atlas Bar, 376 Deansgate	Negligible	Nil	Neutral
4 Jordan Street	Negligible	Nil	Neutral
5-7 Constance Street	Negligible	Nil	Neutral
1 Constance Street/ 10a Little Peter Street	Negligible	Nil	Neutral
21 Little Peter Street/ 8-12 Hewitt Street	Negligible/ Low	Nil	Neutral
357-361 Deansgate	Negligible/ Low	Neutral	Neutral

12.0 Conclusion

- 12.1 This Heritage Statement has been produced on behalf of Fusion Manchester Devco Ltd to accompany an application for full planning permission relating to the development of the area of land known as Deansgate South, Manchester. The proposals would create a landmark building which provides purpose-built student accommodation, with amenity space, across 27 floors.
- 12.2 The proposed building will increase awareness of the site within the surrounding area; however, it has been carefully designed to take into account potential effects on townscape and the setting of surrounding heritage assets.
- 12.3 As a result, it is considered to result in impacts on the setting of the identified assets ranging from **minor beneficial** to **neutral** to **minor adverse** in effect. In particular, the proposed development is considered to have a **neutral** impact upon the setting of the Castlefield Conservation Area.
- 12.4 We therefore find that the proposed scheme has had special regard for the desirability of preserving the setting of the listed buildings in accordance with Sections 66(1) of the Planning (Listed Building & Conservation Areas) Act 1990.
- 12.5 In addition to satisfying these provisions of the Act, NPPF Paragraphs 193 – 197 and local policies are also satisfied in that there would be no harm arising from the proposals on the majority of the identified heritage assets. There is one adverse impact identified on a designated heritage asset, the Congregational Church, but this is at the level of minor adverse. Such a level of adverse impact is regarded as being at the lower end of the scale of “less than substantial harm” in the terms of Paragraph 196 of the NPPF. This low level of harm may be considered to be outweighed by the minor beneficial impact arising to the setting of the Conservation Area. In addition, the Planning Statement accompanying the application will set out the provision of public benefits arising from the development as a whole. These would be required to clearly outweigh any residual “less than substantial harm” remaining.

APPENDIX 1

STATUTORY LIST DESCRIPTIONS

BRIDGEWATER CANAL OFFICES

Overview

Heritage Category:
Listed Building

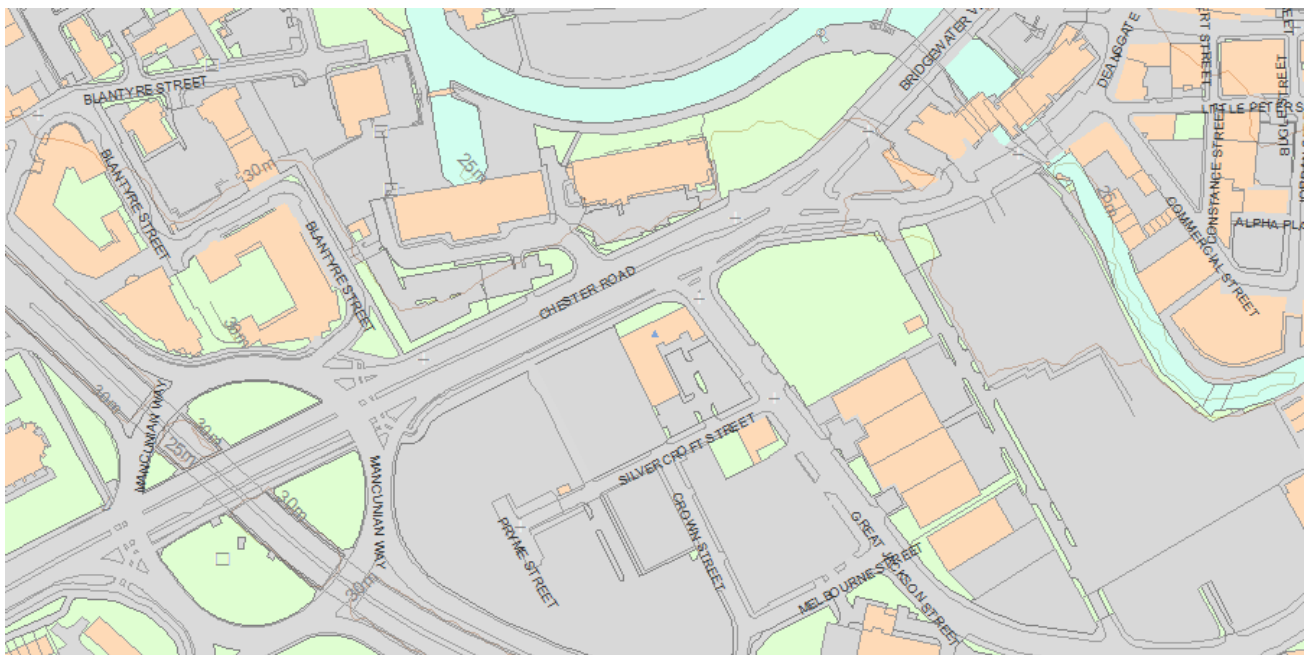
Grade:
II

List Entry Number:
1283068

Date first listed:
03-Oct-1974

Statutory Address:
BRIDGEWATER CANAL OFFICES, CHESTER STREET

Map



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This copy shows the entry on 09-Oct-2020 at 09:20:58.

Location

Statutory Address:
BRIDGEWATER CANAL OFFICES, CHESTER STREET

The building or site itself may lie within the boundary of more than one authority.
District:

Manchester (Metropolitan Authority)

National Grid Reference:

SJ 83190 97355

Details

MANCHESTER

SJ8397 CHESTER ROAD 698-1/19/56 (South side) 03/10/74 Bridgewater Canal Offices

II

Officers' Mess of Manchester Regiment, subsequently Bridgewater Canal offices, now ..? c.1800; altered. Red brick in Flemish bond, with sandstone dressings and slate roof. L-plan. Georgian style. Two storeys, 10 bays in all but designed to resemble 2 symmetrical 5-bay houses, each with a 3-bay pedimented centre breaking forwards very slightly; with a rendered plinth, 1st-floor sill-band, modillioned wooden eaves cornice and coped gables; 12-pane sashed windows with flat-arched heads. Two chimneys in the centre (either side of ridge). Single-storey 1-bay extension at left end, which is side of porch, the front of which has a moulded stone doorcase with rectangular overlight and cornice. Rear fronting Crown Street (to west) has sashed windows in arched reveals, and 2 arched doorways.

Listing NGR: SJ8319097355

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

388004

Legacy System:

LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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MIDDLE WAREHOUSE, AT FORMER CASTLE FIELD GOODS YARD

Overview

Heritage Category:

Listed Building

Grade:

II

List Entry Number:

1208653

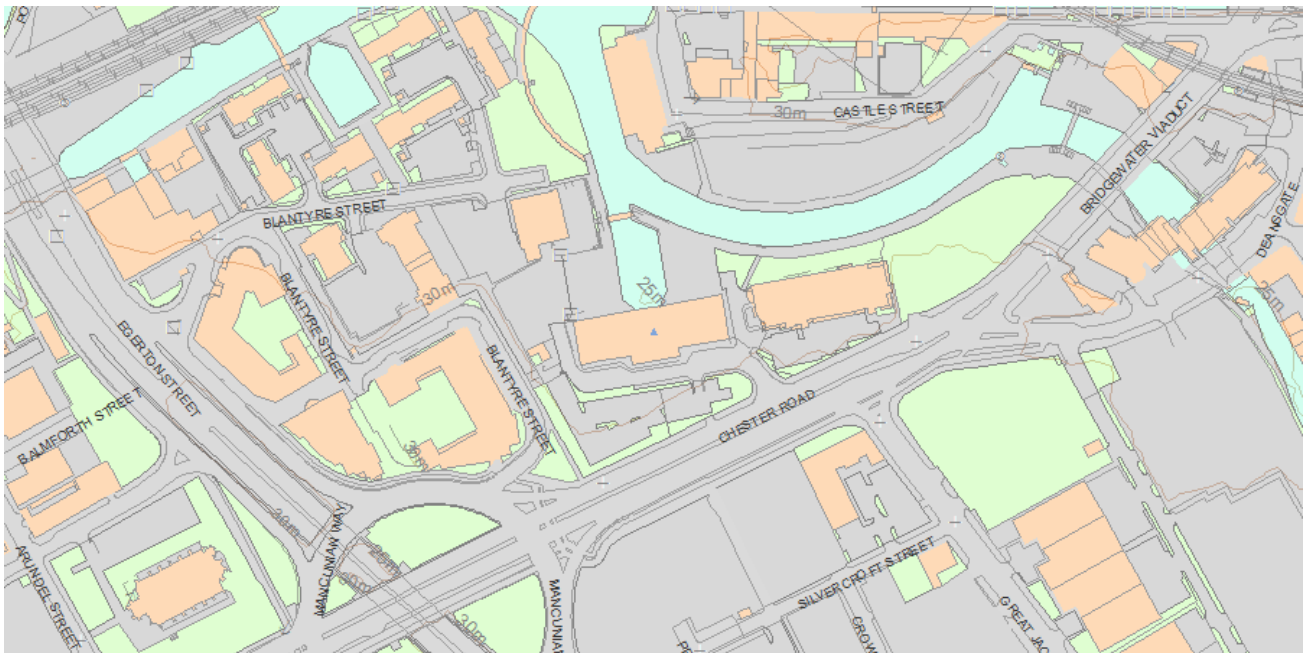
Date first listed:

05-Jun-1990

Statutory Address:

MIDDLE WAREHOUSE, AT FORMER CASTLE FIELD GOODS YARD, CHESTER ROAD

Map



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This copy shows the entry on 13-Oct-2020 at 18:17:20.

Location

Statutory Address:

MIDDLE WAREHOUSE, AT FORMER CASTLE FIELD GOODS YARD, CHESTER ROAD

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

National Grid Reference:

SJ 83107 97413

Details

SJ 8397, 698-1/19/59,

MANCHESTER, CHESTER ROAD (north side), Middle Warehouse, at former Castle Field Goods Yard

05/06/90

GV

II

Former canal warehouse, unoccupied at time of survey. 1828-31; altered in C20. Red brick with some sandstone dressings (and some C20 concrete); roof concealed. Large rectangular plan except for central projection at rear. Five storeys, a 26-window range, symmetrical, with a 10-window centre (probably formerly pedimented) dominated by a giant segmental blank arch containing a pair of segmental arched shipping holes, with a low sandstone pier in the centre and responds at the sides, a blank medallion in the centre of the blank arch and keystones to all arches; windows here and in the outer ranges mostly small and round-headed with raised sills, but those in the outer ranges arranged in pairs between former 5-stage loading slots altered as windows (C20 full-height fire-escapes added near both ends). Plain stone band over top storey, and plain parapet (replaced over the centre by a concrete flat-roofed penthouse). Four-stage loading slot in right-hand return wall. Rear has windows similar to those at front, and added C20 concrete hoppers. Interior: remains of loading hoists visible in shipping holes.

History: similar to former Duke's grain warehouse on Bridgewater Canal at Liverpool, built 1811. Very prominent feature of site, enhanced by restoration of basin leading to shipping hole during course of survey.

