

PROPOSED REPLACEMENT BOARDWALK DEANSGATE LOCKS, MANCHESTER DESIGN, ACCESS AND HERITAGE STATEMENT



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June 2020

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TABLE OF CONTENTS

Section 1	INTRODUCTION	4
Section 2	PLANNING BACKGROUND.....	5
2.1	Introduction	5
2.2	Planning (Listed Buildings and Conservation Areas) Act 1990	5
2.3	Local Planning Policy	5
2.4	National Planning Policy Framework and National Planning Practice Guidance.....	6
2.5	Other National Guidance Documents: Historic England	7
Section 3	DESCRIPTION OF THE CASTLEFIELD VIADUCT.....	9
3.1	Location and Setting of the Castlefield Viaduct	9
3.2	Description of the Viaduct Structure	9
3.3	Description of the Raised Walkway and Footbridges.....	10
Section 4	HISTORY AND DEVELOPMENT	13
Section 5	Contribution of the Proposal Site to the Significance and Setting of the Heritage Assets.....	18
5.1	Methodology	18
5.2	Identification of the Listed Structures near the Proposal Site.....	18
5.3	Significance of the Heritage Assets.....	21
5.4	Contribution of the Proposal Site to the Significance and Setting of the Listed Structures	24
Section 6	Proposed Works	26
6.1	Overview	26
6.2	Detailed Proposals	26
6.3	Access	26
Section 7	Heritage Impact Assessment.....	28
7.1	Assessment of the Impact of the Proposals on the Castlefield Railway Viaduct	28
7.2	Impact of the Proposed Works on the Setting of Heritage Assets.....	28
7.3	Heritage Impact Assessment Table.....	30
Section 8	CONCLUSIONS	31
8.1	The History, Development and Usage.....	31
8.2	Significance of the Railway Viaduct.....	31
8.3	The Proposed Works	31
8.4	Impact of the Proposed Works on the Setting of the Heritage Assets.....	31
8.5	Summary	31
Section 9	SOURCES.....	32
Appendix 1.	Listing Descriptions	33
Appendix 2:	Heritage Impact Assessment Methodology	38

Section 1 INTRODUCTION

This Design, Access and Heritage Statement accompanies the application for Listed Building Consent for replacement of the timber of the boardwalk at Deansgate Locks, Manchester, providing access to the canal-side businesses; no changes to the steel structure supporting the boardwalk are involved. The boardwalk is situated alongside and attached to the section of the Grade II listed Castlefield Railway Viaduct known as Deansgate Locks on the Rochdale Canal. Although part of the viaduct is within the Castlefield Conservation Area, the Deansgate Locks section is not. There are six Grade II listed structures within the vicinity of the proposal site: Castlefield Railway Viaduct From G-Mex To Dawson Street Rochdale Canal; Rochdale Canal Lock 90; Rochdale Canal Lock 91; Deansgate Station; Manchester South Junction & Altrincham Railway Viaduct; and Rochdale Canal Lock Keepers Cottage. The impact of the proposed works on these structures is assessed in this document.

This Design, Access and Heritage Statement has been prepared in accordance with the NPPF and the NPPG. It has been prepared by Kathryn Sather & Associates, Heritage Conservation Consultants. The Statement aims to provide sufficient information specific to the site and its immediate surroundings. To this end the statement provides a summary of the history and development of the site; a description of the exterior of the viaduct and the elements affected by the proposals; and an assessment of the significance of the structure. This Statement summarises the proposed works; the desirability of the proposed works and assesses their impact upon the listed Castlefield Viaduct and on the setting of the nearby listed structures. The Statement also considers the design and access issues relating to the proposal. This document should be read in conjunction with the Proposed Works Plans, Structural Survey and other submitted documentation.

Section 2 PLANNING BACKGROUND

2.1 Introduction

Both national and local planning policies and guidance affect the planning policy context for the proposal site. These include the Manchester Unitary Development Plan and Local Development Framework, the NPPF, the NPPG, Section 16, and guidance from Historic England.

2.2 Planning (Listed Buildings and Conservation Areas) Act 1990

Listed Building Consent is required for “any works for the demolition of a listed building or for its alteration or extension in any manner which would affect its character as a building of special architectural or historic interest”. (s.7) Furthermore the decision maker, in considering any application is required to consider and “have special regard for the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses” (s. 16). The decision-making framework for giving planning permission for works affecting a listed building is based on the same principle, namely “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” (s. 66).

2.3 Local Planning Policy

Manchester Unitary Development Plan 1995 (Extant Policies)

One of the objectives of this plan was “to protect and enhance Manchester’s Victorian, Edwardian and Georgian architectural and historic heritage”. Policy DC19 on Listed Buildings within the citywide Developmental Control Policies remains valid.

DC19.1: 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:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- 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;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Manchester Local Development Framework (LDF) 2012

The Core Strategy includes a number of policies relating to the historic environment.

Policy CC9: 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.

Policy EN3: 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.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

2.4 National Planning Policy Framework and National Planning Practice Guidance

Chapter 16 of the NPPF, 'Conserving and enhancing the historic environment', provides the policy framework for the conservation of the historic environment. The following guidance is relevant to the application site.

189. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

190. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

192. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

- c) the desirability of new development making a positive contribution to local character and distinctiveness.

193. 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.

194. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

195. 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.

196. 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.

198. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

199. Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

200. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

2.5 Other National Guidance Documents: Historic England

Several Historic England documents provide relevant guidance. These include *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning: 3* (2017); *Conservation Area Designation, Appraisal and Management* (2019) and *Statements of Heritage Significance: Analysing Significance in Heritage Assets* Historic England Advice Note 12 (2019).

The Historic England document *The Setting of Heritage Assets* defines setting as: 'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of the asset, may affect the ability to appreciate that significance or may be neutral.'

Setting is also described as being a separate term to curtilage, character and context. Curtilage is largely a legal term referring to the extent of a property boundary, as prescribed by ownership and the character of a place depends upon a sum of all of its attributes. Setting is largely a visual term and thus the way in which an asset is experienced, can also be affected by noise, vibration, odour and other factors.

The guidance sets out a five staged process for assessing the implications of proposed developments on setting. The steps are as follows:

1: Identifying the heritage assets and their settings

The first stage of the analysis is to identify which heritage assets and associated settings are likely to be affected by the proposed development.

2: Assessing whether, how and to what degree settings make a contribution to the significance of the heritage asset

Initially, the significance of the heritage asset needs to be assessed. This assessment should be informed by both archival research and site survey. In assessing the contribution of the setting to significance, the physical surroundings of the asset should be considered, as well as the relationship with other heritage assets, the way in which the asset is experienced, the asset's associations with people and events and patterns of use. This information will provide a baseline for establishing the effects of a proposed development on the significance of a heritage asset.

3: Assessing the effect of the proposed development on the significance of the asset

The range of effects the proposals may have on the setting and the resultant degree of harm or benefit to the significance of the heritage asset can now be considered. The guidance advises on the best approach for assessing the effects of the specific proposals on the heritage assets concerned. In general,

'The assessment should address the key attributes of the proposed development in terms of its: location and siting, form and appearance, additional effects and permanence.'

4: Maximising enhancement and minimising harm

The guidance advises that adverse effects can be limited and the maximum advantage achieved if proposals liable to affect setting are considered from the project's inception. Further limitation of harm can be achieved by producing a well-designed scheme that will minimise detrimental impacts and identify opportunities for enhancement.

Steps to reduce the harm caused by proposals to the significance of a heritage asset include the relocation of a development or its elements, changes to the proposed designs, the creation of visual or acoustic screening, or management measures secured by planning conditions or legal agreements. When harm cannot be avoided, screening should be implemented, although the design of this should be in keeping with the surroundings and avoid having a further negative impact on the area.

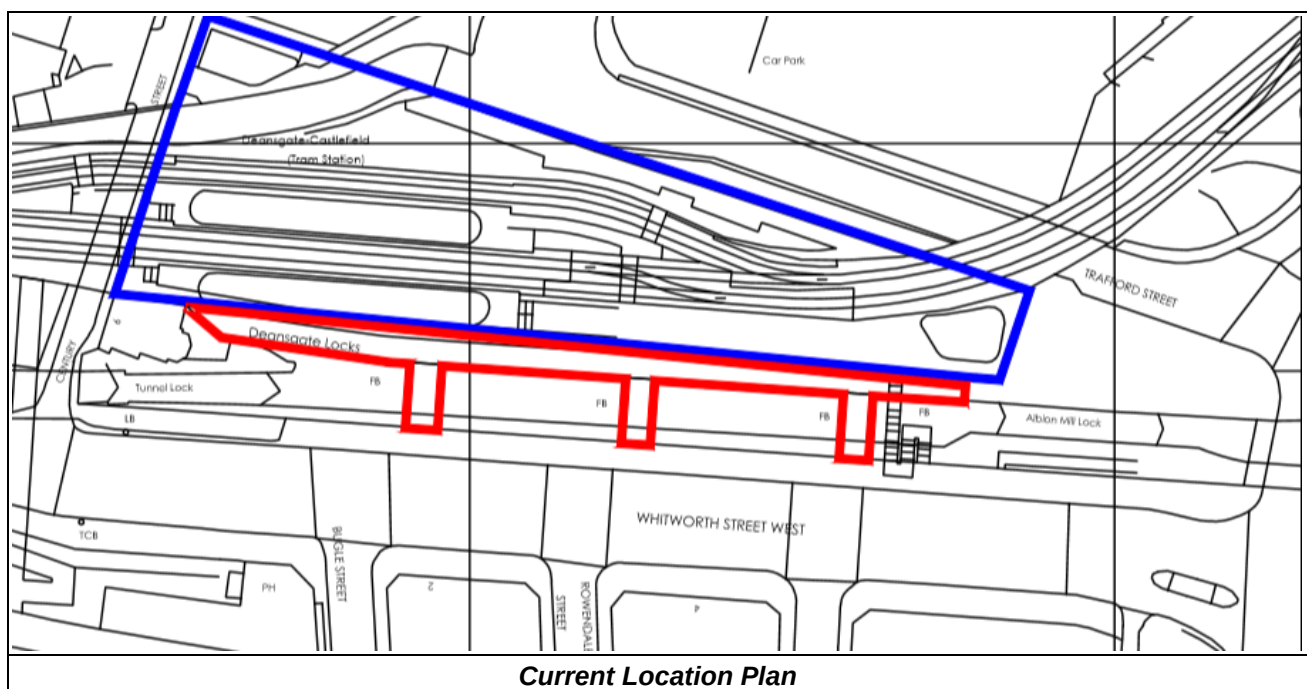
5: Making and documenting the decision and monitoring outcomes

The final phase of the process is to come to the final decision about the proposals. All of the information gathered from the previous steps must be considered. It must also be considered that all heritage assets are not of equal importance and the contribution made by their setting to their significance also varies. The capacity for a setting to accommodate change must also be considered and therefore decisions are therefore made on a case by case basis.

