

Fourways House

Hilton Street
Manchester

Heritage Statement: Significance & Impact

Prepared by:



Stephen Levrant Heritage Architecture Ltd

Suite 1.6, Canada House, 3 Chepstow Street, Manchester, M1 5FW
www.heritagearchitecture.co.uk

Prepared for
HELICAL PLC

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FOURWAYS HOUSE, HILTON STREET, MANCHESTER - Heritage Statement: Significance & Impact

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Registered office: 5 Technology Park, Colindeep Lane, Colindale, NW9 6BX.

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1 INTRODUCTION

1.1 Purpose

This report has been written by Stephen Levrant Heritage Architecture Ltd (SLHA), an architectural practice specialising exclusively in the historic environment, for the sole use and benefit of Helical PLC who own the Subject Site. This comprises Fourways House, a former packing/shipping warehouse constructed in 1906 on Hilton Street in the Northern Quarter of Manchester City Centre, which is now used as various offices to the upper floors, and bar/restaurant/leisure uses to the ground and basement floors.

The purpose of this report is to provide a Heritage Statement and Impact Assessment in relation to Fourways House in support of an application to the Local Planning Authority, Manchester City Council, for Listed Building Consent for a programme of internal alteration and refurbishment works to the Grade II listed building. The proposed works have been developed by OMI Architects and the present report should be read alongside their submitted general arrangement drawing set and detailed drawings. The key interventions proposed within the works package are the reconfiguration of the lifts and the construction of pedestrian bridges across the atrium.

The present Heritage Statement draws on the archival and site-based research and the assessment of significance presented within Heritage Architecture's previous Heritage Appraisal of the building carried out for Helical PLC in August 2018. In addition to this information, the Heritage Statement assesses the impact of the proposed works against nationally accepted criteria and compares the impact (and the benefits of the works) against national and local heritage planning policies including the NPPF 2019.

1.2 Research methodology

The research component of this Heritage Statement is the result of an extensive process which synthesises literature and documentary research, analysis and processing of information, building surveying, and professional judgment.

The documentary research was based upon primary and secondary sources, including maps, drawings and reports. Appropriate, verified online sources (such as the GM Lives archive) were also used.

Surveys of the site and surrounding areas were conducted in August 2018 by visual inspection.

1.3 Structure of the report

Following this introductory section the report is structured as follows:

- Section 2 provides a description of the site's location and statutory designations;
- Section 3 outlines the policy background to the proposed works;

- Section 4 details and appraises the historical development of the site;
- Section 5 appraises the significance of the site;
- Section 6 assesses the impact of the proposed works;
- Section 7 provides a summary discussion and conclusion assessing the proposals against key heritage policies;
- Section 8 provides the appendices including the Statutory List Description.

1.4 Authorship

This report has been prepared by Stephen Levrant Heritage Architecture Ltd., an architectural practice specialising exclusively in the historic cultural environment.

Authors:

- Stephen Levrant [RIBA, AA Dip, IHBC, Dip Cons (AA), FRSA] - Principal Architect
- Lee Hutchings [BSc (Hons)] – Historic Building Consultant
- Matthew Williams [MA, MSc, PGDipSurv, MRICS] – Senior Conservation Surveyor

2 THE SITE

2.1 Location and Statutory Designations

Fourways House is a six-storey (plus basement) former packing/shipping warehouse constructed in 1906 by prominent local architects James William Beaumont & Sons. The building is situated just south of the earliest cotton manufacturing development in Manchester, located in Ancoats, and is situated within the area of Manchester's former canal shipping district.



Figure 1: Map showing the location of the Subject Site (outlined red). (Historic England / Ordnance Survey).

The building forms a large island site in what is now known as the Northern Quarter district of the city. The building is bounded by Hilton Street to the west, Tariff Street to the north, Brewer Street to the east, and China Lane to the south (see Figures 1 & 2).

A former loading bay, that runs through the centre of the block (linking Hilton Street with Brewer Street) was originally a continuation of Lizard Street, but now forms the enclosed main entrance to the building.



Figure 2: An aerial view looking north across the Subject Site (outlined red). (Manchester City Archives).

2.2 Listed Buildings

Fourways House was statutorily designated as Grade II Listed on the 1st June 2000, and subsequently amended on the 9th July 2002.

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

Statutory listing protects buildings on the list from unsuitable works of alteration by requiring Listed Building Consent to be obtained from the Local Planning Authority (in this instance Manchester City Council) for works which would, if implemented, affect the special architectural interest of the building under the Planning (Listed Buildings and Conservation Areas) Act 1990. Therefore, the requirement for Listed Building Consent acts as a statutory constraint in relation to development or alteration of listed buildings including Fourways House.

The full list description of Fourways House can be found in Appendix i.

2.3 Conservation Areas

Conservation Areas are designated areas that are deemed to have special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance¹.

Fourways House sits within the Stevenson Square Conservation Area, which was designated in February 1987. The conservation area is located on the north-eastern edge of the city centre of Manchester, and is the most easterly of the city centre conservation areas. The conservation area was subsequently extended in December 1987 to include houses on Lever Street and Bradley Street.

The original area is bounded by Oldham Street (a common boundary with the Smithfield Conservation Area), Great Ancoats Street (a common boundary with the Ancoats Conservation Area), Spear Street, Faraday Street (originally called Friday Street), Brewer Street, China Lane, Hilton Street, the rear of Back China Lane, Dale Street, Lena Street and Piccadilly. The extension to the conservation area is bounded by Spear Street, Houldsworth Street, Lever Street and Faraday Street (Figure 3 below).

Under the 1990 Act, local authorities have a duty to “preserve and enhance” the special qualities of designated conservation areas through the exercise of their planning duties and this therefore acts as a second statutory constraint upon development in relation to Fourways House.

¹ Section (1) Planning (Listed Building and Conservation Area) Act 1990

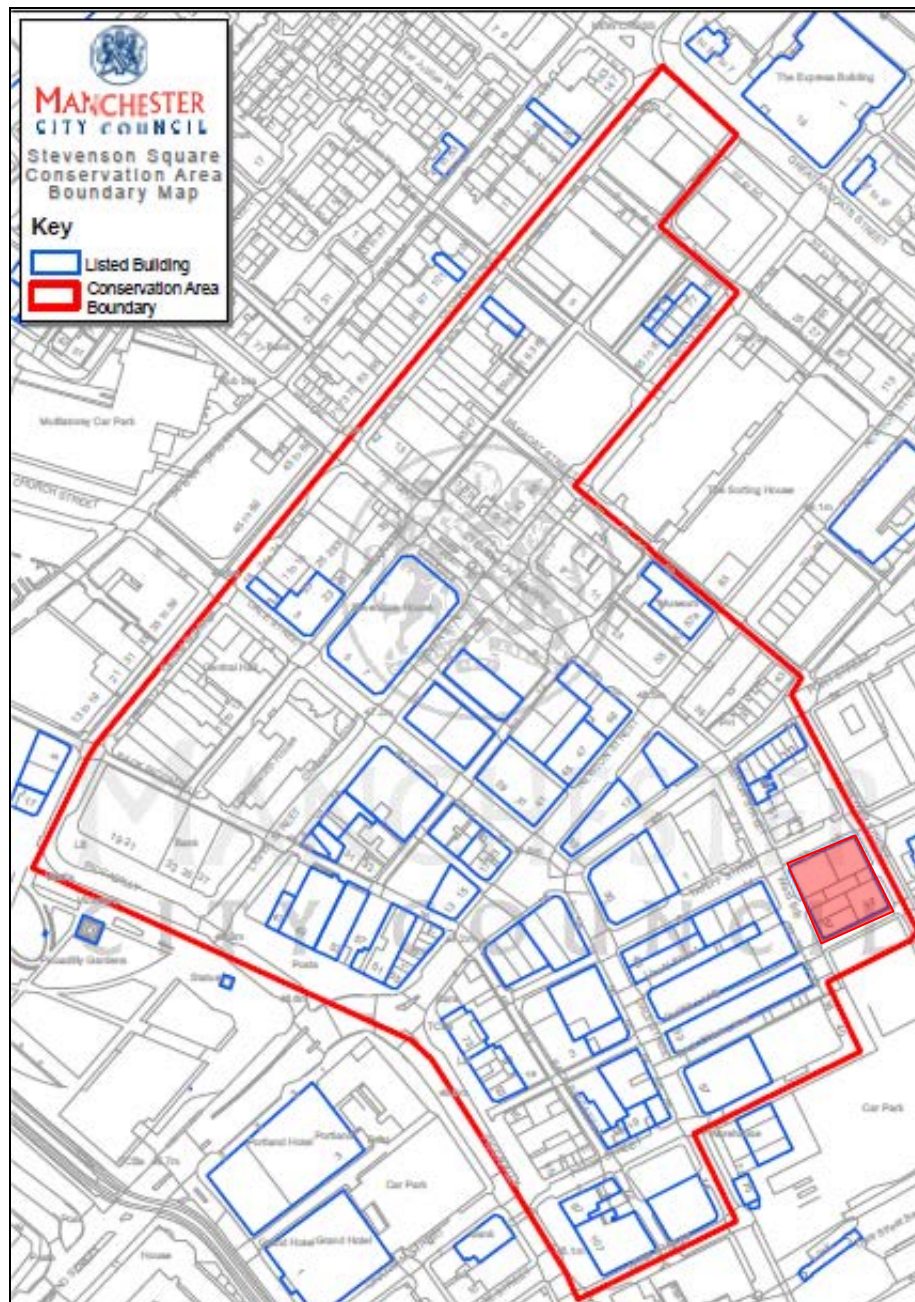


Figure 3: The extent of the Stevenson Square Conservation Area shown outlined in red, with listed buildings outlined in blue, and the subject site hatched in red. (Manchester City Council).

3 POLICY CONTEXT

3.1 The Planning (Listed Building and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990, is of relevance to the proposals to undertake works to the listed building as it provides specific protection for buildings and areas of special architectural or historic interest, over and above that provided by development management.

Section 7 of the Act is of particular relevance as it requires the authorisation of works affecting statutorily listed heritage assets (in the form of Listed Building Consent) where they would affect its character as a building of special architectural or historic interest. It is, therefore, important to understand the special interest of the listed building and the potential impact of the works on its fabric and setting. This document attempts to provide such analysis.