Listing NGR: SJ8310797413

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

388007

Legacy System:

LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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CHURCH OF ST GEORGE

Overview

Heritage Category:
Listed Building

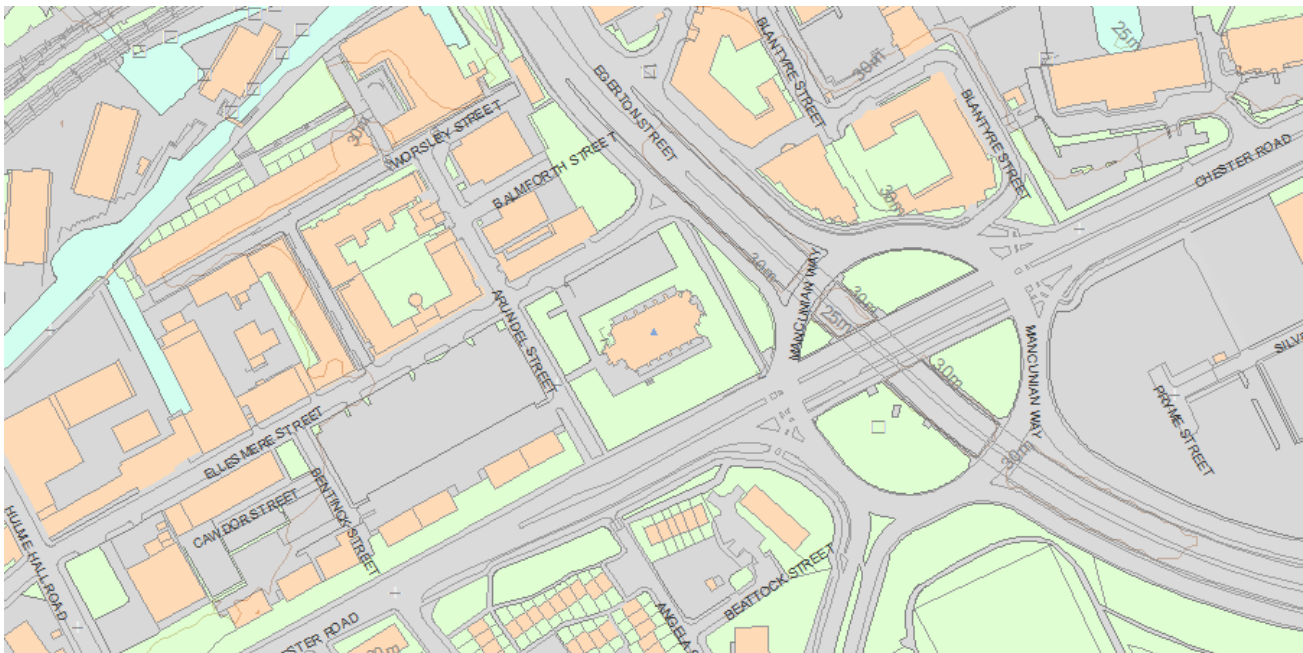
Grade:
II*

List Entry Number:
1208640

Date first listed:
03-Oct-1974

Statutory Address:
CHURCH OF ST GEORGE, CHESTER ROAD

Map



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This copy shows the entry on 14-Oct-2020 at 09:18:00.

Location

Statutory Address:
CHURCH OF ST GEORGE, CHESTER ROAD

The building or site itself may lie within the boundary of more than one authority.
District:

Manchester (Metropolitan Authority)

National Grid Reference:
SJ 82889 97296

Details

MANCHESTER

SJ8297 CHESTER ROAD 698-1/18/57 (North side) 03/10/74 Church of St George

GV II*

Church. 1826-8, by Francis Goodwin, restored 1884 by J.S.Crowther. Sandstone ashlar, slate roofs. Gothick Perpendicular style. Nave with west tower, north and south aisles under parallel roofs, diagonal porches at west ends of these, and high polygonal apse. Tall west tower of 4 unequal stages, with set-back buttresses completed as tall octagonal traceried pinnacles with embattled tops and crocketed spirelets; 2-centred arched west doorway with set-in shafts and 3 orders of moulding, double doors with Perpendicular tracery, traceried 2-light west window, clock-face over this, coupled traceried 2-light windows to the 3rd stage, tall set-back 4th stage with slender louvred and traceried belfry window, open-work parapet and much carved ornament. Six-bay aisles with buttresses finished as pinnacles rising through embattled parapet, large 2-centred arched 3-light transomed windows with Perpendicular tracery and hoodmoulds; diagonal west porches with doorways similar to west doorway of tower, and traceried 2-light windows. Embattled parapet to nave, terminating in octagonal east turrets matching the pinnacles of the tower. High polygonal apse. Interior not inspected but reported as having: galleries; Perpendicular arcades; wall monument to The Hon. George Berkeley Molyneux (d.1841), by Edward Physick, in form of soldier mourning beside urn (these details from Pevsner).

Listing NGR: SJ8288997296

This List entry has been amended to add the source for War Memorials Register. This source was not used in the compilation of this List entry but is added here as a guide for further reading, 30 January 2017.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:
388005

Legacy System:
LBS

Sources

Books and journals

Pevsner, N, The Buildings of England: South Lancashire, (1969)

Websites

War Memorials Register, accessed 30 January 2017 from <http://www.iwm.org.uk/memorials/item/memorial/43977>
(<http://www.iwm.org.uk/memorials/item/memorial/43977>)

Legal

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End of official listing

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MERCHANTS WAREHOUSE

Overview

Heritage Category:
Listed Building

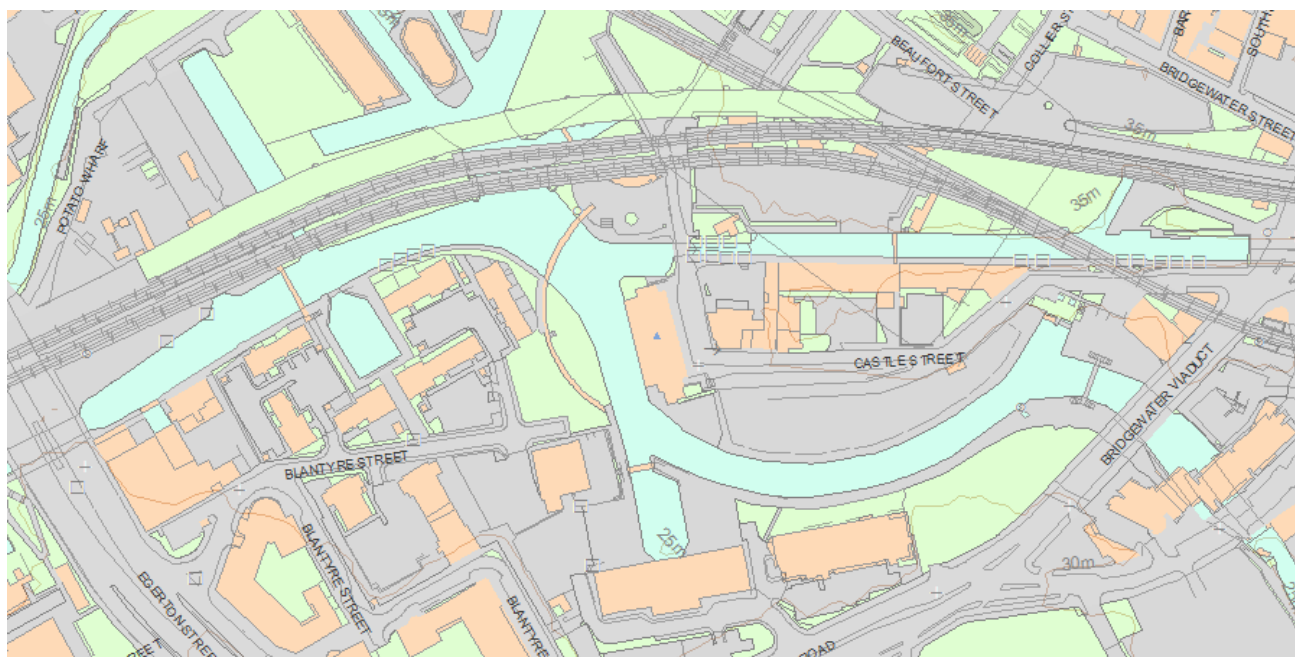
Grade:
II

List Entry Number:
1197778

Date first listed:
20-Jun-1988

Statutory Address:
MERCHANTS WAREHOUSE, CASTLE STREET, M3 4LZ

Map



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This copy shows the entry on 14-Oct-2020 at 12:53:32.

Location

Statutory Address:
MERCHANTS WAREHOUSE, CASTLE STREET, M3 4LZ

The building or site itself may lie within the boundary of more than one authority.
District:

Manchester (Metropolitan Authority)

National Grid Reference:
SJ 83099 97526

Details

SJ 8397 NW, 698-1/30/39,

MANCHESTER, CASTLE STREET (West side), Merchants Warehouse

20.06.88

GV

II

Former canal warehouse serving Bridgewater Canal terminus, offices from early C21. Dated 1823 on pier between shipping holes; altered, fire-damaged and derelict when surveyed: Brown brick in English garden-wall bond, with some sandstone dressings, slate roof (damaged). Rectangular plan of 6 structural bays occupying whole of west end of north quay. West facade (to the canal) 4 storeys and 1:2:6:2:1 windows separated by former loading slots. The centre has two semi-circular arched shipping holes rising into the 1st floor, with a cylindrical sandstone pier and responds which have concave caps brought to a square, that in the centre inscribed "1823", timber lintels and wooden screens in the arches above; the loading slots have doorways at ground floor but are otherwise bricked-up, and those to the right have wooden gabled hoist-canopies; small round-headed windows with glazing bars and tilting casement openings in the lower half, all damaged. Moulded stone cornice with blocking course. The east facade is 3-storeyed, with similar windows and 4 surviving 3-stage loading slots (only partly bricked up) but the top floor of the northern half and its roof are missing. INTERIOR: not inspected, but reported to have timber beams, and remains of winding gear in roof. Distinctive feature of Bridgewater Canal terminus site, of considerable historical interest.

Listing NGR: SJ8309997526

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:
387967

Legacy System:
LBS

Legal

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End of official listing

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ROCHDALE CANAL LOCK NUMBER 92 AND CASTLE STREET BRIDGE

Overview

Heritage Category:
Listed Building

Grade:
II

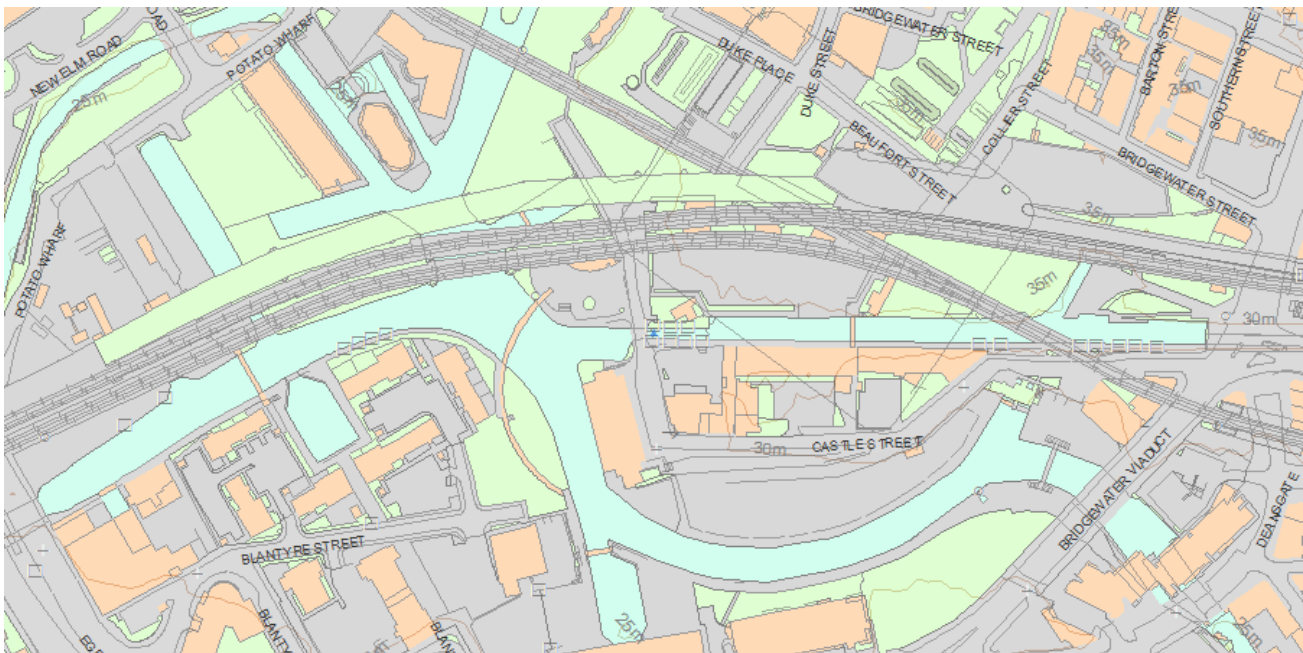
List Entry Number:
1270858

Date first listed:
20-Jun-1988

Date of most recent amendment:
06-Jun-1994

Statutory Address:
ROCHDALE CANAL LOCK NUMBER 92 AND CASTLE STREET BRIDGE

Map



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This copy shows the entry on 15-Oct-2020 at 21:47:54.

