

**Vita Union T2,
St Johns
Manchester**

Heritage Statement: Significance & Impact

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Vita T2, Union Street, St Johns, Manchester - Heritage Statement: Significance & Impact

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1. INTRODUCTION

1.1 Purpose of the Heritage Statement.

- i) This Heritage Statement has been prepared on behalf of Union T2 Manchester Ltd by Heritage Architecture Ltd, a specialist practice of conservation architects, surveyors, planners and heritage consultants which specialises in the historic environment.
- ii) The Proposed Development Site (referred to hereafter as 'the Site') is situated in Manchester City Centre. The Site forms part of the St John's Masterplan, which is set within the north end of the Castlefield Conservation Area.



Figure 1: Aerial image of the proposed development Site c.2020 – the image illustrates the context of the surrounding area. RED LINE BOUNDARY TBC.

- iii) The Site area is broadly defined by the former Granada Studios Site and the under construction Manchester Goods Yard (as approved under PP: 121511/FO/2018) to the east, the Factory (as approved under PP: 119890/VO/2018) to the south (under construction), and the grade-II Victoria and Albert Hotel and St John's Place located to the north. The River Irwell is to the west (**Figure 1, above**).
- iv) The Site currently comprises a construction compound, associated with the delivery of current schemes in the St Johns neighbourhood and therefore no buildings, structures or trees currently exist on the Site. Uses immediately surrounding the Site include hotel uses, office uses, and retail and leisure spaces currently in operation within the St John's Masterplan. The Site is currently accessed from Water Street.
- v) The proposals largely conform with a previously consented scheme (114723/FO/2016) which was approved in March 2017. The application has since been revised, with the two towers

having been submitted as separate applications. The following report forms the second of two. The new proposals will sit broadly on the same footprint as the previous scheme and largely similar in scale and massing. The materiality of the towers has been revised, the implications of this will be evaluated in the Heritage Visual Impact Assessment (HVIA), Section 6.

- vi) There are no statutorily listed buildings within the Site but there are a number of listed buildings nearby and it is located within the Castlefield Conservation Area. The nearest listed buildings are the Victoria and Albert Hotel (grade-II), which is located 50m to the north of the Site, the Bonded Warehouse (grade-II) 50m to the south; and the Museum of Science and Industry, which is 60m south of the Site comprises five listed buildings, two of them are listed at grade-I (1830 Warehouse and Ticket Office).
- vii) It will be clear, therefore, that the Proposed Development has the potential to impact upon components of the historic environment considered to be high significance. Therefore, the relative significance and sensitivity of the identified heritage assets has been considered to subsequently evaluate the potential impact of the proposed development upon their heritage values.
- viii) The **Heritage Statement** is presented in two parts: comprising a significance appraisal (**Part 1**), followed by a development impact assessment (**Part 2**). The principal aim of the significance appraisal is to evaluate the relative significance of the Site and the designated heritage assets nearby. The conclusions of the **Part 1, heritage significance appraisal** will then form the baseline for which to evaluate the direct (physical) and indirect (visual) heritage impact the proposed development upon the identified heritage assets as described in **Part 2, Heritage Impact Assessment (HIA)**.
- ix) The content and level of detail of the document accords with the NPPF requirements, as well as Historic England's 2019 guidance on the structure and form and Heritage Statements. The NPPF emphasises that the level of detail submitted in support of applications for planning permission and listed building consent should **be no more than is necessary to reach an informed decision** and should be **proportionate to the significance of the heritage asset(s)** affected and the impact on that significance. (**NPPF, paragraphs 43-44 and 189**).
- x) The Heritage Statement (Parts 1 and 2) therefore, provides sufficient detail to inform decisions relating to the Planning application. The proposals comprise a 35 storey plus two basement tower which will be utilised for co-working, residential and commercial space.

1.2 General Methodology – focus on proportionality.

- i) The below Heritage Statement is framed by the requirements of the **Planning (Listed Buildings and Conservation Areas) Act 1990**. This statutory document requires that the Local Planning Authority (LPA) must treat the desirability of preserving the fabric and settings of designated heritage assets as issues which are afforded great weight (rather than simply as material considerations). In this instance, the LPA is Manchester City Council.
- ii) Therefore, if it is considered that a Proposed Development would have a negative effect on the setting of a designated heritage asset or to the character and appearance of a Conservation Area, the LPA must give that identified harm considerable importance and weight, in proportion to its actual impact, when determining planning consents. (Note, the Site is not situated within a Conservation Area and there are no designated areas near the Site which would be affected by the proposals).
- iii) The LPA's assessment of the Proposed Development (which impacts on the setting of a listed building) must be an evidence-based planning judgment. This is because the weight which the authority applies to demonstrable harm must be proportionate to the magnitude of the impact. Thus, '*less-than-substantial*' harm should not be afforded the same weight as that defined as being '*substantial*'. The NPPF also stresses that evidence must be proportionate to the impact of the proposed development, this requirement informs the following Heritage Statement.
- iv) The analysis of heritage significance and impact in this document accords with the required NPPF approach, as it presents sufficient evidence to inform the design development and eventually enable the LPA, "to reach an informed decision". The conclusions are thus based on the, "*need to be proportionate to the significance of the heritage assets [potentially] affected, and the impact on the significance of those heritage assets*".
- v) The following report is intended to provide the evidence to enable an appropriate and proportionate consideration of the potential impact of development options within the Site area on the defined heritage assets, which are identified in Section 3 of this report.
- vi) The assessment is based on the definition of "heritage assets" set out in the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). Therefore, a heritage asset is defined as:

"a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)".
- vii) It is of course important to distinguish designated heritage assets, as these are subject to specific legislative and policy requirements at both national and local level. Thus, the relative status of the particular site will be evaluated against its particular national or adopted local policy definition. A designated heritage asset is defined as a:

“World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or a Conservation Area designated under the relevant legislation”.

- viii) Significance is assigned relative to the defined value and sensitivity of the heritage asset, in accordance with best conservation practice. The development effects on built heritage can be direct (such as loss or damage to heritage features) or indirect (including the effect on the setting of a listed building). The Heritage Statement will thus be used to measure the potential impact of proposals on the historic environment.
- ix) Consideration has also been given to the historical development of the area and key views to the designated heritage assets within the locality. The purpose is to define the contribution of the extant built form to the appreciation and understanding of the special interest of the area.

1.3 Research Methodology

- i) This heritage appraisal 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, as well as the archive material provided by Manchester City Council Archives, and the Historic England Archives.
- ii) A visual survey of the Site was conducted in February 2020, in order to map out and identify the setting of the heritage assets which could be affected by the proposals.

1.4 Authorship

- i) This report has been prepared by Stephen Levrant Heritage Architecture Ltd., a multidisciplinary conservation focused practice specialising exclusively in the historic cultural environment.

2. POLICY CONTEXT

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

- i) As the Site is situated within the Castlefield Conservation Area, **Section 72** of the Act is of relevance as it requires the Local Planning Authority to pay special attention to the '*desirability of preserving or enhancing the character and appearance*' of the designated area. Consequently, it is important to consider the Site as a contributor to the townscape character of the Conservation Area and the impact of the proposed works on this aspect of the wider historic environment.
- ii) The Site is also adjacent to a number of Listed Buildings. **Section 66** of the Act requires the Local Planning Authority to "*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,*" when considering whether to grant planning permission.

2.2 National Planning Policy Framework (NPPF) 2019.

- i) 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**).
- ii) In accordance with the legislation, the NPPF's core principles, which underpins decision-taking, requires that Planning decisions should contribute to conserving designated heritage assets in a manner proportionate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations (**paragraph 184**).
- iii) The NPPF stresses that 'great weight' should be given to the objective of conserving designated heritage assets (**paragraph 193**), emphasising the need to avoid harming their significance. Consequently, any identified harm impacting on the Castlefield Conservation Area or the setting of the identified heritage assets will require both 'clear and convincing justification' and mitigation.
- iv) The NPPF establishes a clear hierarchy of significance for heritage assets, which is reflected in the adopted local policy (see below) and Historic England's guidance on measuring impact. Consequently, it is important that the relevant hierarchy of heritage assets surrounding the Site is understood, in order to apply proportionate consideration to the Proposals.
- v) The 'designated heritage asset' status of the identified Listed Buildings and Conservation Areas requires that any potential 'harm' must be weighted and balanced against the potential advantages of the particular development. It is thus necessary to establish whether the effects of the demolition of the four sites outweigh any perceived harm, in the context of the statutory duties set out above.

- vi) As noted above the **NPPF Planning Practice Guide (2014)** emphasises that, in general terms, *“substantial harm is a high test, so it may not arise in many cases”*. This is because such harm is deemed to arise where development fundamentally compromises the special architectural and historic interest of the heritage asset. Thus, it is the degree of harm to the heritage asset’s significance rather than the scale of the development that is to be assessed.

2.3 Local Planning Policy

- i) Manchester's Core Strategy was adopted on the 11 July 2012 and is the key document in the Manchester Local Plan. The relevant, local heritage planning policy maintains the same focus as the NPPF. Manchester City Council’s (MCC) heritage policies focus on the fundamental importance of *“preserving or, where possible, enhancing the historic environment”*. The following policies from Manchester’s Core Strategy are of importance to the heritage asset considered within this statement.
- ii) **Policy CC9** notes that 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.”*
- iii) This key regeneration objective is tempered by the need to ensure 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 potential impact.

2.4 Historic England’s guidance.

- i) In 2015 Historic England released three Good Practice Advice notes supporting the implementation of national policy and the related guidance in the PPG. 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 – March 2015); Good Practice Advice Note 3 (The Setting of Heritage Assets – as amended December 2017) and Advice Note 12 (Statements of Heritage Significance: Analysing Significance in Heritage Assets – October 2019)** were all utilised as part of this assessment in order to gain a full understanding of the relevant issues, alongside the NPPF and PPG.
- ii) In particular, the present report takes account of the advice contained within the revised version of Advice Note 3 on understanding what constitutes the setting of a listed building, conservation area or other heritage asset, and the selection of assets the settings of which may be considered to be affected by development in a particular location, as well as the approach to the selection of indicative key views of a proposed development in context with existing heritage assets.
- iii) As regards the approach to the impact assessment itself, the report takes account of Historic England’s revised advice to the effect that *“as setting and views are matters of qualitative and*

expert judgement [...] technical analyses [...] should be seen primarily as material supporting a clearly expressed and non-technical narrative argument that sets out ‘what matters and why’ in terms of the heritage significance and setting of the assets affected, together with the effects of the development upon them.” This advice has informed the approach taken to the present report.

3. HERITAGE CONTEXT

3.1 Location and site description

- i) **Figure 2 (below)** illustrates the red line boundary for the Site.
- ii) The Site is broadly defined by the former Granada studios complex and the under-construction Manchester Goods Yard to the east, the Factory to the south (under construction), and the grade-II Victoria and Albert Hotel and St John's Place located to the north. The River Irwell is to the west.