3.2 National Planning Policy Framework (NPPF) (2019)

The policies in the NPPF constitute the Government's view of what sustainable development in England means in practice. In these terms, development proposals which fail to give due weight to the conservation of heritage assets are deemed not to be sustainable development, and consequently should not be supported. This is because one of the key dimensions of sustainability is protecting and enhancing our historic environment (NPPF paragraph 8). It will be clear that the proposals for Fourways House focus on providing a sustainable use for the listed building and therefore accord with the definition of sustainable development.

The focus of the Government's planning policy guidance is to ensure that account is always taken of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses, consistent with their conservation (NPPF paragraph 185). The current proposals seek to address this policy requirement by conserving the significance of the remaining historic building fabric as part of the proposed scheme and exposing or enhancing the setting of historic features where possible.

The NPPF stresses that "great weight" should be given to the conservation of designated heritage assets (NPPF paragraph 193), emphasising the need to avoid substantial harm in terms of: demolition, alteration, or the compromise of its setting unless this is clearly justified according to the tests set out in paragraph 195. There is no definition for substantial harm in the current legislation resulting in considerable misinterpretation of the term. However, it is clear from Historic England's initial "Commentary on the NPPF" (27.03.2012) and from subsequent cases that substantial harm should be interpreted as having a fundamental impact on the significance of the heritage asset by means of its total loss, profound physical harm to its fabric, or the complete compromise of its setting.

It will be clear that development within a heritage asset will have some impact on its fabric, and that this could be either beneficial or harmful. The fundamental design objective is to ensure that the balance of the impact on the heritage assets will minimise any negative impact on their significance.

Consequently, development works are required to be justified by clear and convincing evidence of the impact. Further interpretation of the specific requirements of the NPPF is provided in the National Planning Practice Guidance (NPPG) (2014 onwards) which is a continually updated online document and this has also been referenced in the process of preparing this Heritage Statement.

3.3 Manchester City Council Core Strategy, 2012

It will be clear that relevant local heritage planning policy maintains the same focus as the NPPF. The City Council's heritage policies focus on the fundamental importance of *"preserving or, where possible, enhancing the historic environment"*. In particular it notes that *"historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced for their own heritage merits and as part of wider heritage regeneration proposals"* (paragraph 12.21, Policy EN3). This evidently also requires development proposals to be sensitive to the inherent values of the heritage asset and clarity of evidence, in order to justify the impact of proposed changes.

3.4 Historic England's Good Practice Advice Notes

In 2015 Historic England released three Good Practice Advice notes supporting the implementation of national policy and the related guidance in the NPPG. The advice notes do not constitute a statement of Government policy itself, nor do they seek to prescribe a single methodology or particular data sources.

Good Practice Advice Note 2 (Managing Significance in Decision-Taking in the Historic Environment) was utilised as part of this assessment in order to gain a full understanding of the relevant issues, alongside the NPPF and the NPPG.

4 HISTORICAL DEVELOPMENT

4.1 Introduction

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

The area in which Fourways House was constructed in 1906 is located in a once heavily industrial part of Manchester City centre. The area has undergone a sequence of residential, industrial and commercial uses starting from the 18th Century to the early-21st Century.

This section will chronologically chart these phases and developments highlighting the historic context of Fourways House and its surroundings by analysing and interpreting historic maps, and primary and secondary information in order to provide a sound evidence base, placing the site in the context of the development of this part of Manchester.

4.2 Brief Historical Background and Development of the Area

The immediate environs surrounding Fourways House, and this part of the Northern Quarter area itself, developed rapidly following the purchase by William Stevenson of a large 25-acre swathe of grassland in 1780 from Sir Ashton Lever and its subsequent development.

The area rapidly developed with the construction of new roads and speculative housing and industrial premises, which intensified around the current location of Piccadilly Railway Station, which at that time formed the busy Rochdale Canal Basin.

The rapid growth of Manchester during this period as a textile-manufacturing centre of international repute was based largely on the application of steam power to the cotton-spinning process, an innovation that certainly acted as a catalyst for the industrial development of Ancoats. This saw the industry facilitating a strong building typology within the area, initiating the growth and quick success of Manchester's burgeoning cotton industry to become the cotton manufacturing capital of the world.

The area became interspersed with densely packed working class housing and industrial mills and warehouses. The population of the city had increased nearly six times between the 1770s and 1831, and had increased by 45% between 1821 and 1831 due to the growing need for cotton workers.

Along with the established cotton industry, the coming of the canals to Manchester saw an unprecedented rise in shipping relating structures to support the town's cotton manufacturing/distributing industry, such as shipping warehouses, canals, canal wharfs and offices.

During the late-19th and early-20th centuries, areas of early worker's housing and other industrial buildings were soon demolished to make way for the next phase of shipping warehouse building, including the construction of Fourways House in 1906, and new warehouses along China Lane, Back China Lane, Dale Street and Hilton Street.

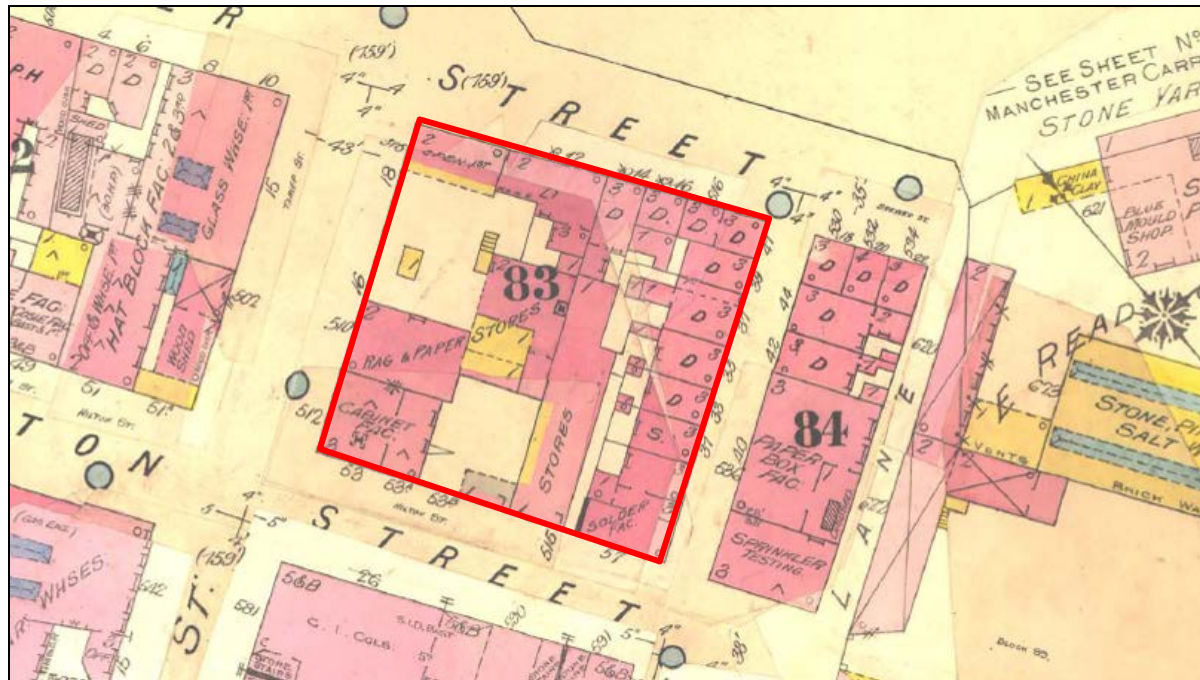
The area began to fall into a gradual decline by the 1930s, with the industry only surviving to the start of the Second World War in 1939; after this time the area became widely run down, derelict and abandoned. In the past 25 years, gradual regeneration initiatives have taken place in Piccadilly Gardens and around Oldham Street, which has seen a residential population returning to the area and a growing number of bars, restaurants, cafes and other commercial uses establishing to cater for this new demographic.

4.3 Map Regression

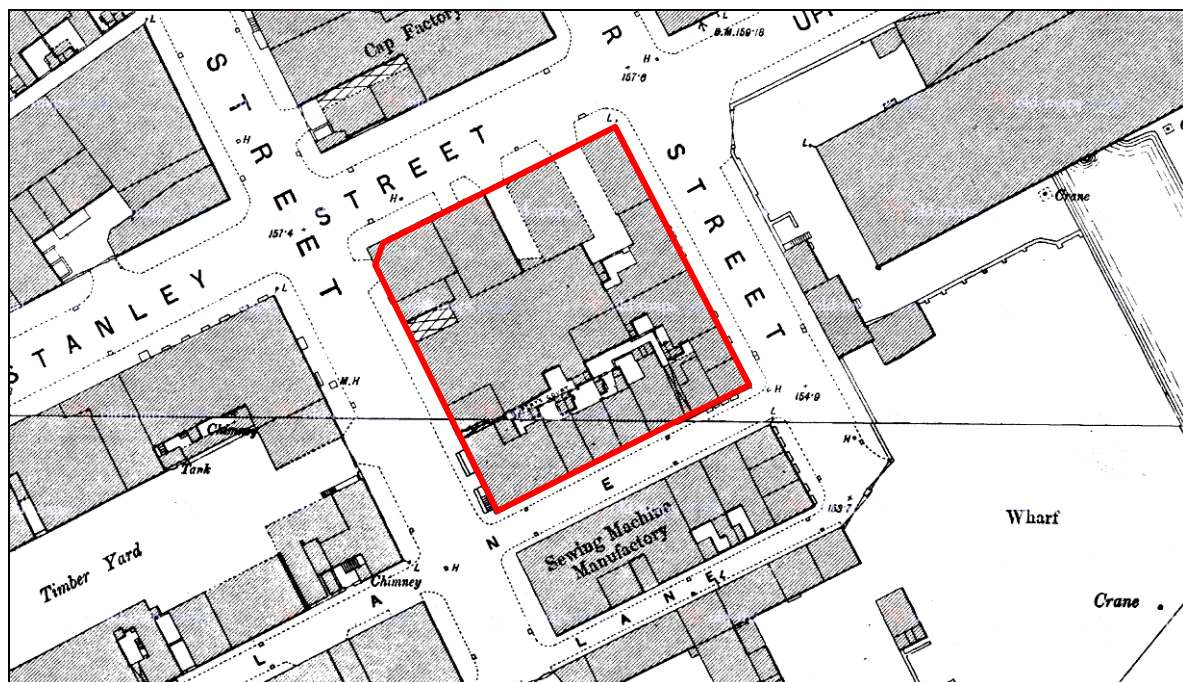
In order to understand how the site and the area around it have developed in detail historic maps are interrogated. Through discursive commentary the identification of salient features and useful contextual and interpretative information can then be analysed which will inform the assessment of any features or assets that remain today.