Location

Statutory Address:

ROCHDALE CANAL LOCK NUMBER 92 AND CASTLE STREET BRIDGE

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

National Grid Reference:

SJ 83117 97566

Details

MANCHESTER

SJ8397NW ROCHDALE CANAL 698-1/30/364 Lock No.92 and Castle Street Bridge 20/06/88 (Formerly Listed as: CASTLE STREET, CASTLEFIELD "Canal Bridge and over Rochdale Canal adjoining lock walls with 2 pairs..gates")

GV II

Canal bridge with attached ramp on west side and lock on east side. c.1804, altered. Coursed squared millstone grit, wooden gates. The bridge has a single segmental arch with rusticated voussoirs, keystone and arch-band, a plain band above, slab-wall parapets curved round at the outer ends, and a ramp at right-angles to the north-west corner. Lock of 14-foot width, with pairs of gates at both ends; overflow tunnel with circular brick-lined shaft to south side of Castle Street. The lock is the last in a series of 9 on the extension linking the Rochdale and Bridgewater Canals.

Listing NGR: SJ8311797566

Legacy

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Legacy System number:

456985

Legacy System:

LBS

Legal

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End of official listing

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CASTLEFIELD RAILWAY VIADUCT FROM G-MEX TO DAWSON STREET

Overview

Heritage Category:
Listed Building

Grade:
II

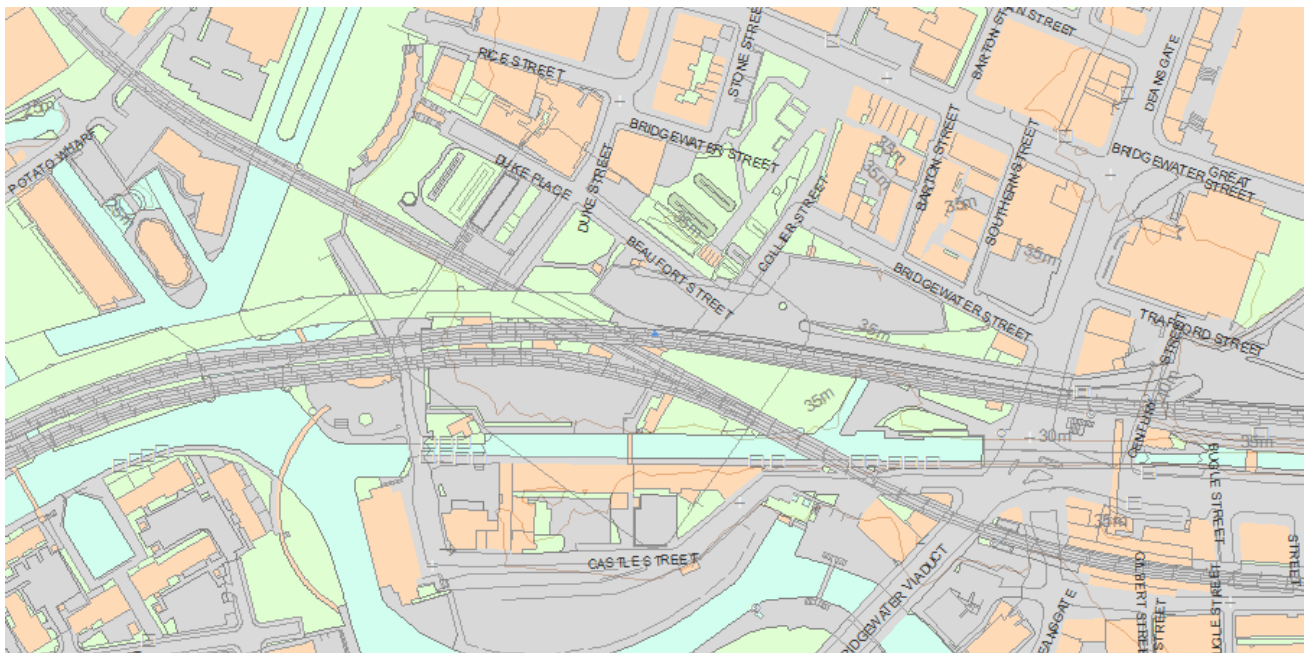
List Entry Number:
1292315

Date first listed:
14-Feb-1988

Date of most recent amendment:
06-Jun-1994

Statutory Address:
CASTLEFIELD RAILWAY VIADUCT FROM G-MEX TO DAWSON STREET, DEANS GATE

Map



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Location

Statutory Address:

CASTLEFIELD RAILWAY VIADUCT FROM G-MEX TO DAWSON STREET, DEANS GATE

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

Parish:

Non Civil Parish

National Grid Reference:

SJ8322097620

Details

SJ8297NW 698-1/18/115 04/02/88

MANCHESTER DEANS GATE

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

GV

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

Legacy

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Legacy System number:

388098

Legacy System:

LBS

Legal

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End of official listing

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FORMER ENTRANCE TO DEANSGATE GOODS STATION INCLUDING NUMBERS 223 TO 233

Overview

Heritage Category:

Listed Building

Grade:

II

List Entry Number:

1282974

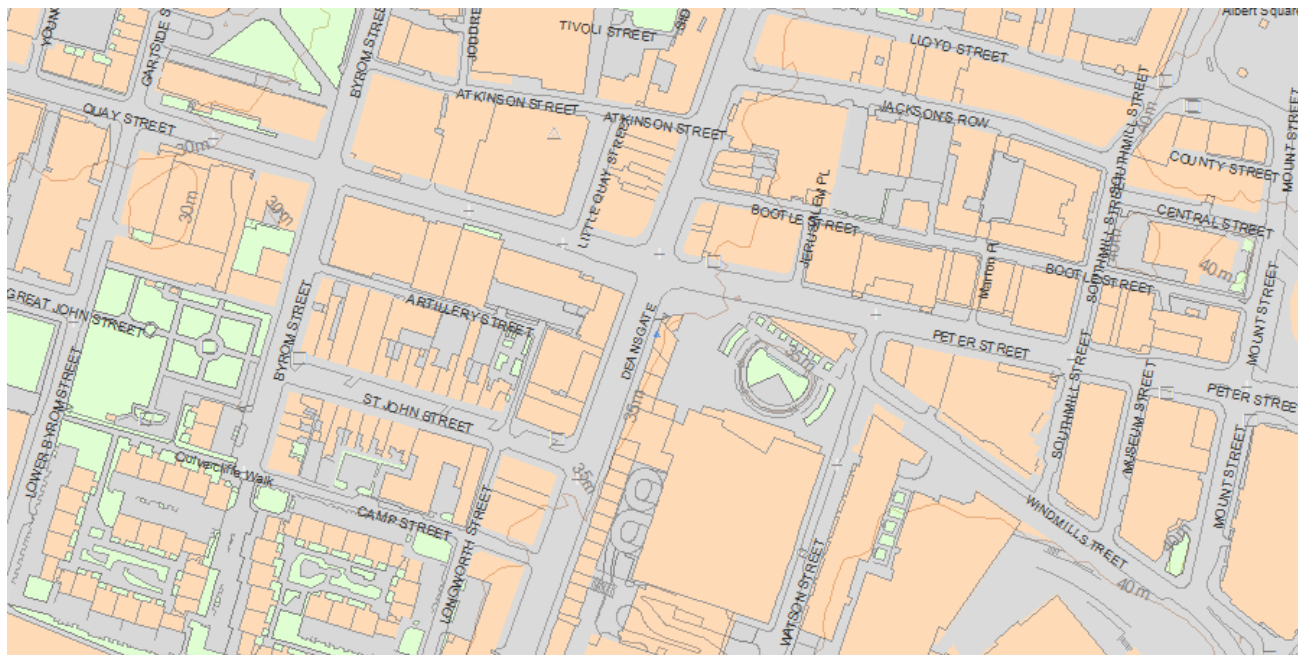
Date first listed:

23-Nov-1979

Statutory Address:

FORMER ENTRANCE TO DEANSGATE GOODS STATION INCLUDING NUMBERS 223 TO 233, 223-233, DEANSGATE

Map



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This copy shows the entry on 15-Oct-2020 at 10:34:50.

Location

Statutory Address:

FORMER ENTRANCE TO DEANSGATE GOODS STATION INCLUDING NUMBERS 223 TO 233, 223-233, DEANSGATE

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

National Grid Reference:

SJ 83535 97951

Details

MANCHESTER

SJ8397NE DEANS_GATE 698-1/31/109 (East side) 23/11/79 Nos.223 TO 233 (Odd) Former entrance to Deansgate Goods Station including Nos 223 to 233

GV II

Entrance to former railway goods station. 1899. Red brick with sandstone dressings. A screen wall comprising 7 bays of blank arcading divided by giant pilasters. Stone bands, frieze, cornice and blocking-course. In the left bay is the former station entrance (now pedestrian access to car park) with twin segmental vaults to the covered way which is set at an angle and fronted above by a massive blind segmental arch of 4 moulded brick rings with pedimented stone keyblock and radiating stone blocks of similar design; splayed pilasters at either side of covered way which is now blocked on right-hand side. The tympanum has raised block lettering "L.N.E.R. GOODS DEPOT". The remaining 6 bays (including a half-bay to right of entrance) have blank arches of similar character, with C20 shop-fronts at ground floor, and the tympanum of each arch with raised lettering giving the destinations of the railway. Forms group with Nos 235 to 291 (odd) which form a very long continuation to the right (q.v.).

Listing NGR: SJ8353597951

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

388093

Legacy System:

LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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235-291, DEANSGATE

Overview

Heritage Category:
Listed Building

Grade:
II

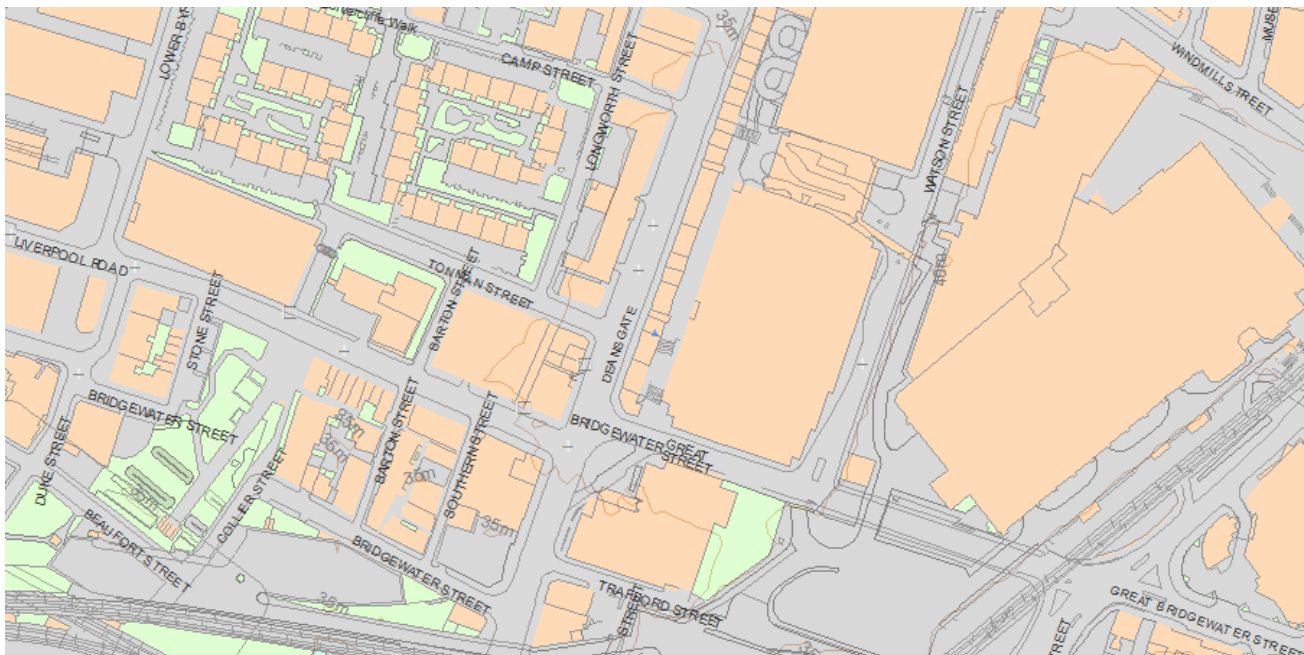
List Entry Number:
1210103

Date first listed:
28-Feb-1989

Date of most recent amendment:
06-Jun-1994

Statutory Address:
235-291, DEANSGATE

Map



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This copy shows the entry on 15-Oct-2020 at 10:55:39.

