WHITWORTH STREET WEST, MANCHESTER

HERITAGE STATEMENT



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Section 1 Introduction

This Heritage Statement accompanies the planning application for the proposed demolition of the buildings at 2 and 4 Whitworth Street West, and the proposed erection of a new hotel. There are four listed structures located near the proposal site. Deansgate Station is a Grade II listed building located next to the proposal site; the Grade II listed Manchester South Junction & Altrincham Railway Viaduct is located to the south of the site; the Lock Keepers Cottage (Grade II) is located to the northwest of the proposal site, and the Castlefield Railway Viaduct (Grade II) is located to the north. Two listed locks are both located to the north of the site. This assessment concludes that the proposal site is not within the setting of the listed locks, so they are not considered further. This Heritage Statement should be read in conjunction with the proposed plans and elevations, the design and access statement, and other reports submitted with the planning application.

This Heritage Statement has been prepared in accordance with the NPPF and the NPPG. It has been prepared by Kathryn Sather & Associates, Heritage Conservation Consultants. This Heritage Statement aims to provide sufficient information specific to the proposal site and its immediate surroundings. To this end the statement provides a summary of the history and development of the local area, the history of the site and a description of 2 and 4 Whitworth Street West, Manchester. It assesses the significance of the buildings, the significance of the nearby listed structures and the contribution that the buildings make to these listed structures. The Statement also describes the proposed works, sets out the desirability of the proposed works and assesses the impact of the proposed works upon the heritage assets.

Section 2 Planning Policy Context

2.1 Introduction

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

2.2 Planning (Listed Buildings and Conservation Areas) Act 1990

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

2.3 Local Planning Policy

Manchester Unitary Development Plan 1995 (Extant Policies)
One of the objectives of this plan was "to protect and enhance Manchester's Victorian, Edwardian and Georgian architectural and historic heritage". Policy DC19 on Listed Buildings within the citywide Developmental Control Policies remains valid.

DC19.1: DC19.1 In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:
a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Manchester Local Development Framework (LDF) 2012
The Core Strategy includes a number of policies relating to the historic environment.

Policy CC9: Design and Heritage
Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.

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

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

Policy EN3: Heritage
Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

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

2.4 National Planning Policy Framework and National Planning Practice Guidance

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

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

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

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

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
c) the desirability of new development making a positive contribution to local character and distinctiveness.

193. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

194. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:
a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

195. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
a) the nature of the heritage asset prevents all reasonable uses of the site; and
b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
d) the harm or loss is outweighed by the benefit of bringing the site back into use.

196. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

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

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

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

2.5 Other National Guidance Documents: Historic England

Several Historic England documents provide relevant guidance. These include *Conservation Principles: Policies and Guidance For The Sustainable Management of the Historic Environment (*2008).

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

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

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

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

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

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

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

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

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

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

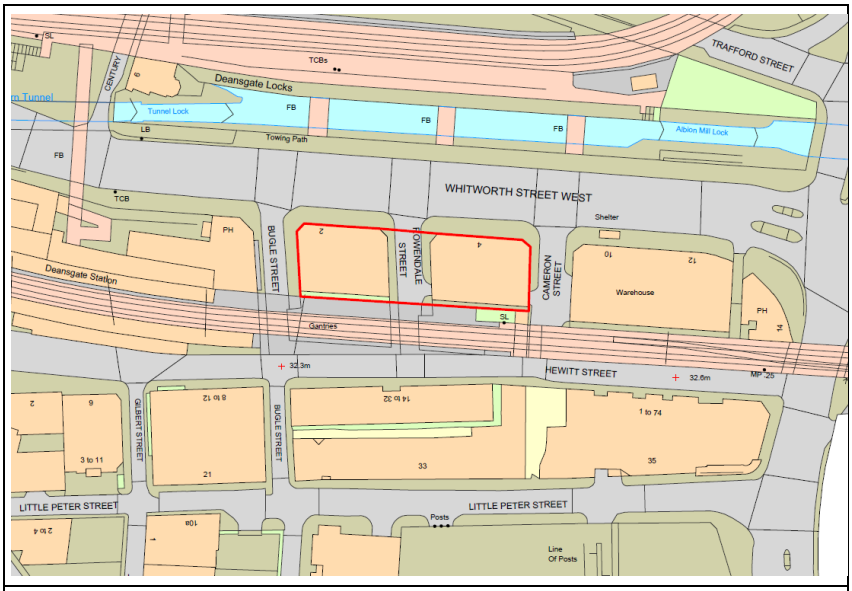
Section 3 Description of the Site

3.1 Location

Whitworth Street West (B6469) is located to the southwest of Manchester city centre in the area now known as Deansgate-Castlefield, both historically and today a place of intersecting means and routes of transport. To the east of the proposal site it intersects with the Oxford Road (A5103) and to the west with the Deansgate-Chester Road (A56). To the north of Whitworth Street West is the section of the Rochdale Canal known as Deansgate Locks, while the River Medlock meanders to the south of the site towards the southeast. To the north beyond Deansgate Locks is a line of railway arches (today housing a number of leisure venues), and the tram/railway line with the Deansgate Castlefield Station. To the south of the site runs another railway line, again carried on a viaduct, with Oxford Road Station to the east and Deansgate (formerly Knott Mill) Station to the west.

The proposal site comprises two buildings: 4 Whitworth Street West, also known as Whitworth House, and 2 Whitworth Street, also known as Wrendal House, separated by Rowendale Street. To the east of 4 Whitworth Street is Cameron Street and beyond this a development site. To the west of 2 Whitworth Street is Bugle Street.

The site lies within the vicinity of several listed structures, four of which are found to be relevant to this report: the Lock Keeper's cottage and Castlefield Railway Viaduct to the north, Manchester South Junction & Altrincham Railway Viaduct to the south and Deansgate Station to the west.



Current Location Plan

3.2 4 Whitworth Street West/ Whitworth House

3.2.1 Materials

The main building is primarily of red brick with what appears to be a slate roof. There is a small amount of sandstone ashlar used for detailing on the coping of the parapet, the cills and the plinth. The doors and windows are timber framed. The building to the rear is of a poorer quality brick. The windows are timber framed and there is a modern metal roll-down door in the original loading opening to the west below a heavy stone lintel and sliding timber doors in the loading opening to the east.

3.2.2 Plan and Form

The building is a three-storey building, 2-bays deep and six bays wide, to the north of the plot and a contiguous single storey building to the south, together they occupy an island site between Cameron Street and Rowendale Street. The plot was historically larger but following the widening of Whitworth Street lost depth and the current buildings were designed to fit into the smaller plot. The historic plans show only one building, suggesting that the two date from the same period (1905-1928) and were considered a single development. The main building is characterised by the east and west corners of the front elevation being oblique angles rather than right angles.

On the main elevation the individual bays are separated by brick piers and the central four bays are surmounted by a brick pediment above a simple cornice. A low brick parapet runs around the rest of the building, concealing the hipped roof. The fenestration is characterised by the use of small panes of glass within the larger openings, although the windows appear to be transom windows with opening upper vents. The ground floor is thus 5 x 6 panes, with a lightly larger opening in the central bay, the first floor 4 x 6 and the second floor has semi-circular arched openings; all of the arches have brick soldier arches above them. This fenestration pattern is also on the oblique bays and the east and west elevations, although these also feature doors at ground floor with a rectangular 2-pane window above, blocked up in one case.



North Elevation and North West Elevation of Whitworth House



East Elevation of Whitworth House

The building to the rear appears contemporary with the front building, with similarities in fenestration, including the soldier arches above the window openings, albeit more functional in style and using lower quality brick. The pitched corrugated roof may have been replaced. It appears to constitute a single warehouse space with loading doors to the east and west, a large window to the west and three small square windows at both ground and first floor levels on west elevation; two of the ground floor windows have been blocked or replaced with louvres for air handling. The loading to the east is a double sliding timber door while the opening to the west is narrower, with a modern roller metal door. The south elevation, opposite the railway viaduct, appears to have been recently clad in metal.



East Elevation of Whitworth House



Northeast Elevation of Whitworth House



West and South Elevation of Whitworth House

3.3 2 Whitworth Street West/ Wrendal House

3.3.1 Materials

The main building is primarily of red brick with roof felt or covering on the flat roof. There is a small amount of sandstone ashlar used for detail on the arched doorway and the coping stones on the parapets and the window cills. The doors and windows are modern replacement metal framed,

glazing is modern glass and the entrance is concealed behind a modern metal roller door. There is a mobile mast and communication station on the roof.

3.3.2 Plan and Form

This part of the plot is an island site between Rowendale Street to the east and Bugle Street to the west, with Whitworth Street West as the main north elevation and the barely visible functional south elevation facing the railway viaduct. The building is rectangular in shape, with six bays of unequal width on each side. It appears to have a half-basement with four floors above this to the front and five floors to the rear; the slightly projecting windows to the half basement are now concealed behind cladding. The roof is largely flat with three raised areas: the pitched roof behind the central gable above the main entrance, a small block in the southeast corner, possibly housing lifting machinery (as this is above the lifting doors) and the communications centre.

The ground floor projects forward and above it and there is a parapet with stone coping. The front north elevation is dominated by the central bay with its double height entrance featuring a semi-circular arched moulded ashlar doorway with window above. Above this are modern 4-light windows at first and second floor levels, a small, semi-circular window opening above a wide stone cill and with an ashlar keystone in the arch above at third floor level beneath the curved pediment with kneelers. Either side of this are wide bays with large window openings with segmental arches. The upper part of the window openings have been filled in, leaving modern 4-light windows below on all four floors. The end bays forms part of the corners to the building which are both slightly stepped back from the central bays and feature an oblique angle to the side elevations, with narrower 2-light windows in each section.



North (Front) Elevation of Wrendal House



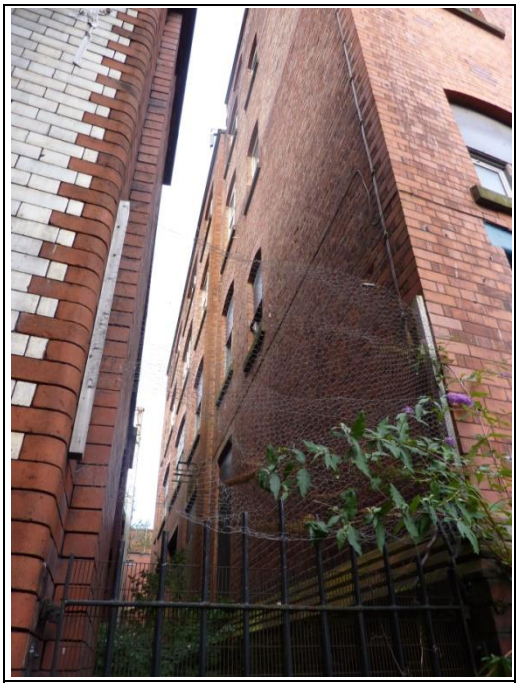
East Elevation of Wrendal House

The east elevation (on Rowendale Street) combines a continuation of the front elevation after the corner (projecting ground floor under parapet, wide 4-light window openings and segmental arches) with the two-bay 5-storey former ancillary and loading bays, and a 4-storey, connecting bay between the two sections which has been altered in the lower floors. The rear bays feature a large double door at street level and to the south of this, a two-light window at half-basement level and a loading door above, with smaller two light windows on the floors above.



West Elevation of Wrendal House

The west elevation is not identical with the east elevation but is more representational in style. After the corner treatment, there are two (not one) bays with the wide 4-light windows, which project slightly forward, as seen in the stepped parapet at the top of the building. The projecting parapet of the ground floor extends to include both these bays. To the rear are two narrower bays, each with smaller bays, with similar fenestration to those of the corner bays.



South Elevation of Wrendal House

The south elevation is very plain, with windows in the upper floors and large door openings in the ground floor.

3.4 The Setting

The setting of the site has historically undergone several changes and is continuing to do so, reflecting both changing transport patterns and alterations to the roads and railways, as well as in economic uses of the buildings within the area.

Whitworth Street West (former Gaythorn Street) was widened significantly at the beginning of the 20th century and is a busy 4-lane street connecting the ring road and routes from the west to the city centre, near a major junction near Deansgate Station to the west and with City Road to the east. To the immediate east of the site the former building has been demolished and the site is now behind hoardings, pending redevelopment. To the west of the site a pedestrian bridge spans the street connecting Deansgate-Castlefield metro stop with Deansgate Station. The ornate Grade II listed station building is at the far end of the station site; the space between has been redeveloped with a modern red brick building containing bars and in front of it the ramp to the platform level of the station.



Viewed from East down Whitworth Street West



Viewed from West with Deansgate Station in the foreground

To the south of the site, viewed from Whitworth Street West, runs the viaduct carrying the railway, the Grade II listed Manchester South Junction & Altrincham Railway Viaduct, and beyond this rise a number of new developments. To the west the office blocks and the Bridgewater Hall around the old canal basin; HOME, Jury's Inn and the new buildings around First Street, and larger high rise residential blocks to the southwest.

To the north the setting comprises the barrier and wall behind and below which flow the Rochdale Canal, the towpath and Deansgate Locks. There has been some tree planting to the east and a footbridge crosses the canal, giving access to steps up to the arches and the leisure units they contain, as well as steps up to the tram station. Above the arches the barriers and shelters of the tram station can be seen. At the east end of Whitworth Street West to the south of the Locks a new high rise is under construction.