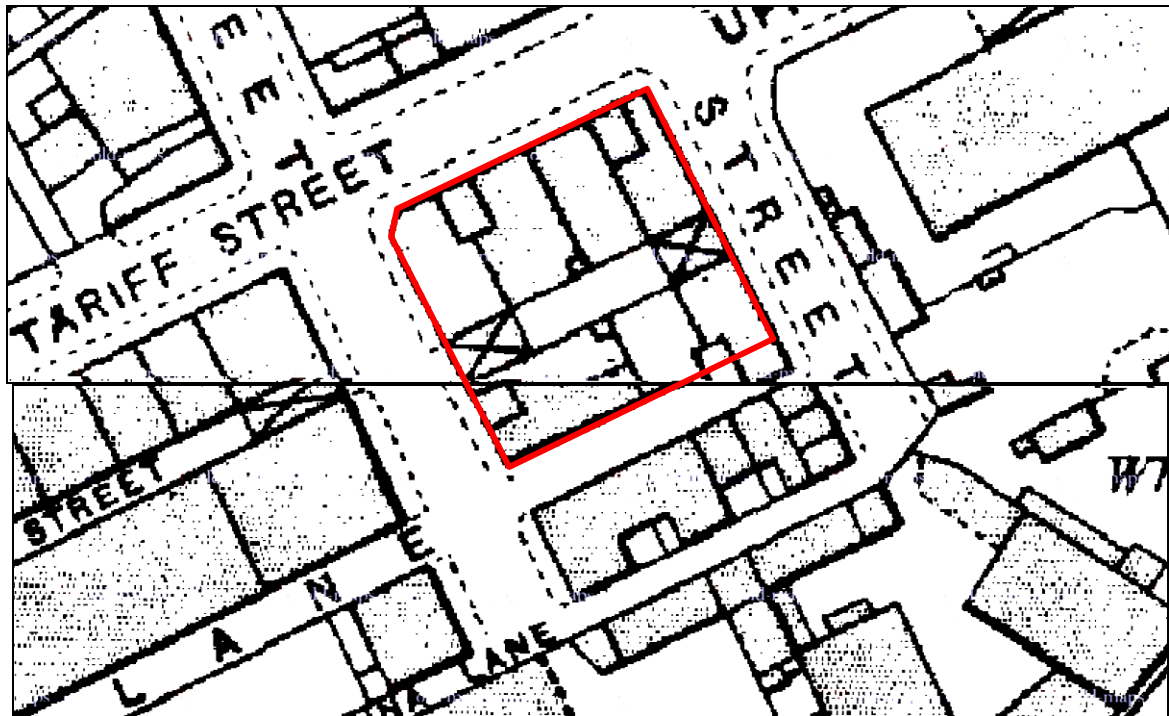
1850 OS – This early plan of the site shows that in the middle of the 19th century the island site was fully developed with a number of small terraced houses along China Lane (Bottom), which contained slum dwellings to their rear which were accessed through two small passageways called China Lane Court and Heywood's Court. The larger buildings to the northern aspect of the site consisted of small industrial premises.



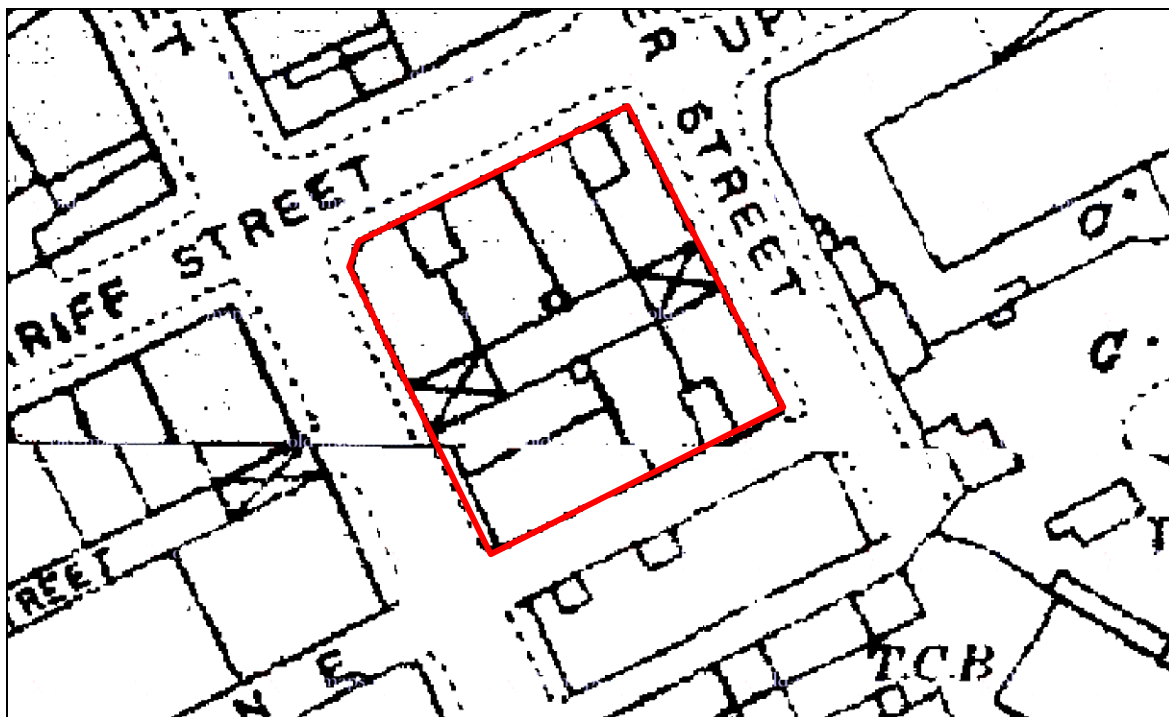
1888 Goad's Fire Insurance Plan – This detailed insurance plan shows the Subject Site as it appeared during the late-1880s. The site can be seen to have not changed radically, except for the demolition of the rear slum dwellings to China Lane Court and Heywood's Court, and their replacement with a long stores building. A large open yard can also be seen to have been created to the north corner of the site which now forms part of a unit labelled Rag and Paper Stores.



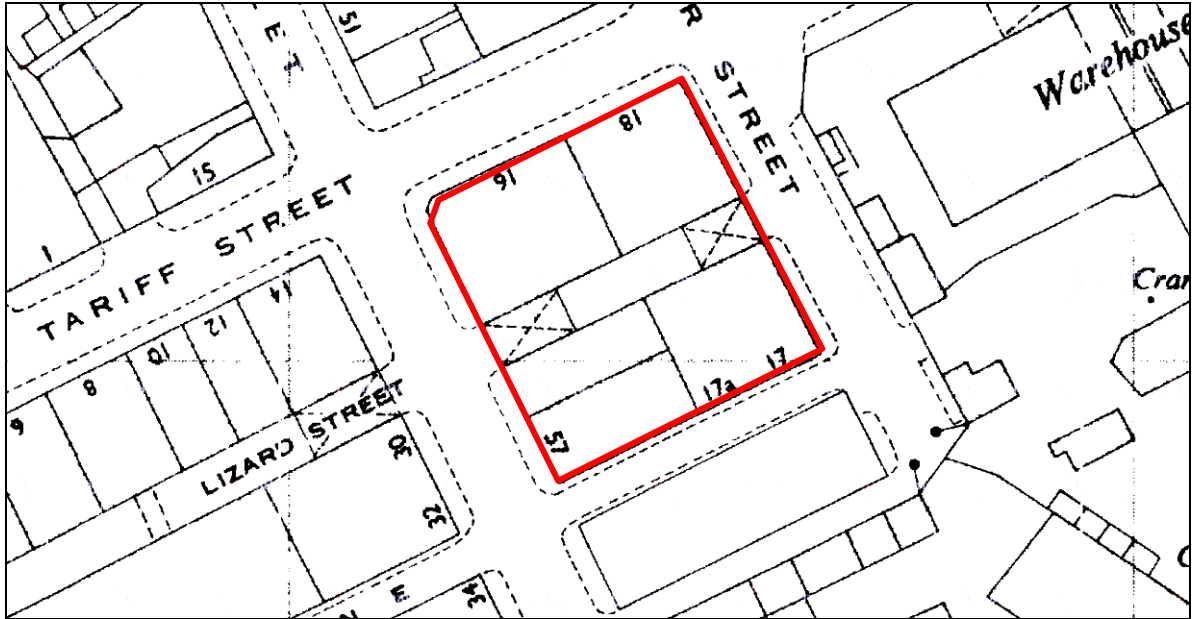
1891 OS – By the start of the 1890s the site has altered little, however the former passageway originally known as China Lane Court is now called 'Rupert's Court', and the long stores building appears to have now been extended northwards to form a larger premises to the centre of the site.



1908 OS – This 1908 map of the area shows the completion of the new building that now forms Fourways House for the first time. Fourways House (originally known as 55-57 Hilton Street and 16-18 Tariff Street) was completed in 1906. The map shows that the new building has a central loading bay linking Hilton Street (left) with Brewer Street (right). The building can be seen to be divided into 8 separate premises.



1922 OS – By 1922 the building has not altered.



1948 OS – This late-1940s map of the building shows the individual street numbering of all the premises, and illustrates that by this time, the building was split roughly into 5 premises.

4.4 Historical Development of the Site

The construction of Fourways House saw the demolition of a number of early-19th century worker's dwellings and industrial premises. The new building was designed by Manchester architects James William Beaumont & Sons, and originally known as 55-57 Hilton Street, 16-18 Tariff Street, Brewer Street and China Lane.

