

**Former Bauer
Millett Site**

**Albion Street
Manchester**

Heritage Statement: Part 2 - Heritage Impact Assessment

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Former Bauer Millett Site, Manchester - Heritage Statement: Part 2 – Heritage Impact Assessment

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EXECUTIVE SUMMARY

1. This document is the **Heritage Impact Assessment** (HIA) which forms Part 2 of the Heritage Statement commissioned by Ask Central Ltd to evaluate the **revised proposals** for the conversion of the Former Bauer Millett Site, Albion Street. The proposals seek to introduce a new high rise residential development, office space and a new public staircase. The HIA should be read alongside Part 1 of the Heritage Statement which forms the Heritage Significance Appraisal and in conjunction with the original Heritage Impact Assessment (issued 22 March 2017).
2. The purpose of the **Heritage Statement** is to define the *heritage significance* of the grade-II listed viaduct and its setting (**Part 1, Volumes 1 and 2**) and then evaluate the *heritage Impact* on the fabric, character and experience of the identified listed building and its context (**Part 2**).
3. The current, revised proposals are largely in keeping with the approved scheme (115871/FO/2017), which was granted consent on 27 July 2017. The original proposals broadly consist of a new 40-storey residential tower and 14-storey office building at the Former Bauer Millett Site, which is bound by the grade-II* Manchester Central Station to the north, Albion Street to the east, the rear service courtyard to Beetham Tower to the west, and Castlefield Deansgate Tram stop and Deansgate Locks to the south.
4. The Site comprises the eastern-most section of the grade-II listed Castlefield Viaduct, some of which is proposed to be removed as part of the proposals. It will be clear that whilst the loss of fabric is unchanged, the method of achieving the proposals have been improved/built upon to help safeguard the existing structure.
5. Whilst the revised scheme will result in the same loss of fabric overall (i.e. same direct heritage impact), the structural changes will be more beneficial to the viaduct long term. It is therefore considered that the current proposals will be more beneficial in comparison to the extant Planning and Listed Building Consents (MCC Planning references: (Ref. 115871/FO/2017 and 115872/FO/2017). The height, massing and materiality of the proposals will, however, remain largely unchanged.
6. As the degree of change relates to the level of intervention to the grade-II listed structure opposed to any changes to height and massing, the principal focus of the following HIA, therefore, relates only to the direct (physical) and indirect (visual) impact of the grade-II listed viaduct and its immediate setting (Great Bridgewater Street). The issue of visual impact upon surrounding designated heritage assets in the wider townscape has been evaluated in the 2017 Heritage Report, the conclusions of which remain unchanged.
7. The structure of the document is consistent with the requirements of the **NPPF 2019**, paragraphs **189** and **193**, and Historic England's guidance on the form of '*Statements of Heritage Significance*' (Oct 2019). It utilises a tailored form of the ICOMOS heritage impact evaluation method, to ensure clarity and that the conclusions are evidence-based and consistent.
8. The NPPF requires that, when considering the impact of a proposed development on the significance of identified designated heritage assets that great weight is given to their

conservation. The design objective being to avoid, or minimise, any unmitigated 'harm' which might diminish the special interest of the designated asset. The NPPF emphasises that significance derives not only from a heritage asset's physical presence, but also from its setting and contribution to the wider townscape. It is thus, important to consider the cumulative impact of the revised proposals on the grade-II listed structure and its context. The Heritage Impact Assessment (HIA) as **Part 2** of the Heritage Statement is presented in these terms.

9. The **direct heritage impact** (*i.e. the physical works, alterations and change of use*) will include removal of sections of brick piers and altering existing openings to Great Bridgwater Street to facilitate new openings into the proposed commercial units within the arches and to the cast iron bridge respectively. The residential tower above will be supported by concrete columns which in turn, will directly impact isolated sections of the listed arch.
10. The HIA assessment has demonstrated that the loss of historic fabric will result in localised instances of **minor adverse impact**. It will be clear that the main mitigation for the loss of historic fabric is to enable the creation of high-quality public realm, accessibility and permeability throughout the spaces as well as the long-term viable use of the arches.
11. Therefore, despite some alteration to the fabric and character of the building, the overall impact of the revised proposals would be appropriately balanced by the important heritage benefit of securing a sustainable use for the grade-II heritage asset. Therefore, the revised proposals would continue to meet the requirements of NPPF, **paragraphs 193 and 194** and Manchester Council's Core Strategy, specifically policies **CC 9** and **EN 3**.
12. The primary statutory requirement, as set out in the NPPF, is to preserve the significant fabric and character of the grade-II listed viaduct, while facilitating its future use, and has been given great weight in developing the revised proposal, with the direct heritage impact appropriately considered and mitigated. Therefore, as required by the **NPPF paragraph 194**, the public benefits of the development demonstrably outweigh any **minor adverse impact** to the overall significance of the designated heritage asset.
13. Overall, the perceived **direct heritage impact** of the revised scheme will remain unchanged, i.e. minor adverse, but will ensure a more sustainable structural approach.