	
View to the Northwest with the Lock Keeper's Cottage to the Left of the Viaduct and Deansgate-Castlefield Station Above	***View to the South with the Railway Viaduct***

Section 4 History and Development

4.1 History and Development of Deansgate-Castlefield

Prehistoric Period (Pre 10000 BC- 43 AD)
There are no prehistoric finds within the Study Area, however, there are finds dating to the prehistoric period in the surrounding area. At Tonman Street, to the north of the Study Area, a late Neolithic- early Bronze Age arrowhead was recovered. An archaeological excavation of Barton Street unearthed a Neolithic/Bronze Age flint side scraper (HER 13944.1.0), providing further evidence of prehistoric activity in the area. Evidence of prehistoric activity in the wider region is quite sparse, and there is little evidence of settlement. This may be due to the fact that later intense development destroyed any surviving archaeological evidence. However, the topography of the Castlefield area may have been conducive to settlement in the late prehistoric era, owing to its proximity to the Medlock and the Irwell.

Roman Period (43 AD - 410 AD)
The Romans established a fort at Castlefield in AD 79, close to the confluence of the rivers Medlock and Irwell. Excavations at the site of the fort and in the surrounding area have established that it was initially a wooden fort, which was later subject to a number of phases of development. The site evolved from a defensive site to an established supply depot, essential to military operations in the north of England. By the 2nd century, a substantial extra-mural settlement had been established along the line of Chester Road. Roads extended from the fort and linked Manchester with Wigan, Chester, Buxton, Castleshaw, York and Ribchester. The settlement thrived, due to good connections, the economy and security provided by the military fort, and the settlement lasted until the 3rd century AD. The limits of the settlement, as suggested by evidence from archaeological excavations, extended to the southeast along Chester Road, as far as the area around Great Jackson Street; northwards from the fort to around Quay Street; westwards for approximately 100m from the northwest corner of the fort site and eastwards across Deansgate including the area now occupied by the Hilton Hotel/ Beetham Tower. Archaeological evidence from excavations along Tonman Street, White Lion Street and Barton Street have provided evidence of a grid system of both major and minor roads that would have formed the street systems of the vicus.

Early Medieval Period (410 AD – 1066 AD)
Following the abandonment of the Roman settlement at Manchester, it is thought that the Study Area and surrounding landscape most likely reverted to agricultural use. There is very little evidence of the form of the settlement at Manchester between the 5th and 11th centuries. In 620 AD, Edwin conquered and occupied Manchester, and the settlement around the Cathedral may have been established at this time (CfAA 2016). There is a brief mention in the Anglo-Saxon Chronicle indicating that there may have been a Saxon burgh; the existence of a Saxon church is supported by the existence of what is known as the Angel Stone, dated from ca. 700, later found in the original south Porch of the Cathedral. In the year 919 AD Edward the Elder established a fortified base or 'Burh' at Manchester, although the exact site of this is still debated. Manchester is named in the Domesday Survey of 1087, as belonging to King Edward in 1066, but had been gifted to Roger de Poitu by 1086. There have been no finds recovered dating to the early medieval period within the boundary of the Study Area, or the immediate vicinity.

Late Medieval Period (1066 AD – 1540 AD)
Following the Norman Conquest, the house and castle of the Grelley family van be found recorded in 1184, about a mile north of the Roman fort. The expanding town focussed around this area and in 1223 the right to hold a weekly Saturday market and an annual fair was granted; the latter being the first in the immediate area of the Salford Hundred, held on Acres Field (later to become St. Anns Square). In the early 13th century, the area of Ancoats was called Elnecot, a name derived from the Old English 'ana cots' meaning 'lonely cottage'.[1] This may stand as a reflection of the undeveloped

[1] Oxford Archaeology North 2005.

and rural character of the area at this time. In 1301 the town was granted a charter and from this century there are documents referring to Ancoats as one of the hamlets of Manchester (there being eight at that time). The medieval parish of Manchester was both large and wealthy, covering some sixty square miles. In 1421 the parish church of St. Mary's was granted collegiate status, at which point the Lord of the manor, Thomas de la Warre granted the manor house and lands to become the accommodation for the college associated with the church. During this time the surrounding area was rural in character and the proposal site lay outside the township, presumably in an area of open fields. The Historic Environment Record does not record any finds dating to this period within the boundary of the Study Area, or the immediate vicinity.

Post Medieval Period (1540 AD – 1750 AD)

By the end of the sixteenth century Manchester was already an important centre for cloth manufacture and trade; raw materials came from some distance, including linen yarn from Ireland through Liverpool, and the finished product was sold on the London markets. Nicholas Mosley, a cloth trader who rose to become Lord Mayor of London bought the lordship of Manchester in 1595. By 1547 the college had been dissolved, but it was re-founded by the late 16th century. It had been converted by Humphrey Chetham in 1653 to a residential school and one of the first free public libraries in the country and had considerable prestige. During the seventeenth century the production of woollen, linen and fustian cloth gave way to cotton and the town began to attract migrant workers. Between 1543 and 1773 the population is calculated to have expanded from 2,300 to 43,000, with the major expansion occurring after the end of the Civil War in the mid-17th century, unhindered by any restrictions from craft unions or guilds.[2]

1700s- Industrial Period (1750 AD- 1914 AD)

The 18th century saw the transition from the traditional 'putting-out' system of cottage industry to first workshops then factories, following technological innovations to the manufacturing process, which were powered first by water then by coal and steam. The water-powered mills, which were, out of necessity, close to sources of water, led to a splitting of functions, with merchant functions remaining in the city centre. The expanding textile production was destined not only for the domestic market but increasingly for export, necessitating the development of purpose-built warehouses, which were generally in the city centre, while the mills were spread further afield; even after steam power replaced water power.[3] As a result, the centre of Manchester underwent ongoing redevelopment. According to a retrospective article in the Builder, 'During the early 1820's these new purpose-built warehouses spread ... the sites which they occupied were still cramped and by the end of the 1830's even these were deemed inadequate.'

The town benefitted from good transport links, soft water and a damp climate, as well as access to supplies of coal. By the late 18th century, the network of roads, packhorse routes and rivers were being expanded through the construction of canals. The Irwell and Mersey Navigation had created a navigable route from Manchester and Salford to Liverpool through improvements to the river and the construction of locks between 1724-34. Then, in 1761, the Duke of Bridgewater built a canal on the west side of the city to link his coal mines in Worsley to Manchester and Salford, with large basins at Cornbrook and Castlefield. Between 1796 and 1800, on the east side of the city, the Ashton Canal was built to bring coal from Oldham and Ashton-under-Lyme to Manchester, culminating first at the Ancoats Basin and later (by 1800), via the Store Street Aqueduct and Piccadilly Basin to connect to the Bridgewater Canal, close to the proposal site, changing the character of the area.

The population was also expanding more rapidly than anywhere else in England. In the late 18th and early 19th centuries the population rose from 43,000 in 1773 to 76,788 in 1801, 129,035 in 1821 and 316,213 in 1851. Unlike the outlying towns, these were not just textile factory workers but also workers in warehouses, retail, domestic service and trade. Building in Manchester fought to keep up and developed along different lines; the city centre was dominated by public buildings, offices, warehouses, shops and hotels while on the periphery and along the key routes, initially the canals

[2] A. Kidd, *Manchester* (Keele: Ryburn Publishing, 1993) 15.

[3] P.S. Barnwell, M. Cooper, S. Taylor, *Manchester: the Warehouse Legacy* (London: English Heritage, 2002) 4.

but later the railways, the areas were given over to the movement of goods and manufacturing with wharves, yards, factories, foundries and so on. In between were pockets of back-to-back housing, and around Gaythorn Street was such an area.[4]

While the better off workers might live in 'through' terraced houses, with a back yard, front and back entrances and, importantly, light and air from both ends, more intense development to meet the demand for accommodation took the form of "back-to-back" housing. These were terraces of "one-up, one-downs", where each house had only door and windows to the front, resulting in very poor ventilation; water pumps and privies were shared between as many as 20 houses. Those giving on to closed courts were the worst, as disposal of refuse and night soil was problematic. Not until 1844 was their construction banned and thereafter many were converted to "through" houses.[5]

Recurrent cholera outbreaks in 1832, 1849, 1854 and 1866 did much to focus attention on the poor housing conditions and associated inadequate sanitation, although tuberculosis was also a major problem. In a report to the General Board of Health in 1849 conditions in the area were described by H.K. McKean, the Poor Law medical officer for the London Road District as, "Innumerable privies, connected with the back of long terrace ranges ... emptied themselves, mixing with the residues from the dye and chemical works. The river periodically floods". Stagnant water was plentiful. Piped water was supplied by standpipes operating only for an hour or two a day. The water from the standpipes was often contaminated by sewage from surrounding cess pits. The impact on health was not limited to the working classes, although it was only the better off who could move to the expanding suburbs connected to the city by the new railway lines. Whilst some of the worst housing was demolished to make way for new railways, it was not always accompanied with the construction of sufficient new inner-city housing, so that cramped conditions persisted for decades.[6]

The Castlefield Railway Viaduct served the former Manchester Central Station, which was built between 1875 and 1880, by the Cheshire Lines Committee. The Castlefield Railway Viaduct, also known as the Cornbrook Viaduct, was opened in 1877. The viaduct was also built by the Midland Railway for the Cheshire Lines Committee. The viaduct has several types of construction: a wrought iron truss girder viaduct and a brick arch viaduct. When the viaduct opened, it carried trains to a temporary station until the Central Station opened in 1880. Plans from 1896 document the development of the tracks. A turntable was located to the east of the viaduct section affected by the proposals. Following the redevelopment of the area, Gaythorn Street was renamed Whitworth Street West and widened. The housing was demolished and large commercial premises with warehouses were constructed.

The Manchester South Junction & Altrincham Railway was constructed 1846-49. The railway line was one of the earliest suburban railways in the country and was also the first suburban railway in Manchester, connecting the centre of Manchester to Altrincham. The 1 ¾ mile viaduct built for the railway connected the former London Road Station (now Piccadilly Station) with the Oxford Road Station and Knotts Mill Station (now Deansgate Station) and further extends to Castlefield.

1900s- Present Day (1915 AD- 2018 AD)

The area altered in the second half of the 20th century as changing transport patterns again impacted on it and new uses were found for the structures. Central Station closed in 1969 and the viaduct was disused for many years. Central Station was converted to an exhibition centre, called GMex, opening in 1982. In 1983, Greater Manchester Council proposed the construction of a regional light railway network, mainly converting existing railway lines and introducing some new cross city-centre tramlines, encouraging commuting from the suburbs. The first route was the Altrincham to Bury line. Part of the Castlefield Railway Viaduct was refurbished in 1990-1991 to carry the Metrolink trams from Altrincham. The station above Deansgate Locks opened in April 1992, named GMex, the name for the Exhibition Centre in the old Central Station. This was rebranded in 2007, becoming Manchester Central. The station was renamed Deansgate-Castlefield

[4] Kidd, Alan, *Manchester* (Keele: Ryburn Publishing, 1993) 31.
[5] Ibid, 45-6.
[6] Ibid, 127.

in 2010; in 2014-15 a second platform was added in anticipation of the addition of the second city crossing in 2016-17. The arches to the viaduct were granted planning consent in 1997 to be developed for commercial and leisure use, with new access across the canal. Deansgate Locks now houses several bars and a comedy venue, attracting many visitors in the evening.

In the 21st century Manchester has continued to thrive, with redevelopment of old buildings and new build attracting people back to city living, as well as a growing number of visitors to its range of attractions. There has also been significant investment in the provision and quality of office accommodation, with older buildings in less desirable areas finding it increasingly had to find economically viable uses.

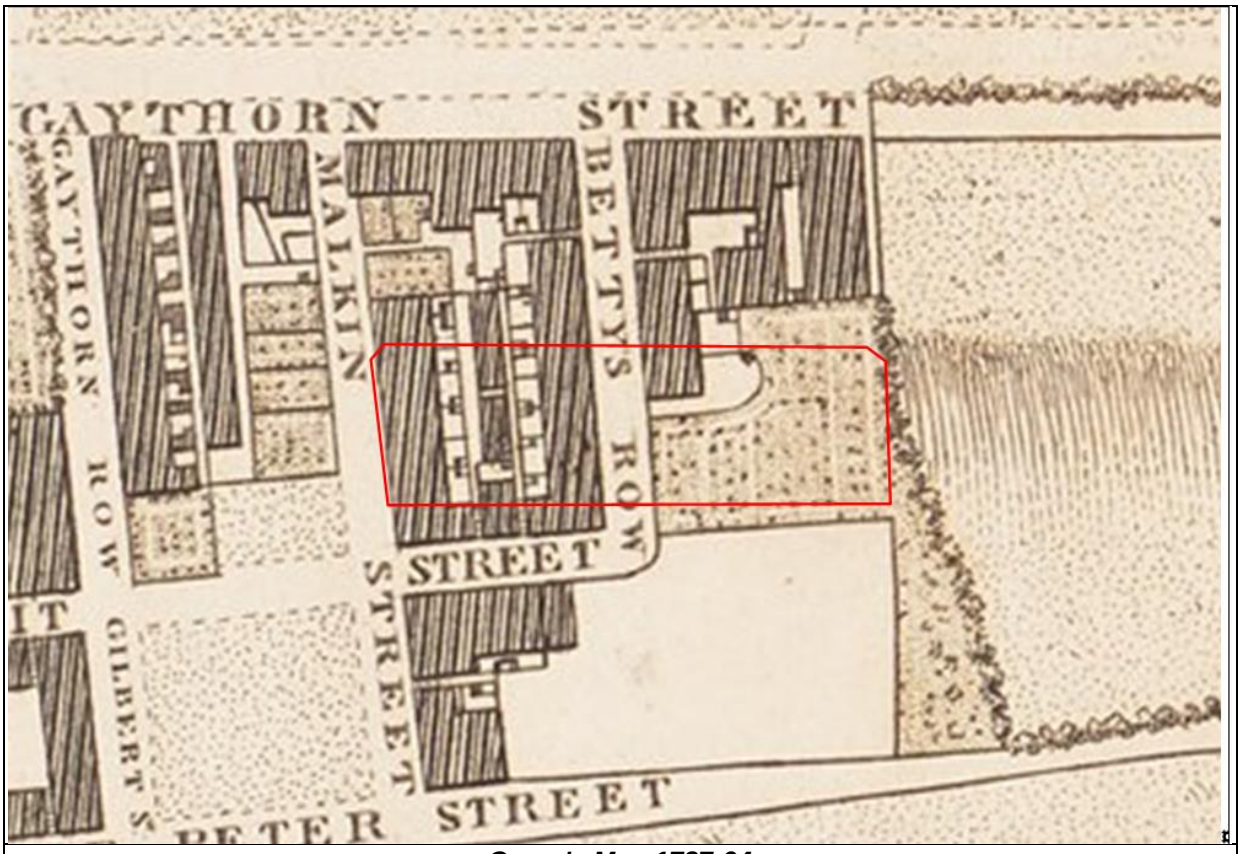
4.2 History and Development of the Proposal Site

4.2.1 Development of the Proposal Site

The Historic Environment record does not record any sites of archaeological interest within the Study Area. However, within a 300m radius of the Area, the HER records a Roman coin hoard (HER 415.4.1) that was recovered during excavations for the foundation of Deansgate Station in 1852 directly to the west of the proposal site; a lump of Sal Ammoniac and a coin of Tetrinus (AD 267-72) (HER 415.4.16); a Roman urn and 3 Roman dishes and a Samian bowl (HER 415.4.26). To the northeast of the Area, identified to the south of the GMEX is the line of a Roman arterial road that linked York and Chester (HER 415.6.0). In 1509 a license was given for a mill dam at Knott Mill; this is the only activity known in the area during this period.[7] This name was later given to an industrial complex to the west of the proposal site.