Location

Statutory Address:
235-291, DEANSGATE

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

National Grid Reference:

SJ 83468 97744

Details

MANCHESTER

SJ8397NE DEANS GATE 698-1/31/110 (East side) 28/02/89 Nos.235 TO 291 (Odd) (Formerly Listed as: DEANS GATE Nos.235-295 (Odd))

GV II

Row of shops and offices forming screen wall to site of former Deansgate Goods Station. c.1899. Red brick with sandstone dressings and slate roofs (concealed). Very long range of 29 units. Four and 2 storeys, the 4-bay centre and ends 4-storeyed; with strong horizontal emphasis derived from continuous cornices to ground and 2nd floors, and sandstone sill-bands, impost bands and intermediate bands, counteracted by vertical pilasters terminating in tall chimneys or finials. Each bay has a shop or shops at ground floor, and 4 sashed windows on each floor above, the centre pair at 1st floor linked by a single pediment. Very striking feature of the street, and forms a group with Nos 223 to 233 (including entrance to goods station), from which this item continues.

Listing NGR: SJ8346897744

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

388094

Legacy System:

LBS

Legal

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End of official listing

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DEANSGATE GOODS STATION AND ATTACHED CARRIAGE RAMP

Overview

Heritage Category:
Listed Building

Grade:
II*

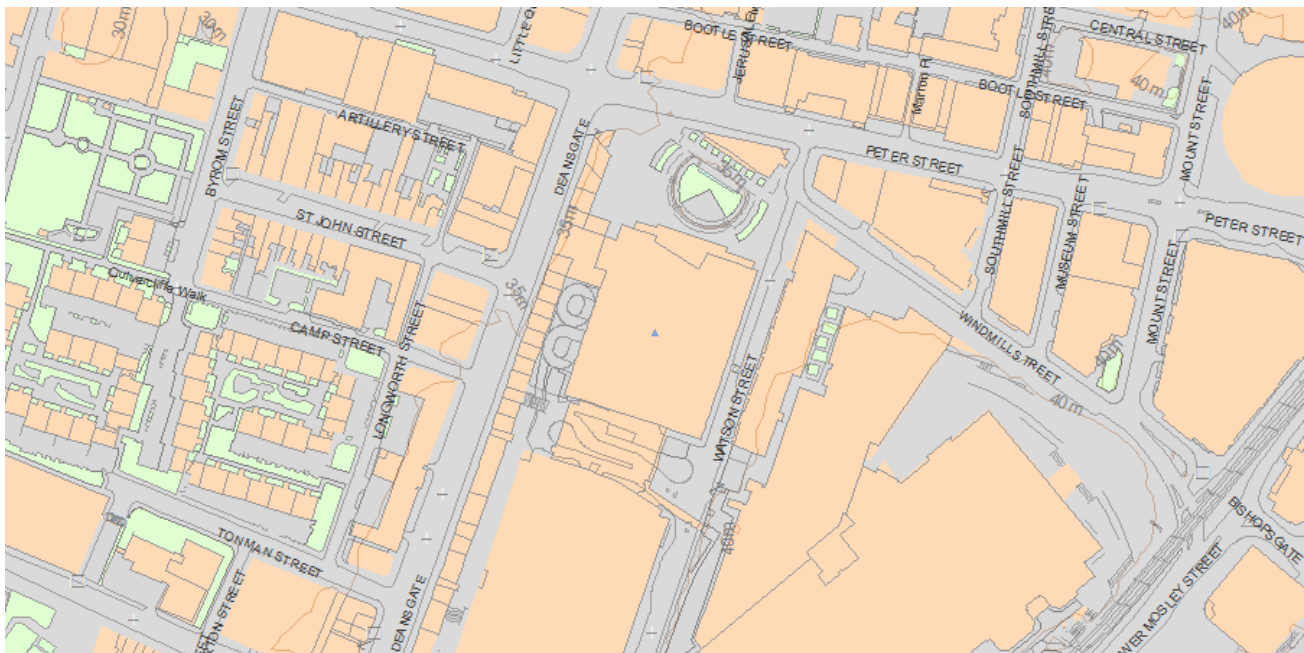
List Entry Number:
1268529

Date first listed:
04-May-1979

Date of most recent amendment:
02-Apr-1996

Statutory Address:
DEANSGATE GOODS STATION AND ATTACHED CARRIAGE RAMP, WATSON STREET

Map



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This copy shows the entry on 15-Oct-2020 at 14:10:43.

Location

Statutory Address:

DEANSGATE GOODS STATION AND ATTACHED CARRIAGE RAMP, WATSON STREET

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

National Grid Reference:

SJ 83565 97867

Details

SJ 8397 NE, 698-1/31/432

MANCHESTER, WATSON STREET (West side), Deansgate Goods Station and attached carriage ramp

04/05/79 (Goods Station); 23/11/79 (attached Carriage Ramp)

II*

Goods station and warehouse, and attached carriage ramp, now car park. 1885-96, and 1899, for Great Northern Railway Company. Steel-framed construction, cladding of red brick with blue brick bands, slate roof. GOODS STATION: Rectangular plan, 267 feet long and 217 feet wide. Five storeys, with 27-window east and west sides and 17-window north and south ends; segmental-headed windows with cast-iron glazing bars; frieze with lettering in white brick: "GREAT NORTHERN RAILWAY COMPANY'S GOODS WAREHOUSE" (on all four sides); and brick bracketed painted cornice with blocking course. The east facade (to Watson Street) has five wide cart entrances at ground floor with deep iron lintels, and the north end has three similar entrances. The west side and south end have similar entrances at 1st-floor level: two where the carriage ramp enters at the north end of the west side, and three offset to the left in the south end where the former railway viaduct enters. In addition, the west side has four bays of tiered segmental-headed loading doorways with cast-iron surrounds, separated by two pairs of windows. The interior is of brick jack arch, fire-proof construction. To the west side at its north end, CARRIAGE RAMP to the upper floor of the goods station completed 1899. Brick, iron and steel, and paved with granite setts. 3-sided ramp extends west, then north, then east. The lower portion is carried on four semicircular vaults of blue engineering brick. The western portion and short return to the building has an iron deck supported on the open side by four steel stanchions with a blue brick parapet. Forms groups with nos. 235-92 Deansgate (q.v.).

For the original construction and full details of its working see "The Railway Engineer" for January 1899 and "The Engineer" for September 2nd, 1898. A unique survival of a 3-way railway goods exchange station, serving the railway, canal and road networks of the Manchester region, incorporating a complex system of hydraulic haulage between the subterranean canal access to the building, the street level access, and the other storage levels. Built to be fully fireproof, it was considered in its day to be one of the most advanced railway goods exchanges in the country.

Listing NGR: SJ8356597867

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

461733

Legacy System:

LBS

Sources

Books and journals

'Railway Engineer' in January, (1899)

'Engineer' in 2 September, (1898)

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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G MEX

Overview

Heritage Category:
Listed Building

Grade:
II*

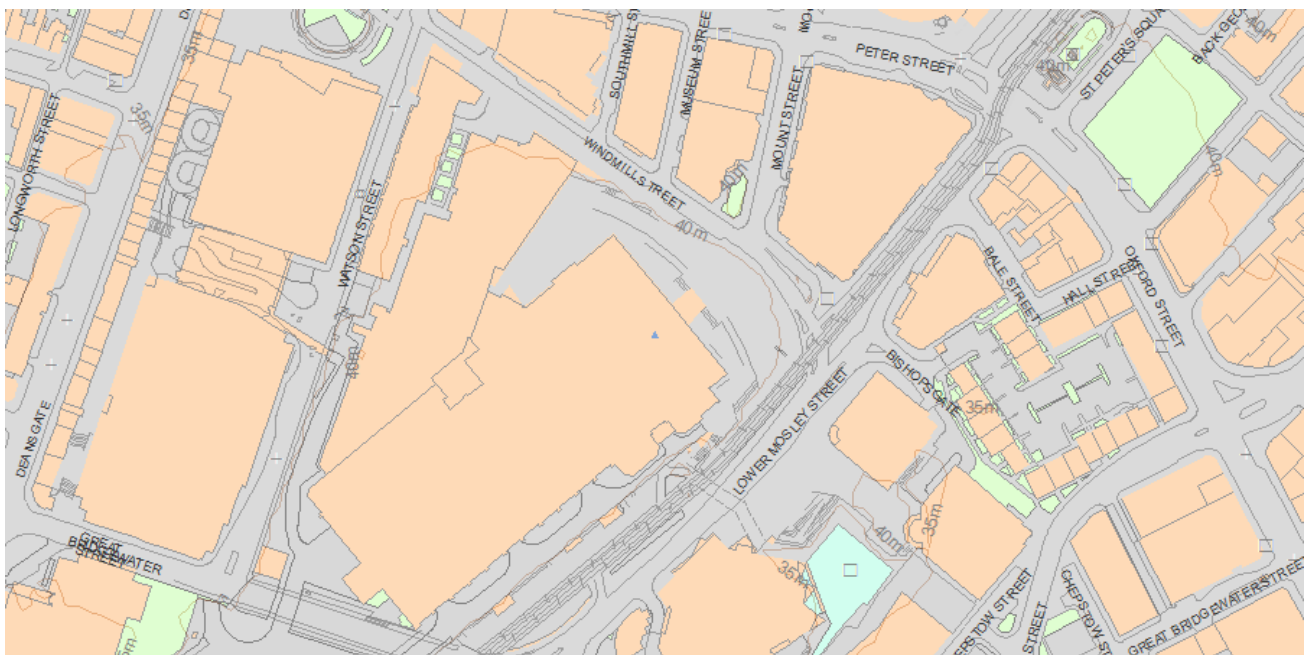
List Entry Number:
1270514

Date first listed:
18-Dec-1963

Date of most recent amendment:
06-Jun-1994

Statutory Address:
G MEX, WINDMILL STREET

Map



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This copy shows the entry on 15-Oct-2020 at 17:35:59.

Location

Statutory Address:
G MEX, WINDMILL STREET

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

National Grid Reference:

SJ 83737 97786

Details

MANCHESTER

SJ8397NE WINDMILL STREET 698-1/31/443 (South West side) 18/12/63 G-Mex (Formerly Listed as: WINDMILL STREET (South West side) Former Central Station)

GV II*

Railway station, now exhibition hall and car park. 1876-9, by Sir John Fowler, for Midland Railway Company; altered. Iron and glass on brick undercroft, with brick side walls. Rectangular plan. Single segmental-vaulted vessel of 15 bays with 210-foot span, built on extensive undercrofts; pilastered 2-storey south side with 3 windows on each floor of each bay, those at ground floor round-headed and those above square-headed; segmental arched roof with ridged bands of glazing. C20 glazed canopy to entrance at north end. Vaulted undercroft with intersecting tunnel vaults. Intended entrance block at north end never built.

