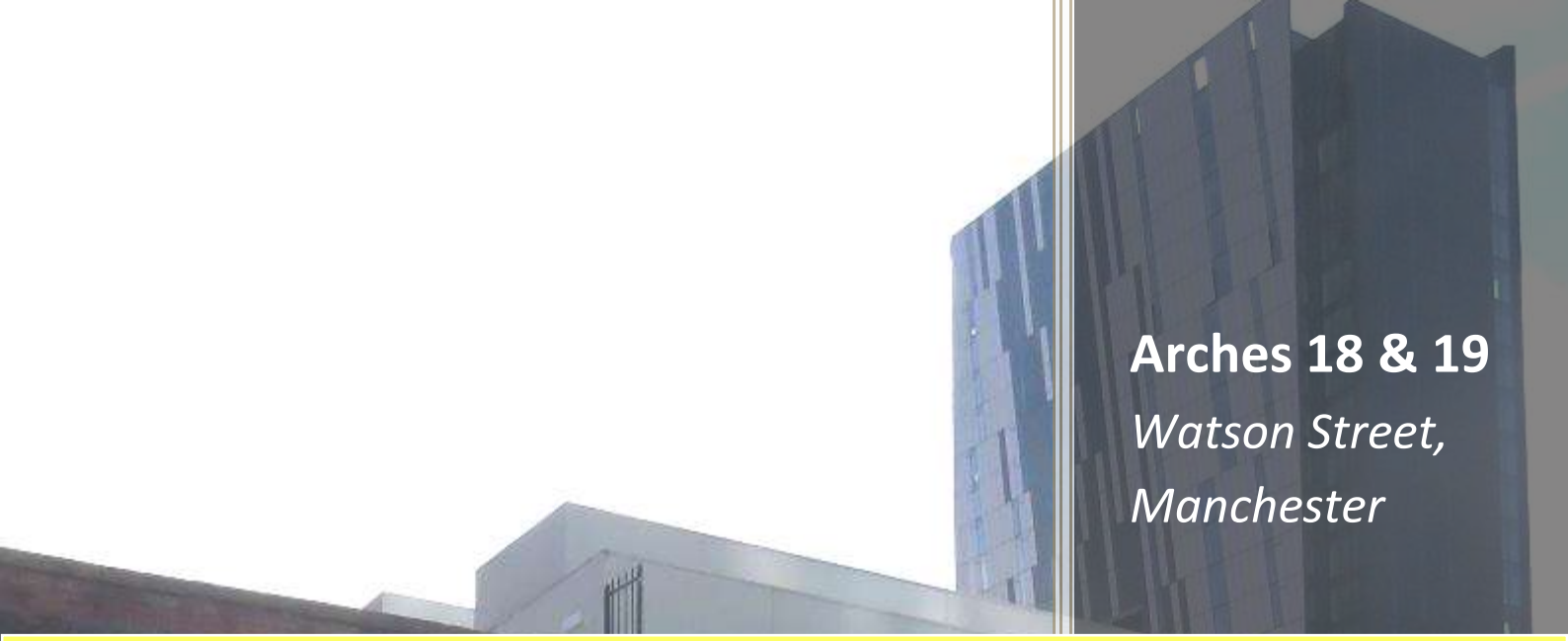


Arches 18 & 19

Watson Street, Manchester

Heritage Statement



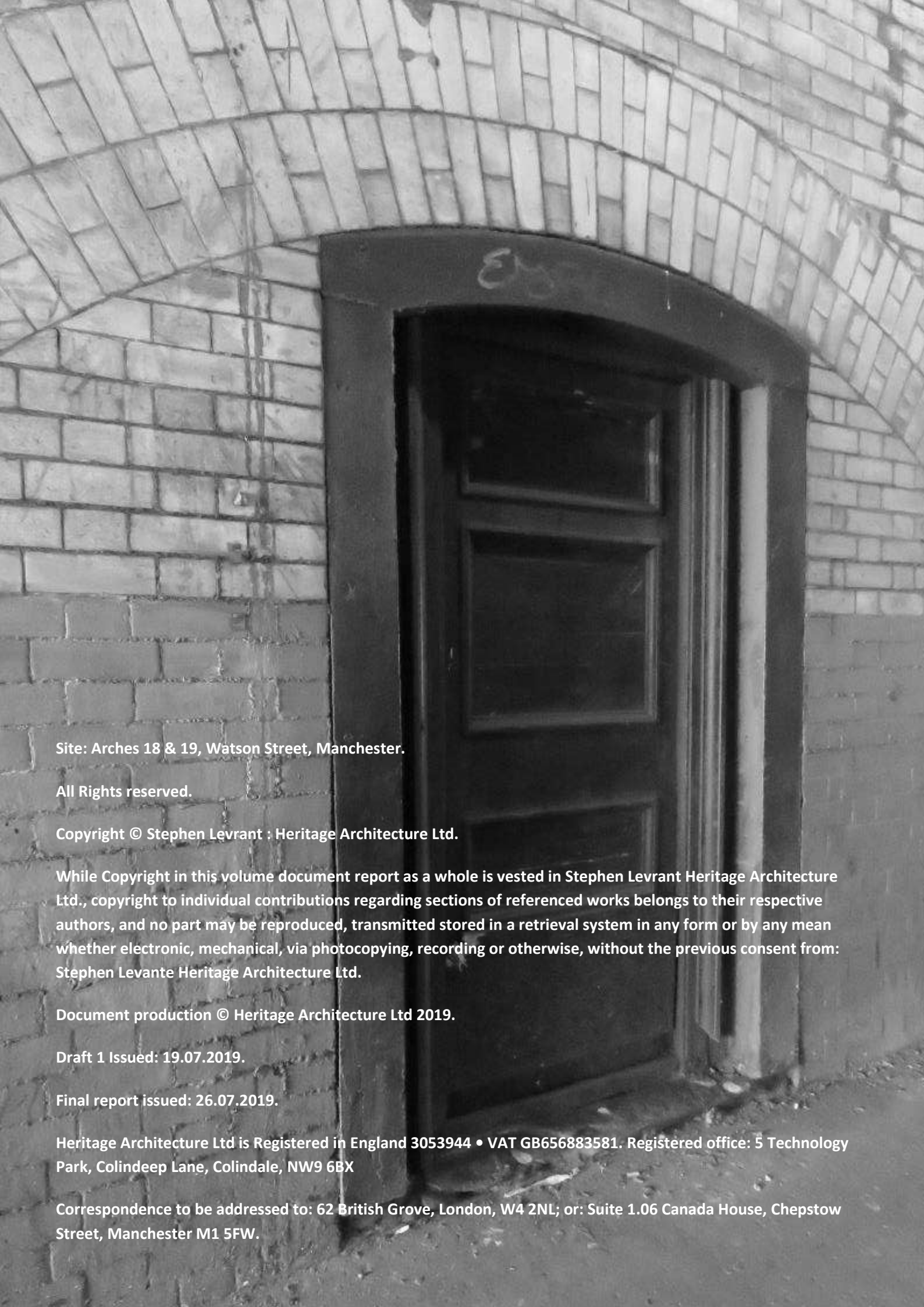
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Prepared for: **53 Two Theatre**