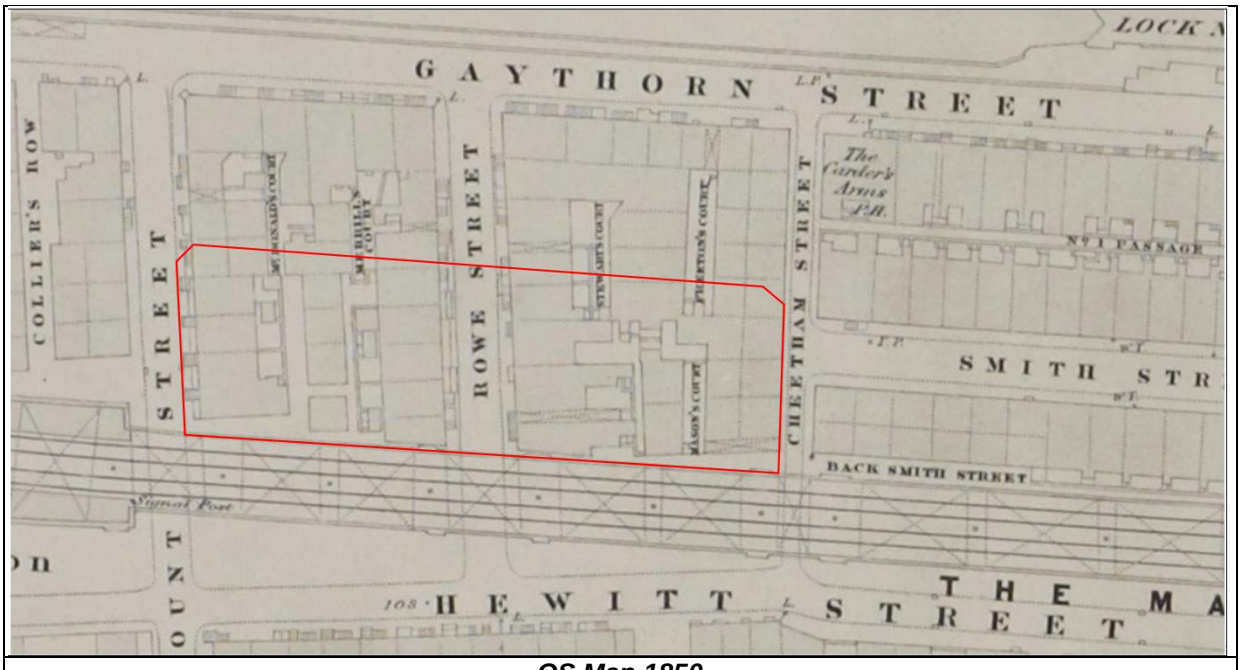
Greens map of Manchester dating to 1787-94 shows that the Study Area was partially developed by this time. To the north of the Area was Gaythorn Street (running from east-west) developed with structures which may have been commercial as well as residential. Extending southwards from Gaythorn Street were Malkin Street to the western boundary of the Study Area, and Bettys Row to the centre. Both streets were developed with what appears to be terraced residential development, with areas of garden or allotment to the eastern side of Betty's Row, occupying much of the eastern side of the Study Area. There is no indication that the houses were back to back, the majority of the structures appear to be double depth terraces with yards and outbuildings, presumably privies. In between Betty's Row and Malkin Street there is a single row of smaller terraced residences with slender alley way behind.

[7] GMAU, Proposed Development at Bridgewater Wharf, Castlefield, Manchester: An Archaeological Response (1993, unpublished report).



Green's Map 1787-94

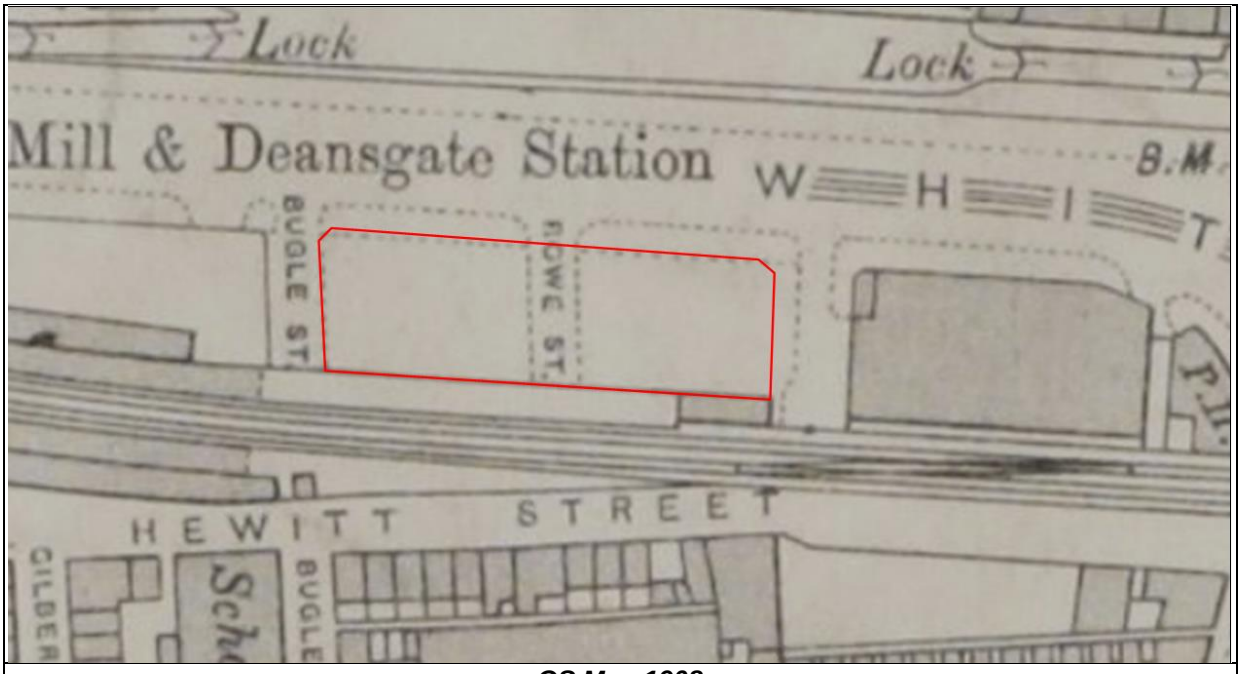
The 1st edition of the OS, surveyed in 1845, shows the area surrounding the Study Area had been more intensely developed and the road layout had altered quite substantially by this time. By 1850 the viaduct to the south of the site appears, carrying the Manchester South Junction and Altrincham Railway, with Knott Mill Station to the west of the proposal site, cutting through the areas of housing. The addition of the viaduct changed the line of the street to the rear of the Study Area.



OS Map 1850

Cheetham Street had been laid and was lined with a continuous row of what appears to be back to back housing, with no outbuildings, just long slender yards called Three Tuns Court and Mason's Court to the rear. To the west side of these court yards were further small residences and outbuildings. The presence of the annotation W.T on the map indicates the presence of a communal water tap/ pump. Betty's Row had been re-named Rowe Street, and the east side of the road was still lined with larger terraced properties with associated out buildings. The presence of steps leading to the main entrance indicates they may have had a raised ground floor and basement level. To the northern end was Stewart Court, an area that was previously garden. To the west side of what was now Rowe Street was further terraced housing, also with associated outbuildings to the rear and steps to the front entrance. This had been erected between 1778-94 and 1845. To the west of this was an alley way, then a row of smaller scale residences, which fronted onto an alley called Back Mount Street. To the far west of the Study Area, Malkin Street had been re-named Mount Street. The southern end of the road appears to be in the same form as the 18th century map, showing larger scale terraced houses without buildings. Further northwards, towards Gaythorn Street, there had been some re-development. A continuous row of larger buildings now faced onto the street and the terraced houses along east side of Mount Street had been replaced with smaller residences, including back to back houses.

Between 1891 and 1896 Mount Street was re-named Bugle Street, but the form of the development remained unchanged from the mid-19th century. An historic image found in the Manchester Libraries Archive shows the houses along Bugle Street, as a row of terraces with raised ground floor and basement level below accessed by steps. In the wider area, to the north side of Deansgate Locks and the canal the construction of Central Station and the large number of lines running into it, dramatically altered the area. This included the construction of the viaduct with arches to the north of the Rochdale Canal.