1 INTRODUCTION

1.1 Purpose

- i) This report describes and the **direct** heritage impact of the revised alteration works set out in the drawings by project architects, Simpson Haugh & Partners Architects and conservation accredited structural engineers, Renaissance Associate Ltd. The document forms **Part 2** of the **Heritage Statement** and is the **Heritage Impact Assessment (HIA)** which has informed the design options and the development proposals for the Former Bauer Millett Site.
- ii) The **Heritage Statement** report as a whole is divided into two main parts comprising:
 - **Part 1 – Heritage Significance Appraisal.** This comprises an evaluation of the importance of the grade-II listed viaduct to the character and appreciation of the Site, as well as its sensitivity as a designated heritage asset. This is presented as a pair of stand-alone documents (Heritage Statement Part 1 – Significance Appraisal).
 - **Part 2 - Heritage Impact Assessment (HIA).** The document evaluates the changes from the 2017 consented scheme against the current proposals. The revised heritage impact assessment will review the newly proposed level of intervention to the Castlefield viaduct and determine the overall changes in **direct and indirect** heritage impact upon the grade-II listed Castlefield Viaduct. It concludes with an assessment of how the proposed development accords with the NPPF and local planning policy.
- iii) As the height, massing and materiality of the proposals remain largely as per the consented scheme, it will be clear that there is no requirement to duplicate the Heritage Visual Impact Assessment (HVIA). The conclusions of which can be found in the 2017 Heritage Statement (issued 22 March 2017).
- iv) Therefore, the purpose of this document, **Part 2 - Heritage Impact Assessment** is to assess the perceived impact of the revised proposals on the cultural heritage values of the grade-II listed viaduct. The effects are considered as direct changes resulting from the development which may be either *adverse, beneficial or neutral* in terms of the architectural and historic interest of the building and its context. This is essentially a comparative document which will assess the changes in structural alterations between the 2017 proposals with the revised proposals. The overarching aim is to consider the degree of change, if any, to the **overall heritage impact** upon the grade-II listed viaduct.
- v) It is, therefore, necessary to catalogue and consider the proposed changes on its fabric and spatial characteristics. It is also important to identify the degree of a specific change (or impact) on a specific component, as this combination is what defines the overall significance of the particular impact.

1.2 Policy context for the HIA.

- i) The Castlefield Viaduct is listed grade-II and therefore of national significance as a designated heritage asset. The **Heritage Significance Appraisal** is set out **Part 1** of the **Heritage Statement** this includes a summary of relevant national and local planning policies which frame the following Heritage Impact Assessment. The key planning policy documents for the current report are the National Planning Policy Framework (NPPF), the Planning (Listed Building and Conservation Areas Act) 1990, and Manchester's Core Strategy. The Heritage Impact Assessment also fully accords with Historic England's 2019 guidance on the assessment of Heritage Significance and impact in its Historic Environment Advice Note 12.
- ii) The NPPF policies for conserving and enhancing our heritage assets confirm that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance and sets out the parameters for development that could impact on them. Therefore, development proposals should take into account the following essential principles:
 - The desirability of sustaining and enhancing the significance of heritage assets.
 - The social, cultural, economic and environmental benefits that conservation of the historic environment can bring.
 - The positive contribution that new development can bring to local character and distinctiveness.
 - The contribution made by the historic environment to the character of a place.
 - Proposals should identify and assess the particular significance of the heritage assets affected, including their setting.
- iii) The above have informed the revised proposals and the evaluation of heritage impact. It is understood that the key objective is to ideally avoid, but at least minimise, conflict between the heritage asset's conservation and any aspect of the proposal. This is because when considering the impact of a proposed development on the significance of a heritage asset, the NPPF requires that "*great weight*" is given to its conservation.
- iv) The significance of a listed building can be harmed (or lost) through alteration, it will be clear, therefore that any harm or loss should be exceptional and require clear and convincing justification. The revised proposals have been developed in this policy context.
- v) Thus, the revised development proposals aim to minimise any unmitigated harm to the significance of the listed viaduct structure as a designated heritage asset and secure demonstrable public benefits which will outweigh any adverse direct or indirect heritage impacts and secure a sustainable new use.

1.3 Defining direct and indirect heritage impacts.

- i) The definition of the potential heritage impacts is set out in **Table 1** below which presents a nine-point scale of 'direct' and 'indirect' effects. This is a tailored version of that recommended by ICOMOS in its 2011 Guidance on Heritage Impact Assessments for Cultural World Heritage properties. It is used here as a widely recognised, objective and defensible system for assessing change. The methodology also accords with the October 2019 Historic England guidance on the structure of 'Heritage Statements'.
- ii) The cumulative heritage impact is considered as **direct** and **indirect** to help disaggregate the type and degree of change. This can 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. The following defines the distinction:
 - **Direct Heritage Impacts** are those that arise 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 the architectural or historic interest of the grade-II listed Castlefield Viaduct. The degree of impact will thus depend on the relative importance of the affected component.
 - **Indirect Heritage Impacts** occur as a secondary consequence of the development and comprise changes which could affect the appreciation or experience of the architectural or historic interest of the grade-II Castlefield Viaduct. Indirect heritage impacts are often (but not always) considered as **visual changes** which change the character of an identified heritage asset.
- iii) This assessment of heritage impact is intended to inform the consideration of the revised proposal for the Former Bauer Millett Site, as described in the Planning submission drawings prepared by project architects, Simpson Haugh. It evaluates the potential heritage impact of the revised development proposals on the grade-II listed viaduct and its context as described above.
- iv) The conclusions of the heritage impact assessment (HIA) are 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 Castlefield Viaduct structure.
- v) The evaluation of impact is measured against the relative significance of the components of the grade-II, as described in the **Heritage Significance Appraisal, Part 1** to which direct cross-reference should be made.