Listing NGR: SJ8373797786

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

458616

Legacy System:

LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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THE BRITONS PROTECTION PH THE BRITONS PROTECTION PUBLIC HOUSE

Overview

Heritage Category:
Listed Building

Grade:
II

List Entry Number:
1292050

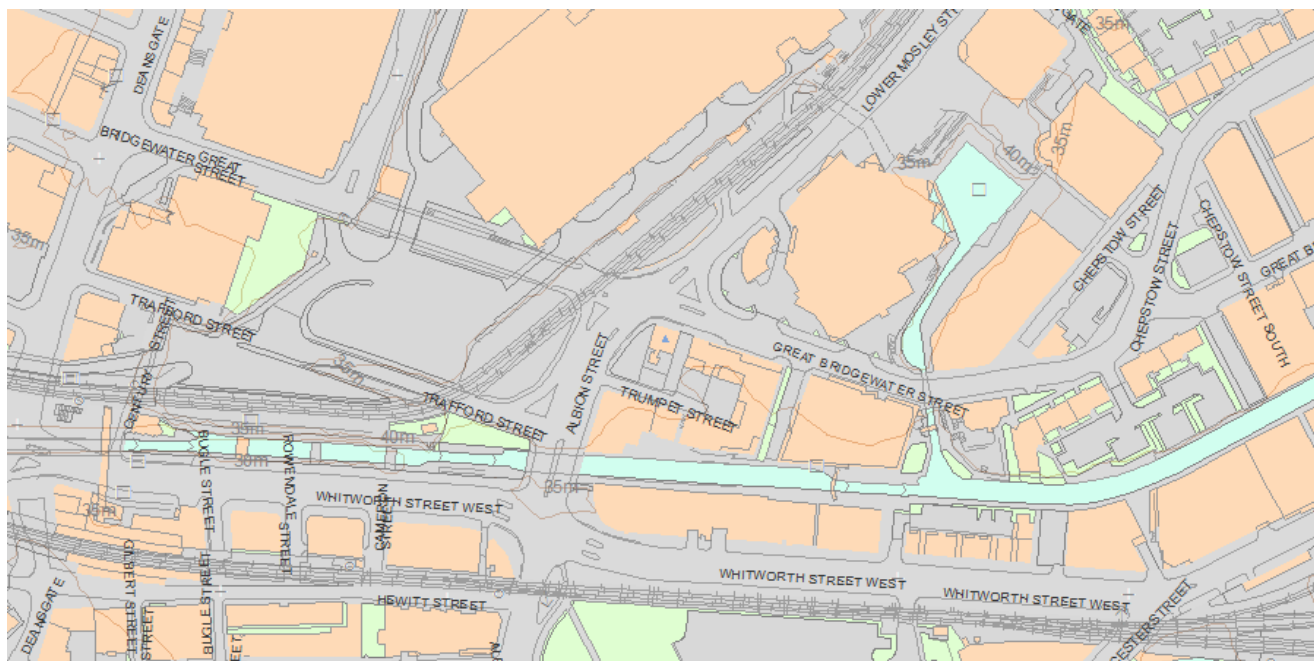
Date first listed:
16-Mar-1990

Date of most recent amendment:
05-Jul-2000

Statutory Address:
THE BRITONS PROTECTION PH, 50, GREAT BRIDGEWATER STREET

Statutory Address:
THE BRITONS PROTECTION PUBLIC HOUSE, 50, GREAT BRIDGEWATER STREET

Map



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This copy shows the entry on 18-Nov-2020 at 13:25:45.

Location

Statutory Address:

THE BRITONS PROTECTION PH, 50, GREAT BRIDGEWATER STREET

Statutory Address:

THE BRITONS PROTECTION PUBLIC HOUSE, 50, GREAT BRIDGEWATER STREET

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

National Grid Reference:

SJ 83685 97610

Details

MANCHESTER

698-1/31/146 GREAT BRIDGEWATER STREET 16-MAR-90 (South side) 50 THE BRITONS PROTECTION PUBLIC HOUSE

II

Public house. Early C19, internally remodelled c.1930. MATERIALS: red brick, the front painted at ground floor and roughcast and whitened above. Slate roof. PLAN: double depth plan with added rear wings. Long bar at front parallel to street with corridor and further rooms behind. EXTERIOR: 3 storeys over cellars. Symmetrical facade. Ground floor doorways at both ends and in the centre, all with pilastered jambs with foliate capitals. 2 pairs of windows with altered glazing and over these plain fascia board with pairs of foliate consoles at ends and cornice over. Upper floors have simple pilasters at corners, terminating below top of parapet. 2 tripartite sash windows on each upper floor and 4-pane sash window in centre of second floor, all with moulded architraves, those at first floor, taller, with cornices on consoles, and that in centre of second floor with floating cornice. High parapet stepped up over centre. Rear, most windows altered. INTERIOR: retains much of remodelling c1930. Front bar with ornate Lincrusta ceiling. Panelled bar front with late C20 superstructure. Corridor from left-hand entrance turns at right angles behind servery. Bar back has glazed sash windows for service in corridor area. Further corridor, with tiled dado, to toilet area at rear. 2 back rooms with fixed seating and bell pushes. Contemporary fireplaces. Dog-leg staircase with barley-sugar balusters. White glazed bricks in toilets of c1930. HISTORY: known as 'The Britons Protection' in 1820. The interior character of this public house is largely determined by c1930 remodelling which survives largely intact.

Listing NGR: SJ8368597610

Legacy

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Legacy System number:

388154

Legacy System:

LBS

Legal

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End of official listing

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13-17, ALBION STREET

Overview

Heritage Category:
Listed Building

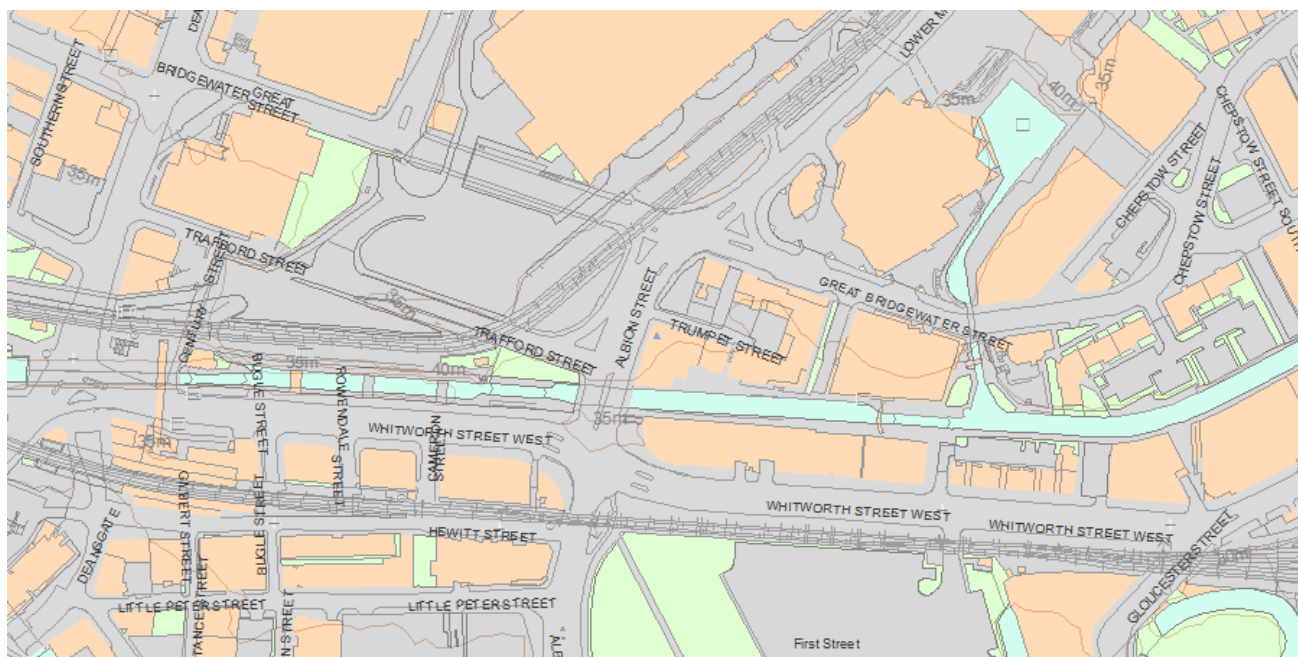
Grade:
II

List Entry Number:
1279694

Date first listed:
03-Oct-1974

Statutory Address:
13-17, ALBION STREET

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This copy shows the entry on 15-Oct-2020 at 21:55:19.

Location

Statutory Address:
13-17, ALBION STREET

The building or site itself may lie within the boundary of more than one authority.
District:

Manchester (Metropolitan Authority)

Parish:

Non Civil Parish

National Grid Reference:

SJ8365897582

Details

MANCHESTER

SJ8397NE ALBION STREET 698-1/31/12 (East side) 03/10/74 Nos.13 TO 17

GV II

Warehouse, now offices. c.1860-70; altered. Red brick with sandstone dressings, slate roof. Shallow U-plan. Venetian Gothic style. Four storeys and basement, a 9-bay facade, the left corner canted back, with pilasters and sill-bands to the upper floors, and brick corbelled frieze; segmental-headed doorway in corner, and pointed-segmental arcaded windows at ground floor of left return wall, linked by impost bands, but altered showroom windows in front wall; 3-light windows to the upper floors, those at 1st and 2nd floors with cusped tracery and those at 2nd floor segmental-headed, and those at 3rd floor with pointed-arched lights. Hipped roof. Rear and interior altered.

Listing NGR: SJ8365897582

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

387873

Legacy System:

LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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ROCHDALE CANAL LOCK KEEPERS COTTAGE AT LOCK NUMBER 91, NEXT TO GAYTHORN TUNNEL

Overview

Heritage Category:
Listed Building

Grade:
II

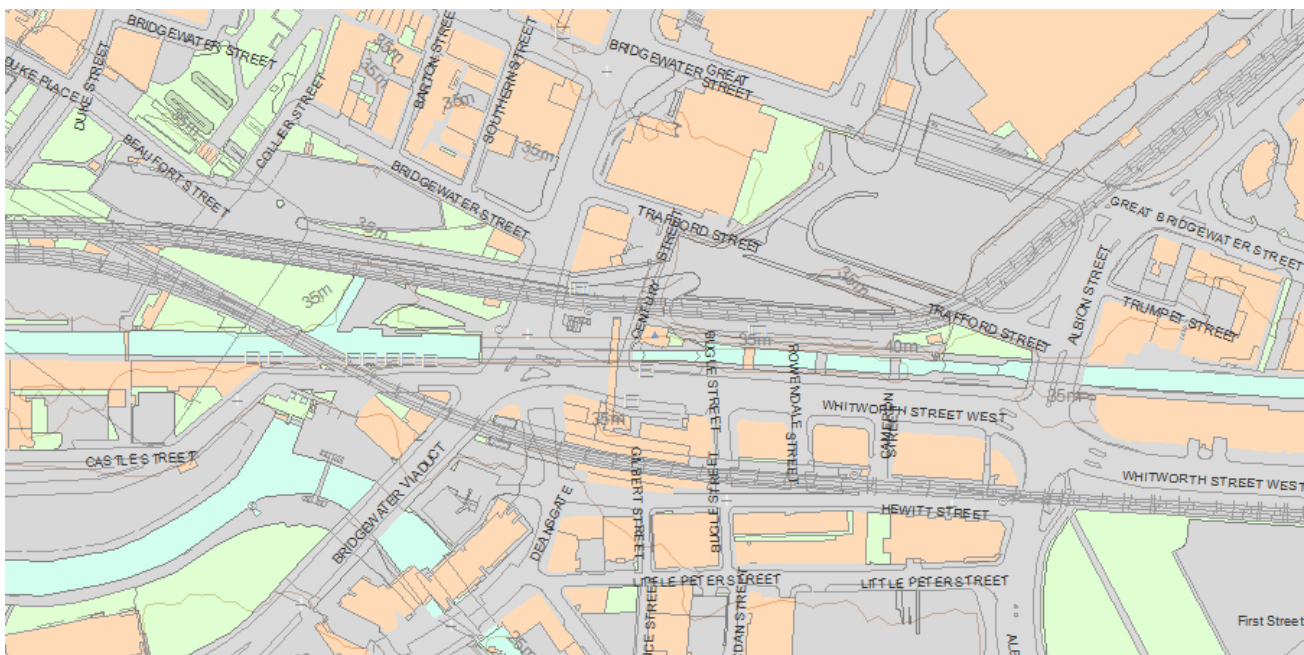
List Entry Number:
1247597

Date first listed:
29-Jan-1986

Date of most recent amendment:
06-Jun-1994

Statutory Address:
ROCHDALE CANAL LOCK KEEPERS COTTAGE AT LOCK NUMBER 91, NEXT TO GAYTHORN TUNNEL

Map



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This copy shows the entry on 16-Oct-2020 at 08:30:31.