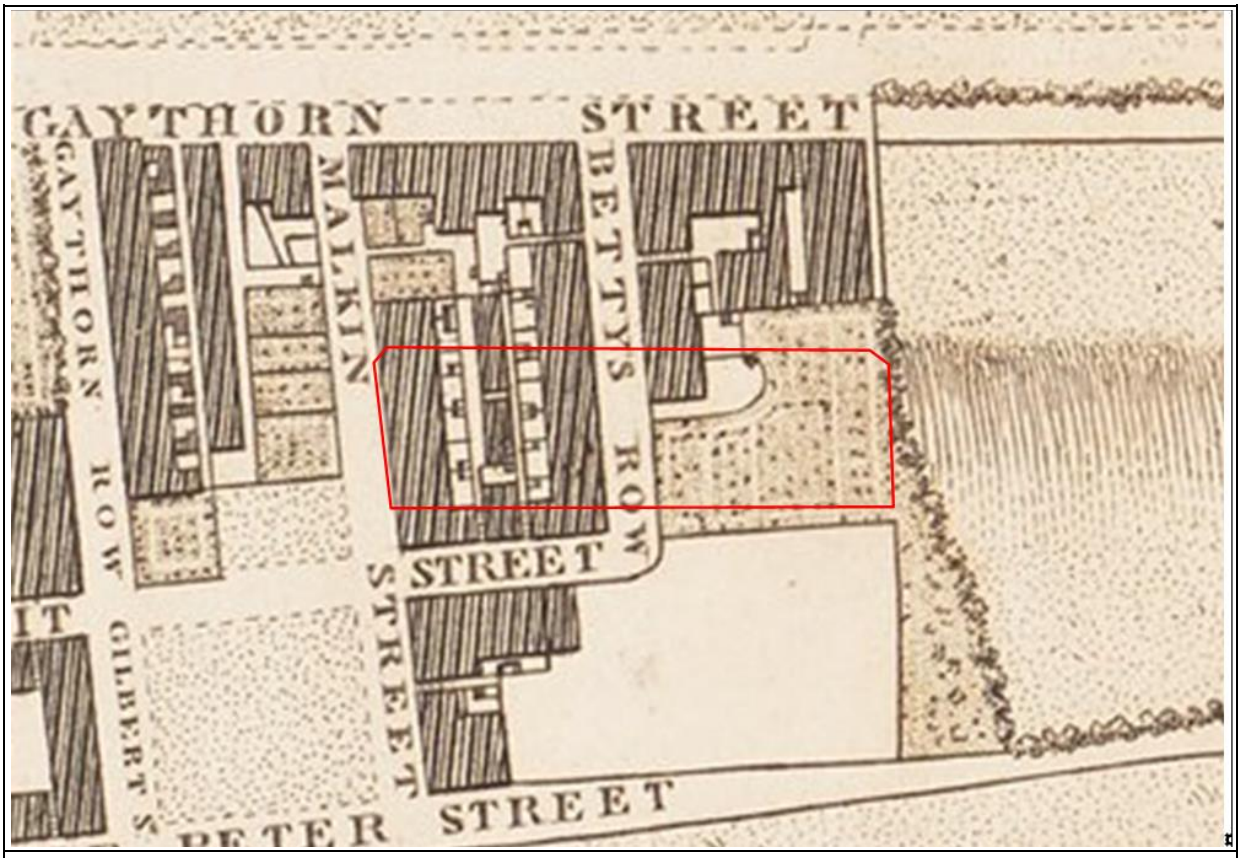


OS Map 1908

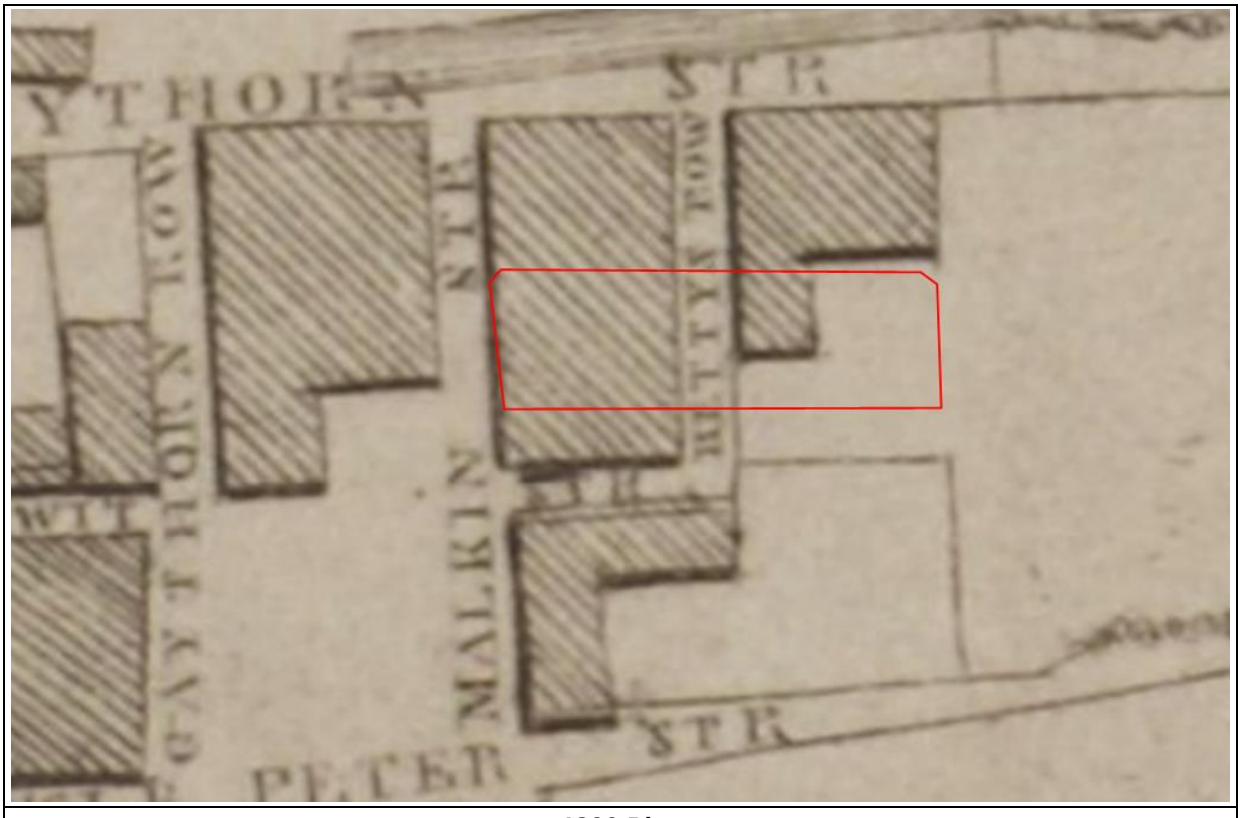
The 1908 plan shows the proposal site as two undeveloped plots - the housing has been demolished. Gaythorn Street has been renamed Whitworth Street West and the street has been widened.

By 1923 both numbers 2 and 4 Whitworth Street West had been developed. In that year Alfred Herbert Ltd. tool makers of Coventry with a world-wide exporting business, moved the Manchester branch office from Cross Street to Wrendal House, suggesting that the conclusion of the construction was during the inter-war period. The plan of the buildings has then remained unchanged from this period onwards.

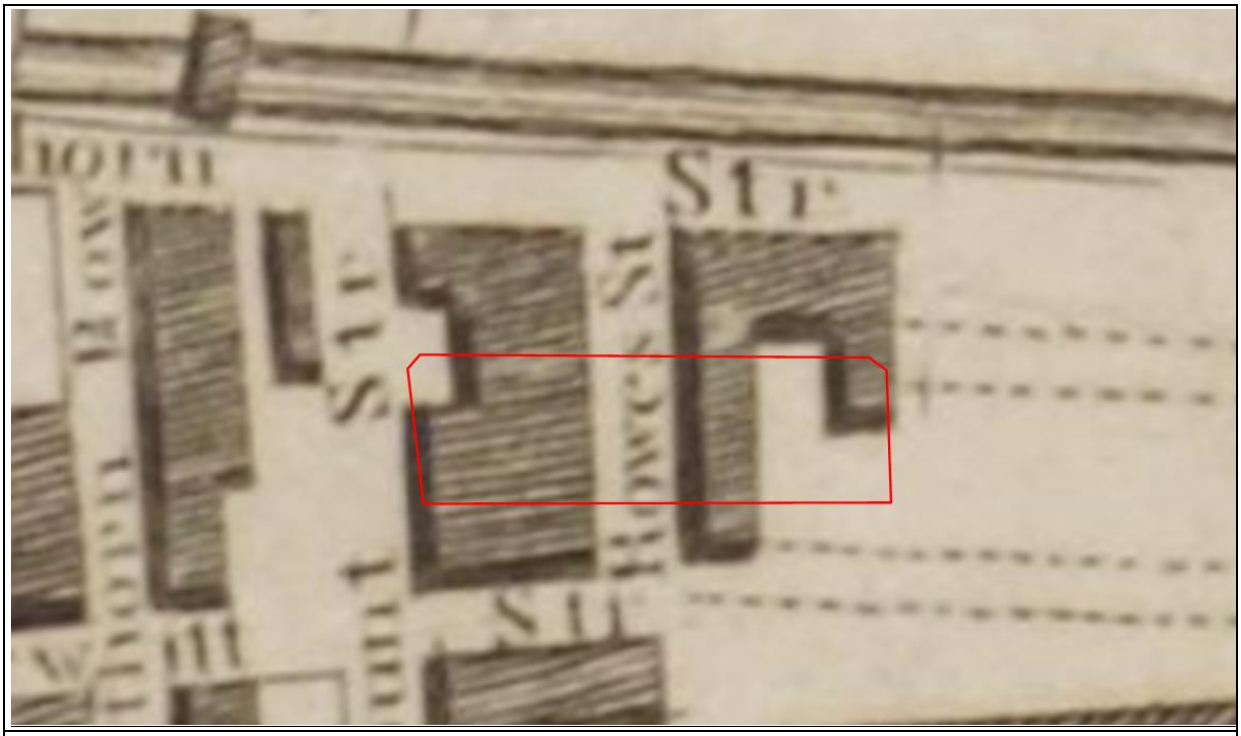
4.2.2 Sequential Development of the Site