According to the list description, plans for the new building were submitted to Manchester City Council on the 22nd January 1906, and were designed by J. W. Beaumont & Sons for William O'Hanlon of 49 Dale Street.

4.5 The Architect

After 1900 James William Beaumont practiced with his two sons under the name J. W. Beaumont & Sons, and together they were responsible for designing buildings such as Winters Buildings on St Anne's Square, The University of Manchester Physics Laboratory and Whitworth Art Gallery, both on Oxford Road, 10-12 Whitworth Street West, the former Lewis's Department Store (now Primark) on Market Street, and Kendal's Department Store (Now House of Fraser) on Deansgate.

J. W. Beaumont & Sons also designed numerous other small office buildings, shops and extensions throughout Manchester. Fourways House is a surprisingly simple design for J. W. Beaumont & Sons, with very little decoration both externally and internally and received none of Beaumont's characteristic terracotta detailing or his use of mullioned windows and decorative terracotta panels. This is likely to have been the result of the client's budget at that time.

4.6 The Building

The new building formed an island block site immediately adjacent to the busy Piccadilly Canal Basin and London Road Railway Station (now Piccadilly Station), creating a convenient location for a successful packing warehouse.

It appears that the building was originally designed to house several individual tenants, and was originally divided into four quarters, with each quarter having its own entrance and address. Each quarter was further divided into two halves to create a single address and entrance per two tenants. Over time this arrangement was modified to suit future tenants.

The hoist locations were in some cases shared between two tenants and had steel doors either side of the hoist, whilst other hoists were for the sole use of one tenant. This same arrangement can be seen in the rear service staircases.

The name “Fourways House” does not appear in any historic documents or maps and it is therefore presumed that this name dates from the relatively recent commercial refurbishment of the building.



Figure 4: Looking south-east across Stevenson Square in 1891 showing the approximate future location of Fourways House to the distant right of the view. (Manchester City Archives)



Figure 5: A view looking east along Hilton Street in 1920, showing the first known photographic image of Fourways House. (Manchester City Archives).



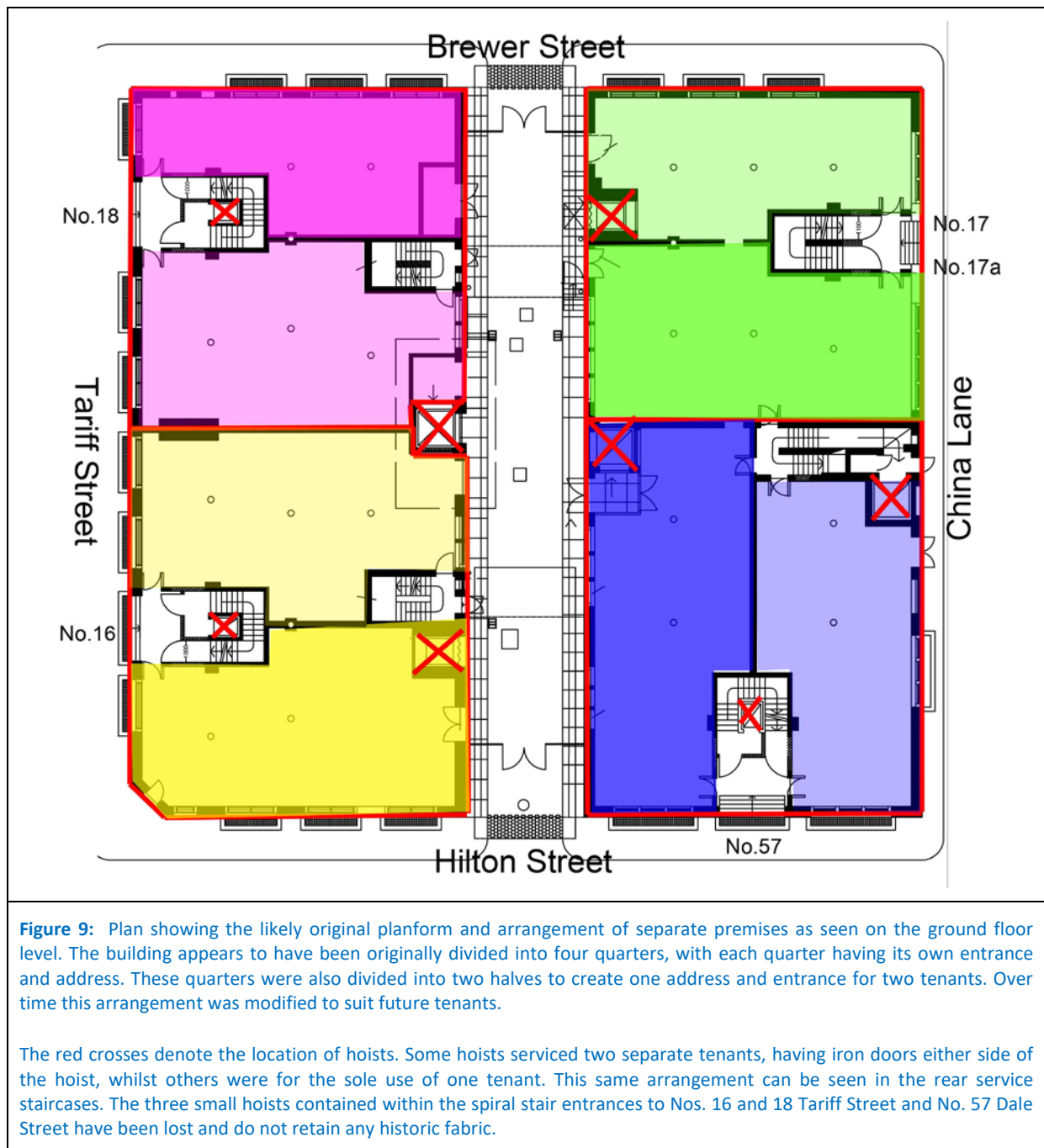
Figure 6: An aerial view looking north over Fourways House in 1932, showing the original chimney stacks and three gables defining the entrances into No.57 Hilton Street, and Nos. 16 and 18 Tariff Street. (Manchester City Archives).



Figure 7: The view taken from further east along Hilton Street in 1960, showing the original design of the exterior of Fourways House shortly before the original gables and chimney stacks were removed. (Manchester City Archives).



Figure 8: Looking east along Hilton Street in 1966, showing the exterior of Fourways House following the removal of the original decorated brick gables and chimney stacks at some point between 1960 and 1966. (Manchester City Archives).



4.7 Building Description

The building is set over seven floors, inclusive of basement and attic storey, and is of red brick construction with red sandstone detailing to window sills, window heads, sill courses and cornice. Red sandstone is also used around the main ground floor entrances and some carved corner treatments.

The building retains its original one-over-one sash windows throughout, with larger, shop windows to the ground floor level which would have originally functioned as display rooms for goods. During the early 1960s the original three decorated gables above the two entrances on Tariff Street and the entrance on Hilton Street were removed, along with the original tall chimney stacks. The original gables gave definition to separate premises and entrances, and their removal now leaves the building looking oddly proportioned.

4.7.1 Exterior



Figure 10: The west elevation on Hilton Street, showing the entrance into No. 57 to the right.



Figure 11: The original loading bay linking Hilton Street with Brewer Street to the east. This was converted into the main entrance into the building with the insertion of a glazed roof and external doors in 2001.



Figure 12: The principal corner of the building on the junction of Hilton Street (right) and Tariff Street (left). The splayed corner treatment illustrates the original importance of this corner perspective.



Figure 13: The entrance into No. 16 Tariff Street.



Figure 14: The Brewer Street elevation (east) showing the plainer execution in design of this rear aspect.



Figure 15: The rear of the original loading bay through the building as seen from Brewer Street.



Figure 16: The south elevation on China Lane is entirely different in terms of design and materials. This elevation was located on a narrow rear street and was not afforded any unnecessary decoration or materials, and as such it uses cheaper Fletton bricks, asymmetrical fenestration, and the siting of an external hoist, now blocked to the left of the elevation.



Figure 17: An example of a loading door.



Figure 18: The now blocked external hoist.

4.7.2 Interior

Basement Floor

The basement floor level would have originally housed the packing areas of each company housed in the building above, and as such would have always have been a utilitarian space. The basement now forms one large space beneath all ground floor units and has been substantially altered with the insertion of partitioned walls and rooms, floor, wall and ceiling coverings.

The basement does, however, retains original iron hoist doors and hoists, along with original window openings (now blocked) and cast iron columns.

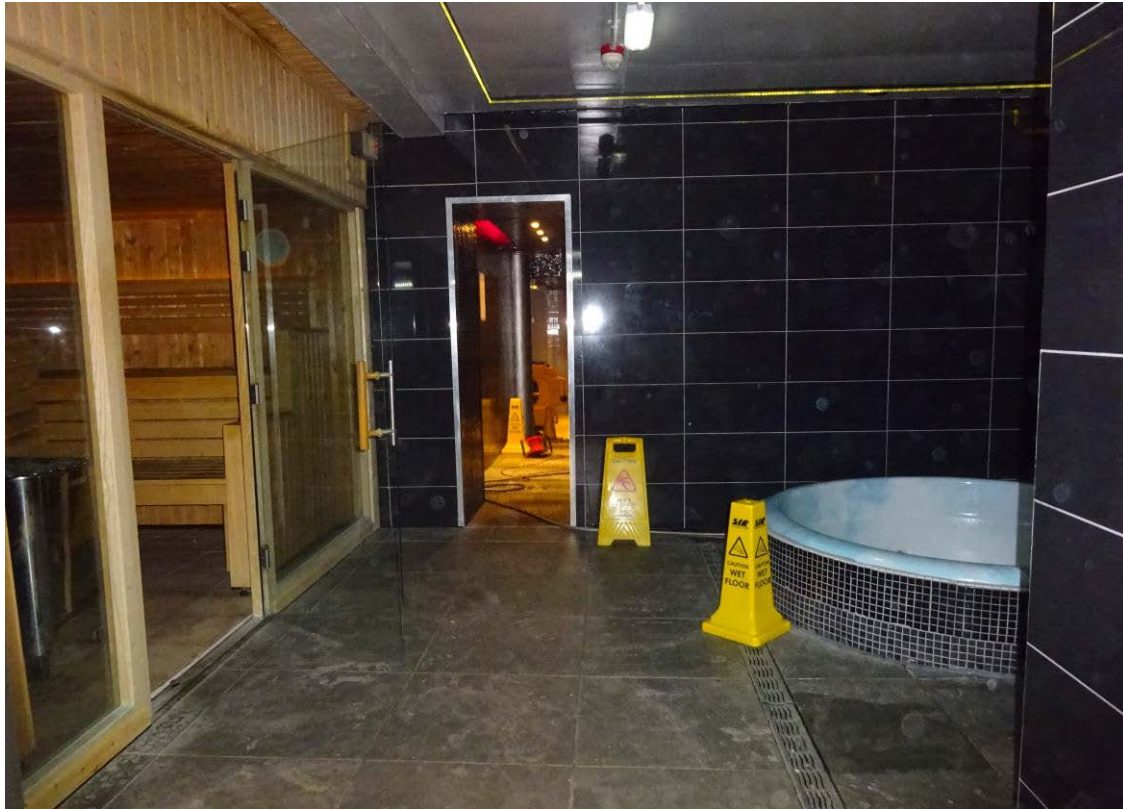


Figure 19: The jacuzzi room



Figure 20: The bottom of the northern staircase, showing barrel-vaulted corridor beneath the loading bay (atrium reception) above. The glazed brick opening would have originally functioned as a vent or window to ground floor level.