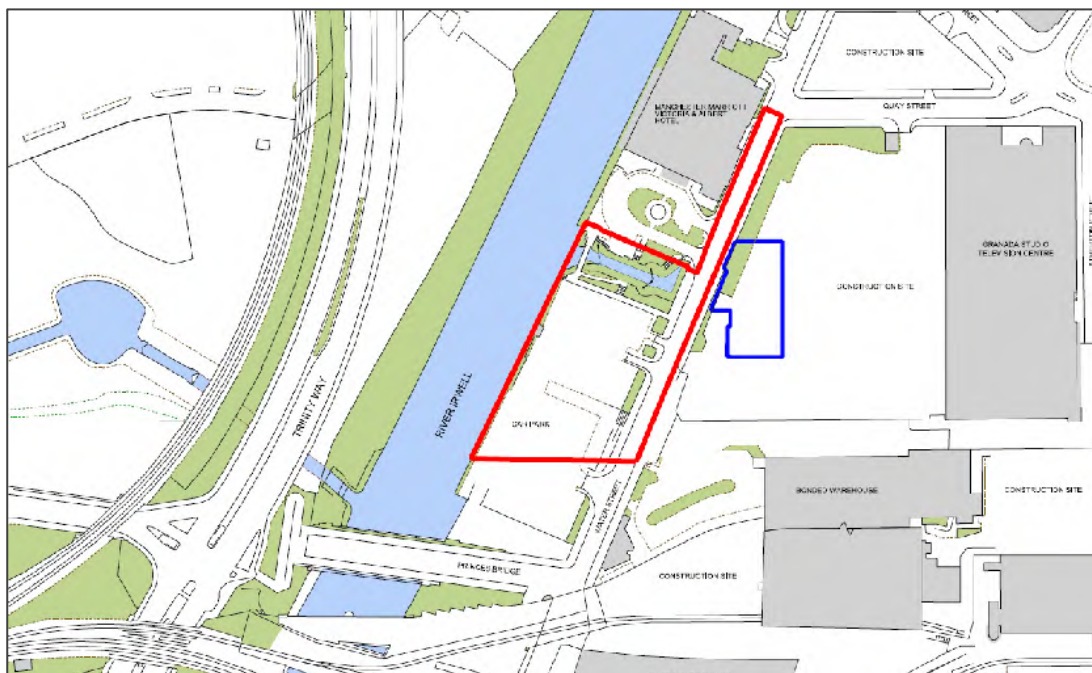


Figure 2: Site Plan of Proposed Development Site. As issued by Deloitte.

3.2 Listed Buildings

- i) 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.
- ii) It will be clear that the proposed development has the potential to impact the setting of a number of listed buildings surrounding the Site. These have been identified in Table 1 (below).
- iii) Whilst buildings within a 250m radius of the Site have been identified as the most sensitive to any potential impact, any additional heritage assets will be identified through the Heritage Visual Impact Assessment (HVIA) in Section 6. There are 15 listed buildings/ structures within a 250m radius of the Site (see Figure 3, below):

Listed Buildings – 250m radius of the Site		
Corresponding number on Figure 2	Listed Building:	Grade
1	Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse	II
2	Old Warehouse to North of Former Liverpool Road Railway Station	I
3	St Johns College of Further Education (Great John Street Hotel)	II
4	Albert Warehouse, Quay on West Side Fronting River Irwell (Victoria And Albert Hotel)	II
5	123, Liverpool Road	II
6	Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot	II
7	Former Grape Street Railway Bonded Warehouse	II
8	Railway Bridge Over River Irwell To Former Liverpool Road Station	I
9	Irwell Street Bridge (That Part in Salford Civil Parish)	II
10	Former Commercial Hotel	II
11	Former Liverpool Road Railway Station, Station Masters House	I
12	Railway Viaduct Linking Bridge Over Irwell To Liverpool Road Station, Grade: II	II
13	Power Hall of Museum of Science and Industry	II
14	Railway Viaduct Over River Irwell Leading to Lower Byrom Street Warehouse	II
15	Manchester and Salford Junction Canal Tunnel	II

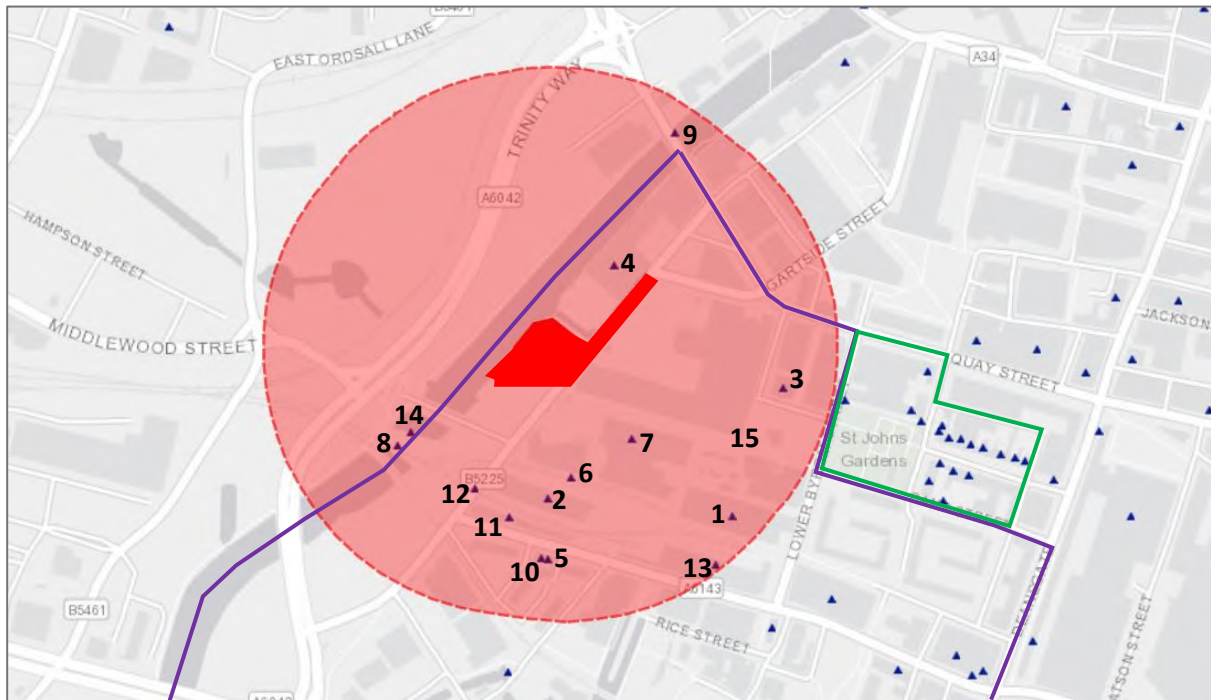


Figure 3: Plan of designated heritage assets within a 250m area (area shaded red) of the Site (represented by solid red line). Listed Buildings are identified by blue triangles (numbers refer to the above list). The Castlefield Conservation Area boundary is in purple. The St John Street Conservation Area boundary is in green. Source: Adapted from Historic England mapping 2020.

3.3 Conservation Areas

- i) Conservation areas are designated areas that are deemed to have special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.
- ii) The Castlefield Conservation Area has been designated as a Conservation Area due to the high significance and grouping of a number of structures which reflect the industrial development of this part of Manchester. Alongside this, the designated area is of special historic interest due to the connections with the Roman occupation of the area. The Conservation Area is one of the largest in Manchester and was designated in 1979. The Site is located towards the north-eastern edge of the designated area.
- iii) As the Site is located within the Castlefield Conservation Area, the proposals have the potential to impact the character and appearance of the Conservation Area (see area covered by purple boundary in Figure 3).

3.4 Archaeological potential.

- i) Due to extensive clearance made to the area during the mid-20th century, below ground archaeology is low. However, this is to be confirmed with an archaeological investigation and report.

4. HISTORICAL DEVELOPMENT

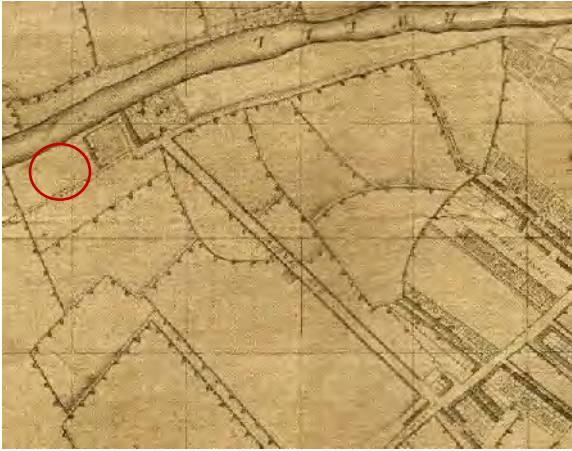
4.1 Introduction

- i) This section will chronologically chart these phases of development, highlighting the historic context of the Site and its environs. Specific focus will be made on the development of the former ITV Granada Site which is situated at the heart of the St John's Masterplan and forms the immediate setting of the Site.

4.2 Historical Background and Development of the surrounding area

- i) Development of the environs of the former ITV Granada Site began following the establishment of the first of Manchester's Quay's in the late 18th century. This quay was located at approximately the junction of Water Street and Quay Street, thus giving Quay Street its name.
- ii) By the beginning of the 19th century other warehouses and wharves had been constructed along the river in this area and a handful of small residential roads and courts, which were interspersed with warehousing and industrial buildings, had been developed leading off Quay Street southwards into what is today the former car park of the ITV Granada Studio.
- iii) A cluster of grander Georgian townhouses faced Water Street at the point where the canal crossed underneath Water Street, via the Irwell Bridge. These small pockets of housing were intersected by timber yards, warehousing facing the Irwell and quays with associated industrial buildings.
- iv) In 1836 the Salford & Manchester Junction Canal Act was passed and work commenced on the new Salford Junction Canal. A further Act of 1841 allowed the construction of a basin to be positioned parallel to Atherton Street and terminated just before Quay Street. The basin was named Brunswick Basin which served as a potato market/wharf on its sidings.
- v) By the early 1840's the canal was regarded surplus to requirements with a section of the canal to the east being in-filled and to later become the site of the Manchester Central Railway Station (now Manchester Central Conference centre). The canal remained open, but to limited trade and closed in 1922.

4.3 Map Regression

Historic map regression (outline of Site is indicative)	
Image	Date and description
	1751 Casson & Berry – The area surrounding the River Irwell and up to Deansgate was largely undeveloped by this date. The line of Quay Street or ‘Key’ Street had already been laid out leading to a very small quay, which is now the location of the Victoria and Albert Warehouses. The approximate Site area (indicated in red) comprised open fields at this time.
	1800 A Pocket Plan – By the beginning of the 19th Century the area around the Quay had grown enormously, with new warehousing and industrial buildings having been established around the banks. The original quay, at the junction of Quay Street and the new Water Street, was already known as ‘Old Quay’ by this point. New streets had been laid, including Great John Street and Charles Street to the south of Quay Street. The Site area (indicated in red) comprised quayside warehousing and industrial buildings (none of which survive).



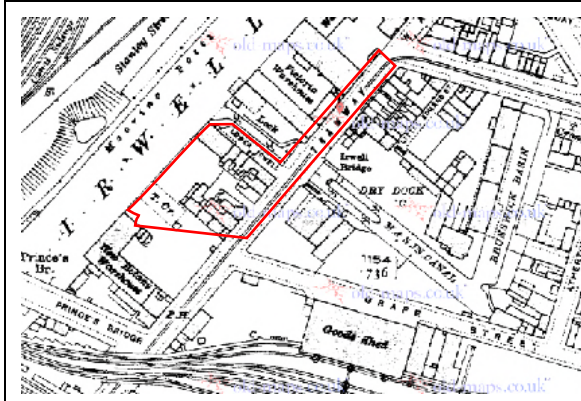
1850 Adsheads – By the middle of the 19th Century further housing and warehousing have developed largely along Water Street.

This plan also shows for the first time the location of the Salford and Manchester Junction Canal which was cut in 1839, showing its basin and canal arm reaching across the centre of the plan. Little Edward Street and its associated stabling and wharf buildings can be seen to the corner of Quay Street and Water Street.

A 'New Botany Warehouse' and the 'Pineapple Inn' are illustrated on the plan, along with a range of narrow-fronted townhouses fronting Irwell Street and Irwell Court (situated within the present-day Site area - in red).



1878 Bacon – By 1878 the area had developed dramatically including the construction of New Quay Street which had been planned in 1871 as part of the corporation's town improvement scheme and which can be seen spanning the River Irwell from Water Street. This plan suggests that the Salford and Manchester Junction Canal in active use at this time, showing that both sides of the canal arm were largely clear of buildings.