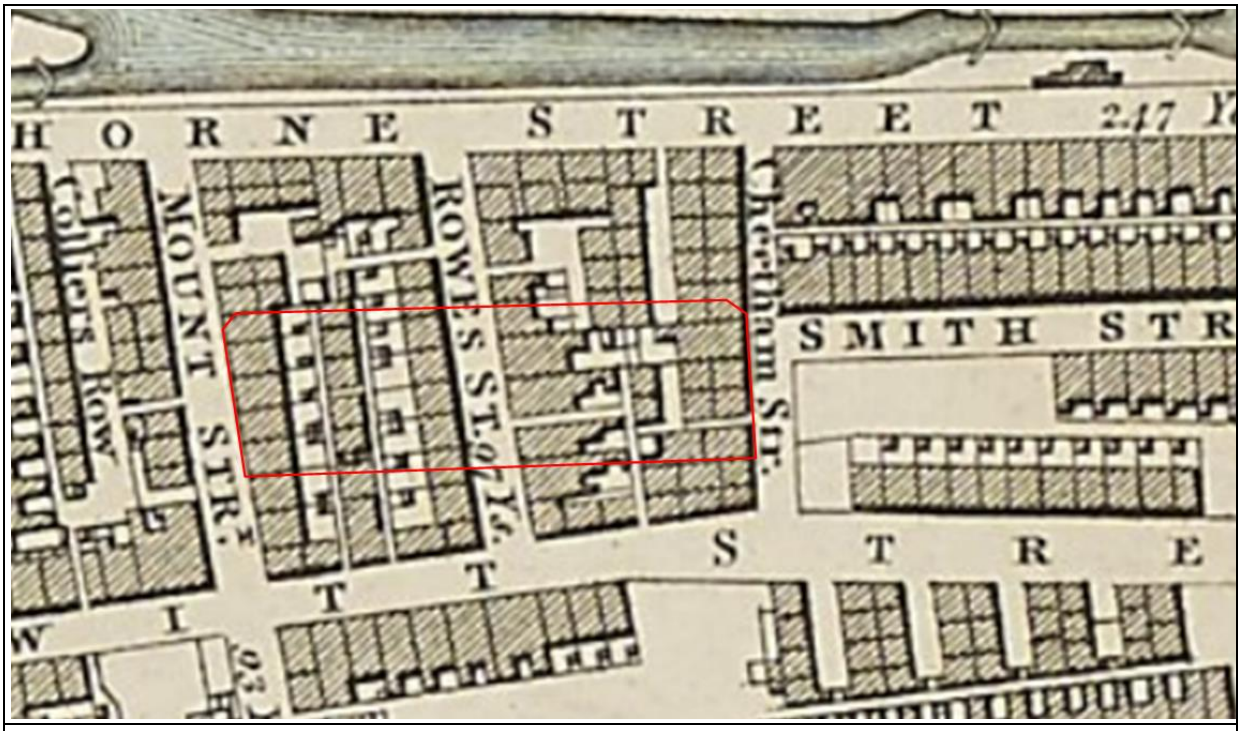
Green's Map 1787-94



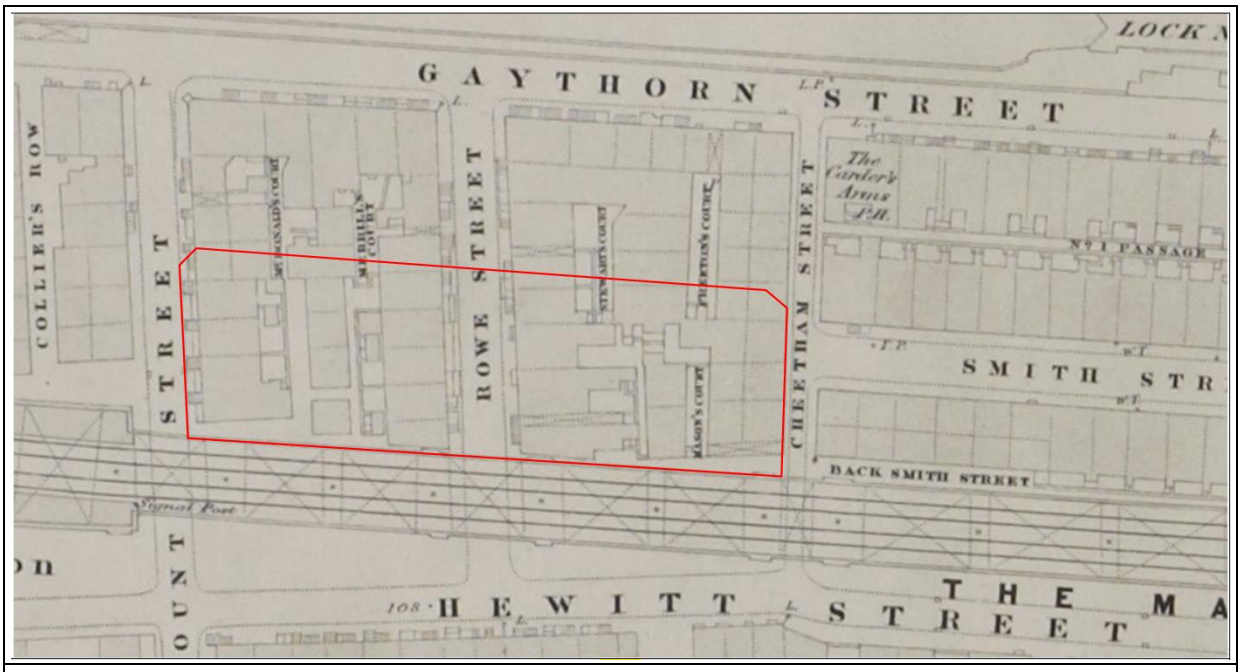
1800 Plan



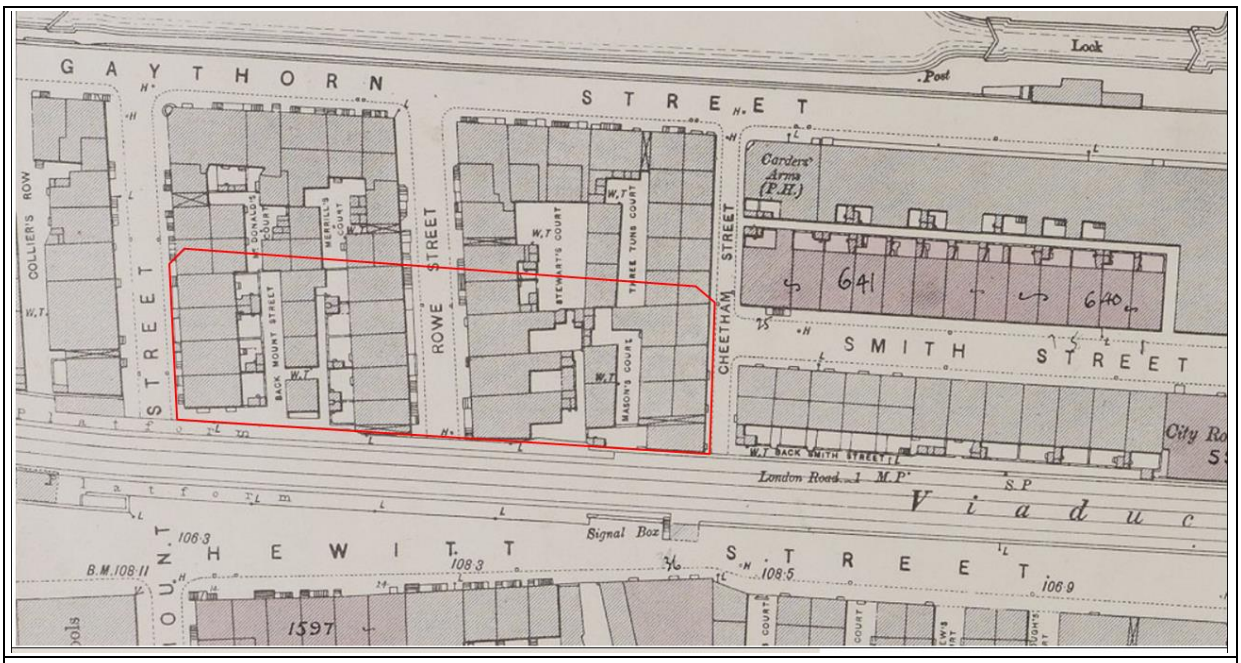
Pigot's 1819 Plan



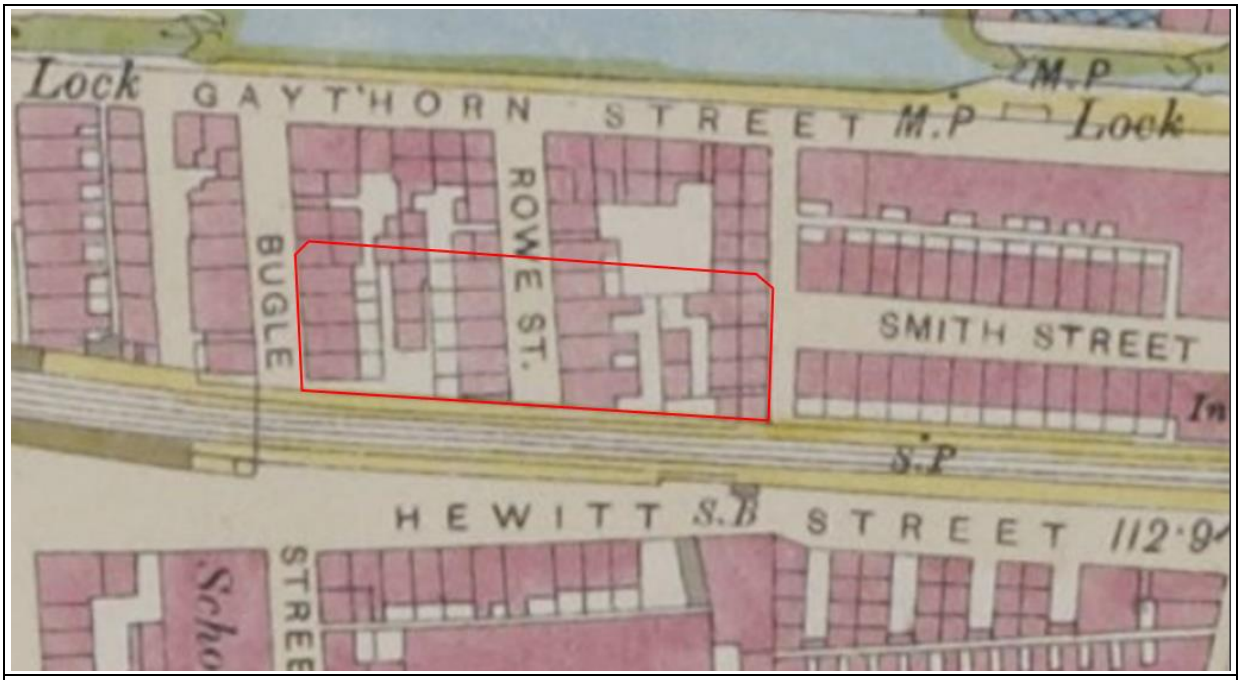
Bancks & Co.'s 1832 Plan



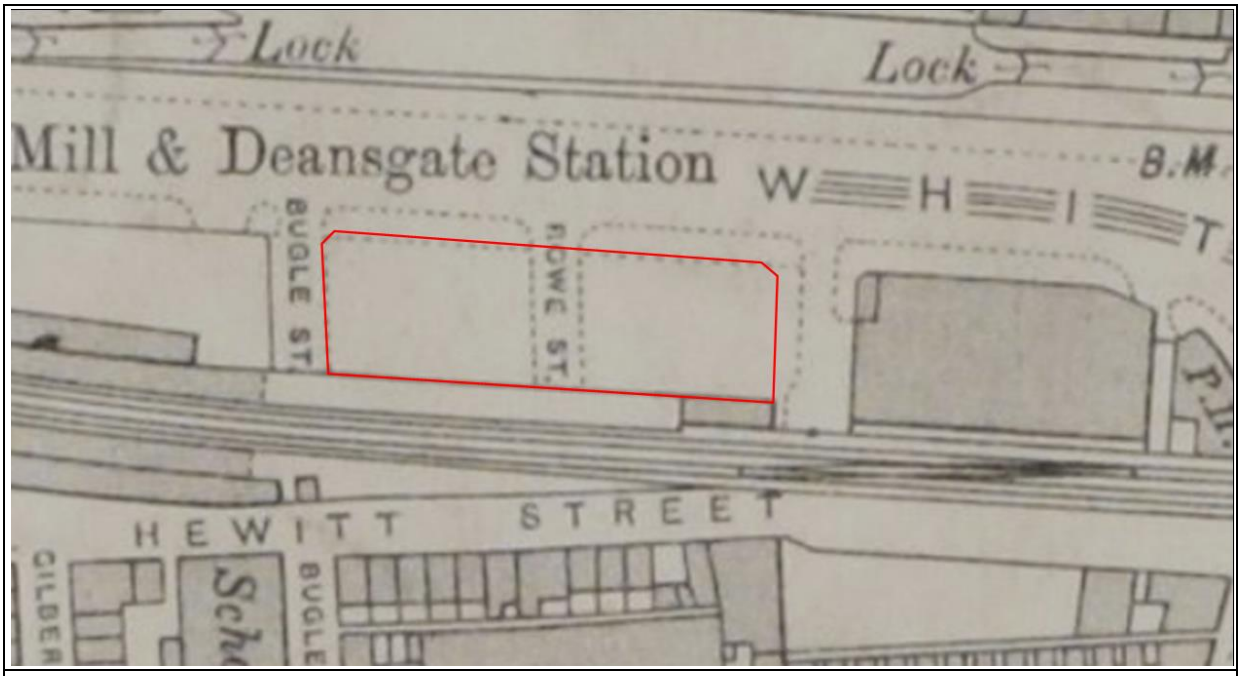
OS Map 1850



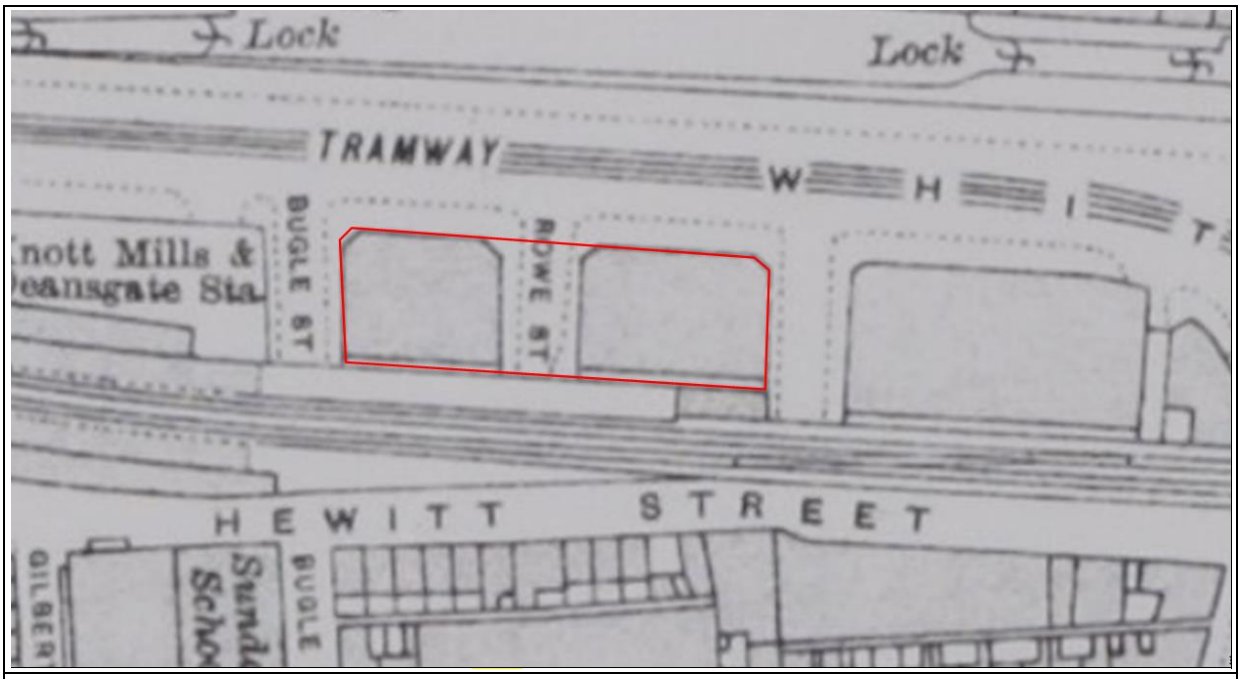
OS Map 1891



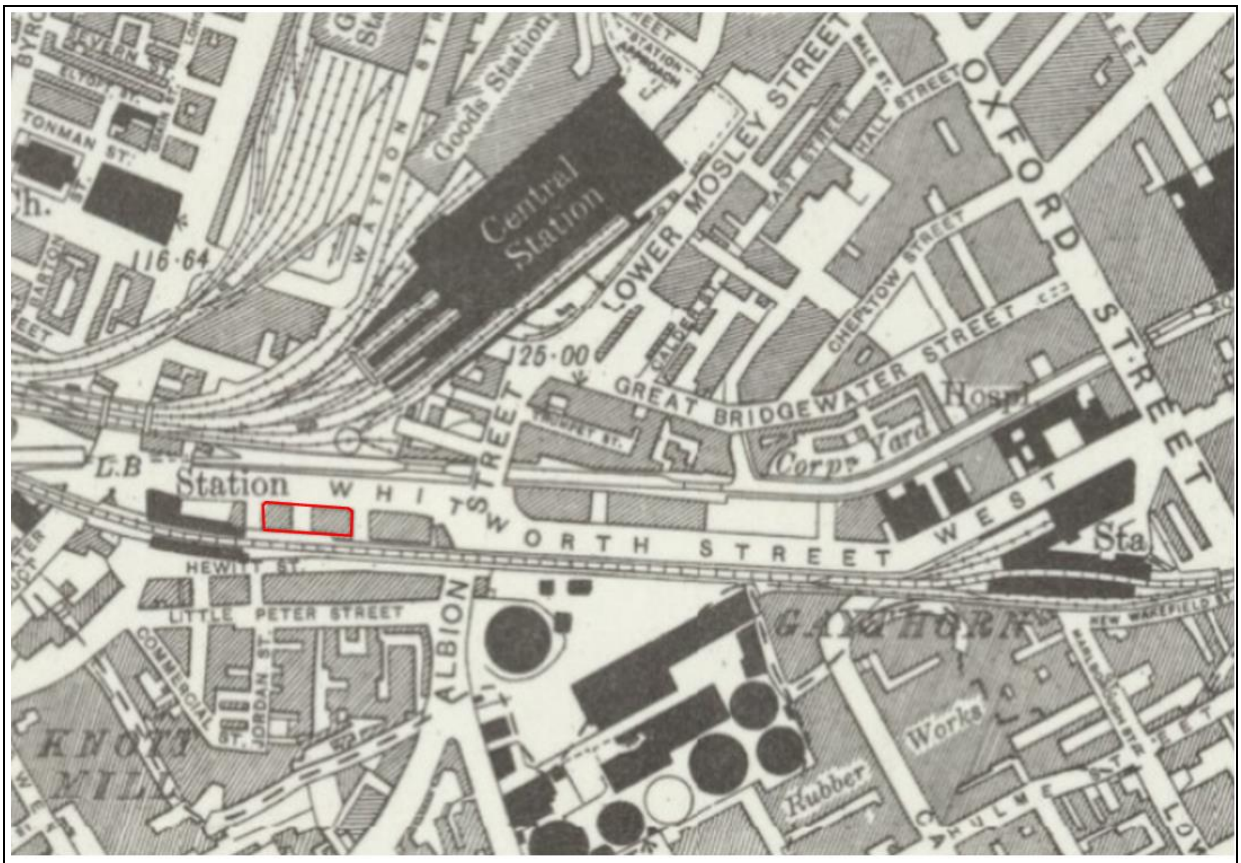
OS Map 1896



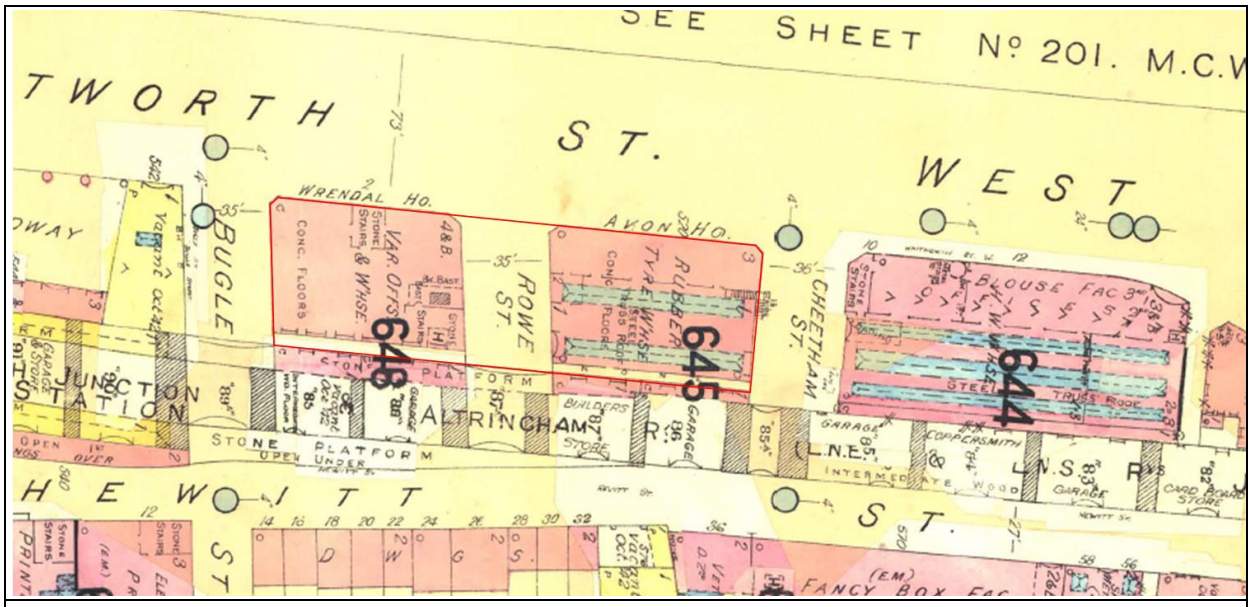
OS Map 1908



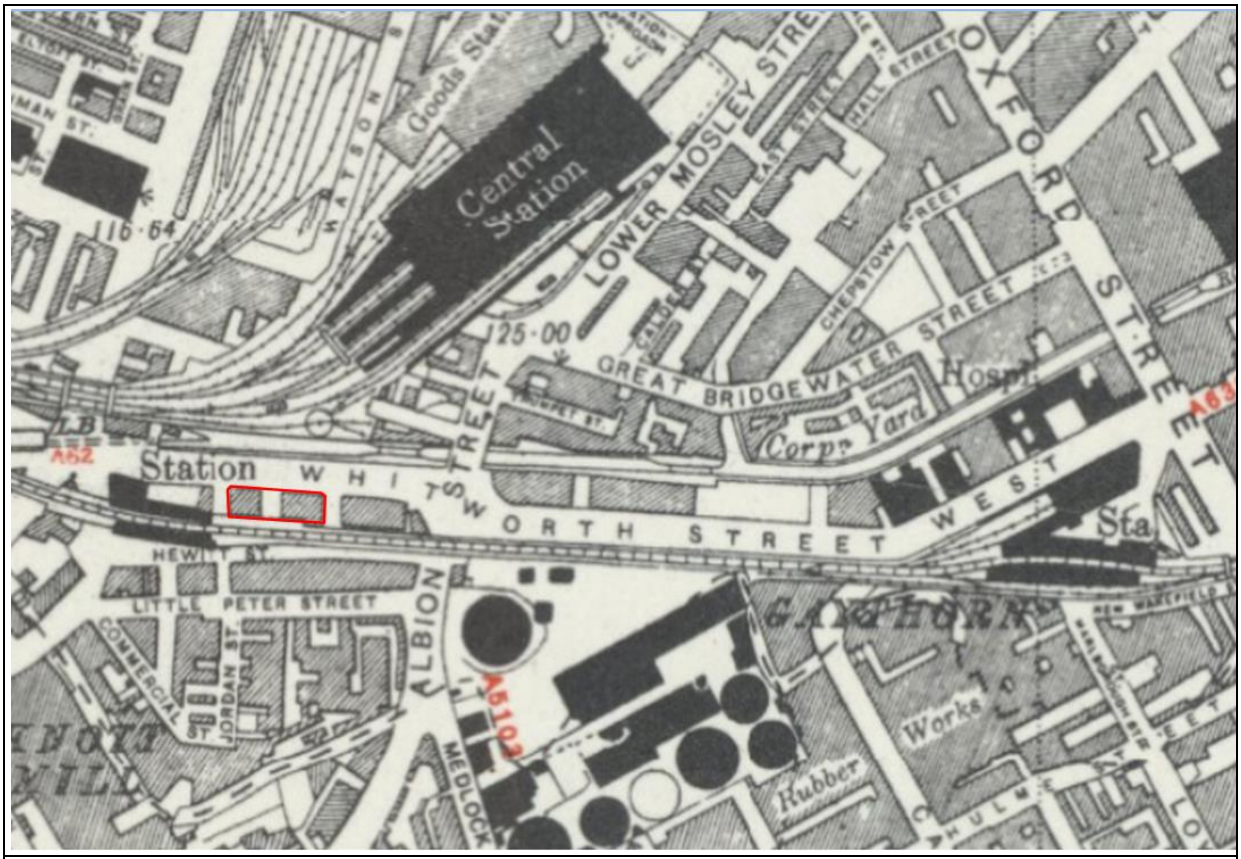
OS Map 1922



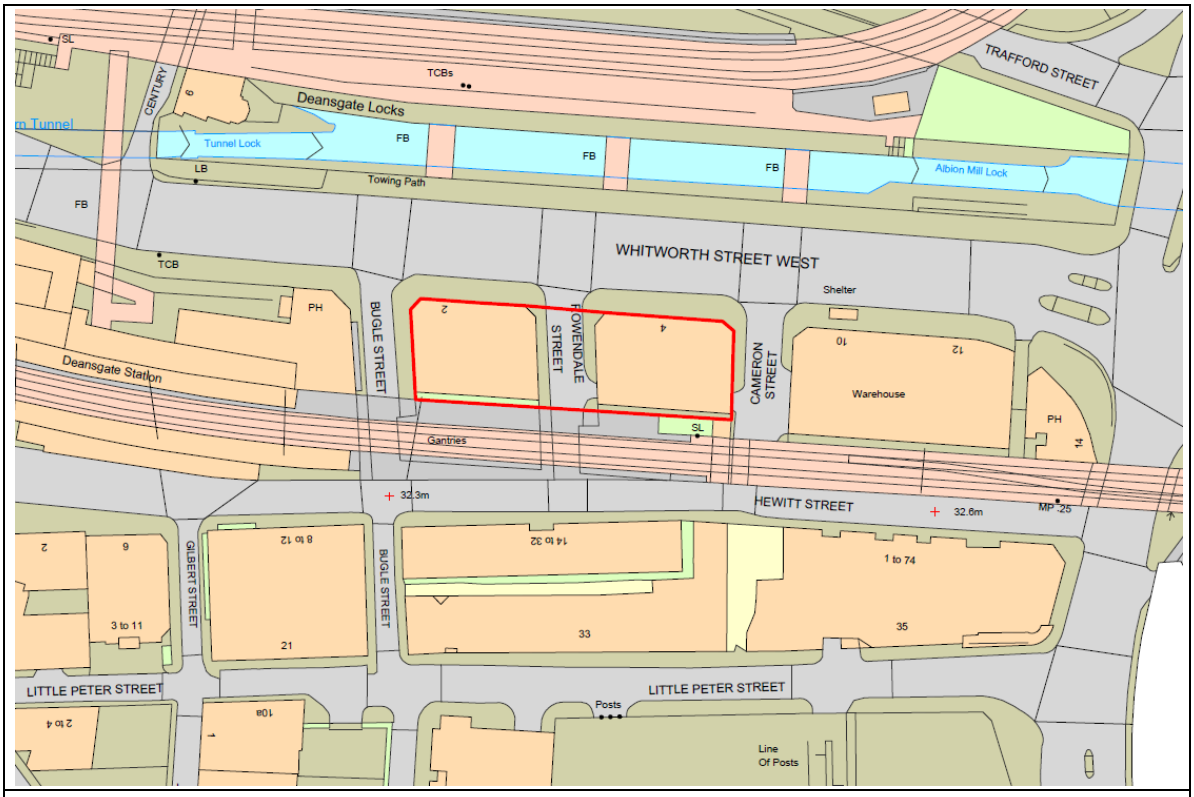
OS Map 1936



Goad's Insurance Plans of Manchester, surveyed 1928, revised 1942



OS Map 1946



Current Location Plan

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

5.1 Methodology

This section contains a Statement of Significance which addresses the significance of the historic buildings affected by the proposals. There are four listed buildings within the vicinity of the proposal site which will be impacted by the proposed works. The Lock Keepers Cottage and Castlefield Railway Viaduct are found to the north of the site, Manchester South Junction & Altrincham Railway Viaduct is located to the south of the site and Deansgate Station is located to the west.

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

5.2 Listed Structures near the Proposal Site

Lock Keepers Cottage

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



Lock Keepers Cottage East Elevation



Lock Keepers Cottage South and East Elevation



View Northwest Towards Lock Keepers Cottage from Proposal Site

Castlefield Railway Viaduct

The Railway Viaduct is a Grade II listed structure, a section of which lies to the north of the proposal site. It runs southwest from the former central station, near to the proposal site, before travelling westwards and dividing into two over Castlefield. The viaduct then rejoins west of River Medlock.

Externally, the Deansgate Locks section of the viaduct has eleven arches. The exterior detail of the arches is formed by five courses of bricks. There is a sandstone impost at the spring of the arch. The viaduct has a brick parapet with sandstone copings. The upper level of the viaduct now carries the Metrolink track and associated platforms. An external staircase has been added between Units 10 and 11, giving access from Whitworth Street West to the Manchester Central Metrolink platforms. The front openings of the arches have been enclosed with glazing. A metal structure, inserted just below the arches, provides a framework for the modern signage and lighting for each unit. Internally, the brick arches form the walls and ceilings. The floor finishes and fit outs are modern additions.



Castlefield Railway Viaduct Looking East



Castlefield Railway Viaduct Looking West

Manchester South Junction & Altrincham Railway Viaduct

The Railway Viaduct is a Grade II listed structure which stretches 1 ¾ miles from Piccadilly Station to Deansgate Station. The viaduct is located to the rear of the proposal site. The short road, Rowendale Street, which is located between Whitworth House and Wrendal House, extends underneath the viaduct. At this point, the reveals of the viaduct are built with white glazed brick.