1.4 Measuring change by defining direct and indirect heritage impacts.

- i) Measuring the heritage impacts resulting from the proposed development is essentially an **evaluation of change** to the: fabric, character, or appearance of the identified heritage assets, balanced against their relative significance. The **Heritage Impact Assessment** (HIA) considers the proposed changes or alterations to the fabric, character and setting of the viaduct site components in terms of an adverse, neutral or beneficial impact (*see Table 1 below for term definitions*).
- ii) The defined direct and indirect heritage impacts on the Site's 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 impacts are outlined below in **Table 1**. These definitions are also used to express the resultant **effect and degree of heritage impact** (both direct and indirect on the significance of the grade-II listed viaduct and its immediate streetscape context).
- iii) The definitions are used throughout this Heritage Impact Assessment to ensure objectivity, consistency and clarity. They are derived from the **ICOMOS** (2011) guidance on 'Heritage Impact Assessments' (Section 5-8, page 9) and uses its recommended nine-point scale, with 'neutral' at its centre.
- iv) The Heritage Impact Assessment directly references the fabric and spatial components described in the Heritage Significance Appraisal.

Table 1. Criteria for defining the effect and degree of direct and indirect heritage impact resulting from the proposed redevelopment of the Former Bauer Millett Site, Manchester.		
Magnitude	Direct heritage impacts. <i>(physical alteration change of use or experience of the principal building).</i>	Indirect heritage Impacts <i>(change to the site's setting or visual impact on the wider historic environment).</i>
Major adverse Impact. <i>Substantial harm of this nature, which fundamentally affects the significance of defined heritage assets, should normally be avoided.</i>	Development resulting in demolition of a significant historic fabric component, or fundamental compromise of the setting of the 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.
Moderate Adverse Impact. <i>Such less-than-substantial harm will need to be demonstrably mitigated, and</i>	Development resulting in extensive harmful alterations (but not total demolition) of the 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

<i>justified by clear public benefits.</i>		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 will need to be 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 effect would not diminish the value of the heritage assets' significant physical fabric, their settings or significance to any appreciable degree.</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 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 a neutral 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.	Negligible perceptible 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.	Development resulting in alterations to a built heritage asset which deliver a minor beneficial physical impact or	Minor enhancement to the fabric and character of a designated heritage asset, or the setting of

The proposed change would result in a demonstrable improvement to the overall character or setting of a heritage asset.	enhancement of the site's special interest.	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. 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.	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. 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.	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.

- v) The NPPF requires that, when considering the impact of a proposed development on the significance of a designated heritage asset, **great weight** is given to its conservation in order to avoid any definable 'harm' which might diminish the significance of the asset (**paragraph 193**).
- vi) The below assessment of the **direct** and **indirect heritage impact** is thus focused on the degree and nature of the proposed development's impact (both physical and visual). In this case the heritage impact is primarily on the appreciation and experience of the architectural and historic

interest of the grade-II viaduct. Please refer to the **2017 Heritage Report - Impact Assessment (Issued 22 March 2017)** for the assessment of the impact of the Proposed Development on designated heritage assets in the wider area.

- vii) The HIA is made with direct reference should be made to the project architects' drawings, prepared by **Simpson Haugh** (April 2020).

2. HERITAGE IMPACT ASSESSMENT OVERVIEW.

2.1 Proportionate changes

- i) The revised development proposals have been designed in accordance with the principles of Historic England's 2016 guidance on '*Making Changes to Heritage Assets*' and the requirements of the legislation and NPPF.
- ii) The Former Bauer Millett Site is currently in use as a car park. The original 2017 proposals to introduce a new 40 storey residential tower and 14 storey office building were approved on the basis that the interventions to the brick viaduct arches would be mitigated by the various public benefits of the scheme (Including the introduction of Spanish steps to the west of the Site). The original Heritage Report (impact Assessment) issued 22 March 2017 demonstrated that the proposals would result in instances of **minor adverse direct impact** (See Table 1 above).
- iii) To date, works have focused on understanding and addressing the fundamental structural integrity of the arches to facilitate the future new use whilst maintaining the stability of the brick undercroft. Planning Permission and Listed Building Consent was secured in 2017 and remain extant (MCC Planning references: 115871/FO/2017 and 115872/FO/2017). However, after a review of the cumulative impact of the consented scheme, revised proposals have been devised, maintaining the functional flexibility and vitality of the consented 2017 scheme, but with a decidedly more sensitive structural approach.
- iv) **Figures 1-4** below illustrate the 2017 intervention works alongside the current 2020 proposals. Clearly both development approaches remain appropriate in principle, but the revised proposals are arguably more sensitive and less detrimental to the long term stability and integrity of the grade-II viaduct structure. Therefore, the overall heritage impact has been reconsidered below and is defined in terms Table 1 above for consistency.