Figure 21: One of the original hoist doors and exposed brickwork.

Ground Floor

The ground floor level of the building is used as the main reception and access area for the upper floors. The original open lightwell that is located above the loading bay was covered with a glazed roof in 2001 to form the present reception atrium. To the north and south sides of the space are two former hoists which have since been utilised as the location of new glass lifts.

The units that surround the atrium are accessed from the streets that surround the building, and are now used as bars and restaurants. These units retain exposed brickwork, exposed floorboards and cast iron columns.

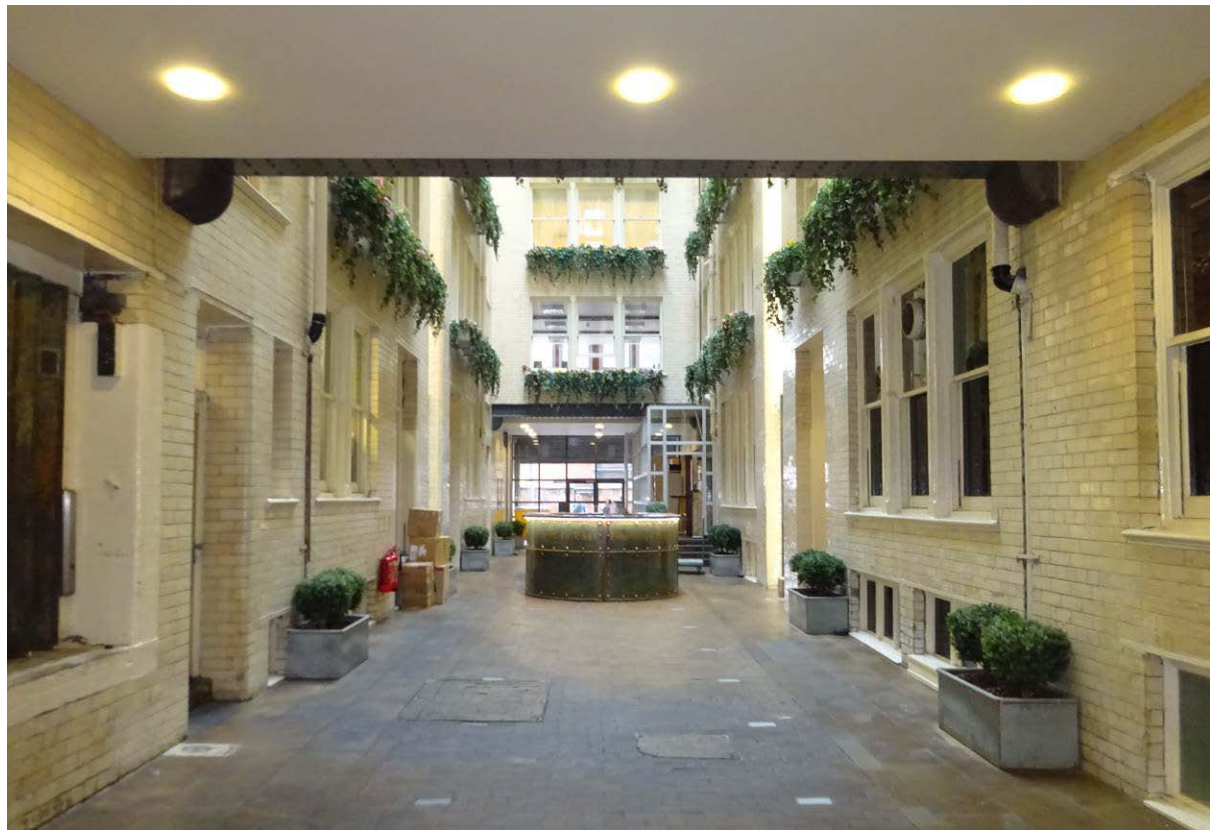


Figure 22: Looking east through the atrium



Figure 23: The modern lift located in the original hoist opening to the north of the space



Figure 24: The modern lift located in the original hoist opening to the south of the space

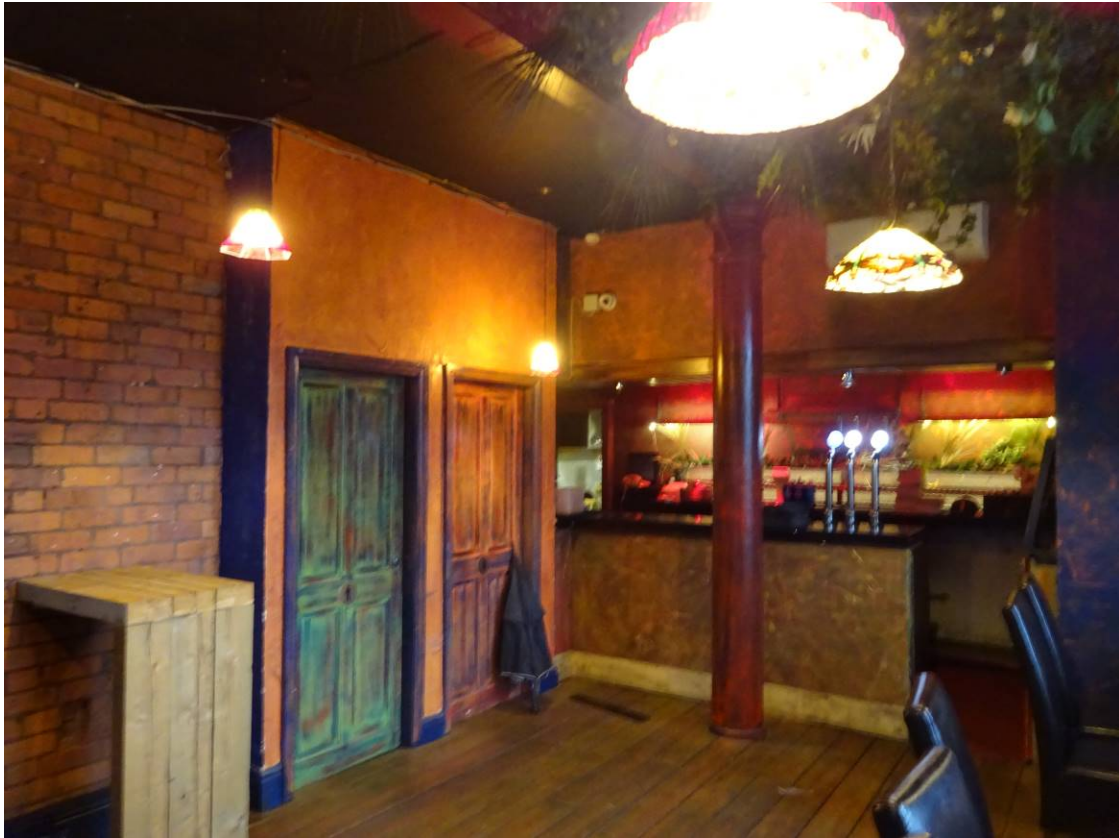


Figure 25: A view looking through the unit to the south-eastern corner of the ground floor

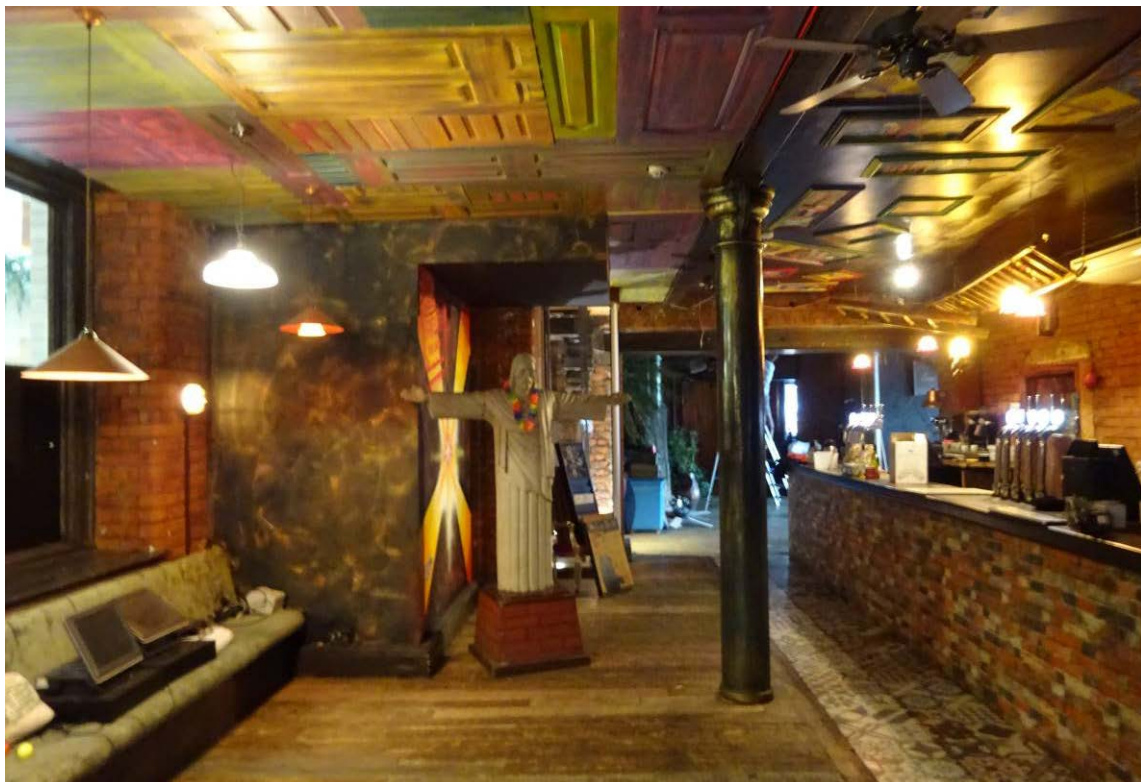


Figure 26: A view looking east through the largest bar outlet to the southern side of the ground floor.