Section 3 DESCRIPTION OF THE CASTLEFIELD VIADUCT

3.1 Location and Setting of the Castlefield Viaduct

The Castlefield Railway Viaduct is a massive structure, running from Dawson Street in the west to Manchester's former Central Station, north of Whitworth Street West. The viaduct includes bridges over the River Medlock as well as over roads. The setting of the viaduct is both multi-level and multi-directional. The section of the Castlefield Railway Viaduct affected by this proposal is on its south side, east of the bridge over Deansgate and north of the Rochdale Canal and Whitworth Street West. The upper portion of the viaduct in this area is now used by the tram system, including the Deansgate-Castlefield Station, giving access to the rear of G-Mex. The lower section of the viaduct comprises the arches underneath which are used as commercial hospitality premises; the units along Whitworth Street are collectively known as Deansgate Locks, referring to the two historic canal locks in the vicinity. At present there are three footbridges over the Rochdale Canal giving access from Whitworth Street West to the boardwalk and Deansgate Locks commercial premises.

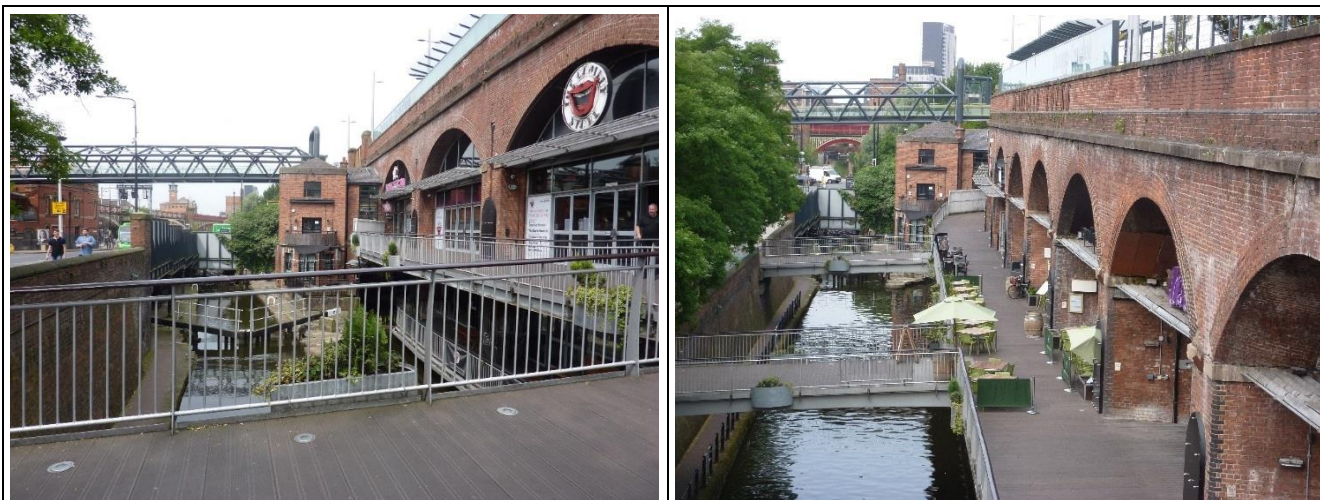


There are several listed structures in the vicinity, including the Lock Keepers Cottage, the Rochdale Canal Lock number 90 and 91, Deansgate Station, and Manchester South Junction & Altrincham Railway Viaduct. Castlefield Conservation Area is located further to the west.

3.2 Description of the Viaduct Structure

Externally, the Deansgate Locks section of the viaduct has eleven arches, numbered Unit 1 – Unit 11. The viaduct is sub-triangular in plan form, and the arches are at a skew angle to the line of the canal. The exterior detail of the arches is formed by five courses of bricks. There is a sandstone impost at the spring of the arch. The viaduct has a brick parapet with sandstone copings. The upper level of the viaduct now carries the Metrolink track and associated platforms of Deansgate-Castlefield Station. An external staircase has been added between Units 10 and 11, giving access from Whitworth Street West to the Manchester Central Metrolink platforms. The front openings of the arches have been enclosed with glazing. A metal structure, inserted just below the arches, provides a framework for the modern signage and lighting for each unit.

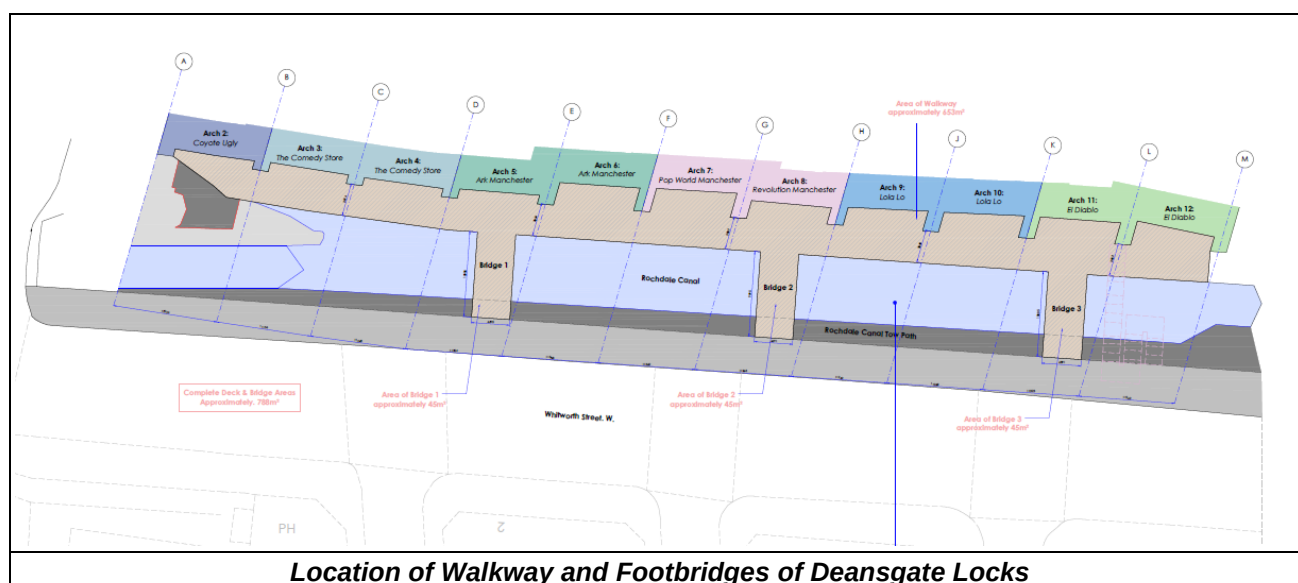
Internally, the brick arches form the walls and ceilings. The floor finishes and fit outs are modern additions.



Viaduct from West Looking Towards Walkway and Lock Keeper's Cottage

3.3 Description of the Raised Walkway and Footbridges

A raised walkway, built of steel with a boarded surface, extends along the south fronts of all of the arches at street level; below this is a lower level just above the canal surface. The structure of the raised walkway is cantilever steel tapered T-sections supporting a timber joist arrangement, which in turn supports the decking floor of the walkway, laid diagonally. The decking is covered with a non-slip covering in board form, mechanically fixed by screws to the timber decking. Three footbridges across the Rochdale Canal, built with a similar structure of steel, timber joists and timber decking, link the walkway and commercial units to Whitworth Street West. These structures have metal railings surmounted by steel handrails along the edges.



Location of Walkway and Footbridges of Deansgate Locks

To the south of the canal above its retaining wall a low brick wall with sandstone copings forms the boundary along the back of the pavement along Whitworth Street West. There are openings in the brick wall giving access to the footbridges. To the far west end, at the location of Lock 91, a raised brick pier and higher metal panels form the boundary wall. The addition of the new walkway and footbridges constitutes a contemporary counterpoint to the historic character of this area, from one of

industrial transportation to a pedestrianised recreational and commercial area. However, the historic fabric of the Locks and Lock Keepers Cottage remains unaffected, and so these assets still retain a high level of evidential value. The insertion of the footbridges also enabled the repair and retention of the listed Railway Viaduct.



Raised Walkway and Railings Looking East



View from Lock 90 Looking West Showing Upper and Lower Walkways



View from Canal Level Towards Lock 90 Showing Upper and Lower Walkways

The condition of the timber of the raised walkway and three footbridges has deteriorated, such that a condition survey has concluded that they have reached the end of their life. The supporting steel structure is generally in adequate condition although some trimming members are heavily corroded and require replacement. The timber joists are rotted in many areas and some are deemed inadequate. There is widespread wet rot and damage to the timber boards laid above the joists on both the walkway and the footbridges, revealed when the non-slip covering is removed, to the point where there is a risk of people falling through. The fixing of the non-slip covering is failing and the surface is buckling. The condition of the lower level on limited visual inspection did not appear as bad.