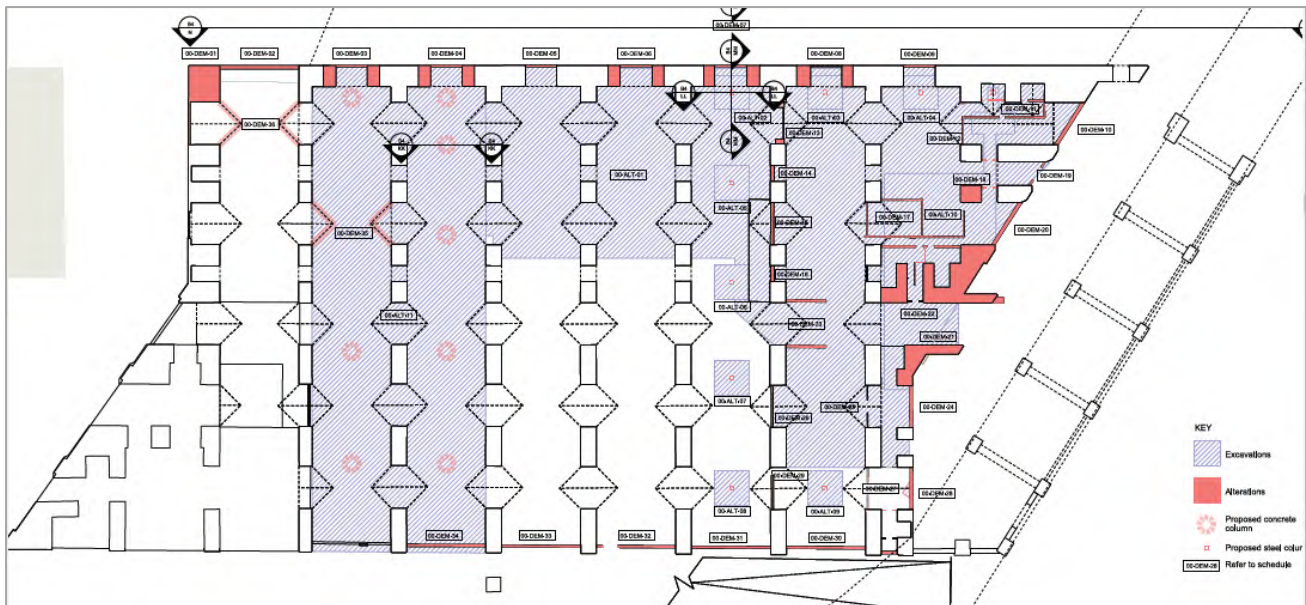


Figure 1: March 2017 Approved Alterations, Ground Floor. Areas highlighted in blue denote floor area to be excavated. Areas highlighted in red denote areas to be altered, including the round columns and internal arches. As part of the approved scheme, the arches along Great Bridgewater Street are to be altered to allow for flexible, commercial units. **Source:** Simpson Haugh & Partners.

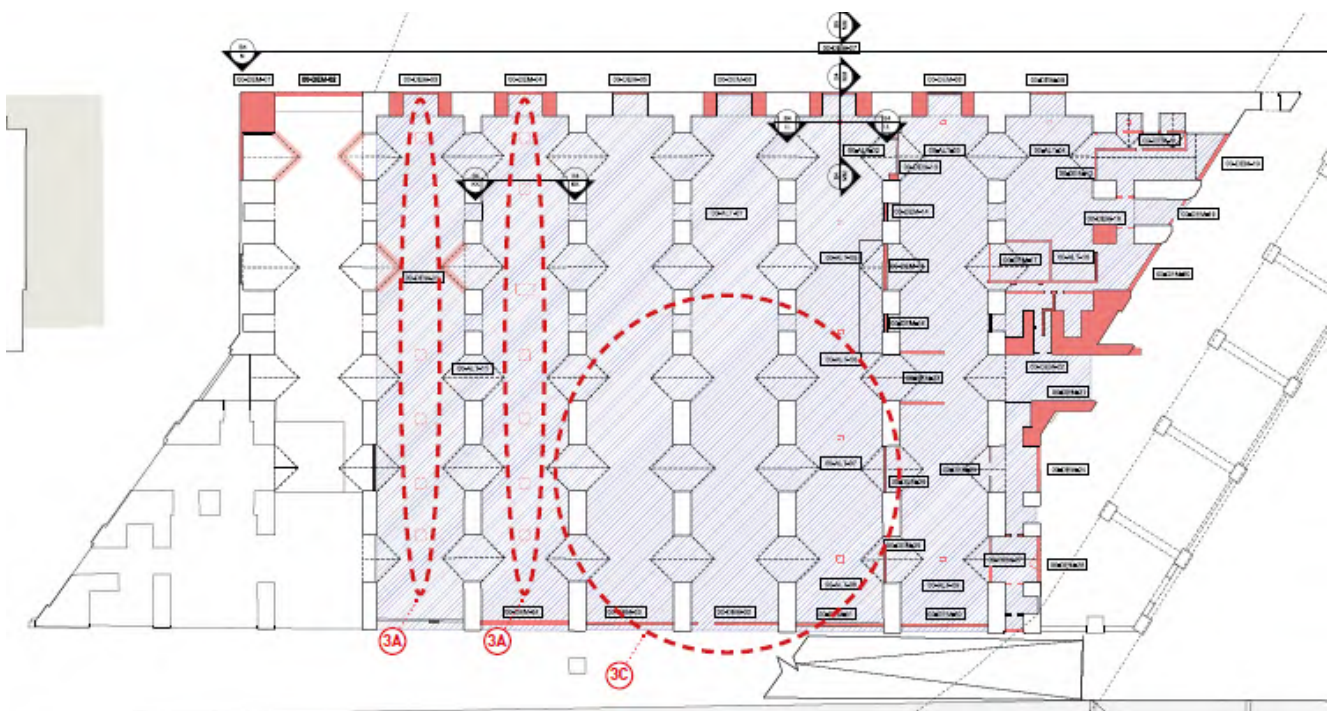


Figure 2: April 2020 - Proposed Alterations, Ground Floor. Areas highlighted in blue denote floor area to be excavated. Areas highlighted in red denote areas to be altered. The dotted red line indicates the proposed areas / sections to be updated as part of the revised proposals. The principal changes include: the number of columns to be inserted, whilst this results in a greater number of columns, these are much smaller in diameter and will be less invasive. **Source:** Simpson Haugh & Partners.