Location

Statutory Address:

ROCHDALE CANAL LOCK KEEPERS COTTAGE AT LOCK NUMBER 91, NEXT TO GAYTHORN TUNNEL

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

National Grid Reference:

SJ 83450 97571

Details

MANCHESTER

SJ8397NW ROCHDALE CANAL 698-1/30/363 Lock Keeper's Cottage at Lock No.91, 29/01/86 next to Gaythorn Tunnel (Formerly Listed as: ROCHDALE CANAL "Lock Keeper's Cottage and Lock at Gathorn Tunnel")

GV II

Also known as: No.6 CENTURY STREET. Lock keeper's cottage, now derelict. c.1805, altered. Red brick in Flemish bond, with sandstone dressings and now painted white above basement level, with slate roof. Rectangular single-depth double-fronted plan. Three storeys and 3 windows, the first storey being a full-height basement and the 2nd effectively the "ground floor" at street level. The basement wall is projected in the centre and to the left, providing an access deck from the street to the doorway (protected by remains of cast-iron railings); the doorway is round-headed, with imposts and keystone and recessed inner surround with imposts; the windows are large, with raised sills and flat-arched heads, all either blocked or damaged (at time of survey); stone parapet and hipped roof. Forms group with Lock No.91 (q.v.).

Listing NGR: SJ8345097571

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

456983

Legacy System:

LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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ROCHDALE CANAL LOCK NUMBER 91 AT EAST END OF GAYTHORN TUNNEL

Overview

Heritage Category:
Listed Building

Grade:
II

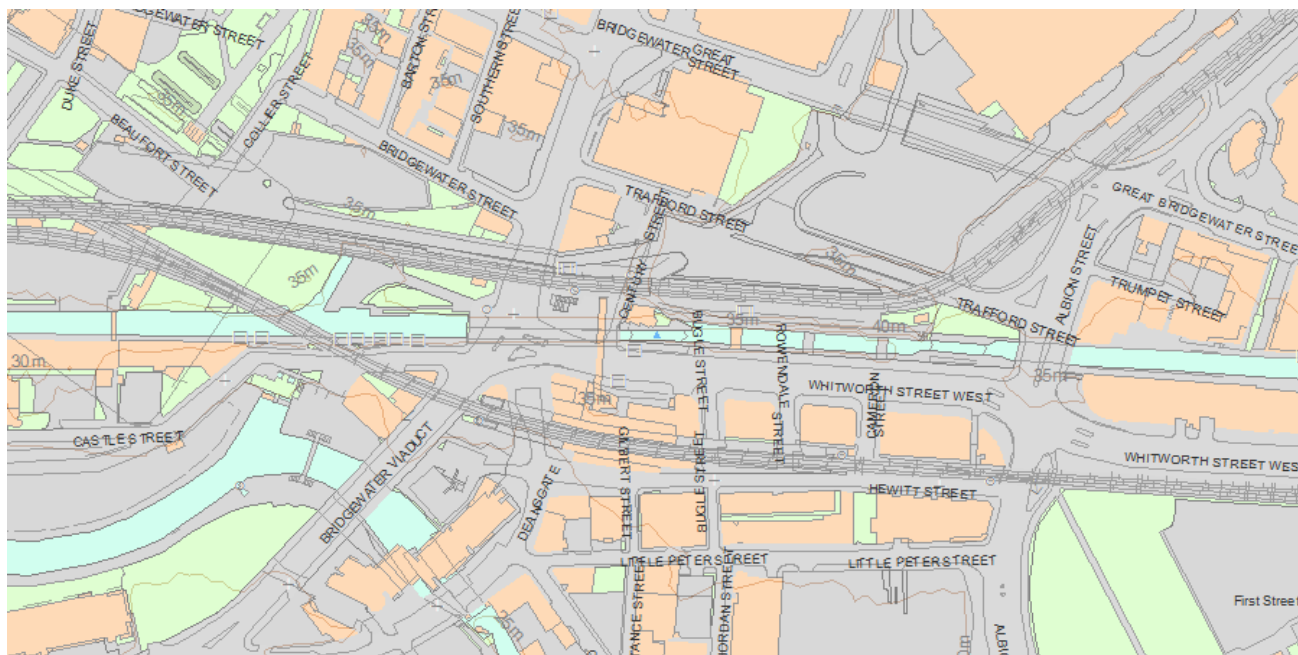
List Entry Number:
1247483

Date first listed:
29-Jan-1986

Date of most recent amendment:
06-Jun-1994

Statutory Address:
ROCHDALE CANAL LOCK NUMBER 91 AT EAST END OF GAYTHORN TUNNEL

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Location

Statutory Address:

ROCHDALE CANAL LOCK NUMBER 91 AT EAST END OF GAYTHORN TUNNEL

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

National Grid Reference:

SJ 83457 97562

Details

MANCHESTER

SJ8397NW ROCHDALE CANAL 698-1/30/362 Lock No.91, at east end of Gaythorn 29/01/86 Tunnel (Formerly Listed as: ROCHDALE CANAL "Lock Keeper's Cottage and Lock at Gathorn Tunnel")

GV II

Canal lock. 1804-5, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates at both ends, ladder in centre of north side, towpath "island" on south side with curved stone staircase at lower end. Eighth in series of 9 locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order. Forms group with Lock Keeper's Cottage on north side (q.v.).

Listing NGR: SJ8345797562

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

456984

Legacy System:

LBS

Legal

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End of official listing

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DEANSGATE STATION

Overview

Heritage Category:
Listed Building

Grade:
II

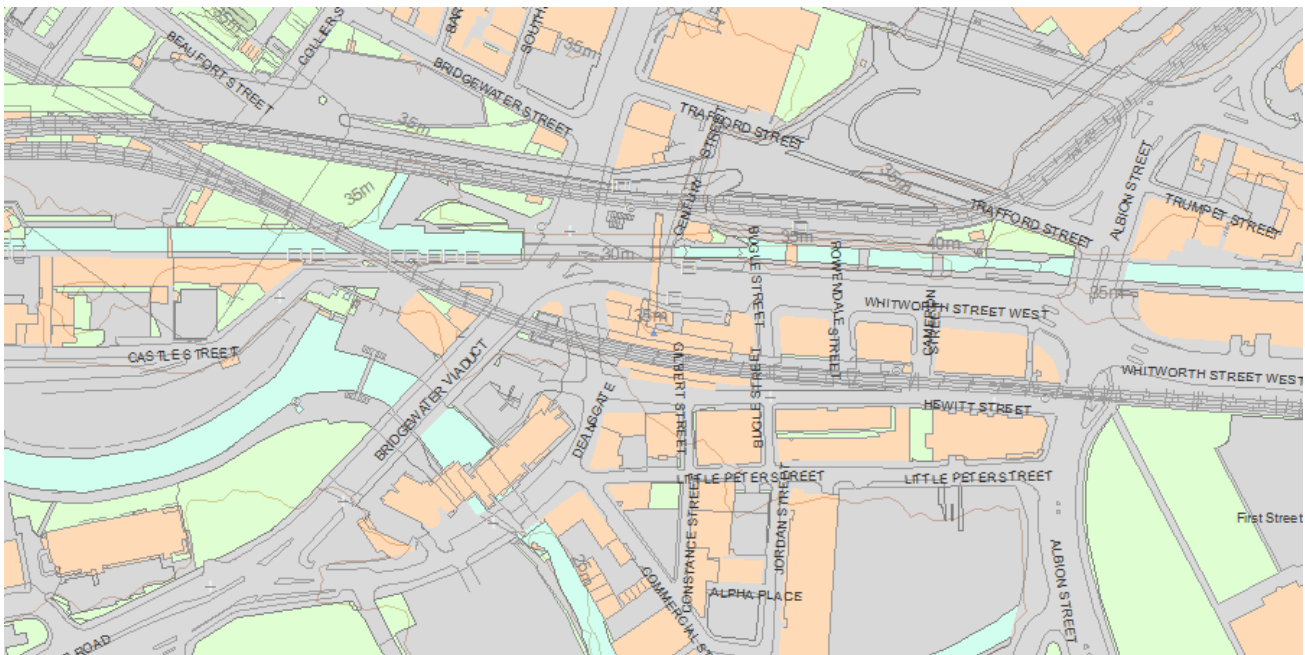
List Entry Number:
1376146

Date first listed:
20-Aug-1998

Date of most recent amendment:
11-Jan-1999

Statutory Address:
DEANSGATE STATION, WHITWORTH STREET WEST

Map



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Location

Statutory Address:
DEANSGATE STATION, WHITWORTH STREET WEST

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

National Grid Reference:

SJ 83430 97525

Details

SJ8497NW, 698-1/32/11114

WHITWORTH STREET WEST

Deansgate Station

II

Railway station. Dated 1896. Built of red brick with blue brick bands and stone and terracotta dressings, slate roof almost entirely hidden from the street. On a very angular site with the entrance at the sharply curved corner. Two stories in a Baronial style. Paired entrances on the corner with terracotta surround, pointed arch doorways with mock portcullises, gabled heads on colonettes, paired between the doors. Blue brick base with stone banding, band at first floor cill level, machicolated band at eaves level, parapet stepped up and down as mock battlements. Shield with date 1896 and stone scroll carved with the original name KNOTT MILL STATION. The first floor has a paired window over the doors and single ones on either side, all 1-over-1 plate-glass sashes with carved stone heads. A turret pilaster frames this central feature on either side. The left return has a single and a tripartite cross-framed casement below and similar 2-over-2 sashes above. The right return has two original framed shopfronts with later windows, and sashes above as before.

INTERIOR: Opened as Knott Mill in 1849 on the Manchester South Junction and Altrincham Railway. The line was owned jointly by the London and North Western Railway and the Manchester, Sheffield and Lincolnshire Railway from the start of operations. This was one of the first truly suburban railways and was instrumental in the development of its hinterland. It was rebuilt at street level in 1896 by Robert Neill and Son at the cost of £2,000. The line was electrified in 1931 and the station was renamed Deansgate in 1974. Reference: Gordon Biddle, *Victorian Stations*, 1978, p.198.

Listing NGR: SJ8343097525

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

470138

Legacy System:

LBS

Sources

Books and journals

Biddle, G, *Victorian Stations*, (1973), 198

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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Manchester South Junction and Altrincham Railway Viaduct

Overview

Heritage Category:

Listed Building

Grade:

II

List Entry Number:

1200837

Date first listed:

06-Jun-1994

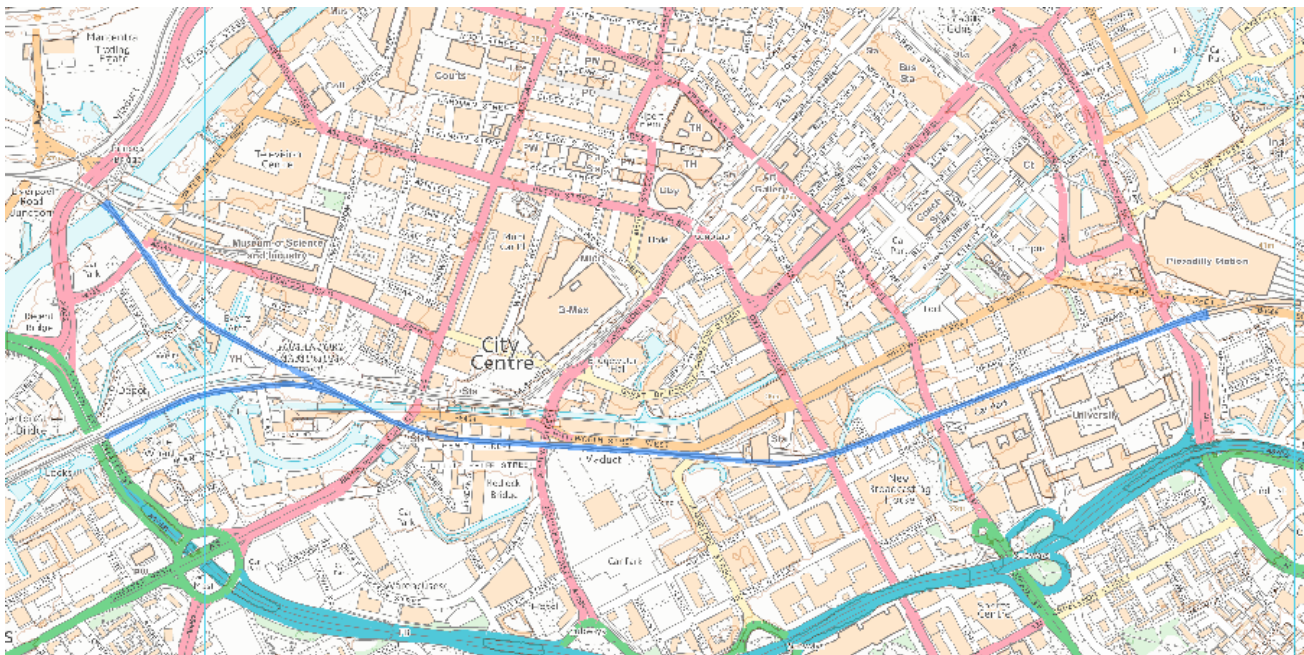
Date of most recent amendment:

26-Feb-2013

Statutory Address:

Manchester South Junction and Altrincham Railway Viaduct, Manchester and Salford

Map



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Location

Statutory Address:

Manchester South Junction and Altrincham Railway Viaduct, Manchester and Salford

The building or site itself may lie within the boundary of more than one authority.