1922 – The 1922 plan shows the Junction Canal in the year it ceased to fully operate. The location of the 1905 Princes Bridge immediately next to New Botany Warehouse and the Pineapple Public House can be seen to the bottom left of the image.

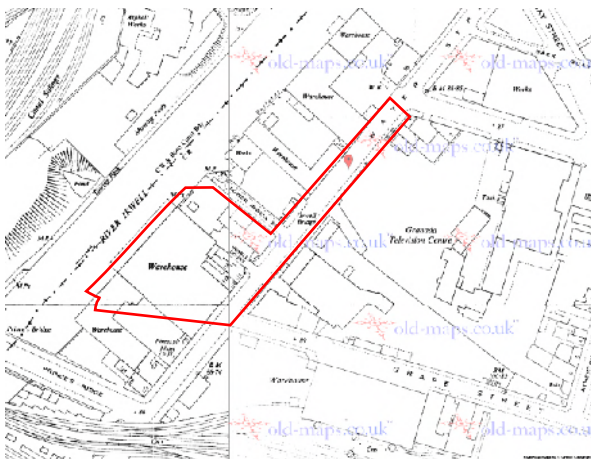
The range of narrow-fronted townhouses at Irwell Court continue to occupy the Site area at this time.



1934 OS – By 1934, a large brick and concrete shed is shown to have been constructed to the north-east side of the New Botany Warehouse.

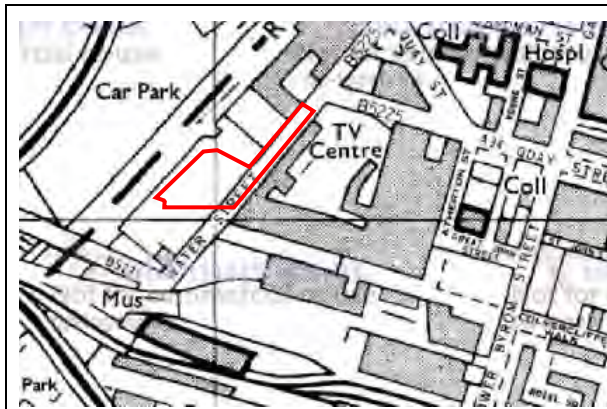
The map illustrates the shed which extends along the rear of the early townhouses siding onto Irwell Street (the present-day Site area). The Junction Canal by this point is marked as being a Dry Dock. Note, none of the buildings illustrated on the early-20th century map survive.

The range of narrow-fronted townhouses at Irwell Court continue to occupy the Site area at this time.



1957 – By the middle of the 20th Century the area has been altered dramatically with the construction of the first two phases of the Granada Studios complex.

The Junction Canal is shown to have been entirely filled in and the townhouses to the south of Lower Irwell Street have been demolished. The entrance locks from the River Irwell have also been filled in.



1994 – The late-20th century map illustrates that any built form of historic interest at the Site was demolished by the end of the 20th century.

The ITV Granada Studios were still in operation at this time, dominating the area to the south west of Quay Street.



2020 – This aerial view illustrates the mass clearance to the area. The ITV Granada Studios complex has been cleared and the present-day Site area (formally occupied by mid-19th terrace housing) now comprises a car park. The Site has since been acquired for redevelopment. Source: Google Maps.

The grade-II listed Victoria and Albert Warehouses (Marriot Hotel) is situated to the north-east of the Site, a landscaped drive marked on aerial mapping as 'Pump Cir' serves as a private entrance / parking facility for the hotel. Lower Irwell Street is no longer in existence.

4.4 Summary of Historical Development

- i) In summary, this area of Manchester's original quayside has witnessed constant and dramatic sequences of both development of new ventures and industries and their subsequent decline. The area was first developed in the middle of the 18th century, and initially formed around the first quay in Manchester located at the Water Street/ Quay Street junction, branching out soon after to meet with the burgeoning town of Manchester along its main thoroughfare of Deansgate by the late-18th Century. The decline of industry 150 years later saw the area become underused and derelict. Much of this historic fabric has since been cleared.
- ii) Following the demolition of the majority of early, and mid-Victorian industrial buildings along Water Street, (and the construction of the Mancunian Way and the associated road network) by the 1960s, the area immediately surrounding the Site had become shorn of any historic context, becoming increasingly unused and dilapidated. This was transformed by the Granada Studios development.
- iii) The development of the Granada ITV site created a large inward facing site with little streetscape presence. The studio buildings on this part of the former Granada Studios complex

have been cleared so that the Site currently retains no historic or architecturally significant buildings above ground.

- iv) The mid-19th century narrow fronted townhouses which once occupied the land which forms the present-day Site area, have since been cleared. There are consequently no buildings of historic or architectural interest that remain. The focus of the following significance appraisal will therefore remain on the heritage assets surrounding the Site.

5. SIGNIFICANCE

5.1 Significance assessment

- i) The following significance appraisal is structured to provide an objective description of the heritage assets in and around the extant Site.
- ii) The assessment of significance accords with the requirements of the NPPF and uses English Heritage's methodology outlined in its 2019 document, *"Statements of Heritage Significance"*. Historic England's *"Conservation Principles. Policies and Guidance"* 2008 has also been acknowledged as part of the following assessment.
- iii) Consequently, the significance of a designated heritage asset is determined by an analysis of the relevant aspects of the following:

Archaeological interest

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

Architectural and artistic interest

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

Historic Interest

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

- iv) 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.
- v) The analysis of the significance allows for an assessment of the current integrity and authenticity of the identified heritage assets. This has been used to inform and justify their capacity for change. The focus is on providing necessary and proportional amount of information, in order to justify the proposed alterations, based on the perceived level of heritage significance.

- vi) The assessment of the significance is based on both desktop research and on-site visual survey and is based on the following scale:

High significance relates to those parts or elements of the structure 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. The loss of such elements (through demolition, removals, or alterations) could potentially cause a highly adverse impact on the special interest of the building and has been largely been avoided in the proposed development.

Considerable significance relates to those components of the structure 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. The loss of such elements (through demolition, removals, and/or alterations) could potentially cause a moderate adverse impact on the special interest of the buildings.

Low significance relates to those components of the structure 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. The loss of such elements (through demolition, removal, or alteration) may cause a minor adverse or neutral impact on the special interest of the building.

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. The loss of such elements (through demolition, removal or alteration) could potentially have a beneficial impact on the special interest of the building.

5.2 The Salford & Manchester Junction Canal

- i) Originally built in 1839 to provide a direct waterway between the Mersey and Irwell Navigation and the Rochdale Canal, the Salford & Manchester Junction Canal became the principal focus the area around Water Street / Quay Street during the mid-19th century until the 1920s when it became obsolete.
- ii) In the course of digging foundations for the initial phases of the Granada Studios during the mid-1950's, many relics of the site's industrial past came to light. Several metal bath tubs, bedsteads and complete timber canal boats had to be removed in their entirety. The area of the canal and particularly its former basin were filled with rubbish following its demise 30 plus years earlier, and a scrap site was also in the vicinity of the canal tunnel.
- iii) **Figures 4, 5 and 6** (below) illustrate how the open canal arm, from the Water Street Bridge to the part where it is culverted was infilled. Granada purchased the section of the in-filled canal and basin in 1955, before studio construction commenced, and built parts of the studio complex over the top of it.



Figure 4: A view looking in a westerly direction over the wider site in the 1930's, showing the Bonded Warehouse and stables on Grape Street to the bottom left corner and the filled in Junction Canal network to the centre of the view. The Victoria and Albert Warehouses can be seen to the top right corner and the remaining townhouses forming Lower Irwell Street to its left.



Figure 5: An aerial view of the Granada Site during the early 1950's. This view looks south, with Quay Street to the bottom and Water Street to the right. To the left of the image is the long narrow Potato Market Structure with in-filled canal arm to its left. The middle section of this structure now forms part of the former ITV Granada reception and entrance corridor.



Figure 6: Looking eastwards towards the 1839 Salford Junction Canal tunnel entrance from Brunswick Basin, showing the later Victorian structures erected directly over the tunnel entrance. To the right can be seen the roof of the MOSI warehouse.

- iv) The culverted/ underground stretch of Junction Canal from Atherton Street to Watson Street was converted into a large air raid shelter in the 1940s, with the insertion of bomb-blast walls which dis-connected it with the stretch of canal to the Great Northern Warehouse. It was statutorily listed grade-II in 2012, principally because of its association and use as a WWII defence structure:
- * **WWII air-raid shelter use:** it is a good surviving example of a deep tunnel air-raid shelter, having been converted in 1939/40 from an 1839 canal tunnel, and it survives as an evocative monument to civil defence during WWII
 - * **Interior survival:** it retains clear and tangible evidence of its wartime use as an air-raid shelter, including its internal 16-bay configuration formed by the use of reinforced-brick blast walls and brick bulkhead wall passageways with reinforced-concrete roofs, as well as key features relating to its adaptation, including reinforced stairs, painted signage, some lights, a gas-proof screen, brick skin walls inserted to prevent damp, and a series of underground buildings/structures comprising first-aid posts, chemical toilet blocks, and ARP warden's posts/look-outs
 - * **Evidence of defence policy:** it reflects the government's shift away from the pre-war policy of protecting the public through dispersal, which avoided concentrations of people in one place, to authorising a few local authorities to exploit and adapt existing features, such as tunnels and culverts into deep shelters
 - * **Historic interest:** it has significant historic interest in representing an important period in Manchester's history: the Manchester Blitz of December 1940, and in illustrating the threat posed throughout the war not only to the city's, but the nation's civilians as a result of aerial bombing, and the steps taken to protect them.¹
- v) It should be noted that the listed part of the canal structure is not within the site area (see figure 6a below).

¹ Taken from the statutory list description

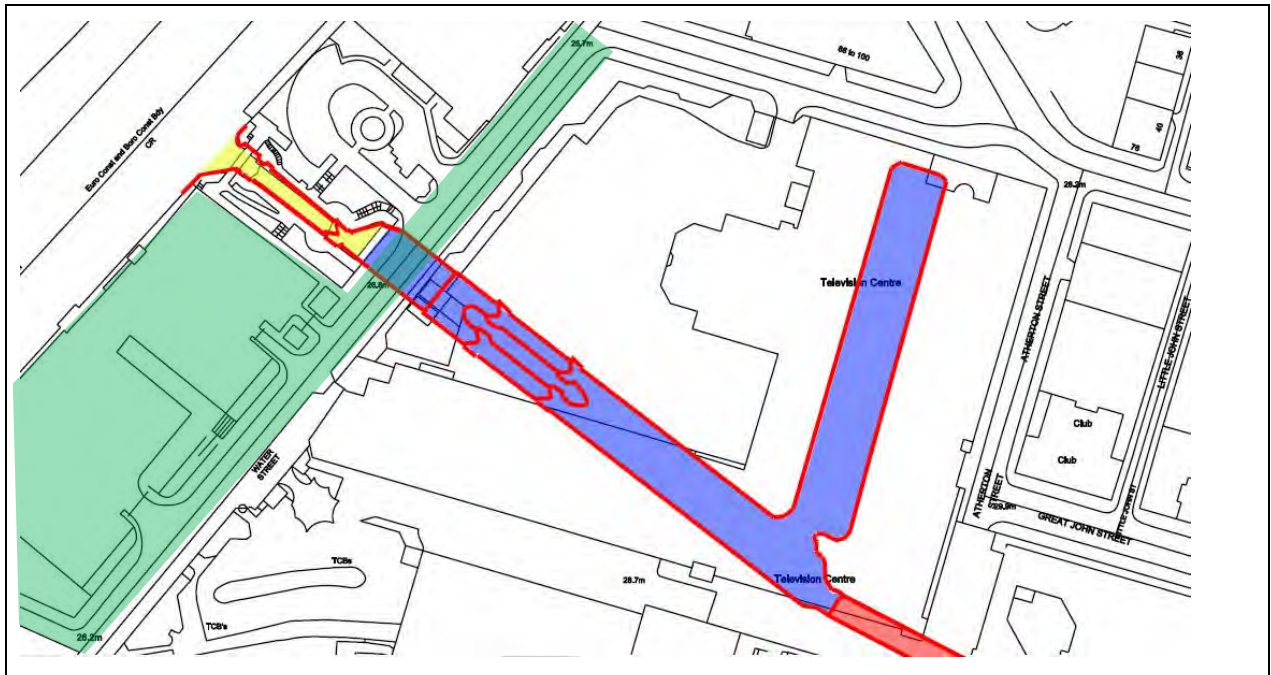


Figure 6a: Site plan illustrating the extent of the former canal arm and basin, in relation to the Site. Former extent of the canal structure is in red; area shaded yellow is still extant but not listed; area shaded in blue is the extent of the canal arm and basin that was infilled and developed over; and the area shaded red is the extant underground canal structure which was converted into an air raid shelter in the 1940s and is listed at Grade II. The Site area (indicative) is shaded green. Note – baseline map is not up-to-date

5.3 Listed Buildings – Contribution of Setting to Significance

- i) The scope of potential impact upon heritage assets in this instance involves an impact upon their setting, rather than any physical impact. Therefore, it is the significance of the setting which should be established at this stage in the process. For these purposes, the contribution of setting to the significance of any given heritage asset is considered to be either **high**, **considerable**, or **low / negligible**. In consideration of the number and variety of identified heritage assets, and to assist with ease of reference, the assessment is presented in tabulated form as Table 2 (below). Refer to Figure 2 (page 14) above for the locations of the various identified heritage assets.