The majority of the viaduct is constructed out of red brick, with blue engineering bricks and sandstone dressings. The viaduct is characterised by a series large arches, many of which are infilled with commercial premises. The viaduct also includes several cast-iron bridges, some of which have detailed gothic style designs and castellated towers.



MSJ&A Viaduct to South of Wrendal House



MSJ&A Viaduct to South of Wrendal House



Rowendale Street and the MSJ&A Viaduct



Whitworth House With Viaduct to the Rear

Deansgate Station

Deansgate Station is a Grade II listed building located to the west of the proposal site. The building was erected in 1896. It is a two storey structure, constructed of red brick with blue brick bands and stone and terracotta dressings. The roof is of slate. The building is Baronial in style, the doorways are under pointed arches, with mock portcullises and gabled heads on colonettes. To the corner, a stone scroll with the original name of the station 'Knott Mill Station' remains in situ as well as a

shield with the building's date of 1896. The first floor has a dual window over the two entrance doors, and single windows either side. The right of the station has two framed shop fronts with later windows added.

Knott Mill was a medieval corn mill, documented in 1509. The area rose to prominence in the late 18th century as the location of the Manchester terminus for the Bridgewater Canal; a bridge was built here and cotton mill named Knott Mill was present in 1792, part of a wider industrial complex. The Station opened in 1849 as a stop along the Manchester South Junction and Altrincham Railway Line. The railway line was jointly owned by the London and North Western Railway and the Manchester, Sheffield and Lincolnshire Railway companies. The station building was partly rebuilt in 1896 by Robert Neil and Son, and was renamed Deansgate Station in 1974.



Deansgate Station North Elevation



Deansgate Station North and West Elevation



View from Deansgate Station towards Proposal Site



View from Proposal Site towards Deansgate Station

5.3 Significance of the Heritage Assets

5.3.1 Method of Assessment

This section contains a statement of significance for the listed structures near 2 and 4 Whitworth Street West: Castlefield Railway Viaduct, Lock Keeper's Cottage, Manchester South Junction & Altrincham Railway Viaduct and Deansgate Station. The significance of the assets has been assessed with reference to Historic England's headings for understanding value and assessing significance from *Statements of Heritage Significance: Analysing Significance in Heritage Assets*.

The assessment of the level of significance of the heritage asset was influenced by the ICOMOS guidance on Heritage Impact Assessments. This guidance defines the levels of significance for built structures as ranging from 'Very High' to 'Unknown Potential'. Appendix 2 includes the full methodology used to assess the impact on the heritage.