Deterioration of Wooden Flooring Beneath Non-Slip Covering of Boardwalk



Supporting Joist End Completely Rotted

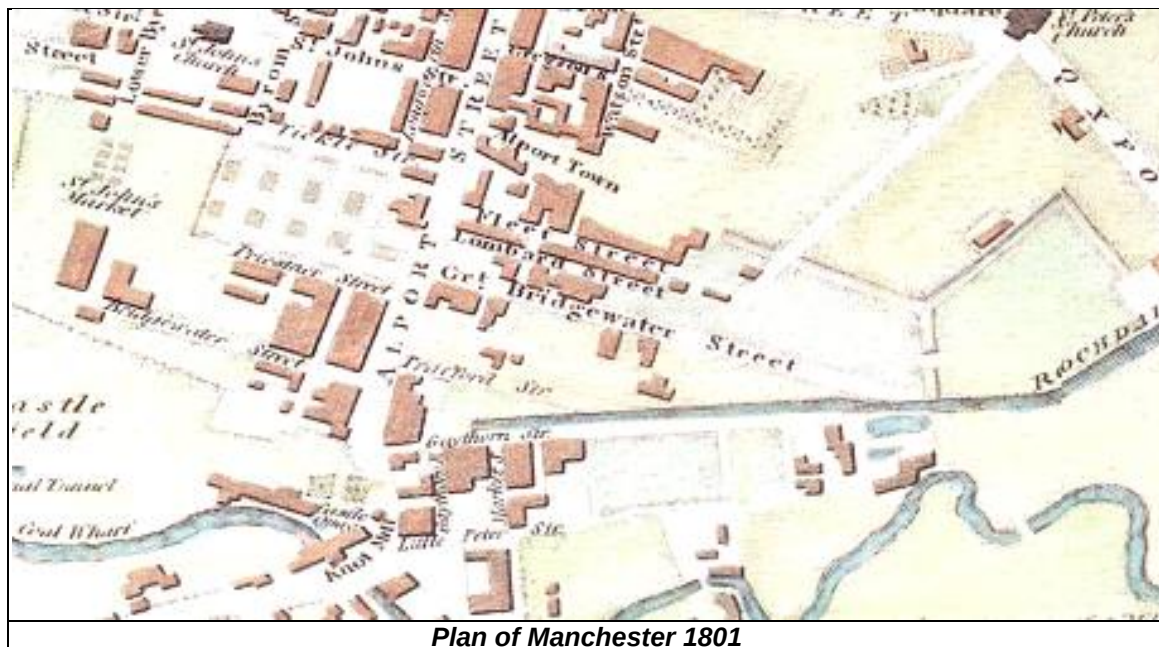


Walkway and Bridge from Below – Floorboards Completely Rotted and Joists Inadequate

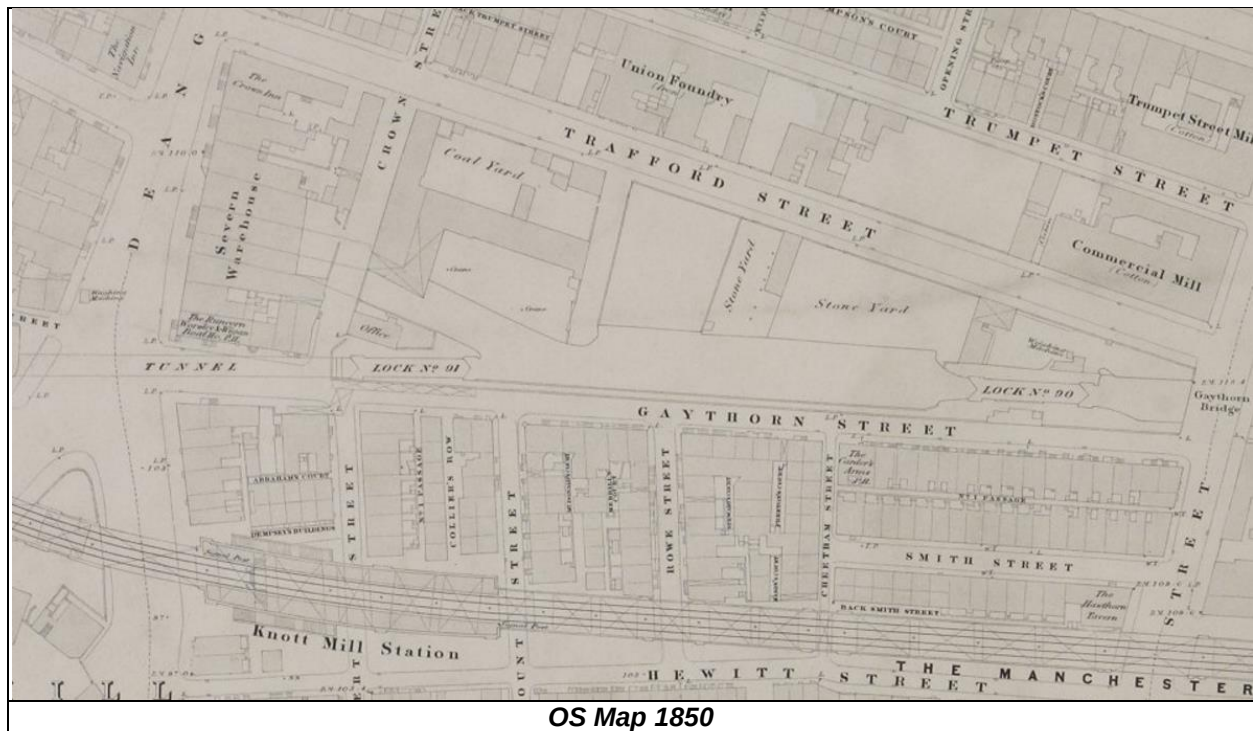
Section 4 HISTORY AND DEVELOPMENT

The Romans established a fort at Castlefield in AD 79 close to the confluence of the rivers Medlock and Irwell, but little evidence remains of any associated civilian settlement in Manchester. There is a brief mention in the Anglo-Saxon Chronicle indicating that there may have been a Saxon burgh; the existence of a Saxon church is supported by the existence of what is known as the Angel Stone, dated from ca. 700, later found in the original south Porch of the Cathedral. Following the Norman Conquest, a plot of land was granted to Albert Greslet, then Baron of Mamecestre by Roger de Poitou, Earl of Shrewsbury. In 1215 he built a new church adjacent to the manor house (now Chetham's Library).

The earliest remains of the medieval town of Manchester are from the 15th century. During this time the proposal site lay outside the township, an area of open fields. By the late 18th century, Manchester had spread southwards to the proposal site. The Rochdale Canal was first proposed in 1776, with the aim of connecting to the Bridgewater Canal at Castlefield. A revised bill for the Rochdale Canal was passed in 1794 and the section between Manchester and Rochdale was opened by 1799. A plan from 1801 shows Rochdale Canal but the area of the railway viaduct remains undeveloped, between Gaythorn Street to the south and Trafford Street to the north.

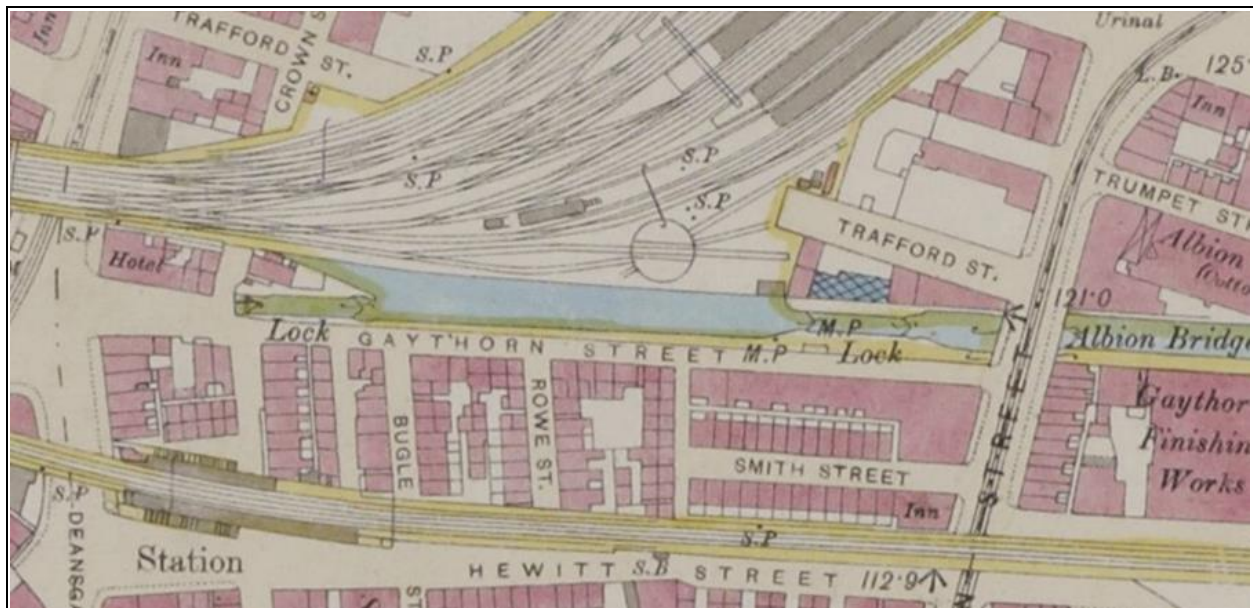


The site of the railway viaduct was developed by 1850. At this time the area along the Rochdale Canal was used as a timber yard, a coal yard and a stone yard.