District:

Manchester (Metropolitan Authority)

Parish:

Non Civil Parish

District:

Salford (Metropolitan Authority)

Parish:

Non Civil Parish

National Grid Reference:

SJ8382597704

Summary

Railway viaduct for the Manchester South Junction & Altrincham Railway Company, 1846-9, constructed by David Bellhouse Jnr. Red brick with some small sections of blue brick, sandstone dressings and cast-iron bridges.

Reasons for Designation

The Manchester South Junction & Altrincham Viaduct is designated at Grade II for the following principal reasons:

- * Design interest: it is an impressive 1 3/4 mile long urban viaduct incorporating a series of well-detailed bridges; some with highly decorative Gothic-style ironwork;
- * Date: it is an early example of a railway viaduct dating from the second phase of railway development - the period from 1841-50 often referred to as 'railway mania' - in which commercial speculation and competition for routes led to the rapid construction of lines and expansion of the railway network;
- * Historic interest: the viaduct forms an important and integral component of the Manchester South Junction & Altrincham Railway, which was one of the country's earliest suburban railways, and Manchester's first; helping to bring this form of transport to the hinterlands;
- * Group value: the viaduct has strong group value with neighbouring railway structures (both contemporary and later), including two other railway bridges crossing the River Irwell (the 1830 Grade I listed stone bridge and the 1869 Grade II listed girder bridge) and their associated viaducts, the Grade II listed Castlefield Viaduct (c1880), the Grade II listed stations of Manchester Oxford Road (1958-60) and Deansgate (1896), and the Grade II listed former goods offices (c1850-60) and train shed (c1881) at Manchester Piccadilly Station.

History

The Manchester South Junction & Altrincham Railway viaduct was constructed in 1846-9 by David Bellhouse junior for the Manchester South Junction & Altrincham Railway (MSJ&AR) Company; Bellhouse was also responsible for laying the track. Several of the cast-iron bridges situated along the viaduct were built by his son, the engineer and iron-founder, Edward Taylor Bellhouse, along with others by the line's Chief Engineer, William Baker, and William Cubitt.

The MSJ&AR line is one of the country's earliest suburban railways and was the first in Manchester. It was started as a joint venture between the Manchester & Birmingham Railway (later the London & North Western Railway, LNWR) and the Sheffield, Ashton-under-Lyne & Manchester Railway (later the Manchester, Sheffield & Lincolnshire Railway, MS&LR) which operated London Road Station (known as Manchester Piccadilly Station since 1960). The aim was to create an extension of their lines, known as the South Junction line, that would be carried along the southern boundary of the city centre on a viaduct and then join the Liverpool and Manchester Railway at Ordsall Lane in Salford, providing access to the lucrative port and city of Liverpool. A branch line, leaving the South Junction line at Castlefield, would also follow the Bridgewater Canal to Altrincham. The Manchester South Junction & Altrincham Railway Act received Royal Assent on 21 July 1845.

300,000 cubic feet of stone (91,440 cubic metres), 50 million bricks and 3000 tons (3048 tonnes) of cast iron were used in the viaduct's construction. The MSJ&AR line opened on 20 July 1849, although sections of the viaduct were not opened until 1 August 1849. The line ran for 8 1/2 miles from London Road Station via Oxford Road and Deansgate Stations to Altrincham, with the viaduct forming a 1 ¾ mile (2 ¾ km) long stretch: the northern branch terminating at the north-west bank of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

Details

LOCATION: The viaduct runs from Manchester Piccadilly Station via Oxford Road and Deansgate, following approximately the route of the River Medlock (crossing it at a number of points), and then branches into two at Castlefield, with the northern branch terminating on the north-west side of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

ARCHITECTURE: The viaduct is approximately 1 ¾ mile (2 ¾ km) long and incorporates 224 brick arches that average a span and height of approximately 30ft, and a width of 28ft; many of the arches, particularly those near to Manchester Oxford Road Station and Deansgate Station, have been in-filled and converted into commercial premises. The tallest arches can be found in the section between Manchester Piccadilly and Oxford Road stations where the ground level is lower. A brick parapet has been altered and rebuilt in places and later repairs have been carried out to some of the arches.

The viaduct incorporates a series of predominantly arched, cast-iron bridges by Edward Taylor Bellhouse, William Baker and William Cubitt that cross various streets, the Rochdale Canal, and the Bridgewater Canal. The bridges have an average span of 70ft, although one of Baker's bridges, which spans the Rochdale Canal has a span of 105ft. A number of the bridges incorporate highly decorative Gothic-style ironwork and detailing and castellated towers (referencing the location of a Roman fort at Castlefield), whilst others, such as a bridge over Gloucester Street are more classically detailed. A bridge over Egerton Street by William Baker was replaced in steel in 1976. Some of the viaduct's brick arches and bridges are skewed. The Irwell Bridge at the north-west end of the viaduct is of brick with two segmental arches, each of approximately 65ft span, with a central pier and cut-water. Rusticated stone voussoirs and pilaster strips exist to the central pier and abutments, and the parapet above the western arch incorporates cast-iron panelling.

Following electrification of the line in the C20 the viaduct now incorporates a series of C20 and early-C21 gantries along its course. Also along the viaduct's course are a number of attached or abutting buildings, most of which are later in date and are un-related to the viaduct's use; all are excluded from the listing, which relates solely to the viaduct. Manchester Piccadilly Station, Deansgate Station and Manchester Oxford Road Station (the two latter stations being constructed on top of and to the side of the viaduct) are all separately listed at Grade II.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:
388146

Legacy System:
LBS

Sources

Books and journals

Dixon, F, The Manchester South Junction and Altrincham Railway, (1994 edition)
Hartwell, C, Pevsner Architectural Guides: Manchester, (2001), 215-217

Websites

A Guide To Civil Engineering in Manchester. Manchester South Junction & Altrincham Railway, accessed from <http://maceserv.mace.man.ac.uk/apache2-default/trail/xml/Features/msjar.html> (<http://maceserv.mace.man.ac.uk/apache2-default/trail/xml/Features/msjar.html>)

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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Former Congregational Chapel

Overview

Heritage Category:
Listed Building

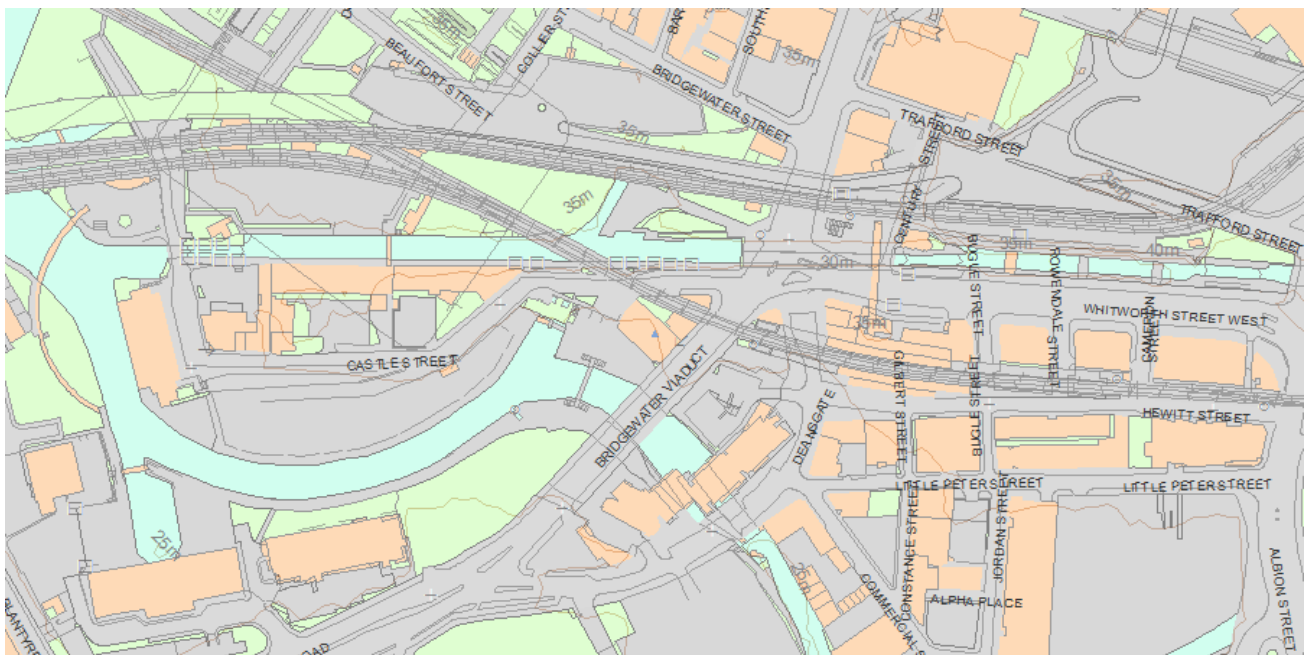
Grade:
II

List Entry Number:
1292311

Date first listed:
20-Jun-1988

Statutory Address:
Former Congregational Chapel, 378-380, Deansgate, Manchester, M3 4LY

Map



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This copy shows the entry on 16-Oct-2020 at 14:23:03.

Location

Statutory Address:
Former Congregational Chapel, 378-380, Deansgate, Manchester, M3 4LY

The building or site itself may lie within the boundary of more than one authority.
District:

Manchester (Metropolitan Authority)

National Grid Reference:
SJ 83330 97528

Details

This list entry was subject to a Minor Amendment on 21/01/2019

SJ8397NW 698-1/30/113

MANCHESTER DEANS GATE (west side) No.378-380, Former Congregational Chapel

(Formerly listed as No.378 Artlingstalls Auctioneers) 20/06/88 GV II Former Congregational Chapel.1858, by Edward Walters; altered. Red brick (part of facade now painted blue), slate roofs. Italianate style. Gable to road. Nave and aisles which incorporate porches at the front ends, with tall square tower rising from south aisle behind porch, all over a basement storey (probably originally the schoolroom).

The gabled east front has a three bay pedimented centre with pilasters, coupled round-headed windows at the lower level and tall round-headed recessed windows above, with carved imposts and glazing with coloured margin panes, a saw-tooth band above the windows, and bracketed cornice to the pediment which contains a crude wheel window. The flanking porches have round-headed doorways with elaborate moulded surrounds including panelled pilasters with carved capitals, and round-headed panelled double doors with glazed top panels; and panels above the doors with oculi in wreath surrounds.

Campanile tower with pilasters making two very tall blank arches in each side, a prominent cornice, square belfry of stone with coupled round-headed openings, and short slated spire with lucarnes, the roof swept over the eaves. South side has five round-headed windows on each floor, all with margin panes and the upper with stone surrounds to the heads, and a clerestory window of three small stepped round-headed lights. Interior not inspected.