5.3.2 Significance of the Castlefield Railway Viaduct

Historic Interest

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

Architectural Interest

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

Summary

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

5.3.3 Significance of Rochdale Canal Lock Keepers Cottage

Historic Interest

- The structure has retained historic fabric that provides evidence of historic building and decorative techniques.
- The location of the cottage provides evidence of the interconnectedness of the cottage and the lock.
- The building is illustrative of the importance of the Rochdale Canal in the development of the area.
- Although most closely associated with Lock 91, the cottage is associated with the Rochdale Canal, and all of the associated structures of the canal.

Architectural Interest

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

Summary

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

5.3.4 Significance of the Manchester South Junction & Altrincham Railway Viaduct

Historic Interest

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

Architectural Interest

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

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

5.3.5 Significance of Deansgate Station

Historic Interest

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

Architectural Interest

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

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

5.4 Contribution of the Proposal Site to the Significance of the Listed Structure

5.4.1 Methodology

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

5.4.2 The Physical Surroundings of the Listed Structures

The attributes of the physical surroundings of the listed structures help determine the contribution the setting makes to the significance of the heritage assets. Two of the listed structures, the Lock Keeper's Cottage and the Castlefield Railway Viaduct are closely associated with the Rochdale

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

5.4.3 How the Heritage Assets are Experienced

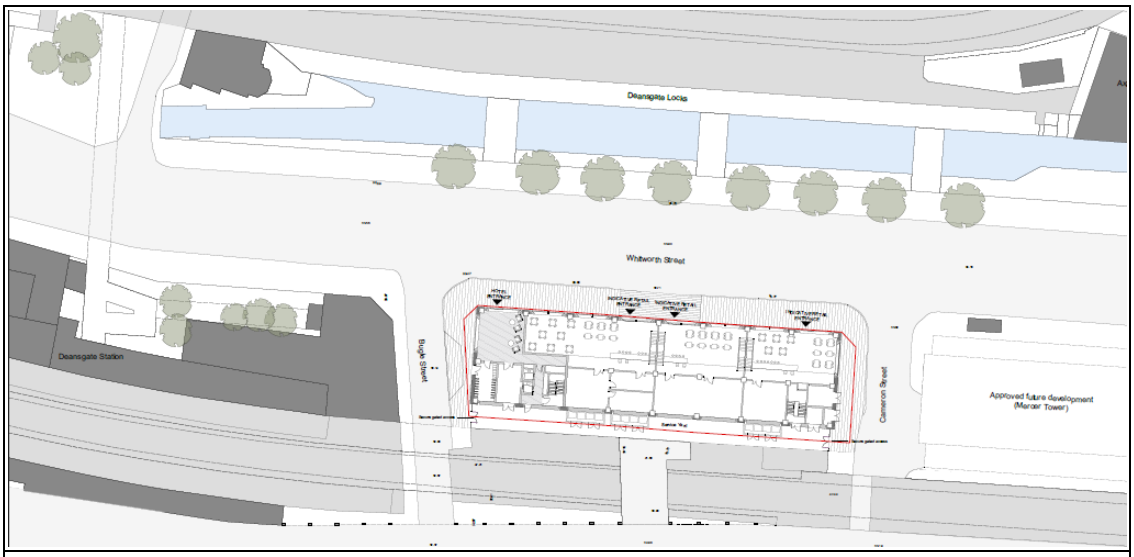
The way in which the setting of a heritage asset contributes to the experience of the heritage asset can help establish the contribution made by the setting. The former Lock Keepers Cottage is now a bar and restaurant and can be experienced internally, as well as externally. The primary façade of the structure faces onto Whitworth Street West but another significant view of the listed building is from the canal side. The former Lock Keepers Cottage can also be experienced from the east from the existing footbridges and the raised walkway along the front of the Deansgate Locks arches. The area around the Deansgate Locks Arches has a modern, urban character created by the additions of subtle glazed fronts to the arches and the modern signage of the commercial premises. These arches can be experienced externally and internally like the Lock Keeper's Cottage. Views of the Manchester South Junction & Altrincham Railway Viaduct are unconstrained from Hewitt Street whereas views from the north are constrained by the buildings which back onto the viaduct. Deansgate Station is still in use as a railway station so can also be experienced internally and externally. The primary facade of the station is on Whitworth Street West, however it can also be viewed looking south down Deansgate Road and looking east from along Castle Street.

Section 6 Proposed Works and the Impact on the Heritage Assets

6.1 Description of the Proposed Works

6.1.1 Overview

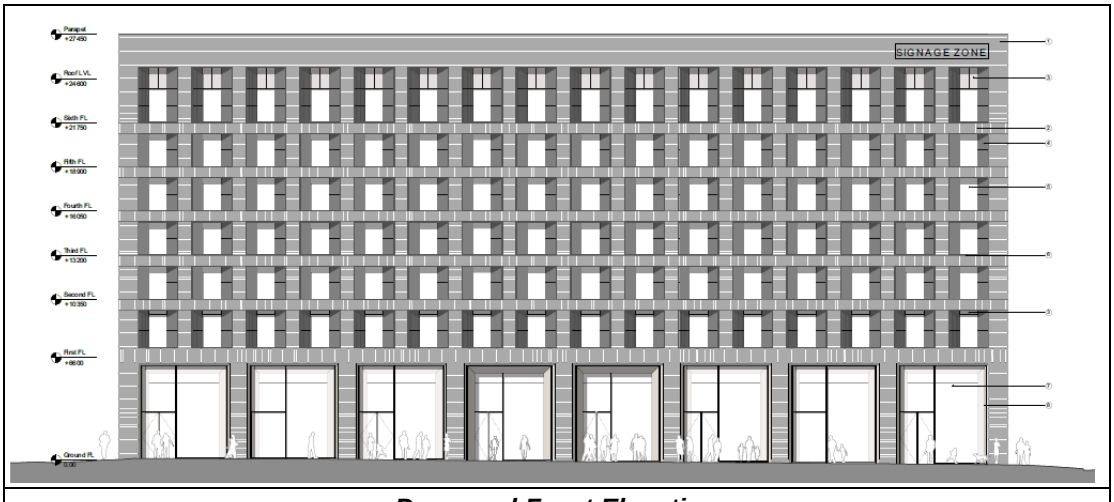
The proposed works involve the demolition of the two existing buildings at 2 and 4 Whitworth Street West, the infilling of Rowendale Street, and the construction of a new 7 storey hotel on the site.



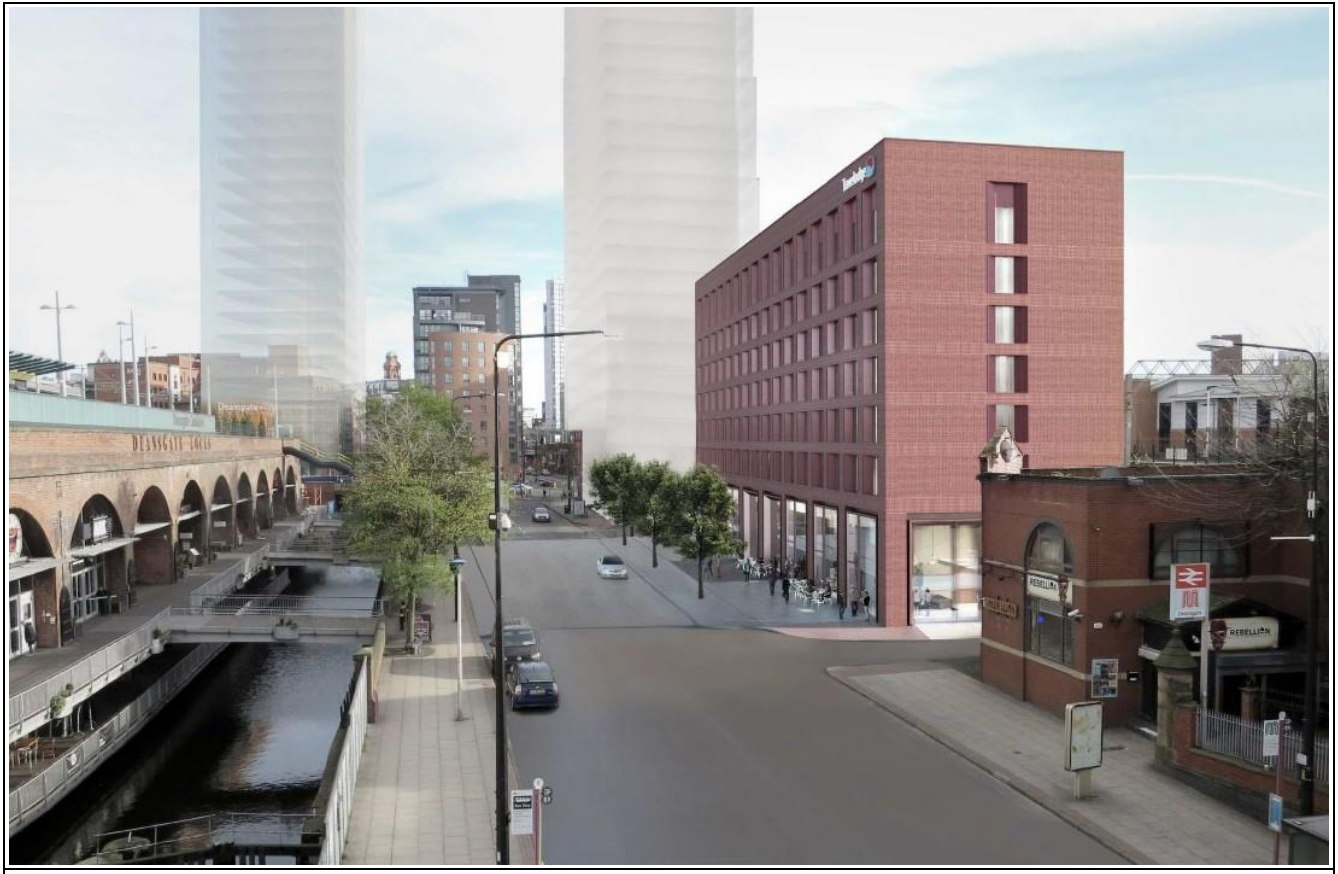
Proposed Site Plan

6.1.2 Proposed Design and Materials

The new hotel has been designed to reflect the proportions of the historic Manchester warehouses such as Asia House, Hanover Building and the Great Northern Warehouse in the use of an oversized base, repetitive middle section and a distinctive top section. Red facing brick and terracotta are the proposed materials. The elevational treatment is enriched with the red brick used in the horizontal components as vertical stacked bond soldier courses, and the vertical piers having horizontal courses. Terracotta is proposed as projecting windows surrounds and as profiled panels to the inverted bay windows. The terracotta panels of the inverted bay windows also reflect Manchester's heritage. Sir Joseph Whitworth, after whom the street is named, was a Victorian engineer whose design of a standard screw thread of 55 degrees was adopted as a British Standard. The profiles of the panels have been designed to reflect this 55 degree screw thread.



Proposed Front Elevation



Proposed View from Deansgate Station Bridge

6.1.3 Proposed Works to Railway Viaduct

It is also proposed to insert a gate to the viaduct opening of Rowendale Street. This gate will not be attached physically to the viaduct structure.

6.2 Impact of the Proposed Works on the Heritage Assets

6.2.1 Method of Assessment

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

6.2.2 Location and Siting of the Development

The proposed development is located within the proximity of the heritage assets, on the south side of Whitworth Street West. The proposal site is not within key views of the heritage assets. The Lock Keepers Cottage is best viewed from the south, southeast and southwest, and from along the canal footpath. The Castlefield Railway Viaduct is best viewed from the south, along Whitworth

Street West. The Manchester South Junction & Altrincham Railway Viaduct is best viewed from the south along Hewitt Street. The most prominent elevation of Deansgate Station is best viewed from the northwest. The new hotel will not physically or visually isolate the heritage assets.

6.2.3 The Form and Appearance of the Development

Details of the form and appearance of the development are outlined in the Design and Access Statement that accompanies the application. The intention of the design is to create a new hotel using materials, form and appearance which reflect the historic Manchester warehouses. The proposed works will not impact upon any of the significant views of the heritage assets within the wider setting.

6.2.4 The Wider Effects of the Development

The proposed development will alter the current uses of the site. However, the significance of the heritage assets is not dependent on the use of the proposal site. There is no historic association between the proposal site and the heritage assets, and the significant views of the heritage assets will remain unaltered by the proposed works. The development will not impact upon the ways in which the assets are experienced. The construction period may temporarily increase noise, odour, vibration and dust near the heritage assets, but planning conditions should be able to keep these to an acceptable level. Infilling Rowendale Street will slightly alter the local road layout, but this does not have any adverse impact on the significance of the heritage assets. Subtle alterations to the design of the front façade and paving materials will document the former location of the street.

6.2.5 The Permanence of the Development

The proposed development will become a permanent feature of the site. The design of the new hotel will improve the overall quality of the site and will be in keeping with the historic character of the surrounding area.

6.2.6 Summary of Impact

As defined by the ICOMOS guidance, the Grade II listed Lock Keepers Cottage, Manchester South Junction & Altrincham Railway Viaduct, Deansgate Station and Castlefield Railway Viaduct are all assessed as having a medium level of significance. There is no historic or functional association between the proposal site and the heritage assets. The proposal site does not form a part of the significant views of the assets. The proposed development will make a slight change to the settings of the heritage assets that hardly affects them and thus constitutes a negligible magnitude of change. Following the heritage assessment methodology, the significance of a change of a negligible magnitude to a heritage asset of medium value would constitute a neutral/slight impact, which could be either adverse or beneficial. As the proposal site does not make a significant contribution to the setting of the heritage assets, it is assessed that the significance of impact is neutral. The significance of the designated heritage assets is based upon historic and architectural interest which will remain unaffected by the proposed development.