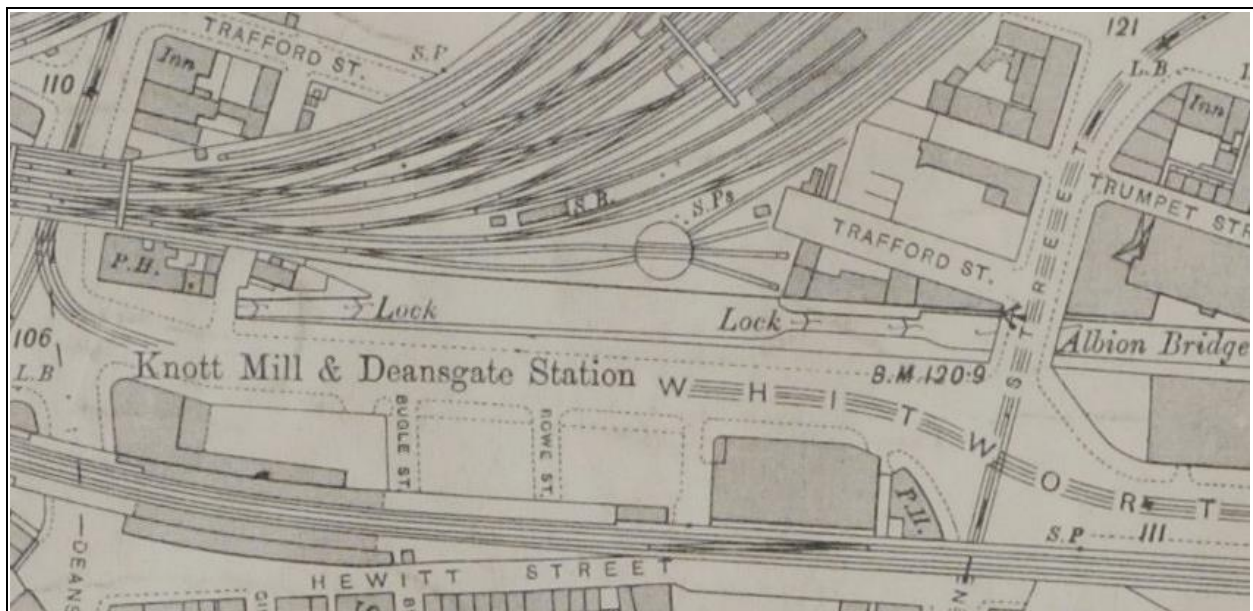


The Castlefield Railway Viaduct served the former Manchester Central Station. Manchester Central Station was built between 1875 and 1880, by the Cheshire Lines Committee, a partnership of three railway companies, the Great Northern Railway, the Manchester, Sheffield and Lincolnshire Railway and the Midland Railway.

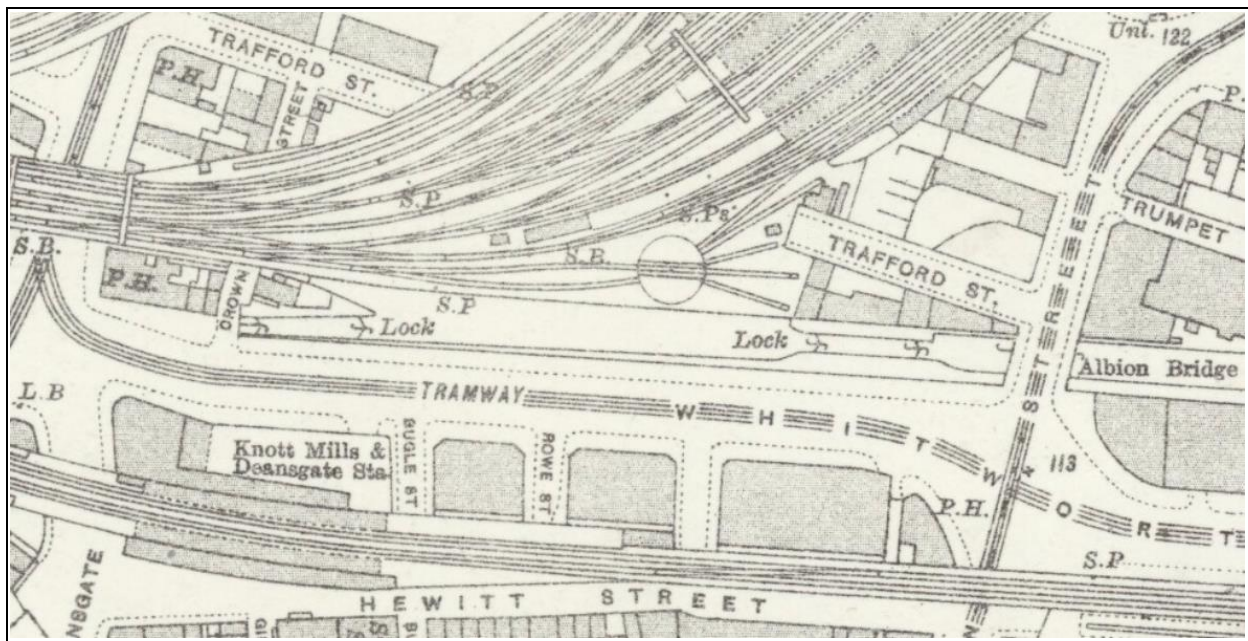
The Castlefield Railway Viaduct, also known as the Cornbrook Viaduct, was opened in 1877. The viaduct was built by the Midland Railway for the Cheshire Lines Committee. The viaduct has several types of construction: a wrought iron truss girder viaduct and a brick arch viaduct. When the viaduct opened it carried trains to a temporary station until the Central Station opened in 1880. Plans from 1896 document the development of the tracks. A turntable was located to the east of the viaduct section affected by the proposals. Following the redevelopment of the area, Gaythorn Street was renamed Whitworth Street West.