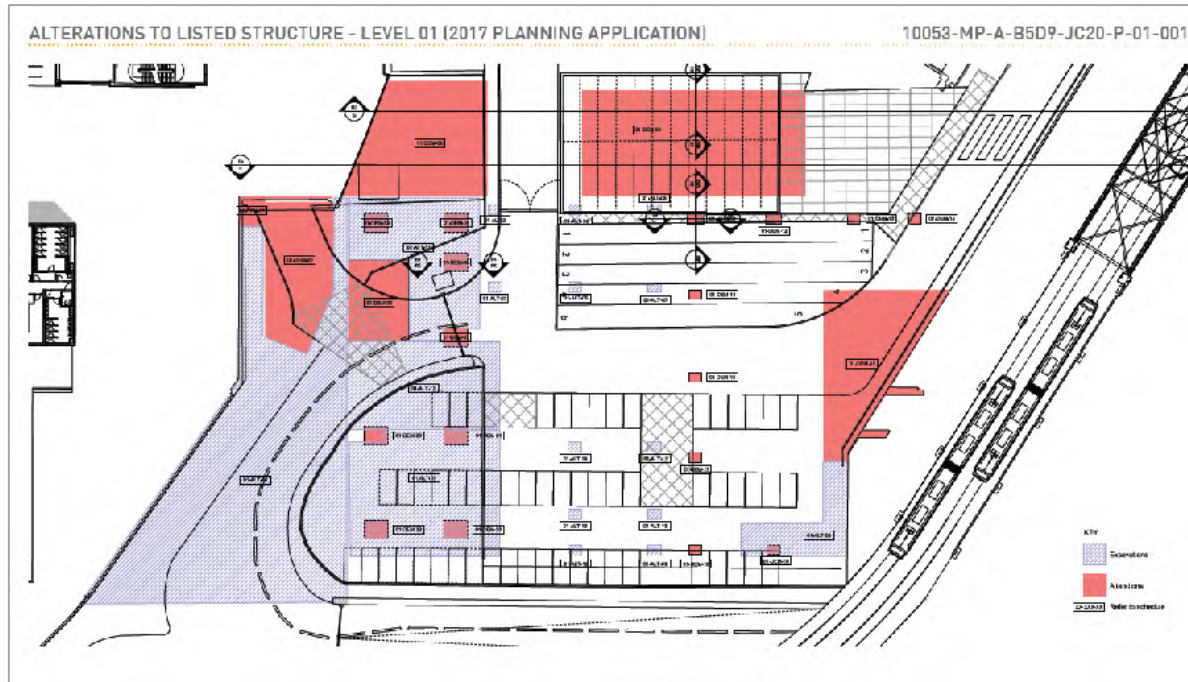


Figure 3: March 2017 - Approved Alterations, Upper Level. Areas highlighted in blue denote floor area to be excavated. Areas highlighted in red denote areas to be altered. The plan illustrates the extent of intervention to the listed structure to allow for a lift core, supporting columns and a public staircase (west) respectively. A new high-level footpath is proposed above the arches with areas of the cast iron bridge set to be removed. **Source:** Simpson Haugh & Partners.

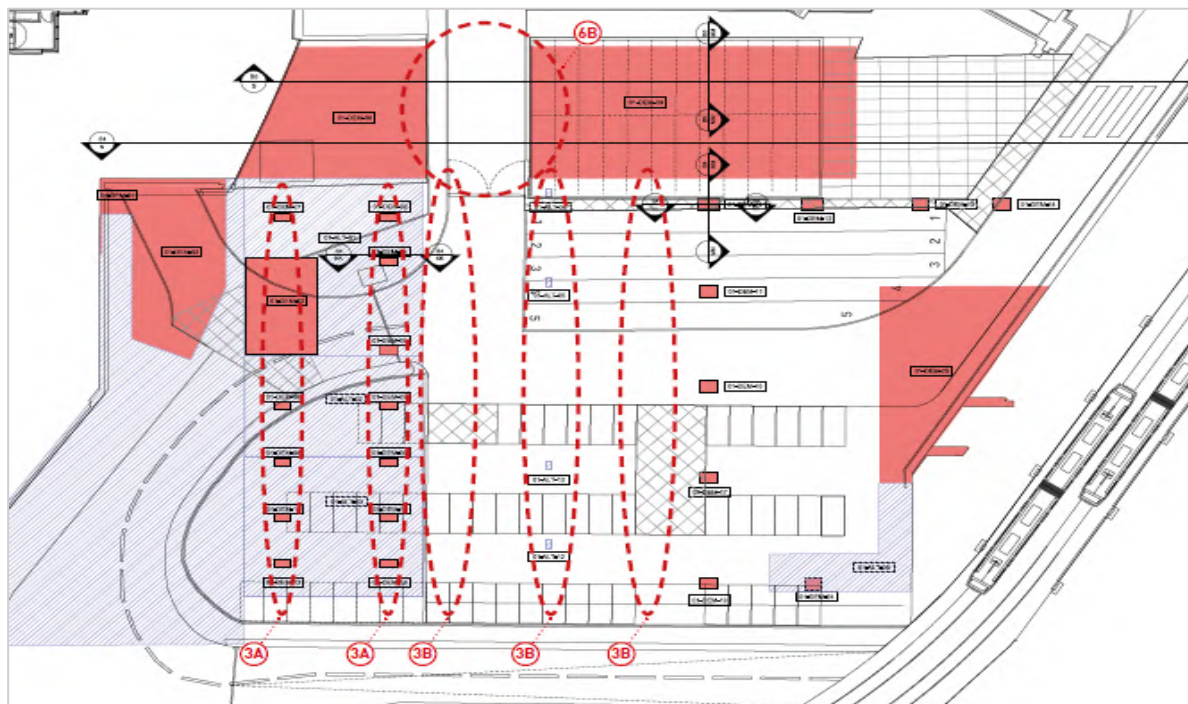


Figure 4: April 2020 - Proposed Alterations, Upper Level. Areas highlighted in blue denote floor area to be excavated. Areas highlighted in red denote areas to be altered. The dotted red line indicates the proposed areas / sections to be updated as part of the revised proposals. The principal changes include: smaller columns throughout; the line of columns to support the podium have been omitted. The sections of the bridge to be removed have marginally changed. **Source:** Simpson Haugh & Partners.