Table 2: Contribution of setting to significance: Designated heritage assets within 250m radius of Site			
Listed Building Name and No. on Figure 2	Grade	Summary of list description	Contribution of setting to significance
Former Liverpool Road Station (11)	I	Former passenger railway station at terminus of Liverpool and Manchester railway, now part of museum complex. 1830 by George Stephenson with attached house of 1808, formerly occupied by the station agent. Oldest surviving passenger railway station in the world. Ceased to handle passenger traffic in 1844 but continued in use as a goods station until 1975.	The building is experienced along the entire length of Liverpool Road where it forms a continuous frontage up to Lower Byrom Street. Due to the modest height of the buildings and the urban form in this area it is not experienced from outside of the immediate streetscape. The Grade I building has group value with the Old Warehouse and the adjacent bridge / viaduct structures, many of which are listed. These inherently make a positive contribution to the way in which the Listed Building is experienced within its setting. The contribution of setting to the significance of the Former Liverpool Road Station is considerable / low .
Old Warehouse to North of Former Liverpool Road Railway Station (2)	I	Railway warehouse, 1830, by George Stephenson. Red brick with sandstone dressing and slate roofs. Long slightly curved plan, convex to the railway line and concave to the rear. 3 storeys, 10 individually gabled bays arranged in pairs with slotted pilasters between each pair at both ends.	The Old Warehouse building is experienced from within the former Liverpool Road Station complex and its setting is understood as part of this grouping of historically significant buildings. The contribution of setting to the significance of the Old Warehouse is therefore, considered to be considerable / low .
Railway Bridge (Manchester) (8)	I	Railway bridge carrying former Liverpool to Manchester railway over the River Irwell. Designed in 1830 by George Stephenson, 2 segmental arches with central pier in stone.	The bridge has high historic value due to its association with the development of the railways in Manchester. This is enhanced by the group value it shares with the adjacent girder bridge and MSJ&AR viaduct which all converge to the west, Salford side of the River. Despite the introduction of numerous roads and modern infrastructure around the Railway Bridge, it can still be understood and appreciated. The contribution of setting to the significance of the Listed Building is therefore, considered to be considerable / low .
Railway Bridge (Salford) (8)	I	Railway bridge carrying former Liverpool to Manchester railway over the River Irwell. Designed in 1830 by	The bridge has high historic value due to its association with the development of the railways in Manchester. This is enhanced by

Table 2: Contribution of setting to significance: Designated heritage assets within 250m radius of Site			
Listed Building Name and No. on Figure 2	Grade	Summary of list description	Contribution of setting to significance
		George Stephenson, 2 segmental arches with central pier in stone.	the group value it shares with the adjacent girder bridge and MSJ&AR viaduct which all converge to the west, Salford side of the River. Despite the introduction of numerous roads and modern infrastructure around the Railway Bridge, it can still be understood and appreciated. The contribution of setting to the significance of the Listed Building is therefore, considered to be considerable / low .
Railway viaduct to Liverpool Road Station (11)	II	Railway viaduct with attached ramp at east end of south side, including bridge carrying railway line over Water Street to former Liverpool Road Station. 1830 with bridge rebuilt 1905. Brick viaduct, iron bridge.	The viaduct has high historic value due to its association with the development of the railways in Manchester. It has group value with the adjacent former Liverpool Road Station, its warehouse and the 2 bridges and viaducts immediately to the south. Collectively, these makes a positive contribution to the industrial character of the area, which has since been intercepted with modern residential and commercial buildings. The contribution of setting to the significance of the Listed Building is therefore, considered to be considerable / low .
Albert Warehouse (Victoria and Albert Hotel) (4)	II	Warehouses. Early to mid C19, altered. Red brick with sandstone dressings and slate roof; quay of very large dressed stone blocks. Victoria Warehouse L-plan with one range at right-angles to street and the other parallel to the quay, and Albert Warehouse continued from north end of this. Five storeys.	The contribution of the setting to the significance of the Warehouse has been affected by the erosion of development along the riverside over the last c.50 years. The warehouse is largely shorn of its historic context and its setting is therefore understood against its relationship with the river and the warehouses in the wider area. Having been converted into a hotel, with associated landscaping exclusively for the hotel users, there is the capacity to extend and enhance the setting of the warehouse. The contribution of setting to the significance of the Listed Building is therefore, considered to be considerable / low .
Railway viaduct to Lower Byrom Street Warehouse (14)	II	Railway viaduct carrying railway line over River Irwell and Water Street to former Lower Byrom Street Warehouse of former Liverpool Road Goods Station. Late 19th Century, red brick. Forms part of group of railway structures at this site.	The viaduct has high historic value due to its association with the development of the railways in Manchester. It has group value with the adjacent former Liverpool Road Station, its warehouse and the 2 bridges and viaducts immediately to the south. Collectively, these makes a positive contribution to the industrial character of the area, which has since been intercepted with modern residential and commercial buildings. The contribution of setting to the significance of the Listed Building is therefore, considered to be considerable / low .
123 Liverpool Road (5)	II	Pair of town houses, now office. Early to mid C19, altered. Red brick in Flemish bond with some sandstone	123 Liverpool Road is listed due to its group value; as such the significance of the streetscape setting of the listed building is

Table 2: Contribution of setting to significance: Designated heritage assets within 250m radius of Site			
Listed Building Name and No. on Figure 2	Grade	Summary of list description	Contribution of setting to significance
		dressings and slate roof. Double-depth plan with back extension.	intrinsic to its architectural and historic interest. Forming part of the historic streetscape of Liverpool Road, alongside the Commercial Hotel and opposite the Liverpool Road complex, means the setting of the building is limited to the ability to understand and appreciate it from the street. The contribution of setting to the significance of the Listed Building is therefore, considered to be considerable .
Commercial Hotel, Liverpool Road (10)	II	Hotel. Early to mid C19, altered. Red brick in Flemish bond, with some sandstone dressings, slate roof. Double-depth double-fronted plan, with rear wing	The significance of the streetscape setting of the listed building is intrinsic to its architectural and historic interest. Forming part of the historic streetscape of Liverpool Road, alongside Nos. 123 and opposite the Liverpool Road complex, means the setting of the building is limited to the ability to understand and appreciate it from the street. The contribution of setting to the significance of the Listed Building is therefore, considered to be considerable .
Colonnaded railway viaduct (6)	II	Railway viaduct. Probably c.1870. Cast-iron. A series of cast-iron columns on stone bases supports the viaduct which has cast-iron beams showing at the sides.	The significance of the setting of the bridge is in relation to its relationship and group value with the adjacent former Liverpool Road Station, its warehouse and the 2 bridges and viaducts immediately to the south. The contribution of setting to the significance of the Listed Building is therefore, considered to be considerable / low .
Irwell Street Bridge (9)	II	1860s bridge leading to railway viaduct over River Irwell. Built at an angle over the river to abut the 1830 stone bridge on its south side, enabling the railway lines the two bridges carried to converge on the west, Salford side of the river. Brick viaduct with zig-zag north wall. Integral component to the Liverpool Road Station.	The Irwell Street bridge has high historic value due to its association with the development of the railways in Manchester. It shares group value with the adjacent stone bridge and MSJ&AR viaduct which all converge to the west, Salford side of the River. The contribution of setting to the significance of the Listed Building is therefore, considered to be considerable / low .
Manchester and Salford Junction Canal Tunnel (15)	II	Extensive canal tunnel constructed in the 1830's from the River Irwell in the west, to approximately Whitworth Street West to the east. Canal structure is only now visible from within tunnel itself, retains large-scale air raid shelters dating to the Second World War.	The canal tunnel is only experienced from within the structure. No remnants of its original external portal entrances or basins survive. The tunnels are notable for their extensive air raid shelters which survive within. The contribution of setting to the significance of the Listed Building is therefore, considered to be negligible / n/a .
St John's College of Further Education	II	School, now college of further education. Late C19, altered. Stock brick with dressings of red brick and sandstone. Notable for its flat roof	The former school building largely lost its original setting over the past 50 years with the demolition of all historic buildings and former courts around the building. The building is

Table 2: Contribution of setting to significance: Designated heritage assets within 250m radius of Site			
Listed Building Name and No. on Figure 2	Grade	Summary of list description	Contribution of setting to significance
(Great John Street Hotel) (3)		which formerly served as school playground.	experienced and understood as being part of the existing urban streetscape. The contribution of setting to the significance of the Listed Building is therefore, considered to be low .
Former Lower Byrom Street Warehouse (1)	II	Large three storey and basement Railway goods warehouse, now part of museum complex. 1880. Red brick with dressings of red brick and some sandstone, slate and glass roof. Large rectangular plan. Forms a group with other railway buildings.	The setting of the former warehouse is enhanced by the survival of a number of similar dates and uses of former railway architecture that are located within the MOSI site. The contribution of setting to the significance of the Listed Building is therefore, considered to be considerable / low .
Power Hall of MOSI (13)	II	Railway goods transfer shed, now museum exhibition hall. 1855, for London and North Western Railway. Red brick with some sandstone dressings, hipped slate roof. High group value with other railway buildings.	The setting of the Power Hall is enhanced with the survival of a number of similar dates and uses of former railway architecture that are located within the MOSI site. The contribution of setting to the significance of the Listed Building is therefore, considered to be considerable / low .
Former Grape Street Railway Bonded Warehouse (7)	II	Constructed between 1867 and 1868, is listed at Grade II for the following principal reasons: it has a sophisticated multi-level design, and an impressive, well-detailed external appearance that includes good polychromatic brick work and ashlar decoration; it forms part of the legacy of C19 large-scale railway warehouses in Manchester; and its group value	The former Grape Street Warehouse shares group value as part of an important group of listed railway structures including Liverpool Road Station (Grade I), the world's first large-scale railway warehouse (Grade I), two further warehouses and stores to the south-east (both Grade II) and various listed railway bridges and viaducts. The contribution of setting to the significance of the Listed Building is therefore, considered to be considerable / low .