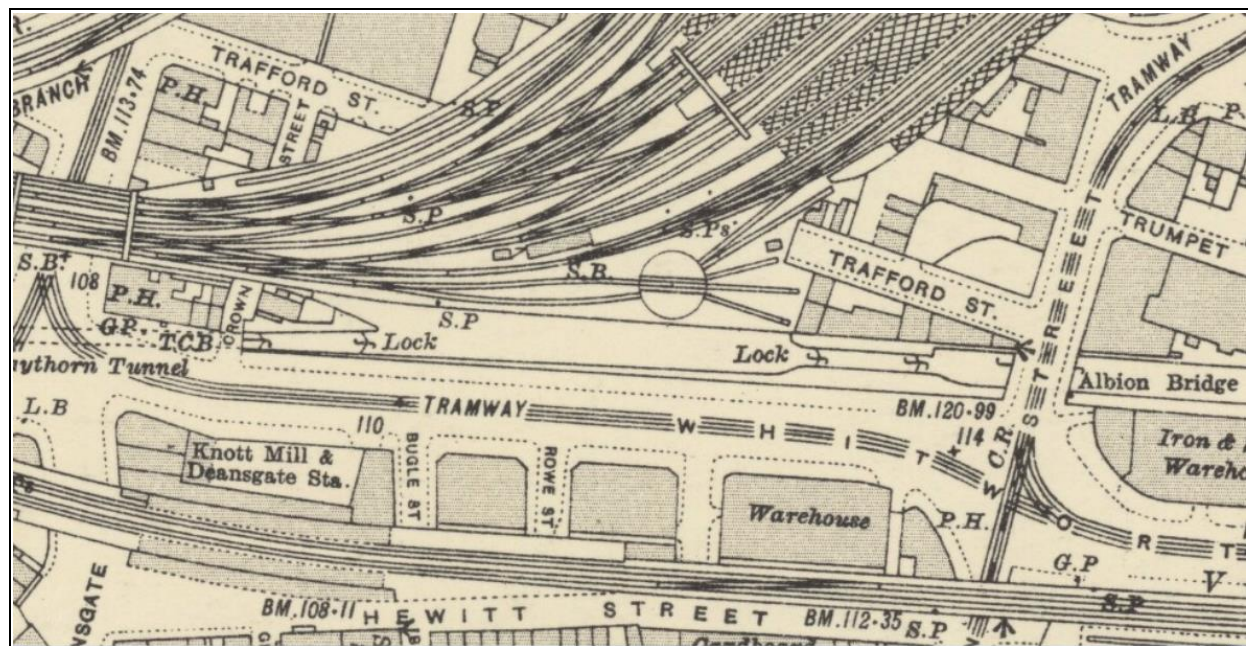
OS Map 1896



OS Map 1905

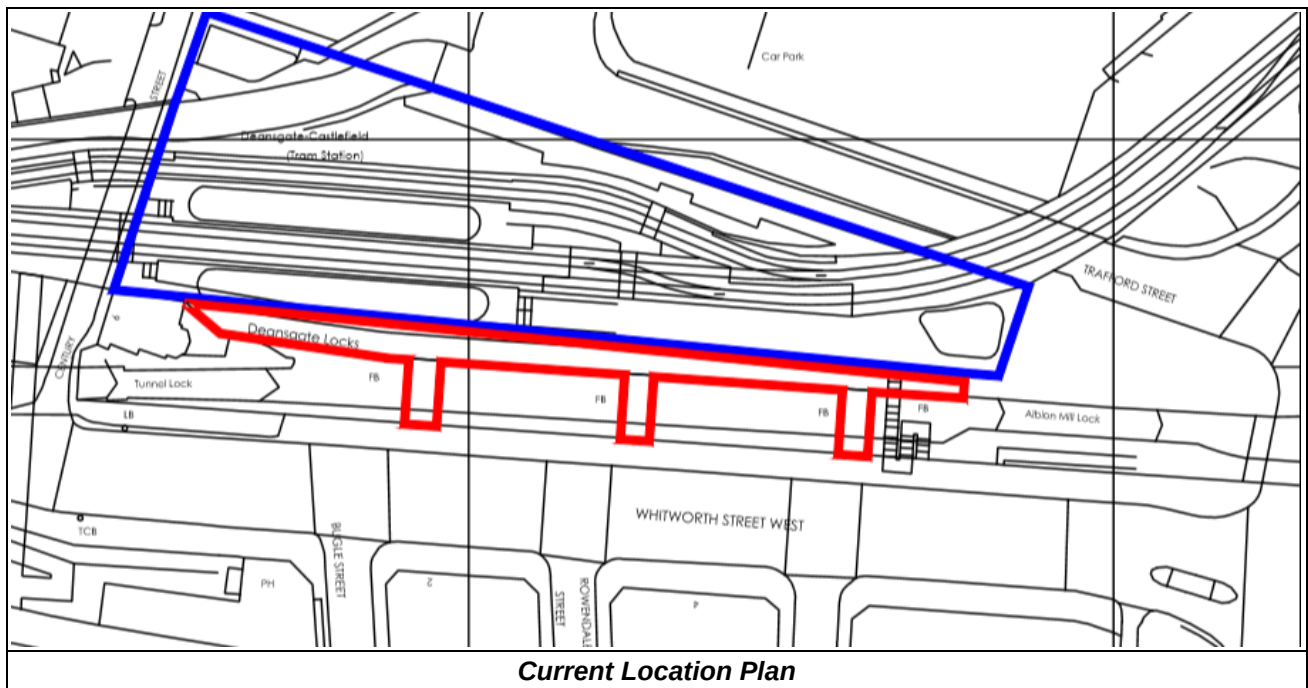


OS Map 1922



OS Map 1934

Central Station closed in 1969 and the viaduct was disused for many years. Central Station was converted to an exhibition centre, called GMex, opening in 1982. In 1983, Greater Manchester Council proposed the construction of a regional light railway network, mainly converting existing railway lines and introducing some new cross city-centre tramlines. This light rail network became Metrolink and was approved by Act of Parliament in 1985. The assets (rail vehicles, track, stations and depots) belong to GMPTE. The first route was the Altrincham to Bury line. Part of the Castlefield Railway Viaduct was refurbished in 1990-1991 to carry the Metrolink trams from Altrincham. The station above Deansgate Locks opened in April 1992, named GMex, the name for the Exhibition Centre in the old Central Station. This was rebranded in 2007, becoming Manchester Central. The station was renamed Deansgate-Castlefield in 2010; in 2014-15 a second platform was added in anticipation of the addition of the second city crossing in 2016-17.



Planning consent for the conversion of the viaduct arches at Deansgate Locks was granted in September 1997, following which they have been developed for commercial use, including with the insertion of the walkway and bridges over the canal. Deansgate Locks now houses several bars and a comedy venue. The Comedy Store opened its first venue out of London in Deansgate Locks in September 2000.

Section 5 Contribution of the Proposal Site to the Significance and Setting of the Heritage Assets

5.1 Methodology

This section contains a Statement of Significance which addresses the significance of the historic buildings affected by the proposals. There are six listed buildings within the vicinity of the proposal site which will be impacted by the proposed works. Castlefield Railway Viaduct to which the walkway is attached was described in Section 3.1. Lock 90 is located to the east; Manchester South Junction & Altrincham Railway Viaduct is located to the south of the site; and Lock 91, the Lock Keepers Cottage and Deansgate Station are located to the west.

This section of the Design, Access and Heritage Statement has been compiled using the values outlined in Historic England's *Statements of Heritage Significance: Analysing Significance in Heritage Assets*. The assessment of the level of significance of the building was influenced by the ICOMOS guidance on Heritage Impact Assessments. This guidance defines the levels of significance for built structures as ranging from 'Very High' to 'Unknown Potential'. Appendix 2 includes the full methodology used to assess the impact on the heritage.

5.2 Identification of the Listed Structures near the Proposal Site

Lock Keepers Cottage

The Lock Keepers Cottage is a Grade II listed building located immediately to the west of the proposal site. It was built circa 1805. It is of red brick in Flemish bond with sandstone dressings, stone parapet and a hipped slate roof. The structure rises to three storeys, with a full height 'basement' level and the ground floor above is level with Whitworth Street West. The building is rectangular with single depth, double fronted plan. The basement protrudes to the east providing an access deck from the canal level, which is surrounded by iron railings.



Lock Keepers Cottage East Elevation



Lock Keepers Cottage South and East Elevation



View Northwest Towards Lock Keepers Cottage

Manchester South Junction & Altrincham Railway Viaduct

The Railway Viaduct is a Grade II listed structure which stretches 1 ¾ miles from Piccadilly Station to Deansgate Station. The viaduct is located to the south of the buildings on the south side of Whitworth Street West and is visible from the proposal site in brief glimpses. The majority of the viaduct is constructed out of red brick, with blue engineering bricks and sandstone dressings. The viaduct is characterised by a series large arches, many of which are infilled with commercial premises. The viaduct also includes several cast-iron bridges, some of which have detailed gothic style designs and castellated towers.



Rowendale Street and the MSJ&A Viaduct



Whitworth House With Viaduct to the Rear

Deansgate Station

Deansgate Station (also known as Knott Mill Station) is a Grade II listed building located to the west of the proposal site. The building was erected in 1896. It is a two storey structure, constructed of red brick with blue brick bands and stone and terracotta dressings. The roof is of slate. The building is Baronial in style, the doorways are under pointed arches, with mock portcullises and gabled heads on colonettes. To the corner, a stone scroll with the original name of the station 'Knott Mill Station' remains in situ as well as a shield with the building's date of 1896. The first floor has a dual window over the two entrance doors, and single windows either side. The right of the station has two framed shop fronts with later windows added.

Knott Mill was a medieval corn mill, documented in 1509. The area rose to prominence in the late 18th century as the location of the Manchester terminus for the Bridgewater Canal; a bridge was built

here and cotton mill named Knott Mill was present in 1792, part of a wider industrial complex. The Station opened in 1849 as a stop along the Manchester South Junction and Altrincham Railway Line. The railway line was jointly owned by the London and North Western Railway and the Manchester, Sheffield and Lincolnshire Railway companies. The station building was partly rebuilt in 1896 by Robert Neil and Son, and was renamed Deansgate Station in 1974.



Deansgate Station North Elevation



Deansgate Station North and West Elevation

Rochdale Canal Locks 90 and 91

Locks 90 and 91 date from 1804-5 and control the water level of the Rochdale Canal in the section adjacent to the proposal site, with Lock 90 to the east and Lock 91 to the west, near the Lock Keeper's Cottage. They are both built of coursed squared sandstone, with a chamber fourteen feet in width between two pairs of wooden gates, and with the towpath to the south. Each has a ladder in the centre of the north side and Lock 91 has a towpath island on the south side with a curved stone staircase at its lower end. They are the seventh and eighth locks in a ladder of nine connecting the former canal basin of the Rochdale Canal near Dale Street in the east to that of the Bridgewater Canal in Castlefield in the west.



Rochdale Canal Lock 90



Rochdale Canal Lock 91 with Island

5.3 Significance of the Heritage Assets

5.3.1 Significance of the Castlefield Railway Viaduct

Historic Interest

- The viaduct provides evidence of the development of the railways in this part of the city during the late 19th C.
- The construction of the viaduct through the complicated intersection of the canals, roads and two other railway viaducts in Castlefield provides evidence of Victorian railway engineering design.
- The remaining historic fabric provides evidence of bridge and viaduct construction techniques.
- The impressive length of the viaduct structure, from Dawson Street to the former Central Station, including bridges and a high level iron viaduct as well as the traditional brick arch sections, is illustrative of the investment in railway infrastructure in late 19th century Manchester.
- Some of the remaining external historic architectural details such as the castellation evident in the sections of high level lattice girders are illustrative of the status afforded to railway engineering at the zenith of railway development in Manchester. The internal areas, created by enclosing the viaduct arches, do not have any significant illustrative value.
- The Castlefield Railway Viaduct is associated with three important railway companies: the Midland Railway, which built the viaduct, the Great Northern Railway and the Manchester, Sheffield and Lincolnshire Railway.
- The structure is associated with the former Central Station, an imposing former railway station now used as a conference and exhibition venue, listed Grade II*.

Architectural and Artistic Interest

- Some sections of the railway viaduct were designed with an aesthetic intention, such as the castellated brick and iron piers. In these sections, the retention of the original decorative detail gives a high level of aesthetic value.
- The sections of plainer brick arches supporting the viaduct do not display a conscious aesthetic design, but a simpler engineering solution which gives a low level of design value.

Summary

As a listed structure, the Castlefield Railway Viaduct is of national significance. The remaining historic fabric to the iron bridges and the exterior of the brick arches provides a high level of historic and architectural interest, as well as retaining the original design intention. The castellated details of the iron bridges, which are not near the proposal site but on a separate section of the viaduct over Castlefield, also retain a high level of aesthetic value. The structure also retains a level of historic interest as it is associated with both a significant transportation hub in the Manchester area and significant railway companies. With reference to the ICOMOS guidance, this listed structure would be assessed a significance level of medium.

5.3.2 Significance of Rochdale Canal Lock Keepers Cottage

Historic Interest

- The structure has retained historic fabric that provides evidence of historic building and decorative techniques.
- The location of the cottage provides evidence of the interconnectedness of the cottage and the lock.
- The building is illustrative of the importance of the Rochdale Canal in the development of the area.

- Although most closely associated with Lock 91, the cottage is associated with the Rochdale Canal, and all of the associated structures of the canal.

Architectural and Artistic Interest

- The simple unadorned style is appropriate for a utilitarian building, but the window proportions and stone parapet and low hipped roofs are evidence of late Georgian design values.

Summary

The Lock Keepers Cottage is of national significance. Externally the building retains features of late Georgian utilitarian architecture, providing evidence of preferred architectural styles during this period. With reference to the ICOMOS guidance, this listed structure would be assessed a significance level of medium.