Upper floors

The upper floors largely follow the same design and planform, with slight variants installed by subsequent and present tenant fitouts. The top floor is located partially within the roof structure, and this has been left exposed as a feature in these units.



Figure 27: One of the office suites located within the top floor and roof space, showing the exposed original roof structure.



Figure 28: An example of one of the similar rear service staircases



Figure 29: An example of an office suite located on the fourth floor, showing the exposed hoist doors, floorboards and brickwork

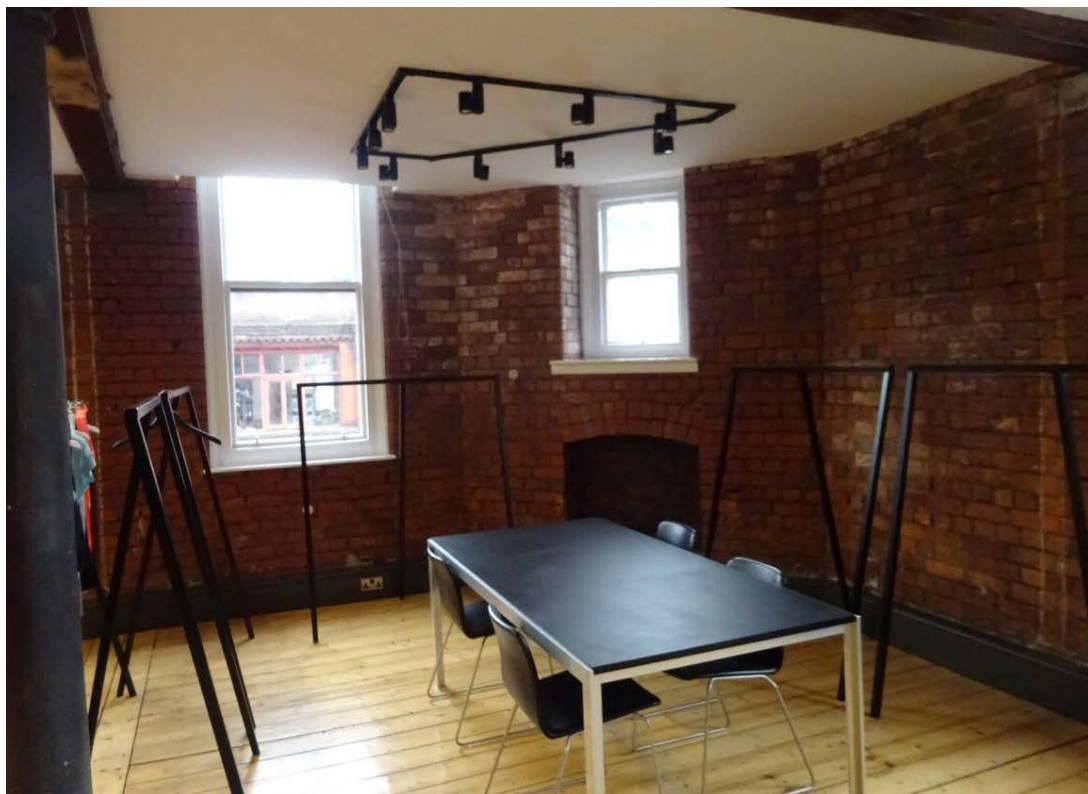


Figure 30: An example of the interesting original arrangement found at the splayed north-west corner of each floor. Here the original fireplaces are located beneath the windows, creating an unusual feature.

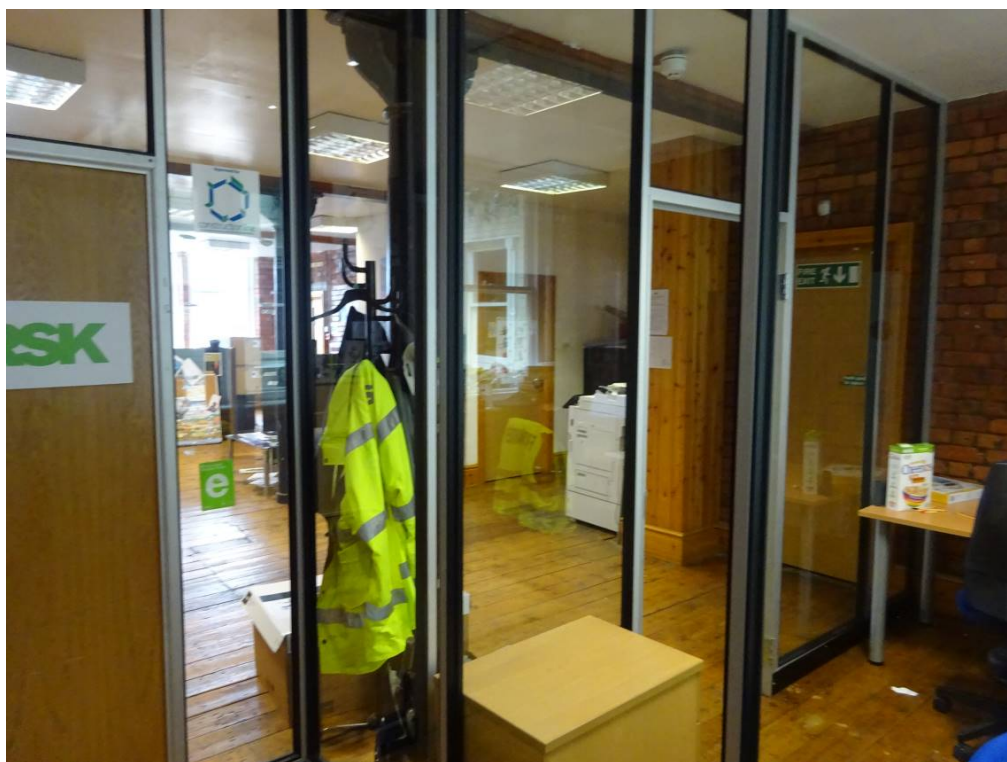


Figure 31: An example of modern glazed partitions and flush laminate doors found in other parts of the building, which present less successful attempts at refurbishments



Figure 32: A successful re-use of a former office suite utilising the original building elements.

5. ASSESSMENT OF SIGNIFICANCE

5.1 Introduction

The assessment of significance accords with the requirements of the NPPF and uses Historic England's methodology outlined in its 2008 document, *"Conservation Principles, Policies and Guidance"*.

The key criteria for listing are special historic or architectural interest. Consequently, in order to determine the significance of a certain component of a heritage asset the sum of its architectural, historic, artistic or archaeological value needs to be disaggregated and determined.

Therefore, the designated heritage asset's significance is determined by an analysis of the relevant aspects of the following:

Evidential Value – *this relates to the potential of Fourways House to yield primary evidence about past human activity;*

Historical Value – *relevant to ways in which the present can be connected through Fourways House to past people, events and aspects of life;*

Aesthetic Value – *focusing on the ways in which sensory and intellectual stimulation is derived from Fourways House;*

Communal Value – *relating to the meaning Fourways House has for the people of Manchester and the collective experience of memory it holds.*

The analysis of the building's significance allows for an assessment of the current integrity and authenticity of the building. This has been used to inform and justify its capacity for change. The focus is on providing necessary and proportionate amount of information.

The assessment of the significance is based on both desktop research and on-site visual surveys.

High significance relates to those parts or elements of the building deemed to be of particularly special interest. These components are fundamental to the understanding of the architectural design concept, and play a major role in reflecting their evidential, historic, aesthetic or communal values.

Considerable significance relates to those components of the building deemed to be of special interest. They are important to the understanding of the architectural design concept, and play a considerable role in reflecting the buildings' evidential, historic, aesthetic or communal values.

Low significance relates to those components of the building deemed to be of more modest interest. They provide a minor contribution to the understanding of the architectural design concept and a modest role in revealing the buildings' evidential, historic, aesthetic or communal values.

None/Detrimental *features and elements that do not contain any special interest. These can detract from the significance of the building and maybe evidence of poor craftsmanship or ad-hoc refurbishments.*

5.3 Statement of Significance

The special architectural and historic interest of Fourways House is recognised by its Grade II Listed designation; however, there is the need to assess all parts of the building in order to determine what special interest they yield in heritage terms.

- Fourways House is a Grade II Listed building and is located within the Stevenson Square Conservation Area.
- The special architectural and historic interest of Fourways House is recognised by its Grade II Listed designation.
- Fourways House is a positive contributor to the character and appearance of the Stevenson Square Conservation Area.
- The group value of the former packing warehouse considered within the setting of a densely-packed area of buildings all having a similar date and function enhances the significance of the structure as a whole and yields a high streetscape value.
- The building yields low evidential value due to its recent date of construction and common recognised building type. Full original plans drawn by J. W. Beaumont & Sons (appended to this report) also provide full construction and design details of the building from 1906.
- The building yields historic value through its original, consciously designed function as a packing/shipping warehouse. This building type, although common to Manchester, was an important element of the surrounding streetscapes during the late-19th and early 20th centuries, and represents a vital industry in Manchester at this time. The building represents a little-altered late example of a multi-tenant shipping/packing warehouse building, located in a prominent position and designed by a prolific local architect.
- The building yields aesthetic value through its simple Edwardian design and the completeness of its original building elements, fixtures and fittings; although this has been diminished in part by the removal of the decorated gables and chimney stacks between 1960 and 1966, which has altered the original dynamic roofline and reduced the definition of the original separate premises, and the removal of all historic external doors.
- The building yields communal value through its original use as a shipping/packing warehouse, which was once a vital part of Manchester's success as the cotton manufacturing and trading capital of the world.
- Externally, the building is largely as built, except for the fifth (top) floor level which had its original tall chimney stacks and decorated pointed gables removed between 1960 and 1966. Although the building retains the majority of its original glazed ground floor shop windows and upper sash windows, the original external doors into the various premises have since been replaced with modern examples.
- Internally, the building is largely unaltered in terms of planform, and retains most original internal walls and other features such as original sash windows, floorboards, roof structure, hoists and sliding fire doors etc.