2.2 The revised proposals.

- i) The revised proposals essentially comprise the introduction of a 40-storey tower structure and 14 storey office above the listed viaduct. The above ground proposals are marginally different, with an overall height reduction of c.2.51m. The revised scheme continues to provide commercial space at ground floor level with residential units and office space above.
- ii) The major intervention, therefore, remains on the alterations to the arches fronting onto Great Bridgewater Street and to the wide side of the brick undercroft. The structural and other engineering solutions required to support the above proposals have been simplified and carefully designed to minimise any adverse interventions resulting from removal of historic fabric. They are detailed as part of this application (Renaissance Associated Ltd, Listed Building Structural Report VIA-REN-O-XX-RP-S-00001).
- iii) The key interventions to the listed structure comprise of:
 - Localised removal of the existing Bridge over Great Bridgewater Street;
 - Enlargement of openings within the existing abutment to Great Bridgewater Street. These openings are to be centred on the crowns of existing segmental arches to minimise works to the existing viaduct pier structures;
 - New tower penetrations through the arches have been developed in order to minimise the number and size of the openings through the listed building
 - It is proposed to provide a movement joint between the new tower structure and existing viaduct in order to safeguard the structure,
 - Podium structure support works;
 - New foundations works: the tower structures are to be founded via a piled foundation solution;
 - RC Saddle beams are proposed to trim the new openings provided and shall be designed to accommodate the thrust forces present within the arch structures
- iv) The revised proposals seek to introduce mitigation measures to ensure the fabric, load bearing capacity and the stability of the remaining structure is maintained during the temporary and operational phases of works. It will be evident that this approach will therefore be more beneficial overall, despite the revised proposals resulting in the same amount of fabric loss as proposed in the extant Planning and Listed Building Consents (MCC Planning references: 115871/FO/2017 and 115872/FO/2017).
- v) The details of the direct and indirect heritage impacts are considered below (Section 3), defined in terms of those set out in **Table 1** above.

3. HERITAGE IMPACT ASSESSMENT.

3.1 Direct Heritage Impact

- 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) On review of the revised scope of works, as supplied by Renaissance, it will be clear that the proposed development will still result in some direct (physical) impact upon the grade-II listed viaduct.
- iv) The following section sets out a summary, in tabular form, of the proposed interventions/works to different parts of the structure, setting out the proposed impact of each intervention and any mitigating circumstances. Table 2 below provides a comparative analysis on the approved 2017 works alongside the revised proposals (issued by Renaissance, April 2020).
- v) Reference should be made to the Simpson Haugh and Partners Alterations Report, which provides a full schedule of the proposed alterations, plans and photographs.

Table 2: Comparison of Heritage Impact (refer also to Table 1 above)

Building element	2017 Proposal – Impact / Justification	2020 Proposal - Impact/Justification
Street Level		
Floor	<u>Approved Proposal: Excavation</u> Impact: Minor Adverse The existing floor covering is a modern concrete/ screed. Excavation of the floor is required to facilitate inserting new structure etc.	<u>Revised Proposal: Excavation</u> Impact: Minor Adverse No change in direct heritage impact. The areas of floor to be excavated remain the same as per the approved 2017 scheme.
Openings / piers	<u>Approved Proposal: Alterations to brick piers/ openings</u> Impact: Minor Adverse	<u>Approved Proposal: Alterations to brick piers/ openings</u> Impact: Minor Adverse

	Removal of sections of brick piers and altering existing openings to Great Bridgewater Street to enable the insertion of a new lift core and new entrances. The loss of historic fabric will be minimised to ensure the form of the arches is still understood and appreciated.	No change in direct heritage impact. The brick piers to be removed to allow for the lift core remain as per the approved 2017 scheme. The number of sections of brick piers along Great Bridgewater Street are still to be removed. It should be noted that this is in keeping with the areas which were set to be removed as per the approved Planning Application (115871/FO/2017).
Openings/ piers (Public Stair only)	<u>Approved Proposal: Alterations to brick piers/ openings</u> Impact: Minor Adverse Removal of western section of the undercroft is required to facilitate the insertion of the new public stair to the upper level and openings into the proposed commercial units within the arches, respectively. The areas affected have previously been altered, but the main mitigation for the loss of historic fabric is to enable the creation of high-quality public realm, accessibility and permeability throughout the spaces as well as the long-term viable use of the arches.	<u>Revised Proposal: Alterations to brick piers/ openings</u> Impact: Minor Adverse No change to proposals / heritage impact.
Brick arches	<u>Approved Proposal: Installing X8 concrete columns</u> Impact: Minor Adverse Each concrete column will be approximately 1.6m in diameter and are required for the structure of the residential tower above. The loss of historic fabric will be minimised to ensure the form of the arches is still understood and appreciated.	<u>Revised Proposal: Installing X12 concrete columns</u> Impact: Minor Adverse The number of concrete columns / penetrations has been revisited due to alterations to the structure of the residential tower. Whilst this will result in a greater number of penetrations, the size of openings are smaller and have less impact on the structural performance of the existing arches. The core has altered to suit feedback on lift sizes etc and also relocated to better co-ordinate with the existing arches.