5.3.3 Significance of the Manchester South Junction & Altrincham Railway Viaduct

Historic Interest

- The viaduct provides evidence of the development of the railways in this part of the city during the mid 19th C.
- The construction of the viaduct through the city centre provides evidence of Victorian railway engineering design.
- The remaining historic fabric provides evidence of bridge and viaduct construction techniques.
- Some of the remaining external historic architectural details such as the gothic cast iron details of the bridges are illustrative of the status afforded to railway engineering at the zenith of railway development in Manchester. The internal areas, created by enclosing the viaduct arches, do not have any significant illustrative value.
- The viaduct dates from the second phase of railway development, 1841-50, and is an early example of a railway viaduct.
- The Manchester South Junction & Altrincham Railway was one of the country's earliest suburban railways and Manchester's first suburban railway. The viaduct is an integral element of the railway line.

Architectural and Artistic Interest

- Some sections of the railway viaduct were designed with an aesthetic intention, such as the gothic design of the cast-iron bridges. In these sections, the retention the original decorative detail gives a high level of aesthetic value.
- The sections of plainer brick arches supporting the viaduct do not display a conscious aesthetic design, but a simpler engineering solution which gives a low level of design value.
- The viaduct has a strong group value with the other railway structures in the vicinity including two other railway bridges crossing the River Irwell, Castlefield Viaduct, Manchester Oxford Road Station, Deansgate Station and the former goods offices and train shed at Manchester Piccadilly Station.

Summary

As a listed structure, the Manchester South Junction & Altrincham Railway Viaduct is of national significance. The remaining historic fabric to the cast iron bridges and the exterior of the brick arches provides a high level of historic and architectural interest, as well as retaining the original design intention. The gothic cast-iron details of the bridges, which are not near the proposal site, also retain a high level of aesthetic value. The structure also retains a level of historic interest as it is one of the earliest suburban railway lines in the country. With reference to the ICOMOS guidance, this listed structure would be assessed a significance level of medium.

5.3.4 Significance of Deansgate Station

Historic Interest

- The building illustrates the evolution of transport links through the area, and the importance of transport to the development of the city and its suburbs.
- The structure has retained historic fabric that provides evidence of historic building and decorative techniques.
- The station was integral to Manchester's early and rapidly expanding rail network.
- The structure still denotes the original name of the station 'Knott Mill Station' on a stone scroll on the corner.
- The station, through its first name incorporated in the structure, is associated with both the medieval and early industrial periods of Manchester and the evolution of the local area.
- The station is associated with two important railway companies: the London and North Western Railway and the Manchester, Sheffield and Lincolnshire Railway.

Architectural and Artistic Interest

- The station is an example of Baronial style architecture, which began to go into decline around the time that the station was constructed. It is one of the few examples of this style in the area.

Summary

As a Grade II listed building, Deansgate Station is of national significance. Externally the building retains features of Baronial style architecture, providing one of the few examples of the style in the area. The building also retains evidence of the original name of the station, one of the few visible links to the medieval and 18th century history of the area. With reference to the ICOMOS guidance, this listed structure would be afforded a significance level of medium.

5.3.5 Significance of Rochdale Canal Locks 90 and 91

Historic Interest

- The two locks were built by the Rochdale Canal company between 1804-5, as part of a sequence to link the waterways east and west of Manchester through an urban environment. They illustrate the evolution of early man-made transport links through the area, and the importance of transport to the development of the city and east-west trade and industry.
- The structure has retained historic fabric that provides evidence of historic building and engineering techniques and development.
- The locks were integral to Manchester's early domination of the industrial revolution.

Architectural and Artistic Interest

- The two locks have group value together with the Lock Keeper's Cottage, as examples of early canal design and engineering in an urban environment.

Summary

As Grade II listed structures, restored and in working order, Locks 90 and 91 are of national significance. They are of historic significance, illustrating the successful engineering of man-made waterways through an urban environment, in order to provide transport links between east and west. They have group value with the Lock Keeper's Cottage. With reference to the ICOMOS guidance, this listed structure would be afforded a significance level of medium.

5.4 Contribution of the Proposal Site to the Significance and Setting of the Listed Structures

5.4.1 Methodology

Due to proximity, the proposal site could affect the setting of the heritage assets described above. When assessing the contribution of the setting to the significance of a heritage asset, Historic England guidance recommends considering the physical surroundings of the listed structure and how the listed structure is experienced.

5.4.2 The Physical Surroundings of the Listed Structures

The attributes of the physical surroundings of the listed structure help determine the contribution the setting makes to the significance of the heritage asset. The immediate and significant setting of the Locks and Lock Keepers Cottage are comprised of the Rochdale Canal including Locks 90 and 91, the towpath with the high stone and brick retaining wall to its immediate south and the arches of the brick Castlefield railway viaduct to the north, now with the addition of the modern glazed entranceways and modern signage. For the last twenty years, the lower level and raised walkway to the front of the viaduct arches, together with the footbridges form a more contemporary element of the physical surroundings. The high-level metal footbridge over Whitworth Street West, from Deansgate Station to the Deansgate-Castlefield Metrolink station on the top level of the viaduct, also forms part of the wider setting of the heritage assets. There is a historic functional relationship between the two Locks and the Lock Keeper's Cottage and, while the Castlefield Viaduct was a later competing method of transport, the area initially pioneered transshipment and integration of transport. During the 20th century canals have become more closely associated with recreation and part of the success and attraction of the Deansgate Locks venues has been the location, with the physical combination of the historic water and railway transport heritage.

The Manchester South Junction & Altrincham Railway Viaduct extends for 1 ¾ miles but is generally surrounded by urban development of varying dates, materials and heights. With regard to physical surroundings in the proposal site section, it runs south, concealed behind taller buildings, and is visible only through side streets. Within the vicinity of the proposal site, the physical surroundings include Deansgate Station, all the buildings to the north along Whitworth Street, and those to the south of the viaduct. Deansgate Station's immediate and significant setting comes from the view south along Deansgate Road and the footpath on Whitworth Street West. The metal footbridge over Whitworth Street West from Deansgate Station to the Metrolink station is part of the wider setting for all four heritage assets as well as the modern glazed signs for the businesses residing in the railway arches. The wider setting of all three assets is formed by the urban mixed-use development of the wider area of Deansgate and Whitworth Street West. There is no historic functional relationship or other associative attributes connecting the listed structures and the proposal site.

5.4.3 How the Heritage Assets are Experienced

The way in which the setting of a heritage asset contributes to the experience of the heritage asset can help establish the contribution made by the setting. Lock 91 is situated at a level considerably lower than the adjoining street, and is largely hidden from view. The canal and the lock are experienced best from the canal towpath, but are also experienced from the existing footbridges and the raised walkway along the front of the Deansgate Locks arches. The former Lock Keepers Cottage is now a bar and restaurant and can be experienced internally, as well as externally. The primary façade of the structure faces onto Whitworth Street West but another significant view of the listed building is from the canal side. The former Lock Keepers Cottage can also be experienced from the east from the existing footbridges and the raised walkway along the front of the Deansgate Locks Arches. The area around the Deansgate Locks Arches, as the lower part of the Castlefield Viaduct, has a modern, urban character created by the additions of subtle glazed fronts to the arches and the

modern signage of the commercial premises. These arches can be experienced externally and internally.

Views of the Manchester South Junction & Altrincham Railway Viaduct are unconstrained from Hewitt Street whereas views from the north and the proposal site are constrained by the buildings which back onto the viaduct. Deansgate Station is still in use as a railway station so can also be experienced internally and externally. The primary facade of the station is on Whitworth Street West, however it can also be viewed looking south down Deansgate Road and looking east from along Castle Street.

Section 6 Proposed Works

6.1 Overview

The proposed works comprise the replacement of the existing timber joists and decking of the walkway and bridges at Deansgate Locks, Manchester. No increase in the floor area or profile height of the decking nor alteration to drainage is proposed.

6.2 Detailed Proposals

- Erection of scaffolding to the underside of the working area to provide a safe work platform and fall arrest system.
- Removal and disposal of existing non-slip covering, rotted timber decking boards and timber joists.
- All timber joists will be replaced with treated members, seated correctly on to the steelwork and also on to timber treated wallplates where necessary. Plan 4174-008-101 shows the locations, cross-referenced by number with the defects identified in the Structural Report of 18/1/20 by PKL Partners Ltd.
- A complete new deck comprising 26mm decking boards of composite timber will be laid. The new decking will be slate grey in colour, non-slip from the *Ecodeck Signature HD* range. This will be covered by a 3mm non-slip covering, mechanically fixed down to the deck boards. Plan 4174-008-101 shows the locations, cross-referenced by number with the defects identified in the Structural Report of 18/1/20 by PKL Partners Ltd. Service hatches to be installed in the same location as previously.