- Areas of high significance includes the now covered central loading bay (2001), which uses glazed cream brickwork and much fenestration from all floor levels. The spatial qualities and completeness of this five-floor high space accord it a high level of significance.
- The location and survival of the seven original staircases and five hoists, and the location of two passenger lifts, servicing the numerous former warehouses are of high significance.
- The original exposed timber roof structure is a high significance feature of the building, and has been left exposed in the top floor office suites.
- All modern partition walls (including glazed and solid) were inserted between the c1990s and c2000s and are of no heritage significance, and are all fully reversible.
- The basement floor level is of a largely low significance, and has been successively subdivided and refurbished throughout the last 15 years to form a complex network of small and medium-sized portioned rooms and spaces. This area of the building would always have been utilitarian in its design and decoration.
- The ground floor level contains a number of independent bar/restaurant outlets which have maintained and enhanced the remaining original features in their units to the benefit of their decorative schemes.
- The upper floor levels have been refurbished during the c1990s/2000s to form largely open-plan office suites, which respect the original open-plan design of the building. Although the modern partition walls inserted in these areas are of no heritage significance; their presence does not adversely affect the understanding or appreciation of the heritage values of the building.

6. IMPACT ASSESSMENT

6.1 Policy background and methodology

There is no recognised standard methodology for the appraisal of significance and physical impact on listed buildings. Therefore, the method used below is a synthesis of the Historic England guidance contained within “*Conservation Principles*” (2008). The assessment is also based on the policy requirements of the NPPF, which requires that new development should be demonstrably ‘sustainable’ thus securing the protection or enhancement of the historic environment.

As noted above, the NPPF requires that, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight be given to its conservation in order to avoid any ‘harm’ which might diminish the value of the asset. There is no specific definition for substantial harm in the NPPF, so reliance is given to the evaluation of the impact on the significance of the heritage assets.

However, the Planning Practice Guide 2014, which supports the NPPF notes that ‘substantial harm’, “*is a high test, so it may not arise in many cases*”. It does not arise in the current proposals for the internal courtyard area of Fourways House, as the proposed designs have largely focused on refurbishment works in order to update and modernise the offices within the building and to improve circulation.

It will be clear that individually the proposed works would constitute instances of alteration and there will be a minor element of harm to the heritage significance of the building. The most important consideration would be whether the impact of the alteration would seriously affect a key element of the building’s special architectural or historic interest, (such as an original or key building component) and therefore amount to any harm. It is the degree of ‘harm’ to the asset’s significance, rather than the scale of the alteration that is to be assessed. It is not considered that any such harm would arise.

In this case the key design objective has been to secure the building’s use and its long-term future, maintaining its fundamental integrity and fabric authenticity.

The significance of the affected areas of Fourways House may be assessed as being *high, medium, low, neutral* or *detrimental*. The impact of the proposals on the individual components and the overall integrity and significance of the reception area of Fourways House may be measured as: *adverse; negligible; or beneficial*. Finally, in each case the impact may be considered to be *major; moderate; or minor* in scale.

For ease of reference and in consideration of the small areas of fabric affected, the significance and impact assessment has been tabulated below with photographs to assist identification. The table presents the areas affected and the proposed approach in each case. The submitted planning stage drawings and Design and Access Statement, including existing and proposed plans and elevations, should be read in conjunction with the below.

6.2 Tabulated assessment of significance and impact

Area or feature	Photograph	Significance	Proposals	Impact
Entrance gates and signage		Low (recent structural glazed entrance)	Replacement of existing roller shutters and structural glazed entrance with new decorative steel gates, signage and glazing (refer to Section 6.3 below).	Moderate beneficial
Passenger lifts within former goods lift shafts		Medium (modern lift structures within historic former hoist locations)	Reconfiguration of lift shafts to face the atrium and to accommodate larger lift cars.	Neutral
Atrium open space		High (Historic courtyard space and enclosing walls)	Pedestrian bridges at first floor upwards to improve circulation (refer to Section 6.3 below).	Minor adverse

Ground level atrium flooring and reception		Low (modern flooring and reception finishes)	Refurbishment and re-flooring of atrium and new reception desk and furnishings at ground level	Minor beneficial
Ground level atrium area (rear)		Low (modern flooring and glazing insertions)	Insertion of new freestanding steel-clad bin store in place of current ad hoc storage to rear of building	Minor beneficial
Basement level		Low (Photograph shows a typical area)	Insertion of new WCs and bike store	Neutral
Second floor		Medium (Photograph shows a typical area)	Refurbishment of office floor plate including provision of new M&E services and new WCs	Neutral

Roof level		Medium (Photograph demonstrates very limited external visibility)	Replacement of assorted existing M&E plant to lift overrun tower with single new louvre for air intake / extract.	Minor beneficial
Redundant hoist shafts		Low (all elements replaced with modern material)	Utilisation of redundant hoist shafts for new M&E risers, and associated M&E upgrade works.	Neutral
External projecting cornice details		High	Provision of new lead capping detail to reduce weathering damage and deterioration	Minor beneficial

6.3 Proposed link bridges and entrance gates – heritage design discussion

Whilst the proposed works are typically minor in character, incurring limited heritage impact, the proposed new entrance gates and new atrium link bridges are more substantial and merit separate discussion.

The proposed new entrance gates to Hilton Street (Figure 33 below) would replace an existing modern roller shutter and a modern framed glass screen, both of limited design quality, with new steel gates, signage and automatic glazed sliding doors completed to a considerably higher standard of design. In particular the design

of the gates and signage is appropriately influenced by the character of the surrounding area and represents a high quality contemporary design response to the area's 19th and early 20th century heritage of warehousing and industry. As a result, within the Impact Assessment this intervention has been identified as being *Moderate Beneficial* in effect upon the special interest and significance of the listed building.

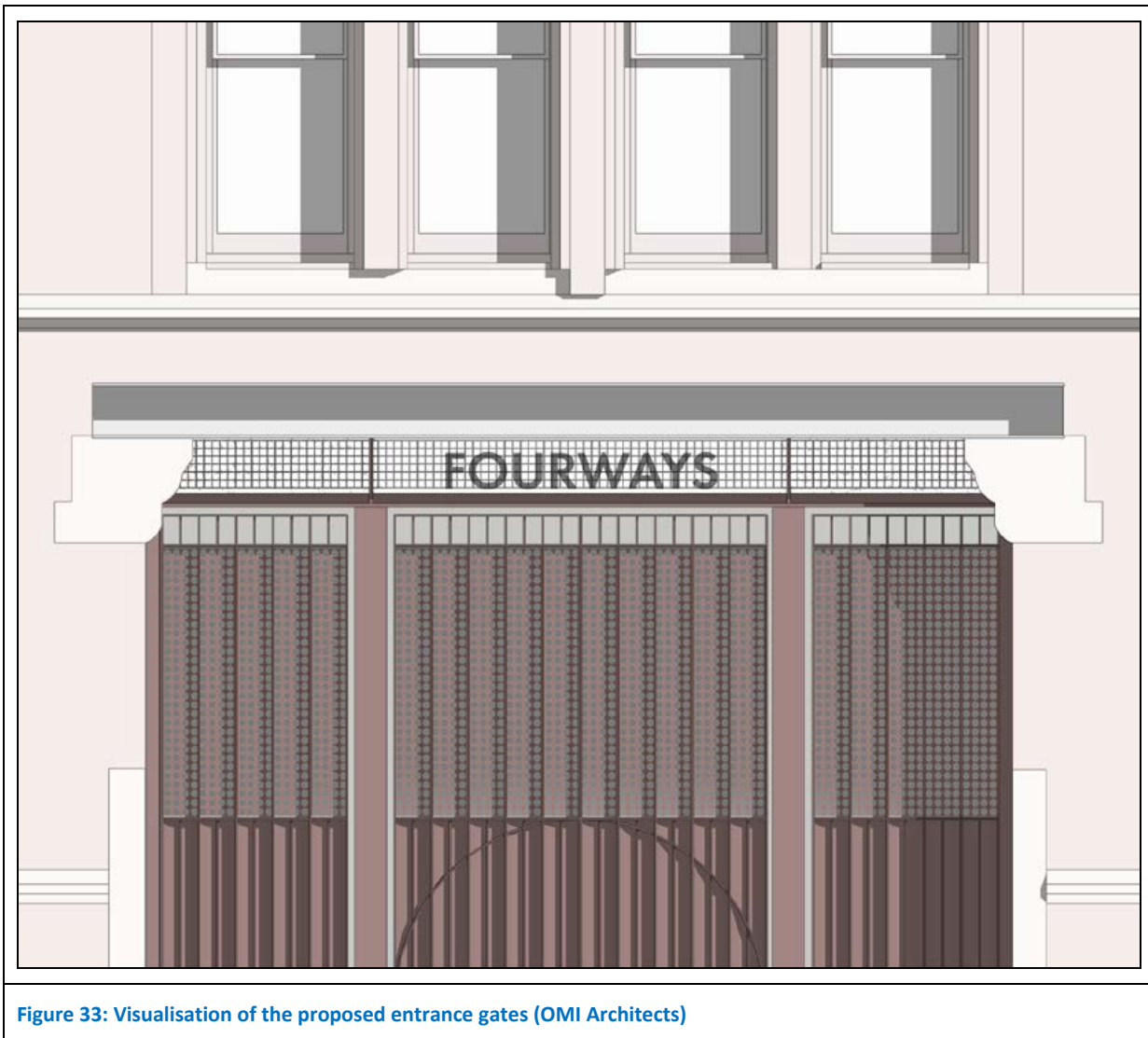


Figure 33: Visualisation of the proposed entrance gates (OMI Architects)

The proposed new internal atrium bridges within the building (Figure 34 below) have been developed as a design response to circulation and access difficulties within the existing building and are the product of an extensive options analysis process carried out by the project architect and set out within the Design & Access Statement. In terms of heritage impact, whilst the proposed bridges would have an adverse impact upon the current open quality of the atrium and in relation to the window removals required at each floor to facilitate new access doors, they would add a new high quality contemporary design feature within the building and, as in the case of the entrance gates, they take appropriate design cues from the built heritage of the surrounding area. As a result it has been considered within the impact assessment that the overall impact of the proposed bridges would be *Minor Adverse* in effect upon the special interest of the listed building.