		It will be clear, therefore, that whilst there will be a greater number of columns, the direct heritage impact will remain minor adverse.
Brick arches	<u>Approved Proposal: Installing X8 steel columns</u> Minor Adverse Each steel column will be approximately 0.5m in diameter and are required for the structure of the residential tower above. The loss of historic fabric will be minimised to ensure the form of the arches is still understood and appreciated.	<u>Revised Proposal: Installing X9 steel columns</u> Minor Adverse The number of steel columns / penetrations has been revisited. Whilst this will result in a greater number of penetrations, the size of openings will be smaller and have less impact on the structural performance of the existing arches. It will be clear, therefore, that whilst there will be a greater number of columns, the direct heritage impact will remain minor adverse.
Upper Level (former deck level)		
Bridge	<u>Approved Proposal: Removal of 2 sections of the bridge</u> Impact: Minor Adverse It is proposed to remove the central section and western outer section of the bridge. Removing the central section of the bridge will transform the pedestrian environment and experience at street level by filling the space with natural light; similarly, removing the western section will open up the space to the proposed public stair and residents' entrance, further enhancing the pedestrian environment and perception of the space. The cleaning and lighting of the remaining bridge structure will enable the historic relationship between the Grade II listed Castlefield Viaduct and the Grade II* Manchester Central building to be understood and appreciated.	<u>Revised Proposal: Removal of 2 sections of the bridge</u> Impact: Minor Adverse The demolition extents are to be reduced to the left of the bridge adjacent to the tower to reflect retaining all the RC beam elements. The general sections of bridge to be removed are largely as per the original scheme, which broadly includes the western and central section of the bridge. The direct heritage impact will therefore remain minor adverse.

Service yard	<u>Approved Proposal: Removal of areas to facilitate works/installing columns</u> Impact: Negligible The former track beds of the Castlefield Viaduct have been substantially altered to enable vehicle access from Trafford Street and facilitate the use of the space as a service yard for the Manchester Central building. The proposed interventions into the upper level, to enable installation of new structure will have a negligible impact.	<u>Revised Proposal: Removal of areas to facilitate works/installing columns</u> Impact: Negligible The revised proposals also require the removal of former track beds to facilitate the development. There is considered to be no change in heritage impact.
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3.2 Indirect Heritage Impact

- i) As stated above, the focus of this Heritage Impact Assessment is to address the direct (physical) changes which are a direct consequence of the Proposed Development.
- ii) Due to the nature of the proposals, it will be clear that the introduction of a new tower will have a visual impact upon the wider townscape, with the potential to impact the setting of designated heritage assets. This has been extensively addressed in the original Heritage Impact Assessment as issued by Heritage Architecture Ltd. on 22 March 2017. It is considered that the conclusions outlined in the original Heritage Visual Impact Assessment (HVIA) remain unchanged.

Revised proposals – Listed Brick Undercroft

- i) Figure 5 below illustrates the open, spatial quality of the brick undercroft as existing. The proposals seek to insert a series of concrete columns to support the new residential tower above. An isolated section of the undercroft will be removed to allow for a new lift core (positioning is as per the approved scheme).
- ii) Whilst the revised proposals seek to insert a greater number of columns, these will be much smaller in diameter. It is considered that the introduction of the columns and lift core to the space would alter, but not diminish, the intrinsic values of the identified heritage asset. The spatial character and ability to understand the special interest of the space would be impacted to a negligible degree.
- iii) The **indirect heritage impact** of these alterations to the ground floor is therefore considered to be **negligible adverse**. As discussed in the physical impact assessment, these alterations would however, result in a **minor adverse direct impact**.
- iv) Consequently, **the cumulative heritage impact** of the revised proposals on this space will have a **minor adverse impact**, outweighed by the benefits of bringing the space back into use.

Figure 5: Example of brick undercroft which forms part of the grade-II listed viaduct structure where columns are to be inserted to support the new tower structure above. Whilst the insertion of columns which are to be inserted into the space will result in some adverse visual impact, the revised design will still allow for the architectural character of the undercroft to be understood and appreciated.



Revised Proposals – External alterations along Great Bridgewater Street

- i) As per the approved 2017 scheme ((115871/FO/2017), the glazed brick elevation fronting onto Great Bridgewater Street will be altered in order to accommodate new entrances to commercial retail units and the residents lobby to the far end (west). The revised proposals are largely in keeping with the consented scheme.
- ii) Extensive sections of the cast iron bridge (Figure 6 below) are to be removed, which will transform the pedestrian environment and experience at street level by filling the space with natural light. It will be clear that the sections of bridge which are to be retained will enable the intricate architectural qualities of the cast iron bridge to remain fully appreciable.
- iii) The alterations will result in a highly improved pedestrian environment, which will bring a currently dilapidated area back into active use. Thereby securing the long-term viability of the heritage asset as a flexible, amenable space within the city centre.
- iv) The **indirect heritage impact** resulting from the adapted entrances and the consequent re-introduction of activities to the underutilised viaduct complex, would be **minor beneficial** as they would facilitate the rejuvenation of the building and thus enhance the vitality of the streetscape.
- i) As discussed in the direct impact assessment, the loss of the west and central sections of the cast iron bridge would result in a **minor adverse impact**. Consequently, the **cumulative heritage impact** of the revised proposals to the bridge and external brick elevation will have a **minor adverse impact**, outweighed by the benefits of enhancing the pedestrian environment and bringing the space back into use.