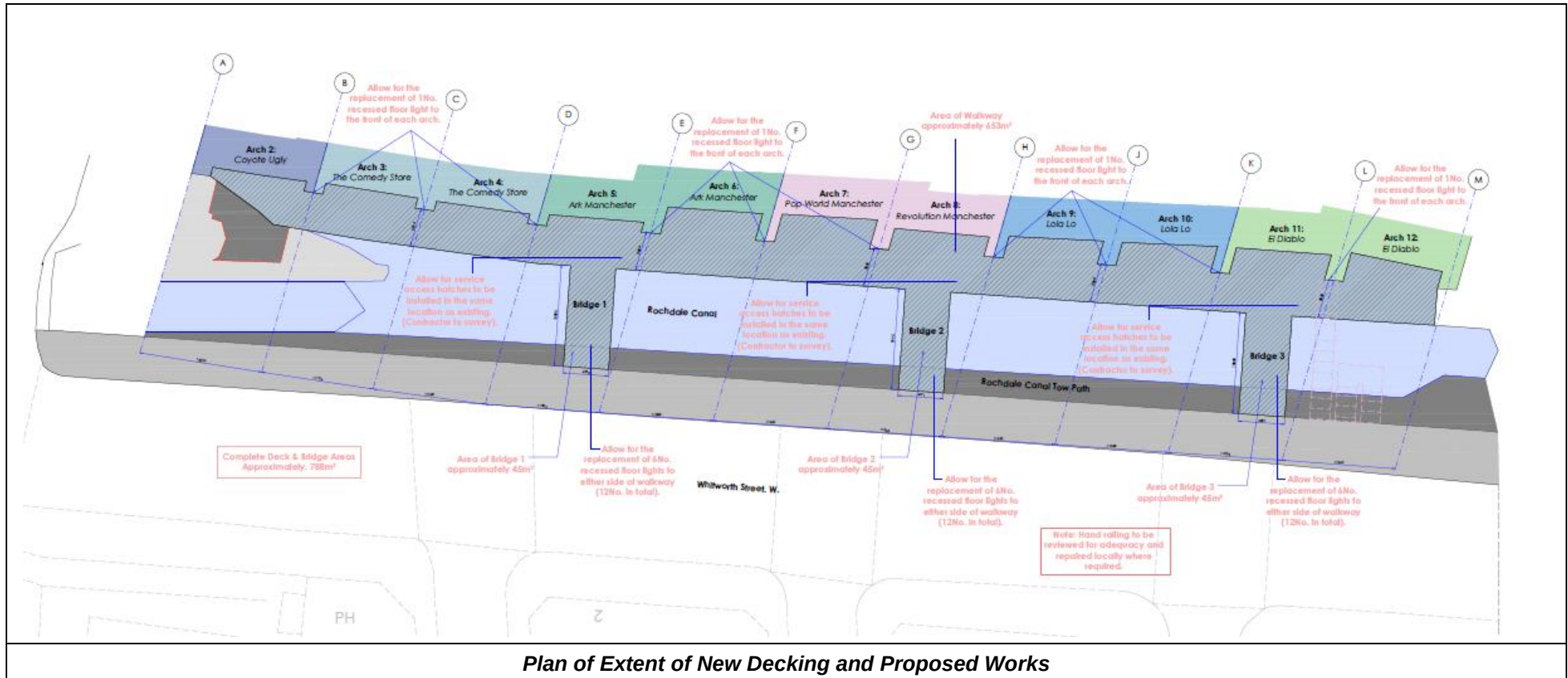


Example of Ecodeck Signature HD Range

- Replacement of recessed floorlights on walkway and footbridges.
- Localised repair works to the steelwork with descaling and treating of surface corroded members.
- Handrails to be reviewed for adequacy and repaired where necessary.

6.3 Access

There are no access changes proposed as part of the works. Access for staff and customers to the units will remain as existing from Whitworth Street West via the existing bridges over the Rochdale Canal.



Section 7 Heritage Impact Assessment

7.1 Assessment of the Impact of the Proposals on the Castlefield Railway Viaduct

The proposed development will not change the general character, appearance or use of the Castlefield Railway Viaduct. The proposed works involve a change in materials but will not change the exterior appearance of the arches and the new boardwalk will not be physically connected to the viaduct structure as it rests on the steel structure which will not be affected. The works proposed will help ensure that the arches, some of which have been vacant for some time, will be accessible and in commercial use. The significance of the viaduct structure will be unaffected by the new boardwalk.

7.2 Impact of the Proposed Works on the Setting of Heritage Assets

7.2.1 Method of Assessment

As the proposed works are within the setting of several heritage assets, they could potentially impact upon the setting of the heritage assets. The below assessment identifies the impact of the proposals on the setting and significance of those heritage assets following Historic England guidance on the Setting of Heritage Assets. This assessment will consider the potential attributes of the proposed development in relation to the setting of the heritage assets and consider the potential impact upon how the heritage assets are experienced and understood. The impact of the proposed works has also been assessed using a cultural heritage impact assessment methodology based upon the International Council on Monuments and Sites (ICOMOS) Guidance on Heritage Impact Assessments, a methodology commonly used to assess heritage impact. The criteria used for assessing value, magnitude of change and significance of impact are set out in three tables included in Appendix 2.

7.2.2 Identification of the Heritage Assets Affected

In addition to the Castlefield Railway Viaduct, there are other listed structures within the vicinity of the proposal site. However, it is the setting of the Castlefield Viaduct, Lock 90 and 91 and the Lock Keepers Cottage which could potentially be affected by the proposed works. The assessment of the impact of the proposed works follows established Historic England guidance on assessing the setting of heritage assets. Deansgate Station and the Manchester South Junction and Altrincham Railway Viaduct are at a greater distance and, given the limited scope of the proposed works, their setting will not be affected.

7.2.3 The Location and Siting of the Development

The footbridges give pedestrian access over the Rochdale Canal to the walkway and are located between Lock 91 and the Lock Keepers Cottage to the west and Lock 90 to the east; the raised walkway is immediately adjacent to the Castlefield Viaduct. The proposed development will not change the physical or visual access to the heritage assets. The proposals also will not have a negative impact on the key views of the designated heritage assets, as no change to the floor area or structure of walkway and footbridges is proposed.

7.2.4 The Form and Appearance of the Development

The proposed works involve a change in the materials used in the walkway. Timber joists supporting the decking will be replaced with treated timber joists and where applicable treated timber wallplates which rest on the existing steel structure. The decking, previously of timber and approximately 20 years old, will instead be of a composite material of identical dimensions which will be very similar in appearance but more durable. The change in the form of the walkway is minimal and the change in

appearance will be minimal, such that it is barely noticeable. We assess that the walkway and footbridges have enabled the retention of historic fabric by way of contributing to a sustainable and viable future for the Viaduct but the current condition of the walkway constitute a threat to this. The form and appearance of the proposed works will overall have a neutral impact on the setting of the heritage assets.

7.2.5 Wider Effects of the Development

The proposed development will not change the general character and land use of the proposal site but will allow safe continued access and, consequently economic viability. However, the significance of the listed heritage assets is not associated with or dependent on the land use and general character of the proposal site. The proposed development will not have any significant effect on the skyline of the surrounding area. The construction period may temporarily increase noise, odour, vibration and dust near the heritage assets, but planning conditions should be able to keep these to an acceptable level. The designated heritage assets are located alongside Whitworth Street West, a busy road, that currently causes noise and vibration impacts.

7.2.5.1 The Permanence of the Development

The proposed new walkway will replace the existing walkway which is already a permanent feature within the area around Deansgate Locks and the Castlefield Viaduct.

7.2.5.2 Summary of Impact

As defined by the ICOMOS guidance, the Grade II listed Castlefield Viaduct, the Lock Keepers Cottage, Locks 90 and 91 are all assessed as having a medium level of significance. The proposed works constitute a slight change to the setting of the heritage assets (as they involve minor changes to the fabric) that hardly affects it and thus constitute a negligible magnitude of change. Following the heritage assessment methodology, the significance of a change of a negligible magnitude to a heritage asset of medium value would constitute a neutral/slight impact, which could be either adverse or beneficial. As the works will allow for the safe continued access to the units in the arches and thereby support their economic viability and the ongoing maintenance of the assets, it is assessed that the significance of impact is slight beneficial. The significance of the designated heritage assets is based upon historic and architectural interest which will remain unaffected by the proposed replacement of the decking.

7.3 Heritage Impact Assessment Table

The following table sets out the proposed works in detail, identifying the condition, significance, impact, and proposed mitigation for each element of the proposals.

PROPOSED WORK	CONTRIBUTION TO THE SIGNIFICANCE OF THE HERITAGE ASSETS	MAGNITUDE OF CHANGE	POTENTIAL IMPACT OF WORK & PROPOSED MITIGATION
Remove existing non slip covering, rotten timber decking boards and rotten timber joists. Install new treated timber joists and wallplates. Install new composite timber non-slip decking and non-slip covering. Replacement of service hatches and of recessed floor lights into the new composite timber decking.	Medium: The Viaduct, Lock Keeper's Cottage and Locks 90 and 91 all have a significance level of medium. The existing walkway is in poor condition.	Negligible: There will be no change to the area of structure of the walkway or bridges. The replacement of the timber decking with composite boards will be barely noticeable.	Slight Beneficial: The proposed works will make the walkway safe and more durable, thereby contributing to the future economic viability of businesses in the arches of the viaduct.

Section 8 CONCLUSIONS

8.1 The History, Development and Usage

The Castlefield Railway Viaduct, opened in 1877, was built to serve the Manchester Central Station. The viaduct runs from Dawson Street in the west to the former Central Station and includes sections of brick viaduct arches and iron lattice bridges. The viaduct was disused from 1969 when Central Station closed, but some sections were repaired in 1990-91 and are now used for the Metrolink tram system. The proposed works affect the section of brick arches now called Deansgate Locks, which are sited alongside the Rochdale Canal to the north of Whitworth Street West.

8.2 Significance of the Railway Viaduct

As a listed structure, the Castlefield Railway Viaduct is of national significance. The remaining historic fabric to the iron bridges and the exterior of the brick arches provides a high level of evidential and illustrative value, as well as retaining the original design intention. The castellated details of the iron bridges, located in Castlefield, quite distant from the proposal site, also retain a high level of aesthetic value. The structure also retains a level of associative value as it is associated with both a significant transportation hub in the Manchester area and significant railway companies.

8.3 The Proposed Works

The proposed works seeks to replace the existing timber decking of the walkway and footbridges which is in a poor state of repair due to extensive wet rot which is also affecting the supporting timber joists. These will be replaced with treated timber and the new decking will be of a composite material.

8.4 Impact of the Proposed Works on the Setting of the Heritage Assets

The walkway is attached to the south side of the Castlefield Railway Viaduct. Lock 91 and the Lock Keeper's Cottage are located to the west and Lock 90 to the east. The proposed works will not alter physical or visual access to the heritage assets. The appearance of the walkway will be unchanged, such that the impact on the setting of the heritage assets is neutral.

8.5 Summary

The proposed works will improve the commercial prospects of the businesses located within the listed Railway Viaduct by making access safe. The proposed works will have a slight beneficial impact upon the significance of the viaduct and a neutral impact on the setting of the other heritage assets in the vicinity.