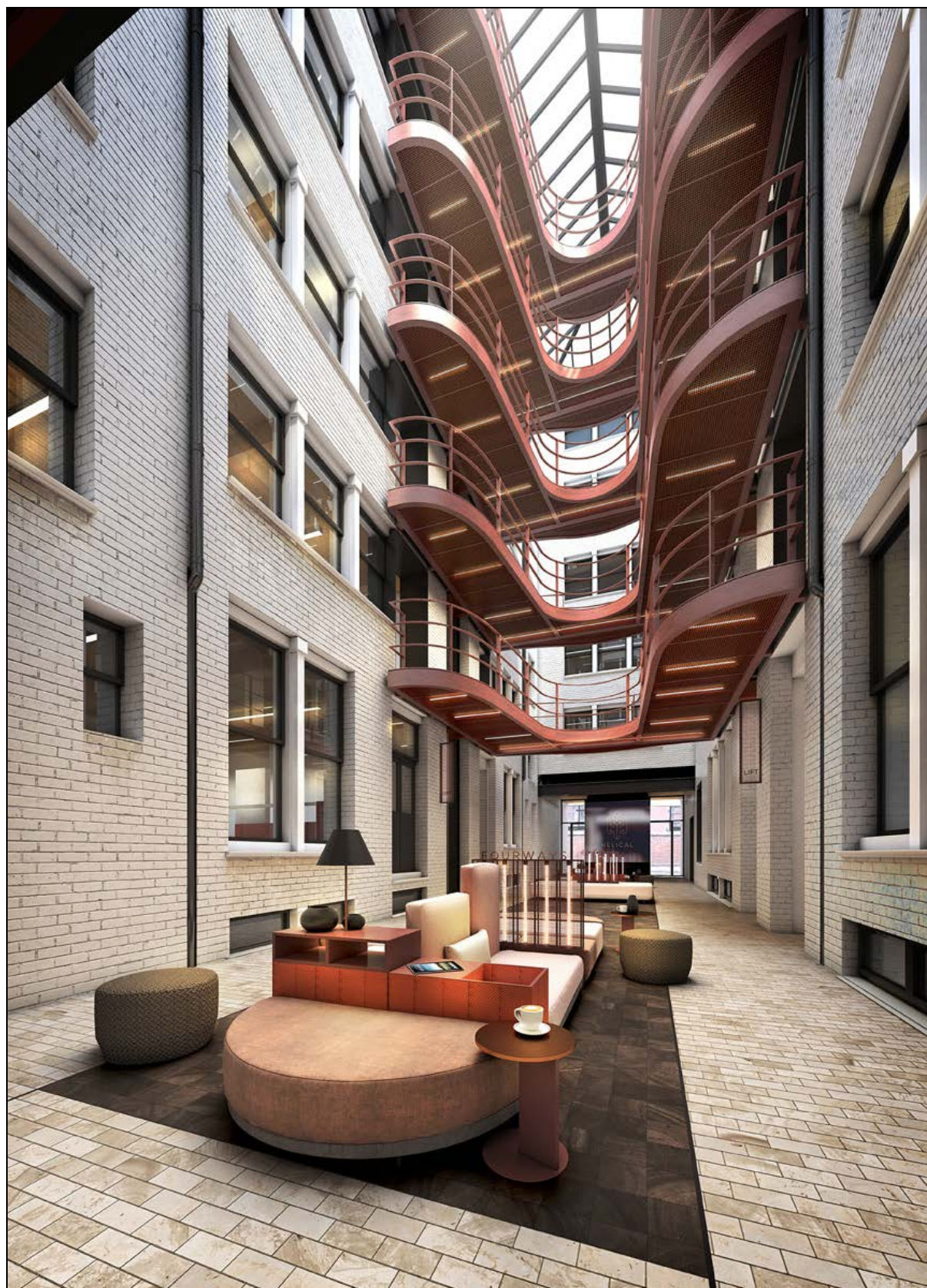


Figure 34: Visualisation of the proposed atrium bridges (OMI Architects)

6.4 Summary of assessment of impact findings

The assessment has found that the proposals would incur one instance of *Moderate Beneficial* impact upon the listed building, four instances each of *Minor Beneficial* impact and *Neutral* impact, and one instance of *Minor Adverse* impact. As a result, overall, it is considered that the proposals would have a *Minor Beneficial* impact upon the special interest and historic significance of the listed building.

7. SUMMARY DISCUSSION AND CONCLUSIONS

- Fourways House is Grade II Listed building and is located within the Stevenson Square Conservation Area.
- The name “Fourways House” does not appear in any historic documents or maps and it is therefore presumed that this name dates from the relatively recent commercial refurbishment of the building,
- The principal exterior elevations of the building on Hilton Street, Tariff Street and Brewer Street are of a high significance, and the remaining internal features of the building are of high significance.
- The locations and surviving parts of the original staircases and hoists are of high significance, whilst the altered basement floor level is of a general low significance; however, all remaining original building elements such as hoists, staircases and internal brick walls are of high significance.
- The present proposals comprise limited interventions to refurbish the building including: Replacement of existing lifts using larger lift cars and rotating the lift entrances to face the atrium; Re-flooring of the atrium; Installation of a new bin store to the rear of the atrium to prevent external bin storage; Provision of new shower and WC facilities within the basement; Refurbishment of the second floor offices including new M&E provision and WCs; Wider rationalisation of M&E services including changes to roof top plant layouts and the utilisation of redundant hoist voids as M&E risers.
- The proposals also include two more substantial interventions, comprising the installation of new entrance gates and automatic glazed doors to the principal Hilton Street entrance, and the insertion of new access bridges within the atrium at first floor and above.
- The present Heritage Statement has provided a proportionate level of historic and contextual heritage information on the significance of the listed building, as required by Section 189 of the NPPF (2019) in order to facilitate the understanding of the heritage asset and inform decision making.
- The document has also provided an itemised Impact Assessment of the key proposed interventions, following Historic England and ICOMOS guidelines for heritage impact assessment. The Impact Assessment has concluded that the proposals would incur one instance of *Moderate Beneficial* impact upon the listed building, four instances each of *Minor Beneficial* impact and *Neutral* impact, and one instance of *Minor Adverse* impact.
- The Impact Assessment has concluded that, overall, the proposals would have a *Minor Beneficial* impact upon the special interest and historic significance of the listed building.
- Within the terms of Section 196 of the NPPF, the proposals therefore amount to “less than substantial harm” to the heritage asset and will facilitate “securing its optimum viable use” as an office space.
- Finally within the terms of Section 192 of the NPPF the proposals would assist in “sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation”.
- The proposals comply with national and local heritage planning policies and guidance.

8. APPENDICES

8.1 Appendix i: List Description

List entry Number: 1380335.

FOURWAYS HOUSE, 16 AND 18, TARIFF STREET

Grade: II.

Date first listed: 01-Jun-2000.

Date of most recent amendment: 09-Jul-2002.

UID: 480321.

SJ 8498 SE, 698-1/29/11137

TARIFF STREET, No 16-18. Also known as 57 Hilton Street and 17 China Lane

II Packing warehouse, now offices. 1906, with minor late C20 alterations. By James William Beaumont, architect, of Manchester. Red brick on a low stone plinth with ashlar sandstone dressings and moulded brick detailing. Multiple ridge roof, with a Welsh slate covering. PLAN: Rectangular plan, with centrally- placed narrow rectangular courtyard/light well accessed from streets to east and west. FRONT (NORTH) ELEVATION. Symmetrical 8-bay frontage range to Tariff Street, of six storeys above a basement. Entrances to bays 2 and 7, with stepped approaches to altered double doorways set within ashlar surrounds. Ashlar cill band to first and sixth floor. Ground floor shop front windows with metal lintel beams and deep stall risers, and above, coupled sash windows without glazing bars to all floors. These are flat-headed, except to upper floor, where openings have semicircular arched heads below a shallow parapet. Bays 2 and 7 have triple windows, a wide central opening with narrower flanking windows, all with sash frames, and with the lintels set lower than in other six bays. The heads of these bays step up above parapet level, with a wide banded semicircular arch to the heads of the upper floor windows. Angled corner to right returns onto Hilton Street, and incorporates ground floor single doorway with late C20 canopy. Stacked single light openings above extend to 5th floor, those above first floor in widened chamfered frontage carried on shallow side corbels. SIDE (WEST) ELEVATION: Asymmetrical facade, with wide central vehicular entrance beneath flat metal lintel beam wagon. Windows in couples and triples, arranged 1:2:2:2:4:3:3:3, with entrance to bay 7, and raised parapet with wide arch to window heads. Remaining elevations reflect various aspects of these elevational details. INTERIOR. Load-bearing external walls carry internal frame of cast iron columns and metal cross beams. Service lifts for goods and passengers survive, together with original staircases. Exposed roof structure to attic storey. Glazed brickwork to internal courtyard to create light well.

A little-altered and prominently sited example of a distinctive Manchester commercial building type, designed by a notable Manchester architect, and a component of a significant commercial quarter. It forms a group with the adjacent canal warehouse (item 29/416) and other packing warehouses (items 29/ 85, 29/86, and 29/87)

Listing NGR: SJ8473798317 .



Stephen Levrant Heritage Architecture Ltd

CONSERVATION ARCHITECTS & HERITAGE CONSULTANTS

62 British Grove, Chiswick, London

0208 748 5501

Suite 1.6, Canada House, 3 Chepstow Street, Manchester, M1 5FW

0161 806 0410