6.3 Heritage Impact Assessment Table

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

PROPOSED WORK	CONTRIBUTION TO THE SIGNIFICANCE OF THE HERITAGE ASSETS	MAGNITUDE OF CHANGE	POTENTIAL IMPACT OF WORK & PROPOSED MITIGATION
Demolition of 2 & 4 Whitworth Street West	Negligible: The two buildings are not listed and do not qualify as non-designated heritage assets. The two buildings do not contribute to the significance or setting of the three heritage assets, which all have a significance level of medium.	Negligible: The demolition of the buildings is assessed as a slight change to the setting of the heritage assets that hardly affects them.	Neutral: Demolition of the buildings will not have an adverse impact on the significance of the heritage assets. However, photographic recording could document the structures.
Infilling of Rowendale Street	Negligible: Rowendale Street is not within a Conservation Area and does not contribute to the significance of the heritage assets, which all have a significance level of medium.	Negligible: The infilling of Rowendale Street is assessed as a slight change to the setting of the heritage assets that hardly affects them.	Neutral: Infilling of Rowendale Street will not have an adverse impact on the significance of the heritage assets. The front façade of the building and the paving have been designed to subtly reflect the location of the street. Photographic recording could document the street prior to the construction work.
Construction of a new 7 storey hotel	Negligible: Although designed with reference to the historic Manchester warehouses, the new hotel will not contribute to the significance of the heritage assets.	Negligible: The construction of the new hotel is assessed as a slight change to the setting of the heritage assets that hardly affects them.	Neutral: The materials and design of the structure has been carefully considered to reflect the heritage of Manchester warehouses with wider historical references to Manchester's industrial history.

PROPOSED WORK	CONTRIBUTION TO THE SIGNIFICANCE OF THE HERITAGE ASSETS	MAGNITUDE OF CHANGE	POTENTIAL IMPACT OF WORK & PROPOSED MITIGATION
Insertion of a gate across the Rowendale Street Viaduct bridge	Negligible: The viaduct is characterised by the infilling of the brick arches. The bridge over Rowendale Street is not one of the bridges with cast iron gothic details but on with a utilitarian design.	Negligible: The gates will not be physically attached to the viaduct structure.	Neutral: The gates will not harm the listed structure.

Section 7 Conclusions

7.1 History, Development and Usage of 2-4 Whitworth Street West

Prior to 1909 there appears to have been housing developed on the site, however by 1909 the site is shown as two undeveloped plots, with both buildings appearing by 1923. Not much can be found about the precise history of use for the buildings, other than Alfred Herbert Ltd tool makers moved their offices from Cross Street Manchester to Wrendal House.

7.2 Contribution of the Proposal Site to the Significance of the Heritage Asset

The proposal site forms part of the views towards Deansgate Station down Whitworth Street West and forms part of the wider setting of the heritage assets. However, there is no functional or associative relationship between the building and the heritage assets.

7.3 The Proposed Works

The proposed works involve the demolition of the current buildings at 2-4 Whitworth Street West, infilling Rowendale Street and an erection of a hotel spanning the width of both sites. The proposed hotel has 7 storeys, with elevations of red brick and terracotta. The design of the building reflects the historic Manchester warehouses and incudes reference to the screw thread designed by Sir Joseph Whitworth. The former site of Rowendale Street will be referenced by alterations in the pavement along the front of the new hotel, and in subtle alterations to the window design to the ground floor windows on the site of the former street.

7.4 Impact of the Proposed Works on the Heritage Assets

As defined by the ICOMOS guidance, the Grade II listed Lock Keepers Cottage, Manchester South Junction & Altrincham Railway Viaduct, Deansgate Station and Castlefield Railway Viaduct are all assessed as having a medium level of significance. There is no historic or functional association between the proposal site and the heritage assets. The proposal site does not form a part of the significant views of the assets. The proposed development will make a slight change to the settings of the heritage assets that hardly affects them and thus constitutes a negligible magnitude of change. Following the heritage assessment methodology, the significance of a change of a negligible magnitude to a heritage asset of medium value would constitute a neutral/slight impact, which could be either adverse or beneficial. As the proposal site does not make a significant contribution to the setting of the heritage assets, it is assessed that the significance of impact is neutral. The significance of the designated heritage assets is based upon evidential, historical, aesthetic and communal values which will remain unaffected by the proposed development.

Section 8 Sources

Published Works

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Manchester City Council. *Manchester Unitary Development Plan.* Manchester City Council, 1995

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Maps and Plans

1787 - 1794 William Green's plan of Manchester and Salford
1800 A Pocket Plan of Manchester
1819 Pigot's Plan of Manchester and Salford
1832 Bancks & Co.'s Plan of Manchester and Salford
1850 Ordinance Survey five feet to one statute mile: Manchester and Salford Sheet 33
Lancashire. Manchester. Sheet CIV. 10. 14. Shows part of Manchester. Surveyed in 1888. Scale: 1:500. Published 1891
Goad's Insurance Plans of Manchester Sheet 336. Surveyed in 1928. Revised and published in 1942.
Lancashire CIV.10 Surveyed: ca. 1889 to 1891 Published: ca. 1893
Lancashire CIV.10 Revised: ca. 1904 Published: ca. 1908
Lancashire CIV.10 (Manchester; Salford; Stretford) Revised: 1915 to 1916 Published: 1922
Lancashire CIV.SW (includes: Manchester; Salford; Stretford.) Revised: 1931 to 1932 Published: 1936
Lancashire CIV.SW (includes: Manchester; Salford; Stretford.) Revised: 1938 Published: 1946

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Archaeology Data Service
Greater Manchester Historic Environment Record
National Heritage List for England
National Monument Record Excavation Index
Manchester Central Library Local Studies Collection

Internet

Manchester Local Image Collection. Web.20 June 2016. http://images.manchester.gov.uk

Appendix 1: Listing Descriptions

Name: CASTLEFIELD RAILWAY VIADUCT FROM G-MEX TO DAWSON STREET
List Entry Number: 1292315
Location: CASTLEFIELD RAILWAY VIADUCT FROM G-MEX TO DAWSON STREET, DEANSGATE
District: Manchester
Grade: II
Date first listed: 14-Feb-1988
Date of most recent amendment: 06-Jun-1994
Details:
SJ8297NW 698-1/18/115 04/02/88

MANCHESTER DEANSGATE

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

GV

Railway viaduct. c.1880. Cast iron and wrought iron (?); red brick to east of Duke Street. Runs south-west from former Central Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock. Cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways. To east of Duke Street viaduct is of brick with segmental arches and castellated brick piers. At western end a blue brick bridge over Dawson Street.

Listing NGR: SJ 83220 97620

Name: ROCHDALE CANAL LOCK NUMBER 91 AT EAST END OF GAYTHORN TUNNEL
List Entry Number: 1247483
Location: ROCHDALE CANAL LOCK NUMBER 91 AT EAST END OF GAYTHORN TUNNEL
District: Manchester
Grade: II
Date first listed: 29-Jan-1986
Date of most recent amendment: 06-Jun-1994
Details:
MANCHESTER

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

GV II

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

Listing NGR: SJ8345797562

Name: ROCHDALE CANAL LOCK KEEPERS COTTAGE AT LOCK NUMBER 91, NEXT TO GAYTHORN TUNNEL
List Entry Number: 1247597
Location: ROCHDALE CANAL LOCK KEEPERS COTTAGE AT LOCK NUMBER 91, NEXT TO GAYTHORN TUNNEL
District: Manchester
Grade: II
Date first listed: 29-Jan-1986
Date of most recent amendment: 06-Jun-1994
Details:
MANCHESTER

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

GV II

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

Listing NGR: SJ8345097571

Name: ROCHDALE CANAL LOCK NUMBER 90, APPROXIMATELY 30 METRES WEST OF ALBION BRIDGE
List Entry Number: 1247482
Location: ROCHDALE CANAL LOCK NUMBER 90, APPROXIMATELY 30 METRES WEST OF ALBION BRIDGE
District: Manchester
Grade: II
Date first listed: 06-Jun-1994
Details:
MANCHESTER

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

GV II

Canal lock. 1804-5, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates at both ends, ladder in centre of north side. Seventh in series of 9 locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order. Forms part of group with Lock No.91 and Lock Keeper's Cottage to west (q.v.), and Albion Street Bridge to east (q.v.).

Listing NGR: SJ8359297557

Name: DEANSGATE STATION
List Entry Number: 1376146
Location: DEANSGATE STATION, WHITWORTH STREET WEST
District: Manchester
Grade: II
Date first listed: 20-Aug-1998
Date of most recent amendment: 11-Jan-1999
Details:
SJ8497NW

698-1/32/11114 WHITWORTH STREET WEST

Deansgate Station

II

Railway station. Dated 1896. Built of red brick with blue brick bands and stone and terracotta dressings, slate roof almost entirely hidden from the street. On a very angular site with the entrance at the sharply curved corner. Two stories in a Baronial style. Paired entrances on the corner with terracotta surround, pointed arch doorways with mock portcullises, gabled heads on colonettes, paired between the doors. Blue brick base with stone banding, band at first floor cill level, machicolated band at eaves level, parapet stepped up and down as mock battlements. Shield with date 1896 and stone scroll carved with the original name KNOTT MILL STATION. The first floor has a paired window over the doors and single ones on either side, all 1 over 1 plate glass sashes with carved stone heads. A turret pilaster frames this central feature on either side. The left return has a single and a tripartite cross framed casement below and similar 2 over 2 sashes above. The right return has two original framed shopfronts with later windows, and sashes above as before. Interior: Opened as Knott Mill in 1849 on the Manchester South Junction and Altrincham Railway. The line was owned jointly by the London and North Western Railway and the Manchester, Sheffield and Lincolnshire Railway from the start of operations. This was one of the first truly suburban railways and was instrumental in the development of its hinterland. It was rebuilt at street level in 1896 by Robert Neill and Son at the cost of £20,000. The line was electrified in 1931 and the station was renamed Deansgate in 1974. Reference: Gordon Biddle, Victorian Stations, 1978, p.198.

Listing NGR: SJ8343097525

Name: MANCHESTER SOUTH JUNCTION AND ALTRINCHAM RAILWAY VIADUCT
List Entry Number: 1200837
Location: MANCHESTER SOUTH JUNCTION AND ALTRINCHAM RAILWAY VIADUCT, MANCHESTER AND SALFORD
District: Manchester
Grade: II
Date first listed: 06-Jun-1994
Date of most recent amendment: 26-Feb-2013
Summary:
Railway viaduct for the Manchester South Junction & Altrincham Railway Company, 1846-9, constructed by David Bellhouse Jnr. Red brick with some small sections of blue brick, sandstone dressings and cast-iron bridges.
Reasons for Designation
The Manchester South Junction & Altrincham Viaduct is designated at Grade II for the following principal reasons:

* Design interest: it is an impressive 1 3/4 mile long urban viaduct incorporating a series of well-detailed bridges; some with highly decorative Gothic-style ironwork;

* Date: it is an early example of a railway viaduct dating from the second phase of railway development - the period from 1841-50 often referred to as 'railway mania' - in which commercial

speculation and competition for routes led to the rapid construction of lines and expansion of the railway network;

* Historic interest: the viaduct forms an important and integral component of the Manchester South Junction & Altrincham Railway, which was one of the country's earliest suburban railways, and Manchester's first; helping to bring this form of transport to the hinterlands;

* Group value: the viaduct has strong group value with neighbouring railway structures (both contemporary and later), including two other railway bridges crossing the River Irwell (the 1830 Grade I listed stone bridge and the 1869 Grade II listed girder bridge) and their associated viaducts, the Grade II listed Castlefield Viaduct (c1880), the Grade II listed stations of Manchester Oxford Road (1958-60) and Deansgate (1896), and the Grade II listed former goods offices (c1850-60) and train shed (c1881) at Manchester Piccadilly Station.

History

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

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

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

Details:

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

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

The viaduct incorporates a series of predominantly arched, cast-iron bridges by Edward Taylor Bellhouse, William Baker and William Cubitt that cross various streets, the Rochdale Canal, and the Bridgewater Canal. The bridges have an average span of 70ft, although one of Baker's bridges, which spans the Rochdale Canal has a span of 105ft. A number of the bridges incorporate highly decorative Gothic-style ironwork and detailing and castellated towers (referencing the location of a Roman fort at Castlefield), whilst others, such as a bridge over Gloucester Street are more classically detailed. A bridge over Egerton Street by William Baker was replaced in steel in 1976.

Some of the viaduct's brick arches and bridges are skewed. The Irwell Bridge at the north-west end of the viaduct is of brick with two segmental arches, each of approximately 65ft span, with a central pier and cut-water. Rusticated stone voussoirs and pilaster strips exist to the central pier and abutments, and the parapet above the western arch incorporates cast-iron panelling.

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

Listing NGR: SJ8382597704

Appendix 2: Heritage Impact Assessment Methodology

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

Assessing Value of Heritage Assets

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

Table 1: Assessing Value of Heritage Assets

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

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

Adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)

Assessing Magnitude of Impact

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

Table 2: Assessing Magnitude of Impact

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

Adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)

Assessing the Significance of Impact

The table below, Assessing the Significance of Impact, uses a matrix to combine the value of the heritage assets with the magnitude of impact. This significance of impact can be either adverse or beneficial. An impact of major adverse would equate to an assessment of substantial harm, as defined in the NPPF paragraphs 132-133. Other assessments of adverse impact would equate to less than substantial harm as defined in the NPPF paragraph 134.

Table 3: Assessing the Significance of Impact

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

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

Adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)