Listing NGR: SJ8333097528

Legacy

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Legacy System number:
388096

Legacy System:
LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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FLOODGATE ON EAST SIDE OF KNOTT MILL BRIDGE

Overview

Heritage Category:
Listed Building

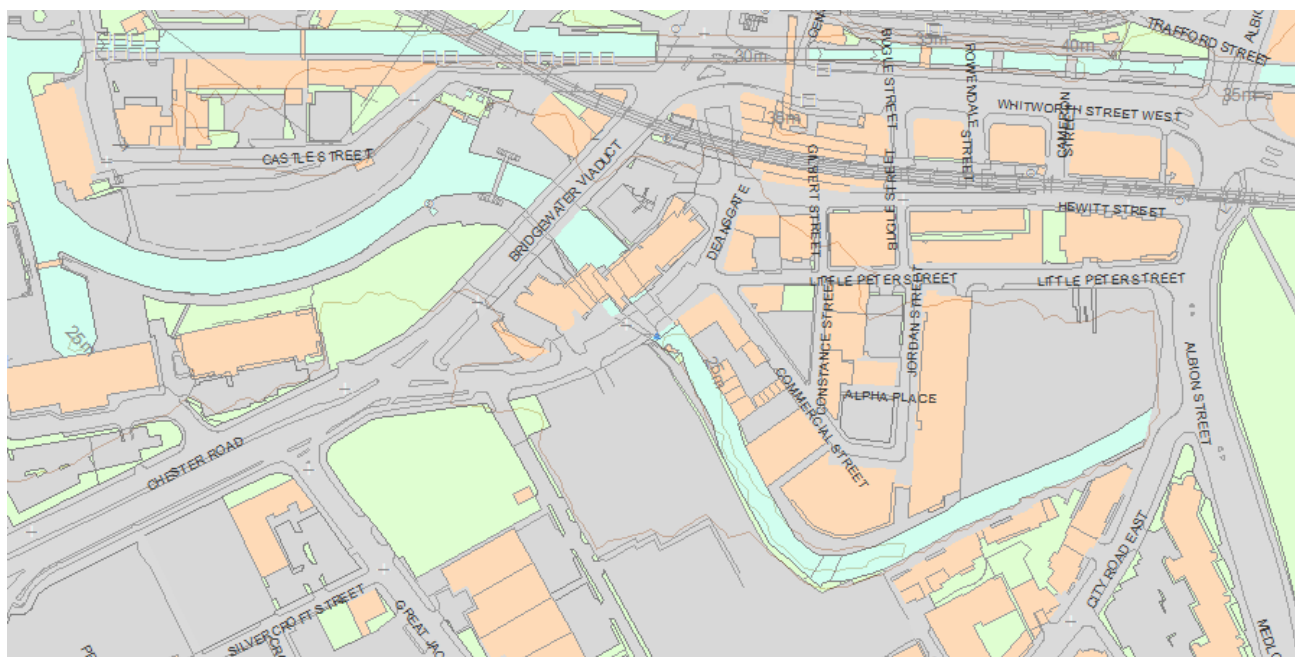
Grade:
II

List Entry Number:
1210156

Date first listed:
06-Jun-1994

Statutory Address:
FLOODGATE ON EAST SIDE OF KNOTT MILL BRIDGE, DEANSGATE

Map



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Location

Statutory Address:
FLOODGATE ON EAST SIDE OF KNOTT MILL BRIDGE, DEANSGATE

The building or site itself may lie within the boundary of more than one authority.
District:

Manchester (Metropolitan Authority)

National Grid Reference:
SJ 83370 97433

Details

MANCHESTER

SJ8397 DEANS_GATE 698-1/19/117 (East side) Floodgate on east side of Knott Mill Bridge

GV II

Floodgate. Probably 1765, by James Brindley, for Duke of Bridgewater, altered in C19 and C20. Stone. Part of hydraulic system by which the Bridgewater Canal terminus basin exploited the course of the River Medlock, which was diverted through a culvert running from this position to Potato Wharf, and the canal overflow was returned to the river via weir known as the Giant's Basin. Simple stucture of national historical importance. See also culvert arches, New Elm Road, and the Giant's Basin, Potato Wharf.

Listing NGR: SJ8337097433

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:
388100

Legacy System:
LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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BOUNDARY STONE ON KNOTT MILL BRIDGE

Overview

Heritage Category:
Listed Building

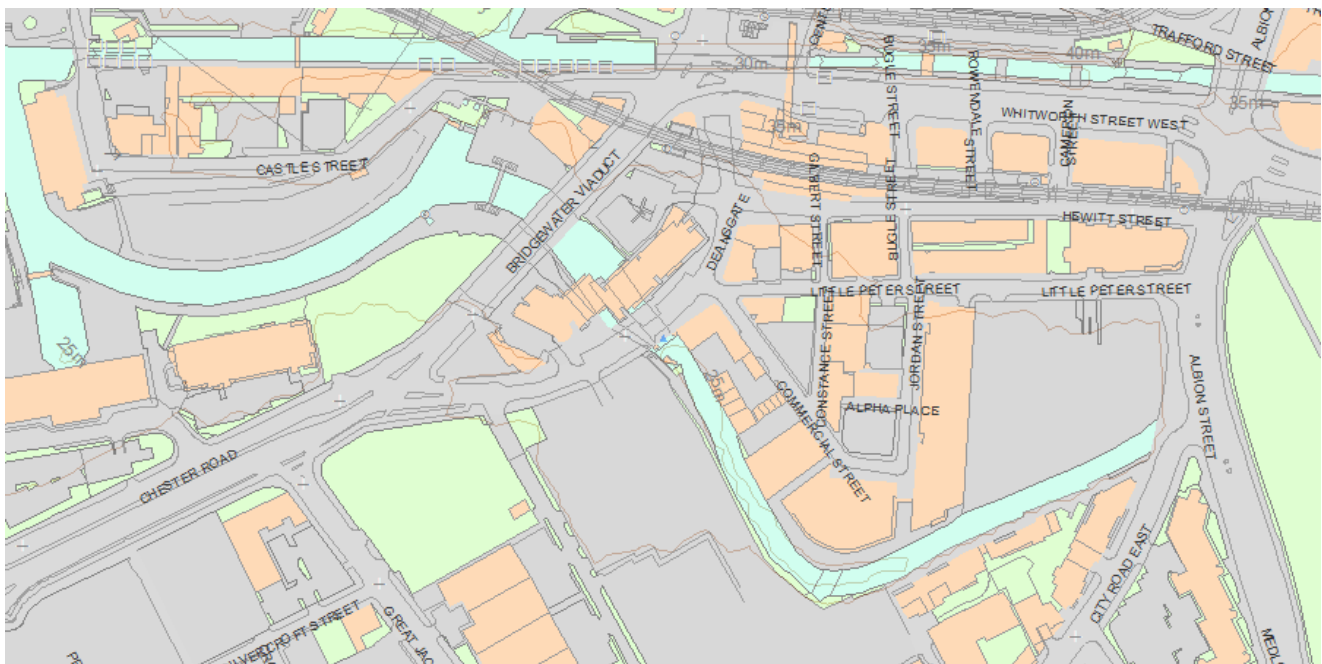
Grade:
II

List Entry Number:
1282975

Date first listed:
06-Jun-1994

Statutory Address:
BOUNDARY STONE ON KNOTT MILL BRIDGE, DEANSGATE

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Location

Statutory Address:
BOUNDARY STONE ON KNOTT MILL BRIDGE, DEANSGATE

The building or site itself may lie within the boundary of more than one authority.

District:
Manchester (Metropolitan Authority)

National Grid Reference:
SJ 83374 97437

Details

MANCHESTER

SJ8397 DEANS_GATE 698-1/19/114 (East side) Boundary stone on Knott Mill Bridge

II

Township boundary stone. Probably C18. Sandstone. A low round-headed slab with very slightly canted face, inscribed lettering "TOWNSHIP" round the head and remains of lettering on each side of centre line (so much eroded as to be mostly illegible, but probably "MANCHESTER" and "HULME").

Listing NGR: SJ8337497437

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:
388097

Legacy System:
LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

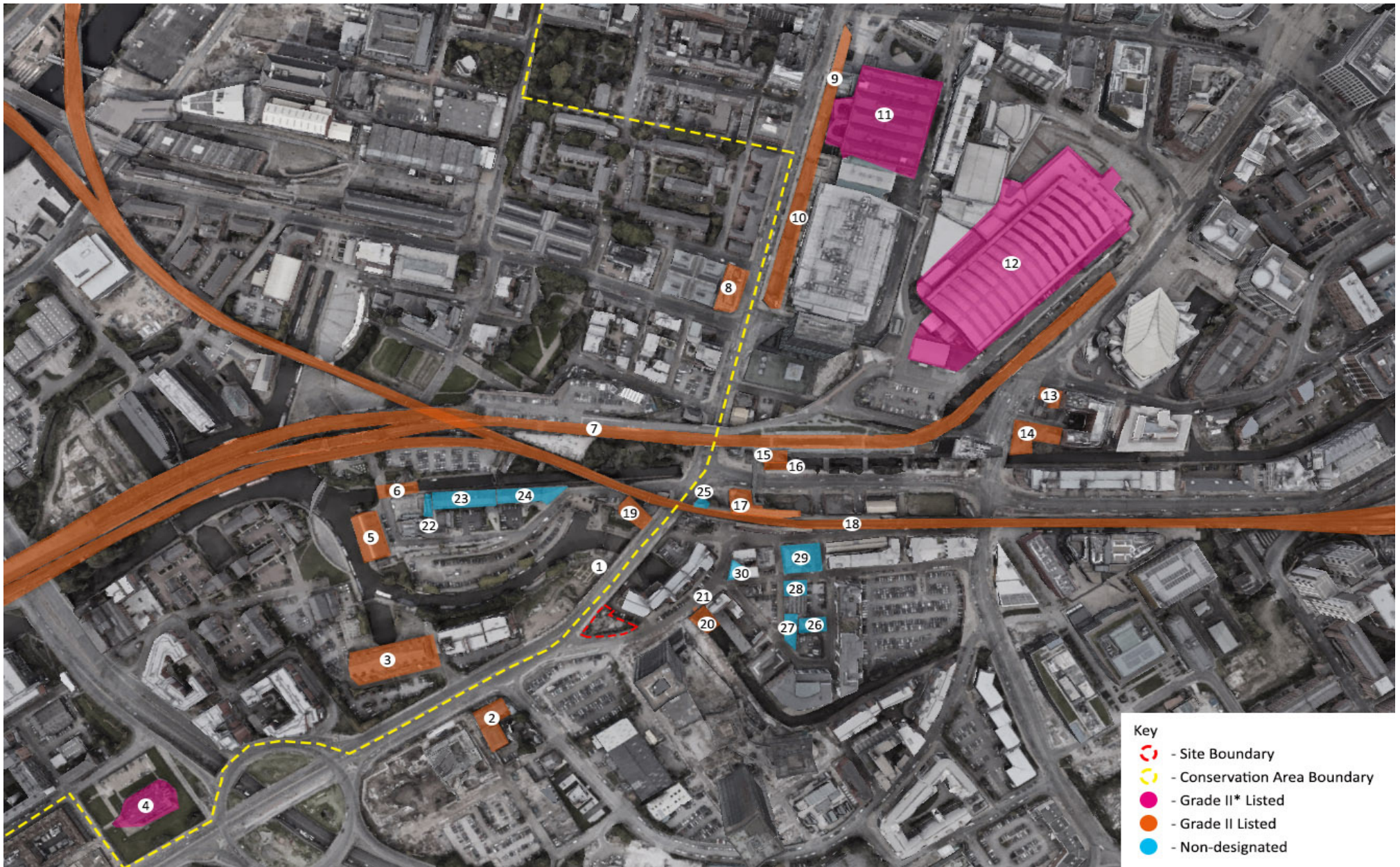
End of official listing

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APPENDIX 2

MAP OF ASSETS BEING ASSESSED



Title: Aerial demonstrating the location of Heritage Assets
Project: Deansgate South
Client: Fusion Students
Date: November 2020