Figure 6: Image taken looking west along Great Bridgewater Street, illustrating the white glazed brick elevation to the listed undercroft featuring arched entrances. The cast iron detailing to the Victorian Bridge is also apparent. Large sections of the bridge are to be removed, allowing for the dark streetscape to be lit by natural light. The brick piers to the arches are to be altered to allow for commercial units.

4 HERITAGE IMPACT CONCLUSIONS

4.1 Introduction

- i) The NPPF (2019) and the associated Planning Practice Guide (PPG) emphasise the need for a thorough understanding of the significance of Heritage Assets, to form the basis for the assessment of any development impact. The Heritage Impact Assessment (HIA) has provided this assessment as Part 2 of the Heritage Statement.
- ii) It will be clear that revised proposals will result in some degree of adverse heritage impact, this will result in no additional loss of fabric when compared alongside the consented proposals (115871/FO/2017). The revised approach will adapt the existing interventions to minimise the overall impact on the structural integrity of the listed viaduct, ensuring proper weight distribution throughout. Thus, resulting in a more sustainable and beneficial scheme overall.
- iii) The HIA as demonstrated that the revised proposals will result in no change to the perceived direct impact conclusions, as outlined within the 2017 Heritage Statement. It will be clear that the direct heritage impact will remain **minor adverse**. It is however, considered that these interventions are appropriately balanced by the long term benefits the revised structural approach will provide alongside the public benefits of the wider scheme.
- iv) Intrinsic to the revised approach has been the objective of maintaining those components which define the architectural integrity and fabric authenticity of the historic building. The revised proposals thus would deliver the following key conservation objectives as it would:
 - a) secure a collection of sustainable uses for the building complex;
 - b) preserve the external architectural expression of the building;
 - c) ensure the appropriate adaption of the interior spaces;
 - d) retain and reinstate historic brick where necessary;
 - e) celebrate the distinctive vaulted roof to the undercroft;
 - f) creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life.
- v) The resultant revised proposal thus continues to express the individual characteristics of the listed viaduct, whilst integrating a bold new landmark. The careful management of shaping and sustaining the historic environment, in order to allow people to use, enjoy and benefit from it, has been a key consideration throughout the project.

4.2 Appropriately informed development.

- i) The NPPF requires that all planning proposals contribute to the achievement of “*sustainable development*” (NPPF. Paragraph 8), which in this case means the preservation of the fabric, character and appearance of the grade-II listed Castlefield Viaduct. This requires a *clear and proportionate evaluation* of the significance and impact on the affected heritage assets as has been outlined in Parts 1 and 2 of the Heritage Statement (April 2020) and in the Heritage Impact Assessment (issued 22 March 2017).

- ii) Whilst the cumulative result of the proposed mixed-use development would result in instances of minor adverse impact, the Proposed Development will re-engage people with the designated heritage asset on and around the Site for the first time since it ceased to be in use as an active railway station.
- iii) The current poor-quality pedestrian environment and lack of permeability around the undercroft is adversely impacting the heritage values of the listed structure. In urban design terms, the poor pedestrian environment of Great Bridgewater Street has a negative impact on the wider townscape.
- iv) The alterations to the bridge over Great Bridgewater Street will resolve what is currently an unattractive, oppressive and unsafe connection through the Site. The entrances to the railway arches, onto Great Bridgewater Street, will be opened up to provide a strong visual link into the listed structure. Together these interventions will draw pedestrians down the route to appreciate the retained elements of the bridge and the reactivated arches.
- v) Thus, the proposal meets the requirements of **NPPF, paragraphs 192 and 193.**

4.3 Positively addresses the core planning policy principles.

- i) The revised proposals would make a positive contribution to the preservation of the grade-II listed building and offers the potential to enhance the appreciation and experience of the listed structure.
- ii) Despite the localised instances of minor adverse direct impact, the proposed development demonstrably retains the character-defining spatial qualities of the undercroft (Figure 5 above). 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 196.**
- iii) In the above terms, the proposed development positively addresses the core planning principles set out in **paragraph 8** of the NPPF 2019.

4.4 Balanced impact on the historic environment.

- 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'.
- ii) It will be clear that individually the proposed works to the grade-II listed Castlefield Viaduct will constitute instances of alteration. The most important consideration would be whether the impact of the alteration would seriously affect a key element of the structure's special

architectural or historic interest, (such as an original or key building component) and therefore amount to any harm. It is the degree of 'harm' to the asset's significance, rather than the scale of the development that is to be assessed.

- iii) In this case the necessary changes/additions to the fabric of the structure impact on minor components of it, and thus will result in, (at most), minor compromise of its fabric or erosion of its character. The key design objective has been to secure the structure's optimum viable use, maintaining its fundamental integrity and fabric authenticity.
- iv) Consequently, '*great weight*' has been given to bringing forward a revised, viable but deliverable new use which will secure the building's significant surviving fabric and preserve the appreciation of the listed viaduct within its streetscape setting. In the above terms, the revised proposals would fully meet the requirements of the relevant Acts, the NPPF and Manchester City Council's local planning policy, as well as being consistent with good development design and conservation practice.

REFERENCES

The following documents have been referred to in the Part 2 Heritage Impact Assessment and used to define the tailored assessment of the direct and indirect heritage impacts. Note, due to its name change all publications by English Heritage are referred to as Historic England.

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NB. This document should be read with the Heritage Significance Appraisal (Part 1). And the Heritage Report – impact (March 2017) in the accompanying SLHA Ltd document.



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