5.4 Conservation Areas

- i) The Site is situated within the Castlefield Conservation Area and adjacent to St John's Conservation Area and Deansgate/Peter Street Conservation Area. The Site retains no above ground structures of historic or architectural interest and is located above a filled section to the former canal.
- ii) As has been demonstrated, the Castlefield Conservation Area is extensive and the part that covers the St Johns Masterplan site. The analysis of the different character areas has highlighted the areas which have a positive contribution to the overall character of the Conservation Area.
- iii) Whilst the areas to Castlefield Basin/ Potato Wharf, Liverpool Road and the ITV site which illustrate the late 18th – mid 19th Century industrial development of the wider area around the Site. The area which forms the present-day Site illustrates the subsequent early-mid 20th century re-development and long decline of this part of the area. The Site contains two early 20th Century buildings which are not considered to be positive contributors to the overall character of the Conservation Area.

- iv) The adjacent St John Street Conservation Area has been designated due to the high architectural interest of the buildings on St John Street, which is the only surviving Georgian terraced street in central Manchester.

5.5 Statement of Significance

- i) The existing Site is a **negative element** to the character and appearance of the Castlefield Conservation Area. This is due to the fact that it has been used as surface car parking for a long period, and any historic buildings have been removed piecemeal since the 1950s.
- ii) The primary focus of the Conservation Area is the Castlefield Basin/ Potato Wharf area and Liverpool Road, as these areas contain a large number of listed buildings which best characterise the development of the railways and canal network, and associated industry in this part of the city.
- iii) The Site yields no heritage value. The surrounding area largely consists of cleared former industrial sites which contain no historic built form. Surrounding areas of historic character such as the Quay Street Area have been affected by redevelopment in the mid-late 20th Century but contain landmark buildings which allow for the understanding and appreciation of the commercial development of the area.

6. HERITAGE IMPACT ASSESSMENT

6.1 Introduction

- i) This assessment of the potential impact of the Proposed Development on the surrounding heritage assets concerns the potential indirect (visual) or direct (physical) impact. The key purpose of the impact assessment is to ensure that the proposals demonstrably balance the degree of change, to deliver both a continued and sustainable use while contributing to wider conservation objectives established in national and local policy.
- ii) Reference should be made to the detailed drawings prepared by Denton Corker Marshall including the Design & Access Statement for full details of the proposals.

6.2 Measuring heritage impact

- i) It is necessary to determine the magnitude of heritage impact potentially afforded by the proposals, based on an understanding of how, and to what extent, the Proposed Development would impact the significance of the identified heritage asset. The magnitude of impact is a product of the extent of change which is likely to result from the proposed development on the setting of adjacent listed buildings. Where the proposed changes are considered to enhance the setting or appreciation of adjacent heritage assets, the impact on its significance will be deemed to be beneficial. Conversely, where the proposed development is considered to compromise its positive heritage values (as outlined above) the impact on the significance will be deemed adverse.
- ii) The effects are typically rated as: **High, Medium, Low, and Negligible/Neutral**, and can be direct or indirect, adverse or beneficial.
- iii) The criteria for assessing the magnitude of impact, both direct heritage impacts (physical alteration or change in character) and indirect heritage impacts (such as the change to the setting of listed buildings), are set out in **Table 3** below. This follows the recommended approach to evaluating heritage impact derived by ICOMOS (2011) and the tests set by Historic England in the 2017 guidance on the evaluation of: "The Setting of Heritage Assets" (*Historic Environment Good Practice Advice in Planning. Note 3*).
- iv) The cumulative heritage impacts are considered as direct and indirect to help disaggregate the type and degree of change. They may be cumulative, temporary and permanent, reversible or irreversible, visual, physical, social and cultural, even economic. Each needs to be considered for its relevance to the HIA.
- v) **Indirect Heritage Impacts** occur as a secondary consequence of the development and comprise changes which could affect the setting, i.e. the appreciation or experience of the architectural or historic interest of identified designated heritage assets. The indirect heritage impacts are considered in this report as visual changes which change the character of an identified heritage asset.

- vi) This assessment of direct and indirect Heritage Impact is intended to inform the consideration of the proposals for the Proposed Development, as described in the Planning submission drawings. The aim is to demonstrate the cumulative heritage impact of the proposed redevelopment in accordance with the requirements of the NPPF. As indicated above, the following Heritage Impact Assessment (HIA) considers the direct (or physical) and indirect (or visual) heritage impact which would result from the proposals. It thus evaluates the potential heritage impact of the development proposals on the setting of nearby listed buildings and upon the character and appearance of nearby conservation areas.
- vii) The impact assessment is intended to identify the cumulative impact of the Proposed Development on the significant components of the historic environment. The key purpose is to consider whether the revised development proposals would deliver a sustainable development which avoids any unmitigated 'harm' to the identified designated heritage asset.
- viii) The evaluation of heritage impact is measured against the relative significance of the surrounding designated heritage assets, as described in the Significance Appraisal (above). The NPPF also makes it clear that significance derives not only from a heritage asset's inherent and tangible architectural and historic interest, but also from the less tangible contribution and sensitivity of its 'setting'.
- ix) Therefore, measuring the heritage impact of the Proposed Development is essentially an evaluation of change to the: fabric, character, and appearance of the identified heritage asset, balanced against its relative significance.
- x) Regarding non-designated heritage assets (in this instance, locally listed buildings), the NPPF notes that "the effect of an application on the significance of a non-designated heritage asset should be taken into account", i.e. recognising that whilst a "balanced judgement" is required to the scale of any harm or loss, this is a different test to that which should be applied to designated heritage assets.
- xi) This Heritage Impact Assessment (HIA) considers the proposed changes (to the fabric, character and setting) to the adjacent designated and non-designated heritage assets in terms of an **adverse, neutral or beneficial impact** (see **Table 3** below for term definitions). The defined impacts on the defined heritage significance are informed by the predicted long-term consequences of the proposals. It is the assessment of the cumulative impact of the development that indicates the over-all heritage impact. The direct and indirect heritage impacts are outlined below. The definitions are derived from the ICOMOS (2011) guidance on 'Heritage Impact Assessments' and uses its recommended nine-point scale, with 'neutral' at its centre.

Table 3: Criteria for defining the effect and degree of direct and indirect heritage impact.		
Definition of magnitude and nature of heritage impact.	Direct heritage impacts <i>(physical alteration or change to the site's character)</i>	Indirect heritage impact <i>(visual change to the experience or setting of the site and its context).</i>
Major adverse Impact. <i>Substantial harm of this nature, which results in total loss of significance or fundamentally affects the significance of defined heritage assets, should normally be avoided.</i>	Development resulting in demolition of a significant historic fabric component which results in total loss of significance, or fundamental compromises the setting of a designated heritage asset.	Substantially harmful change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development severely erodes the heritage values of the identified heritage assets in the view, or the view as a whole, or the ability to appreciate those values and thus results in total loss of significance.
Moderate Adverse Impact. <i>Such less-than-substantial harm will need to be demonstrably mitigated and justified by clear public benefits.</i>	Development resulting in extensive harmful alterations (but not total demolition) of a designated heritage asset or its setting.	Less than substantial harm to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a clearly discernible extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Minor Adverse Impact. <i>The negative impact on the setting or overall character will need to be clearly balanced by appropriate mitigation.</i>	Development resulting in alterations to a designated heritage asset which result in minor compromise of its fabric or erosion of its character.	Minor compromise to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a minor extent the heritage values of the assets in the view, or the view as a whole, or the ability to appreciate those values.
Negligible adverse impact. <i>This does not mean that there will be no physical or visual change, rather that the resultant difference would not diminish the value of the heritage</i>	Development resulting in negligible direct impact on a designated heritage asset which results in the removal of a minor, original fabric component, but avoids diminishing its character and its special architectural or historic interest.	Negligible perceptible change to the character of a designated heritage asset, or the experience and understanding of its special interest. The degree of change would alter, but not diminish, the intrinsic values of the identified heritage assets, or the experience and appreciation of the

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

		the view as a whole, or the ability to appreciate its significance.
Major beneficial Impact. <i>The proposed change would result in substantial improvement to the overall character and appreciation of a heritage asset, revealing and/or enhancing important characteristics of its heritage values.</i>	Development resulting in restoration or alterations to a designated heritage asset which comprises substantial restoration of its fabric and historic character and an enhancement of its cultural heritage values.	Substantial improvement of the fabric and character of a designated heritage asset (or the setting of the identified designated heritage assets) resulting in a significant enhancement of its cultural heritage values. Substantial restoration or enhancement of the setting of the built heritage asset where the development will enhance to a fundamental extent the heritage values of the heritage assets in the view, the view as a whole, or the ability to appreciate its significance.

- xii) This impact assessment, alongside the design development of the proposed scheme, has been an iterative process in order to avoid harm to heritage significance of individual assets and within views. Mitigation in respect of any damaging impact upon the setting, and / or the context of the identified listed buildings is formulated upon the overall benefits of the Proposed Development. Benefits relate to both the place in which the development will be constructed, as well as benefits to the wider community or society as a whole. As such benefits fall outside the scope of the Heritage Statement, they are expounded in the wider Planning Statement.

6.3 Direct Heritage Impact (Physical)

- i) Direct Heritage Impacts are those that result as a primary consequence of the proposed development or change of use. They will comprise physical changes to fabric, or a change in the character or appreciation of a designated heritage asset. The degree of impact will thus depend on the relative importance of the affected component.
- ii) The **NPPF (paragraph 193)** requires that, when considering the impact of a proposed development on the significance of a designated heritage asset that great weight is given to its conservation in order to avoid any 'harm' which might diminish the value of the asset and its significance. The question as to whether proposed physical works will cause '*substantial harm*' is a judgment having regard to the circumstances of the case and the policy in the NPPF.
- iii) It will be clear that the Proposals will result in no direct (physical) impact upon any designated heritage assets. The focus of the subsequent HIA will therefore remain on Visual i.e. indirect heritage impact.

6.4 Indirect heritage impact (Visual impact)

- i) The following assessment appraises the impact of the Proposed Development on identified views which are relevant to the understanding of the special interest of designated heritage assets in the area surrounding the Site.
- ii) The methodology used is a Visual Impact Assessment (VIA) utilises the guidance and evaluation criteria set out in Historic England's, guidance on '*The Setting of Heritage Assets*' (2017). It also references the evaluation of the extant contribution of the existing vacant site at Water Street to the setting of nearby heritage assets.
- iii) The below assessment includes a description of the baseline which is provided to identify the importance of the assets and the townscape view. The VIA is essentially a comparison from relevant viewpoints, focused on the potential visual impact on the townscape and upon the adjacent heritage asset(s). The purpose is to evaluate the comparative visual impact likely to result from the Proposed Development.
- iv) The value/importance of individual heritage assets identified within the view, and the value/importance of the view as a whole, are measured as being high, moderate, or low in accordance with the Historic England 2017 guidance.
- v) In accordance with Historic England's guidance, it is noted that a change to the composition of the townscape does not necessarily affect how heritage assets are appreciated or understood, as change in itself does not necessarily equate to either harm or benefit.
- vi) The comparative value of the identified view, as a contributor to the character of the area and historic environment is determined by means of its designated status, overall heritage significance in the view, and the extent to which it exhibits a combination of heritage assets.
- vii) The value of such views is defined in this analysis in **Table 4 (below)**. The degree of impact is defined in the terms set out in **Table 3 above**. The assessment of magnitude of impact attempts to be objective and quantifiable as far as possible and descriptions are, therefore given to demonstrate the reasons for arriving at the level of impact.
- viii) The design objective is to minimise any harmful visual impacts and avoid any interventions which could result in harm which would erode the special interest of the heritage assets within the townscape.