Section 9 SOURCES

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Archives and Libraries Consulted

Greater Manchester County Record Office

Appendix 1. Listing Descriptions

Name: CASTLEFIELD RAILWAY VIADUCT FROM G-MEX TO DAWSON STREET

List Entry Number: 1292315

Location: CASTLEFIELD RAILWAY VIADUCT FROM G-MEX TO DAWSON STREET, DEANSGATE

District: Manchester

Grade: II

Date first listed: 14-Feb-1988

Date of most recent amendment: 06-Jun-1994

Details:

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

MANCHESTER DEANSGATE

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

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

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

List Entry Number: 1247483

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

District: Manchester

Grade: II

Date first listed: 29-Jan-1986

Date of most recent amendment: 06-Jun-1994

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

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

List Entry Number: 1247597

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

District: Manchester

Grade: II

Date first listed: 29-Jan-1986

Date of most recent amendment: 06-Jun-1994

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

Name: ROCHDALE CANAL LOCK NUMBER 90, APPROXIMATELY 30 METRES WEST OF ALBION BRIDGE

List Entry Number: 1247482

Location: ROCHDALE CANAL LOCK NUMBER 90, APPROXIMATELY 30 METRES WEST OF ALBION BRIDGE

District: Manchester

Grade: II

Date first listed: 06-Jun-1994

Details:

MANCHESTER

SJ8397NE ROCHDALE CANAL 698-1/31/361 Lock No.90, approx.30 metres west of Albion Bridge

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. Seventh 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 part of group with Lock No.91 and Lock Keeper's Cottage to west (q.v.), and Albion Street Bridge to east (q.v.).

Listing NGR: SJ8359297557

Name: DEANS_GATE STATION

List Entry Number: 1376146

Location: DEANSGATE STATION, WHITWORTH STREET WEST

District: Manchester

Grade: II

Date first listed: 20-Aug-1998

Date of most recent amendment: 11-Jan-1999

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 £20,000. 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

Name: MANCHESTER SOUTH JUNCTION AND ALTRINCHAM RAILWAY VIADUCT

List Entry Number: 1200837

Location: MANCHESTER SOUTH JUNCTION AND ALTRINCHAM RAILWAY VIADUCT, MANCHESTER AND SALFORD

District: Manchester

Grade: II

Date first listed: 06-Jun-1994

Date of most recent amendment: 26-Feb-2013

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 3/4 mile (2 3/4 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 3/4 mile (2 3/4 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.

Listing NGR: SJ8382597704

Appendix 2: Heritage Impact Assessment Methodology

The impact of the proposed development has been assessed using a cultural heritage impact assessment methodology based upon the International Council on Monuments and Site (ICOMOS) Guidance on Heritage Impact Assessments, a methodology commonly used to assess heritage impact. The significance of the impact of the proposed development is based on the value or sensitivity of the heritage asset and on the magnitude of the impact on that heritage asset. The criteria used for assessing value, magnitude of impact and significance of impact are set out in three tables below. These impacts may be either adverse or beneficial. These tables consider differing types of heritage assets: archaeological attributes, built heritage or historic urban landscapes, historic landscapes and intangible cultural heritage or associations.

Assessing Value of Heritage Assets

The value (significance) or sensitivity of a heritage asset is assessed based on existing national and local statutory designations, guidance such as the Historic England Listing and Scheduling Selection Guides and professional judgement based on research and site surveys.

Table 1: Assessing Value of Heritage Assets

Asset Grading	Archaeological Attribute	Built Heritage or Historic Urban Landscape	Historic Landscape	Intangible Cultural Heritage or Associations
Very High	Sites of acknowledged international importance inscribed as WH property. Individual attributes that convey OUV of the WH property. Assets that can contribute significantly to acknowledged international research objectives.	Sites or structures of acknowledged international importance inscribed as of universal importance as WH property. Individual attributes that convey OUV of the WH property. Other buildings or urban landscapes of recognised International importance.	Landscapes of acknowledged international importance inscribed as WH property. Individual attributes that convey OUV of the WH property. Historic landscapes of international value, whether designated or not. Extremely well preserved historic landscapes with exceptional coherence, time depth, or other critical factors.	Areas associated with Intangible Cultural heritage activities as evidenced by the national register. Associations with particular innovations, technical or scientific developments or movements of global significance. Associations with particular individuals of global importance.
High	Nationally-designated Archaeological Monuments protected by the State Party's laws. Undesignated sites of the quality and importance to be designated. Assets that can contribute significantly to acknowledged national research objectives.	Nationally-designated structures with standing remains. Other buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade. Conservation Areas containing very Important buildings. Undesignated structures of clear national importance.	Nationally-designated historic landscape of outstanding interest. Undesignated landscapes of outstanding interest. Undesignated landscapes of high quality and importance, and of demonstrable national value. Well preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factors.	Nationally-designated areas or activities associated with globally-important Intangible Cultural Heritage activities. Associations with particular innovations, technical or scientific developments or movements of national significance. Associations with particular individuals of national importance.

Medium	Designated or undesignated assets that can contribute significantly to regional research objectives.	Designated buildings. Historic (unlisted) buildings that can be shown to have exceptional qualities or historical associations. Conservation Areas containing buildings that contribute significantly to its historic character. Historic townscapes or built-up areas with important historic integrity in their buildings, or built settings.	Designated special historic landscapes. Undesignated historic landscapes that would justify special historic landscape designation. Landscapes of regional value. Averagely well preserved historic landscapes with reasonable coherence, time-depth or other critical factors.	Areas associated with Intangible Cultural heritage activities as evidenced by local registers. Associations with particular innovations or developments of regional or local significance. Associations with particular individuals of regional importance.
Low	Designated or undesignated assets of local importance. Assets compromised by poor preservation and/or poor survival of contextual associations. Assets of limited value, but with potential to contribute to local research objectives.	"Locally Listed" buildings. Historic (unlisted) buildings of modest quality in their fabric or historical associations. Historic Townscape or built-up areas of limited historic integrity in their buildings, or built settings.	Robust undesignated historic landscapes. Historic landscapes with importance to local interest groups. Historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations.	Intangible Cultural heritage activities of local significance. Associations with particular individuals of local importance. Poor survival of physical areas in which activities occur or are associated.
Negligible	Assets with little or no surviving archaeological interest.	Buildings or urban landscapes of no architectural or historical merit; buildings of an intrusive character.	Landscapes little or no significant historical interest.	Few associations or ICH vestiges surviving.
Unknown potential	The importance of the asset has not been ascertained.	Buildings with some hidden (or inaccessible) potential for historic significance.	n/a	Little is known or recorded about ICH of the area.

Adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)

Assessing Magnitude of Change or Impact

The magnitude of change or impact is assessed based upon a detailed understanding of how and to what extent the proposed development might impact the specific type of heritage involved. It is necessary to have an understanding of the contribution of the setting to the value of the heritage asset as well as an understanding of the key elements or components which contribute to the value or significance of the asset to be able to determine the magnitude of impact.

Table 2: Assessing Magnitude of Change or Impact

Impact Grading	Archaeological Attributes	Built Heritage or Historic Urban Landscape Attributes	Historic Landscape Attributes	Intangible Cultural Heritage Attributes or Associations
Major	Changes to attributes that convey OUV of WH properties. Most or all key archaeological materials, including those that contribute to OUV such that the resource is totally altered. Comprehensive changes to setting.	Change to key historic building elements that contribute to OUV, such that the resource is totally altered. Comprehensive changes to the setting.	Change to most or all key historic landscape elements, parcels or components; extreme visual effects; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in total change to historic landscape character unit and loss of OUV.	Major changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
Moderate	Changes to many key archaeological materials, such that the resource is clearly modified. Considerable changes to setting that affect the character of the asset.	Changes to many key historic building elements, such that the resource is significantly modified. Changes to the setting of an historic building, such that it is significantly modified.	Change to many key historic landscape elements, parcels or components; visual change to many key aspects of the historic landscape; noticeable differences in noise or sound quality; considerable changes to use or access; resulting in moderate changes to historic landscape character.	Considerable changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
Minor	Changes to key archaeological materials, such that the resource is slightly altered. Slight changes to setting.	Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.	Change to few key historic landscape elements, parcels or components; slight visual changes to few key aspects of historic landscape; limited changes to noise levels or sound quality; slight changes to use or access; resulting in limited change to historic landscape character.	Changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
Negligible	Very minor changes to key archaeological materials, or setting.	Slight changes to historic building elements or setting that hardly affect it.	Very minor changes to key historic landscape elements, parcels or components; virtually unchanged visual effects; very slight changes in noise levels or sound quality; very slight changes to use or access; resulting in a very small change to historic landscape character.	Very minor changes to areas that affect the ICH activities or associations or visual links and cultural appreciation.
No change	No change.	No change to fabric or setting.	No change to elements, parcels or components; no visual or audible changes; no changes in amenity or community factors.	No change.

Adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)

Assessing the Significance of Impact

The table below, Assessing the Significance of Impact, uses a matrix to combine the value of the heritage assets with the magnitude of impact. This significance of impact can be either adverse or beneficial. An impact of major adverse would equate to an assessment of substantial harm, as defined in the NPPF paragraphs 194-195. Other assessments of adverse impact would equate to less than substantial harm as defined in the NPPF paragraph 196.

Table 3: Assessing the Significance of Impact

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

For Other Heritage Assets or Attributes	Significance of Impact (Either Adverse or Beneficial)				
Very High	Neutral	Slight	Slight/ Moderate	Large/very Large	Very Large
High	Neutral	Slight	Slight/ Moderate	Moderate/ Large	Large/Very Large
Medium	Neutral	Neutral/Slight	Slight	Moderate	Moderate/ Large
Low	Neutral	Neutral/Slight	Neutral/Slight	Slight	Slight/ Moderate
Negligible	Neutral	Neutral	Neutral/Slight	Neutral/Slight	Slight

Adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)