Table 4. Comparative heritage value of the streetscape views.	
Relative value of the view as a contributor to heritage significance.	Description/definition of heritage value.
High value heritage view.	Nationally or regionally identified views, or those in a World Heritage Site management plan, or designed views within grade I or II* historic parks or gardens. They may also be accorded this status if the view contains heritage assets such as grade I or II* listed buildings which are well represented in the view.
Medium value heritage view.	These are views which are likely to be of importance at the district level and maybe defined in local plans. The views will focus on heritage assets such as: grade-II listed buildings, grade-II historic parks or gardens, conservation areas, or other locally identified heritage assets whose heritage significance is well represented in the view, and which benefit from being seen in combination with each other. Medium value views may also contain grade-1 or grade-II* listed buildings where their heritage significance is clearly readable but not best represented.
Low value heritage view.	These are usually associated with locally-valued views which contain heritage assets such as: grade-II listed buildings, conservation areas, or other locally identified heritage resources whose heritage significance is clearly readable, but not best represented, in this particular view.
Views of negligible, or no heritage value	These are usually associated with viewpoints within the townscape in which the composition does not contain any clear views of grade-II listed buildings (where their special architectural or historic interest is well represented). Such views would not contribute significantly to the defined character or appearance of Manchester city centre or the Stevenson Square Conservation Area. Nor would they define the significance of identified heritage assets which are best represented, in this particular view.

- ix) The key viewpoints within **Figure 6 (below)** were identified in 2016 as part of the original scheme. These views were discussed with Historic England and 17 views were agreed for the assessment of previous Heritage Visual Impact Assessments (HVIA). For the purposes of this assessment, which relates to T2 only, **Views 1, 7, 8, 15, 19, 22, 33, 35, 34, and 55** are to be assessed for the potential heritage impact.
- x) The selected views have been scoped in where; a) there is a baseline value to the view, in heritage terms, and b) where the proposed development was visible, and c) sensitive / key viewpoints which test whether the Proposed Development would be visible. Additional views will be assessed by Chris Burnett Associates as part of the wider Townscape Visual Impact Assessment for the St Johns area (HTVIA).

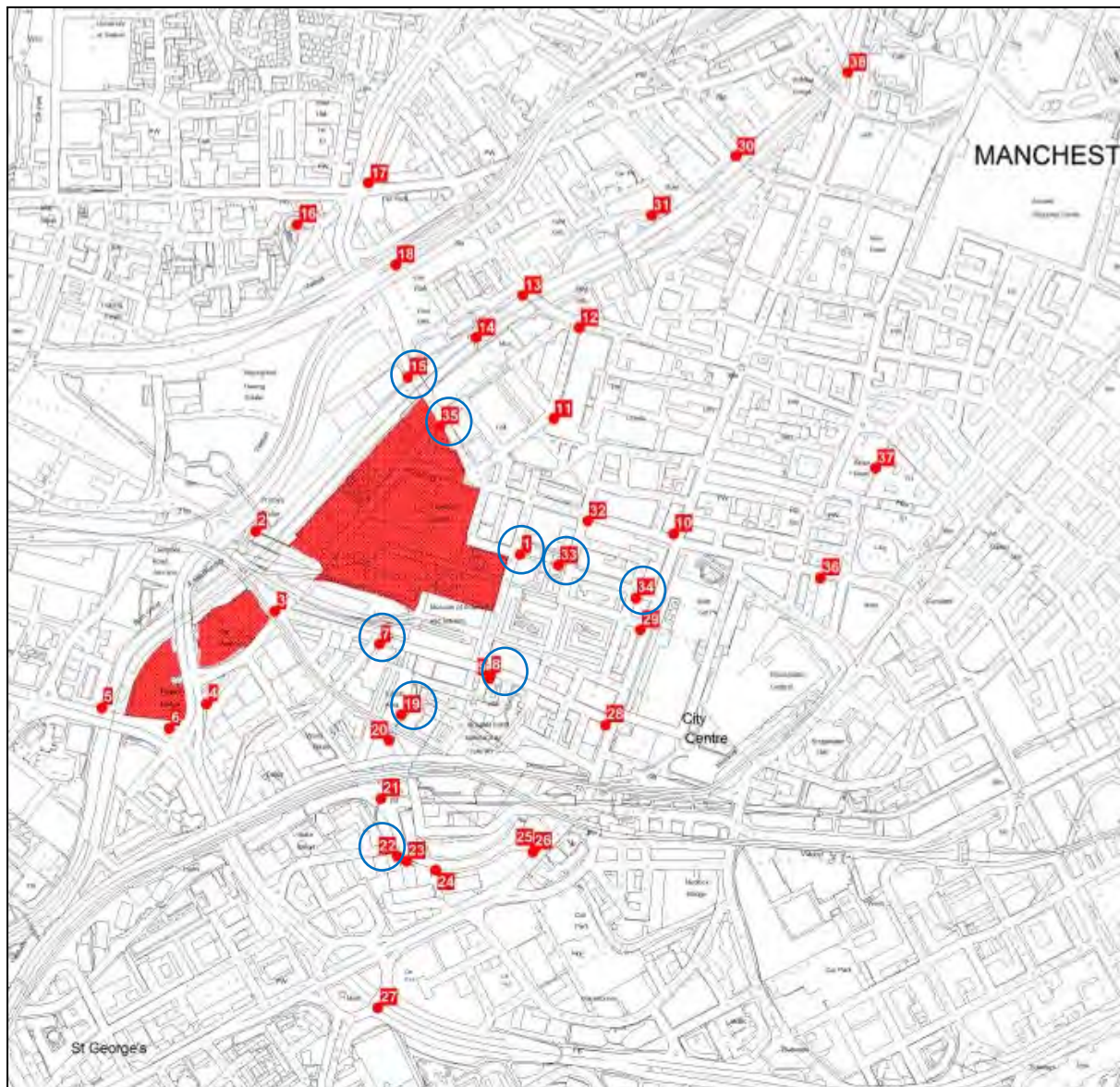


Figure 7: Viewpoint locations identified for the Townscape Impact Analysis study. For the purposes of this assessment, only views 1, 7, 8, 15, 19, 22, 33, 35, 34, and 55; these are views where a) there is a baseline value to the view, in heritage terms, and b) where the proposed development was visible.

6.5 Heritage Visual Impact Assessment (HVIA)

- i) The views are illustrated below, each is then followed by a text discussion evaluating the baseline view alongside the proposed and cumulative impact of the Proposed Development (larger copies of the views are included in the Design and Access Statement).
- ii) The existing baseline images, proposed development and cumulative development images of Views **1, 7, 8, 15, 19, 22, 33, 35, 34**, and **55** are listed below, each is then followed by a text discussion, assessment and conclusions.
- iii) The below list details the committed developments which could be visible within each view. Each cumulative development site is shown as a wireline using the following colours within the proposed views (Figure 8).



Figure 8: Key for Cumulative Development.

Viewpoint 1

Viewpoint 1 – baseline



This view is experienced from the junction of Lower Byrom Street and Great John Street looking west.

The view is formed of the short-range vista along Great John Street which is terminated by the annexe building to the former Granada House building (currently being demolished). To the right of the view is a modern residential development (Rosetti Place) and beyond this is the Grade II listed Great John Street Hotel, which used to be a school. The left side of the vista is dominated by the green space of the former Breeze Studio gardens which is within the former ITV Granada site. Cranes are glimpsed in the far distance, denoting the emerging St Johns Development beyond. This viewpoint is on the boundary of the Castlefield and St Johns Conservation Areas.

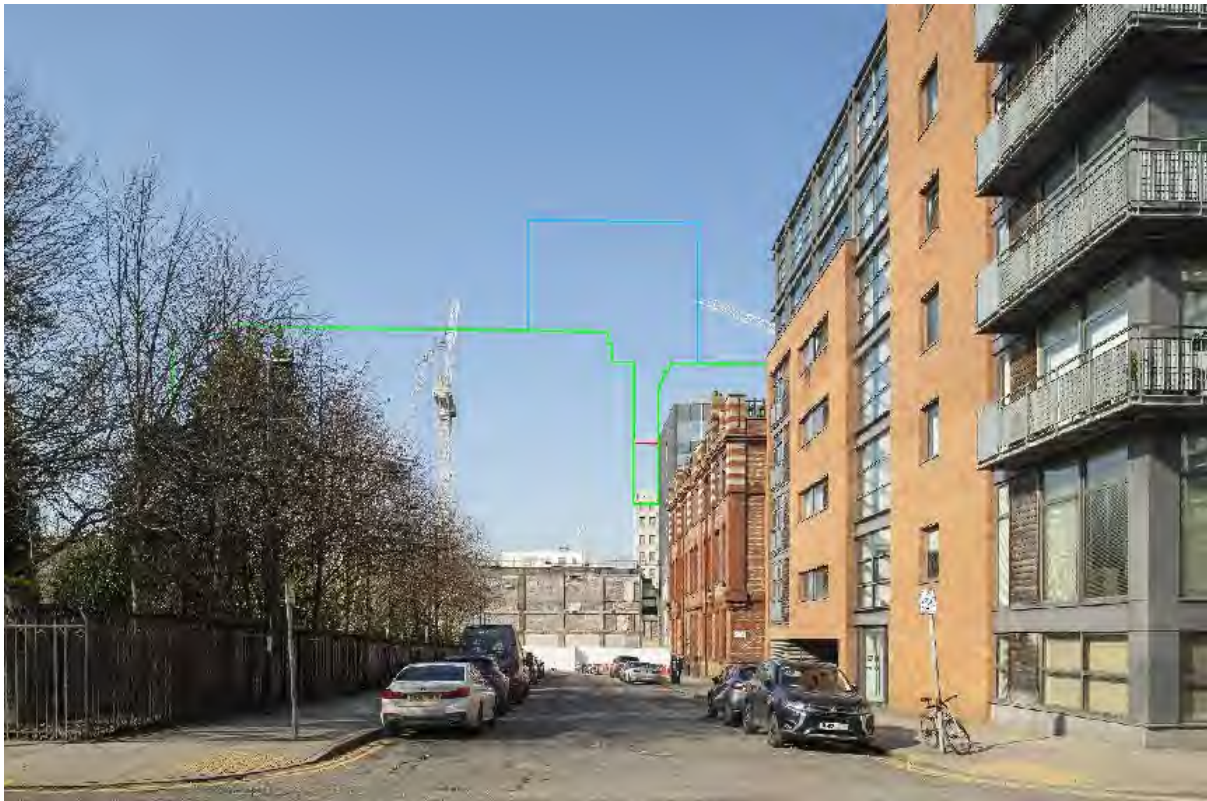
This view has been selected to demonstrate the context of the wider development site from a short-range view to the north-eastern edge of the core site. Despite the presence of the identified heritage assets within this view, this viewing place does not best represent the heritage values of any of the heritage assets. As a locally valued view, **the combined value and importance of the heritage assets and the view as a whole is low.**

Viewpoint 1 – Proposed

The Proposed Development will be highly visible within this view. The visibility of the proposed development will be lessened when the Old Granada Studios development is constructed replacing the existing Granada House Annex to the centre of the view with a taller structure.

It is considered that the proposed development will not alter the setting or heritage values of the Grade II Great John Street Hotel to the north side of Great John Street, instead it will signal the centre of the new St Johns Quarter beyond. As a new landmark feature to the wider townscape it will introduce variety and dynamism to the skyline.

The heritage impact of the Proposed Development from **Viewpoint 1** will therefore be **neutral**.

Viewpoint 1 – Cumulative

In the cumulative view, the Proposed Development would be entirely obscured by T1 (in blue). The cumulative view is not considered to alter the perceived visual impact within this viewpoint. The cumulative impact of the Proposed Development from Viewpoint 1 would therefore remain **neutral**.

Viewpoint 7

Viewpoint 7 – baseline



This view is experienced from the south side of Liverpool Road, at the junction with Potato Wharf, looking north-west.

The view is dominated by the continuous façade of the Grade I listed former Liverpool Road Station building which encloses the streetscape to the north side of Liverpool Road. Rather than providing a vista down the streetscape, this viewpoint provides a short-range view into the MOSI site and allows views of the Grade I listed 1830 Warehouse. The emerging ‘factory’ development, which forms part of the St Johns Masterplan is visible, encroaching over the listed buildings in the foreground of the view.

Kinetic views looking north and east from this viewpoint would provide a fuller understanding and appreciation of the group value of the complex of Grade I and Grade II listed buildings. Due to the historic interest and group value of this complex of buildings, this view forms a positive contribution to the character of the Castlefield Conservation Area.

This view has been selected to demonstrate the importance of short-range views of the proposed development of the core site in relation to this important group of Grade I and Grade II listed buildings. The viewing place represents well the heritage values of the heritage assets and consequently the **combined value and importance of the heritage assets and the view as a whole is high.**

Viewpoint 7 – proposed

The Proposed Development will be highly visible within this view, seen rising beyond the east end of the Grade I listed 1830 Warehouse building and the Factory development.

The tower provides a strong vertical emphasis within an entirely low-rise, horizontal streetscape and despite being understood and appreciated as a backdrop to the historic industrial complex, it is considered that the understanding and appreciation of the heritage values of the Grade I listed railway buildings will be eroded to a minor extent. The Proposed Development will be experienced alongside the Factory Development (under construction) and signal the continuation of the St Johns masterplan in the city beyond. Consequently, the overall impact of the Proposed Development from Viewpoint 7 will be **minor adverse**.

Viewpoint 7 – Cumulative

When considered alongside other development in the cumulative view, the impact of the Proposed Development remains **minor adverse**. The introduction of the Factory development in the middle ground of the view combined with the emerging Vita towers signifies the emerging St Johns Masterplan development.

Viewpoint 8

Viewpoint 8 – baseline



These kinetic views are experienced from the south side of Liverpool Road, at the junction with Duke Street, looking south-west.

The view is dominated by the Grade II Power Hall of MOSI which occupies the junction of Liverpool Road and Lower Byrom Street; the tall structure with the sign is in contrast to the strong horizontality of the buildings. The continuous elevation of the Grade II listed Power Hall, to the north side of Liverpool Street, leads on to the long elevation of the Grade I listed former Liverpool Road Station building. The enclosed streetscape to Liverpool Road provides a strong vista leading the eye down to a high-rise residential block in the far distance, which terminates the viewpoint.

Opposite the Grade II Power Hall is the Grade II former market building that forms part of the MOSI site; this defines the corner of Lower Byrom Street and signifies the continuation of the urban grain north.

These viewpoints have been selected to demonstrate the importance of short-range views of the proposed development of the core site in relation to this important group of Grade I and Grade II listed buildings. The viewing place represents the heritage values of the heritage assets well and consequently the **combined value and importance of the heritage assets and the view as a whole is high.**

Viewpoint 8 – proposed

The Proposed Development will be entirely obscured from this viewing place, situated directly behind the Grade II listed MOSI Power Hall and Lower Byrom Street Warehouse.

The Proposed Development will maintain the vista along Liverpool Road and the established historic skyline, which is dominated by the low-rise, horizontal forms of the SIM site. The impact of the Proposed Development from Viewpoint 8 therefore, is considered to be **neutral**.

Viewpoint 8 – Cumulative

When considered alongside other cumulative development, the impact of the Proposed Development within this view would be **neutral**.

Viewpoint 15

Viewpoint 15 – baseline



This view is experienced from the south-west side of the Irwell Street Bridge looking south-east.

Viewpoint 15 is glimpsed through the structure of the bridge in kinetic views moving south-east across the river. Existing development dominates the foreground of the view, including the Grade II listed Victoria and Albert Hotel in the middle-ground and former industrial structures to the left. In the far distance the view becomes fragmented, signifying the empty gap sites of the Riverside site.

This view has been selected to demonstrate the importance of short-to-medium range views of the proposed development of the core site and subject site from the approach into the city from the north. The viewing place does not best represent the heritage values of the heritage assets, but is a key view looking into the Castlefield Conservation Area and because of the vistas it presents of the river, which have the potential to be enhanced. Consequently, the **combined value and importance of the heritage assets and the view as a whole is medium.**

Viewpoint 15 – proposed

The Proposed Development will be highly visible within this view and will create a distinctive landmark behind the Grade II Victoria and Albert Warehouse (Marriot Hotel) following the line of the River Irwell, which marks the border between Manchester and Salford at this gateway site into the city.

It is considered that the heritage values of the Grade II listed Victoria and Albert Hotel and the Irwell Street Bridge will continue to be understood and appreciated, although the sheer scale and form of the proposed development will dominate that of the listed building. Consequently, the overall impact of the Proposed Development will be **minor adverse**.

Viewpoint 15 – cumulative

This cumulative view presents, from left to right, the proposed towers associated with the St Johns Place Development, the Vita T1 development and Trinity Islands development. This creates a varied skyline and dynamism which will give vitality to this underused and inaccessible part of the River Irwell. The western extent of the St Johns Place development is also seen within this view which forms a clear relationship in terms of massing and articulation with the Grade II Victoria and Albert Warehouse.

When considered alongside the developing urban skyline, the Proposed Development would result in a **negligible adverse** impact.

Viewpoint 19

Viewpoint 19 – baseline



This baseline view is experienced from the south side of the Castlefield Events Arena looking north towards the MOSI complex.

The former canal wharf has been redeveloped to incorporate an events space, which dominates the foreground of the view. Beyond this are modern developments for residential and commercial uses and cranes denoting the ongoing construction within the masterplan area. In the middle-ground beyond the modern development is the Grade II listed Annex to the MOSI Power Hall building (overcovered for refurbishment works at the time of writing this report).

This view has been selected to demonstrate the context of the core site from within the heart of Castlefield, which is the focus of the Castlefield Conservation Area. Despite the presence of the identified heritage assets within this view, this viewing place does not best represent the heritage values of any of the heritage assets. **As a locally valued view, the combined value and importance of the heritage assets and the view as a whole is low.**

Viewpoint 19 – proposed

The Proposed Development will be highly visible within this view and will create a distinctive landmark which will form a backdrop to the arena space.

It is considered that the heritage values of the Grade II SIM Power Hall and Castlefield Conservation Area will still be understood and appreciated. The impact of the Proposed Development from Viewpoint 19 therefore, is considered to be **negligible adverse**.

Viewpoint 19 – cumulative

Considered alongside other cumulative developments within the view, the impact of the Proposed Development upon the heritage assets would remain **negligible adverse**. The additional developments in the cumulative view create a more cohesive urban skyline, subsequently detracting from the stark vertical contrast of the Proposed Development when viewed in isolation.

Viewpoint 22

Viewpoint 22 – baseline



This view is taken from the middle of the Merchants Footbridge with the Bridgewater canal to the right. To the immediate left of the view is the outdoor seating area and green space surrounding The Wharf Public House (albeit largely eclipsed from view), to the immediate right is the Grade II listed early-19th Century Merchants Warehouse, which is currently vacant.

To the left of the view is a group of low-rise, four and five storey modern apartment buildings constructed in the late 1980's. Beyond this, and running horizontally across the view, is the dominant linear presence of the three Grade II listed railway viaducts and bridges spanning the Bridgewater Canal and the Castlefield basin area (1848 Manchester South Junction & Altrincham Railway Viaduct, 1877 Cheshire Lines Committee Viaduct, 1893 Great Northern Railway Viaduct). This view is characterised by the wide expanse of the canal network, which meets at this point.

This view has been selected to demonstrate the character of the Castlefield Basin area using short-to-medium range views from the south from the basin, which forms the main focus of the designated Conservation Area. **The combined value and importance of the heritage assets and the view as a whole is medium.**

Viewpoint 22 – proposed

The Proposed Development will be glimpsed into view from this perspective, seen rising above the Grade II listed viaducts and bridges.

The proposed development will be understood and appreciated as being located within the distance, signifying the continuation of the city in the far distance. The development will provide a vertical emphasis to an already mixed skyline within the Castlefield Basin area, but one which will be a contrast to the dominant linear characteristics of the Grade II listed railway viaducts and bridges.

It is considered, therefore that the heritage impact of the Proposed Development from Viewpoint 22 will be **neutral**

Viewpoint 22 – cumulative



Considered alongside other cumulative developments within the view, the impact of the Proposed Development upon the heritage assets would continue to be **neutral**

Viewpoint 33

Viewpoint 33 – baseline



This view is experienced from the entrance into St John's Gardens from its Byrom Street aspect, looking west towards the proposed Site area.

To the immediate left of the view is the rear of the 1960's Astley and Byrom House office building (obscured from view), which fronts onto Quay Street. This view is dominated by the mature planting within the gardens, to the centre of the space is the memorial stone cross marking the position of the former St John's Church which was located on this site until the 1930's.

This view has been selected to demonstrate the context of the subject site from short-to-medium range views from the east, which forms the main focus of the St Johns Conservation Area. Although within the Conservation Area, and forming the setting to the surrounding listed buildings, this is a locally valued view. **The combined value and importance of the view is low.**

Viewpoint 33 – proposed

The visibility of the Proposed Development will change seasonally, and kinetically as one moves through the space.

It is considered that overall Proposed Development will be understood and appreciated as being located within the distance, signalling the continuation of the city beyond. As a new landmark feature to the wider townscape it will introduce variety and dynamism to the skyline. It is considered that the heritage values of the St John's Conservation Area will still be maintained and appreciated. The impact of the Proposed Development from Viewpoint 33 therefore, is considered to be **neutral**.

Viewpoint 33 – cumulative

In the cumulative view, the Proposed Development (T2) would be largely obscured by Vita T1. The heritage impact of T1 would still, therefore, be **neutral**.

Viewpoint 34

Viewpoint 34 – baseline



This view is taken looking west down St John Street, towards St John's Gardens. The Georgian terraces provide a strong sense of enclosure and linearity and are unique to the city of Manchester. The view would have originally been terminated by the view of St John's Church, now the mature trees within the gardens act as the visual terminus.

The view is dominated by the terrace of Grade II listed Georgian townhouses which provides a continuous building line along the street and forms a strong sense of enclosure. The view is terminated in the middle ground by St John's Gardens. Contemporary development is seen beyond denoting the wider townscape.

This view has been selected as it illustrates the setting of the group of listed buildings and the focus of the St John Street Conservation Area. Although the buildings in this view demonstrate evidential and illustrative historical values the presence of trees and parked cars have significantly altered the original concept of the street's urban form. The terraces were designed to enclose the view west towards St John's Church and since this focal point is no longer present the setting of the significance of the setting of the street is marginally reduced. However, the architectural form and design value of the composition of buildings can be clearly appreciated demonstrating high aesthetic value which in turn demonstrates an associated social value.

This viewpoint clearly represents the heritage values of this significant grouping of listed building and **the combined value and importance of the heritage assets and the view as a whole is high.**

Viewpoint 34 – proposed

The Proposed Development will become the terminus of the view, enclosed by the terrace. Whilst not replacing the church that formerly stood at the end of the street, the proposed tower reinstates in part the relationship between the terraces and the garden, reinforcing the visual connection. The development will be understood as a contemporary backdrop to the linear and directional character of the historic streetscape.

By introducing such contrasting materiality and height, attention is naturally drawn towards it. It is considered that the striking, contemporary design detract from the ability to fully appreciate the listed building group. Consequently, the development would erode, to a minor extent, the heritage values of the assets in the view. The impact of the Proposed Development from Viewpoint 34 therefore, is considered to be **minor adverse**.

Viewpoint 34 – cumulative

In the cumulative view, the Proposed Development will be completely obscured. The heritage impact would therefore be **neutral**.

Viewpoint 35

Viewpoint 35 – baseline



This view is experienced from Water Street at its junction with New Quay Street looking south-west towards the proposed development Site to the left and right of the street.

To the immediate right of the view is the early-20th Century Albert Shed, beyond this is the corner of the Grade II listed Victoria & Albert Hotel. To the left is the ongoing St Johns Masterplan or “Enterprise City” development. This extends to the middle ground of the view, where “the factory” is shown to be under construction.

This view has been selected to demonstrate the extensive redevelopment of this once, underused and desolate area of the city centre. Whereby industrial buildings had previously been demolished leaving large open spaces used largely for car parking. This view also illustrates short range views from the eastern end of Water Street and demonstrates the lack of vitality and built form along Water Street which at present, detracts from the character and appearance of the Castlefield Conservation Area.

Despite the presence of the identified heritage assets within this view, this viewing place does not best represent the heritage values of any of the heritage assets. **As a locally valued view, the combined value and importance of the heritage assets and the view as a whole is low.**

Viewpoint 35 – proposed

The proposed development will introduce a contemporary new element to the streetscape that will encourage permeability in the currently underutilised area. The creation of a continuous enclosed streetscape will create a clear vista which is terminated by the listed bridges and viaducts at the end of Water Street – announcing the presence of the former Liverpool Road Station/ MOSI complex.

The resultant cohesion to the urban grain will mean the height of the buildings will not fully be appreciated within this view, but demonstrates that the articulation of the proposed St John's Place buildings at street level becomes very important; this viewpoint illustrates the different entrances and uses for the proposed development which creates a level of activity and dynamism currently not present.

It is considered that the setting of the Grade II listed Victoria and Albert Hotel will be enhanced due to the enlivenment and uplift of the area. The heritage impact from Viewpoint 55 is therefore considered to be **negligible beneficial**.

Viewpoint 35 – cumulative

The cumulative impact would yield beneficial heritage impacts by demonstrably improving the wider townscape views along Water Street, resulting in a fully developed streetscape. Considered alongside other cumulative developments within the view, the impact of the Proposed Development upon the heritage assets would continue to be **negligible beneficial**

Viewpoint 55

Viewpoint 55 – baseline



This view is experienced from within the middle of the SIM complex, looking north towards the Site. This elevated position, from on top of the former train tracks, illustrates how the “the Factory” development (under construction) dominates the view to the middle distance – the Grade I listed 1830s Warehouse, within SIM is seen to the left and the former tracks are seen in the foreground.

Although this viewpoint provides a limited sense of the setting of the listed former Liverpool Road Station buildings, and the close proximity of the St Johns site, it demonstrates how the industrial character of the complex is still prevalent.

Kinetic views, to the east and west, would demonstrate more fully the high heritage values of the complex and it is for this reason that the importance of this particular viewpoint is low-to-medium. However, views within the complex, moving east or west from this viewpoint enclose views to the north and the context of the proposed development would not be seen hence why this viewpoint have been chosen. However, due to the presence of the Grade I listed Warehouse building, and because this site forms the focus of the Castlefield Conservation Area, **the combined value and importance of the heritage assets and the view as a whole is high.**

Viewpoint 55 – proposed

The height, form, scale, materiality and articulation of the Proposed Development is such that it will not compete with those of the Grade I listed 1830s Warehouse, or indeed the industrial character of its setting; there is a clear visual break between the horizontality of the buildings in the foreground and the verticality of the buildings in the background.

Moving east or west, within the MSI complex, from this viewpoint, would demonstrate that views to the north become more limited, illustrating the limited impact of the Proposed Development overall. The robust nature of the listed warehouse, which was never intended to be a landmark feature of the skyline, will still be fully understood and appreciated, as will the wider setting of the MSI complex. However, it is acknowledged that the proposed development will erode the established view to a minor extent and consequently, **the overall impact of the Proposed Development will be minor adverse.**

Viewpoint 55 – cumulative

The cumulative view illustrates that the Proposed Development, alongside the Vita T1 and St Johns Place will all be highly visible within this view, alongside the top of the Factory. The towers will be seen as a clear cluster of tall buildings signifying a definable area outside of the MSI complex. The cumulative impact of the Proposed Development from Viewpoint 55 therefore, is considered to be **minor adverse**.

6.4 Visual Impact Assessment Summary

- The visual impact assessment has demonstrated that the Proposed Development will have both adverse and beneficial impacts on the historic built environment.
- Out of the 10 viewpoints assessed, there was, 4 instances of minor adverse impact; 1 negligible adverse; 4 neutral and 1 negligible beneficial.
- Beneficial impacts on the character and appearance of the Castlefield Conservation Area include:
 - Beneficial impacts to the streetscape along Water Street and Lower Quay Street, and the lower part of Quay Street;
 - Enhancement of the pedestrian environment which will encourage activity along Water Street; and
 - Enhancement of the River Irwell along its Manchester bankside at this important gateway into the city.
- Adverse impacts are in relation to the visual impact on the understanding and appreciation of the setting to the east end of the MOSI complex (Grade II Lower Byrom Street Warehouse) and views along St Johns Street (Grade II terraces). However, it is not considered that the impact will affect the character and appearance of the Castlefield Conservation Area or any other designated areas.
- The overall impact of the Proposed Development would alter but not diminish the intrinsic heritage values of the identified heritage assets or the experience and approaches of the designated Conservation Areas to any appreciable degree.
- Consequently, it is considered that the proposals will not result in “harm” as defined within the NPPF.

7. PLANNING POLICY CONSIDERATIONS

7.1 Introduction

- i) The National Planning Policy Framework, 2019, sets out the Government's planning policies for England and how these are expected to be applied. The relevant local plan policies contained within the Manchester Core Strategy have also been considered. This statement addresses the relevant policies within the NPPF concerned with the historic environment (principally Section 16).
- ii) It is a fundamental requirement of the NPPF that planning proposals contribute to the achievement of "*sustainable development*" (**paragraph 8**). The fundamental planning objective is to ensure that the development contributes to the stimulation of a thriving historic environment, including the natural and built environment and as well as the economic and social aspects of people's quality of life. This requires a clear and proportionate evaluation of the significance of the affected heritage assets.
- iii) As set out in **paragraph 189**, of the NPPF, this Statement describes the significance of the identified heritage assets within a 250m radius of the Site (focus of the study area). The setting of the identified heritage assets has also been addressed sufficiently to understand the potential impact of the proposals.

7.2 NPPF Policy Considerations

- i) The NPPF stresses that 'great weight' should be given to the objective of conserving listed buildings (**paragraph 193**), emphasising the need to avoid substantial harm to such designated heritage assets. Given this conservation objective, any perceived harm, from demolition to visual compromise (resulting from insensitive development within the setting of a designated heritage asset) should be avoided and at least require 'clear and convincing justification'. In this instance the development will result in no loss of historic fabric, or impact on significant archaeological remains.
- ii) It will be noted that the NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising designated heritage assets, such that any potential 'substantial harm' from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (**paragraph 196**). In this instance we contend that despite having a minor adverse effect on the setting of the Grade I Former Liverpool Road Station Building and the Grade II listed MOSI Power Hall, the Proposed Development will have a beneficial effect on the currently underutilised area around Water Street by improving the pedestrian environment and permeability across the Site.
- iii) The PPG Planning Practice Guide (2014, subsequently amended 2019) emphasises that, in general terms, "*substantial harm is a high test, so it may not arise in many cases*". Thus, when determining whether a Proposed Development within the setting of a listed building would result in

substantial harm, a key consideration is whether or not the impact seriously affects an important element of its “*special architectural or historic interest*”. This impact could include its setting.

- iv) It is the degree of harm to the asset’s significance rather than the scale of the development that is to be assessed. As the current proposal does not physically impact on any heritage asset and has visual impact from specific kinetic views, there can be no such harm. Consequently, it will be demonstrated that the Proposed Development will have no measurable detrimental impact on the heritage assets, and indeed makes a substantial beneficial contribution to the regeneration and architectural cohesion of the Site.
- v) The cumulative impact of the proposed new development should, therefore, be evaluated against the positive contribution to local character and distinctiveness, in accordance with the requirements of the NPPF, in particular **paragraph 185**.
- vi) Careful consideration of the alignment, scale, massing and materiality of the Proposed Development, as expounded in the accompanying Design and Access Statement.
- vii) The Heritage Statement provides information proportionate to the identified heritage assets’ importance; the Visual Impact Assessment demonstrates that the effect of the proposals will result in instances of beneficial and adverse impact. As expounded in the accompanying Planning and Tall Building Statement, these adverse impacts are outweighed by the public benefits of the scheme, which include:
 - Putting a cleared Site, which has a negative effect on the townscape value, back into viable, active use; the Proposed Development will regenerate a major vacant Site within the City Centre.
 - Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the city centre.
 - Optimising the potential of the Site to accommodate and sustain an appropriate mix of uses within the emerging St Johns Masterplan area, providing the quality and specification of accommodation required by modern businesses and residents.
 - Delivering an innovative and contemporary design which reflects the transformation of the local context while retaining its significant components.
 - Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life.
- The Proposed Development will provide sustained economic growth.
- viii) Consequently, it will be clear that any instances of adverse visual impacts of the Proposed Development should be considered as resulting in “*less than substantial harm*” (**paragraph 193**).

Manchester City Council Core Strategy Policies EN3 (Heritage) and CC9 (Design and Heritage)

Policy CC9: Design and Heritage:

“Design of new buildings will need to be of the highest standard in terms of appearance and function [...] Development in Manchester City Centre should preserve or enhance the heritage assets.”

Policy EN2: Tall Buildings:

“Proposals for tall buildings will be supported where it can be demonstrated that they are: of excellent design quality; are appropriately located; contribute positively to sustainability; contribute positively to place making [...]; and will bring significant regeneration benefits.”

Policy EN3: Heritage:

“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 [...] listed buildings [and] conservation areas.”

- i) As propounded in these policies, the Proposed Development has been designed with due regard to principles of scale, height, massing, alignment, material and use, within a contemporary architectural idiom, which is consistent with contemporary development within the city, and also the character and appearance of the wider townscape. Reference to the accompanying Design and Access Statement should be made for further details.
- ii) The zone of visual influence and key views for this scheme were discussed and agreed with Historic England at pre-application stage in order to assess the potential visual impact of the proposed scheme. The location of the Proposed Development is in accordance with the Manchester Core Strategy Policy EN2 Tall Buildings.
- iii) The Proposed Development also gives rise to significant regeneration benefits, including; the bringing back into full economic use the Site within a strategic employment area and significant enhancements to the streetscape.

8. CONCLUSIONS

- The Proposed Development Site forms part of a previously consented scheme (114723/FO/2016), as approved March 2017. The principal changes to the proposals largely relate to the materiality of the tower development. Note, the original scheme comprised two towers which has since been separated into two individual applications.
- The focus of the Heritage Statement, therefore, is to evaluate the potential impact of the revised proposals as part of the emerging St John's Masterplan, much of which is now under construction. Thereby resulting a number of changes to the surrounding townscape over the past few years.
- As the Proposed Development would result in no physical impact upon any designated heritage assets, the focus of the Heritage Impact Assessment (HIA) remained on visual (indirect) heritage impact, utilising recommended ICOMOS guidance and methodology (2011).
- The Proposed Development (Vita T2) has been demonstrated to result in **4 instances of minor adverse impact; 1 negligible adverse; 4 neutral and 1 negligible beneficial** (10 views evaluated in total).
- The Proposed Development will maintain the character and appearance of the Castlefield and St John's Conservation Areas overall.
- The Proposed Development will introduce a new feature to the city skyline signifying presence and activity within a key gateway site. It will create a point of interest and encourage movement through the surrounding area which will help to revitalise the area and act as a catalyst for further development.
- On balance, the proposals will result in instances of "less than substantial harm." It is considered that the exceptional quality and design of the Proposed Development, the enhancement to the surrounding townscape and the substantial public benefits will mitigate against any instances of minor adverse harm and will sustain the heritage values of the identified heritage assets.
- The proposals therefore comply with national and local planning policy.

REFERENCES

The following sources have been referenced and used to inform this report. Due to its name change all publications by English Heritage are referred to as Historic England.

- Planning (Listed Buildings & Conservation Areas Act 1990.
- Department of Communities and Local Government (2019). National Planning Policy Framework.
- Department of Communities and Local Government (2019) Planning Practice Guide. Conserving and enhancing the historic environment
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