July 2019



Site: Arches 18 & 19, Watson Street, Manchester.

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1. INTRODUCTION

1.1 Purpose

i) Stephen Levrant Heritage Architecture have been commissioned by 'Up North Architects' on behalf of 53two Theatre to provide a Heritage Statement in relation to the proposed redevelopment of two former railway arches (Nos. 18 & 19) at Watson Street, Manchester. The brick arches form the vaulted undercroft to the grade II*listed Manchester Central Complex, formally known as 'Central Station'.

ii) The purpose of the report is to assess the significance of the arches (henceforth referred to as the Site) and the impact of the proposals submitted by Up North Architects. This includes a baseline assessment of the significance (Section 5) which l informs the subsequent Heritage Impact assessment (Section 6).

iii) Section 7 of the Planning (Listed Buildings and Conservation Area) Act 1990 states that *"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"* requires authorisation in the form of Listed Building Consent. The National Planning Policy Framework (NPPF, 2019) sets out the framework for both plan-making and decision-taking to ensure that heritage assets are conserved, and where appropriate enhanced, in a manner that is consistent with their significance and thereby achieving sustainable development.

iv) Paragraph 189 of the NPPF states that applicants are required to "*describe the significance of any heritage assets affected, including any contribution made by their setting."* Section 3 of the Planning Policy Guidance: Conserving and Enhancing the Historic Environment (Paragraph: 009 ID: 18a-009-20140306) furthers this requirement by stressing that "*Heritage Assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals*".

v) In order to understand the capacity for change within the Site, and inform proposals, this assessment has been prepared to accord with the above requirements.

1.2 Research Methodology

i) The following Heritage Statement is the result of extensive desk-based research, supported by on-site surveying, and professional judgment. The documentary research was based upon primary and secondary sources, including maps, drawings and reports, as well as archive material.

ii) Surveys of the Site and surrounding areas were conducted in July 2019 by visual inspection, in order to inspect the immediate area surrounding the Site and of the setting of the designated heritage assets that have the potential be affected by the proposals. Consideration has also been given to any notable key views which contribute to the identification of the built form and the understanding of the special interest of the area.

iii) Section 2 of this report comprises the Heritage Impact Assessment. This uses the tests set by Historic England on 'Making Changes to Heritage Assets' (2016) and its 2017 guidance on the evaluation of 'The Setting of Heritage Assets' (Historic Environment Good Practice Advice in Planning. Note 3). The terminology used to define the potential impact of the proposals is provided in Table 3, page 34-36.

1.3 Authorship

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

2. THE SITE AND STATUTORY DESIGNATIONS

2.1 Location

i) The Site forms part of the Manchester Central Complex (formally Central Station) which is listed at grade II*. The late 19th century brick railway arches (Nos.18 & 19) form the vaulted undercroft below. These are considered to be an integral part of the original station and are included under the listing (full description included in Appendix i).

ii) The Site is bound by Great Bridgewater Street to the south and Watson Street to the west. A vehicle repair shop (Duffy Motors) bounds the Site to the north, whilst the car park fronting onto Lower Mosley Street forms the eastern boundary.



Figure 1: Photo of the Site looking from the western side of Watson Street. No.18 is to the left and No.19 to the right. The former Manchester Central Complex is visible in the far view (left). **Source:** Site Visit, July 2019.

2.2 Listed Buildings

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

ii) Figure 2 illustrates the location of the Listed Buildings surrounding the Site (in blue). The proposed redevelopment is localised to the grade II* listed Site and the proposed development is not considered to have an impact upon any further Listed Buildings. The focus

of this report therefore, rests upon the impact on the grade II* listed former Central Station. The HIA (Section 6 of this report) explores the extent of direct (physical) and indirect (visual) impact of the redevelopment, in line with relevant planning policy and Historic England guidance.

2.3 Conservation Areas

i) The Site is not located within a Conservation Area but is close to the boundary of the Castlefield Conservation Area (see Figure 2).

ii) However, due to the dense urban grain of the area, it is considered that the proposed redevelopment of the Site would have no impact upon the character and appearance of the nearby Conservation Area.

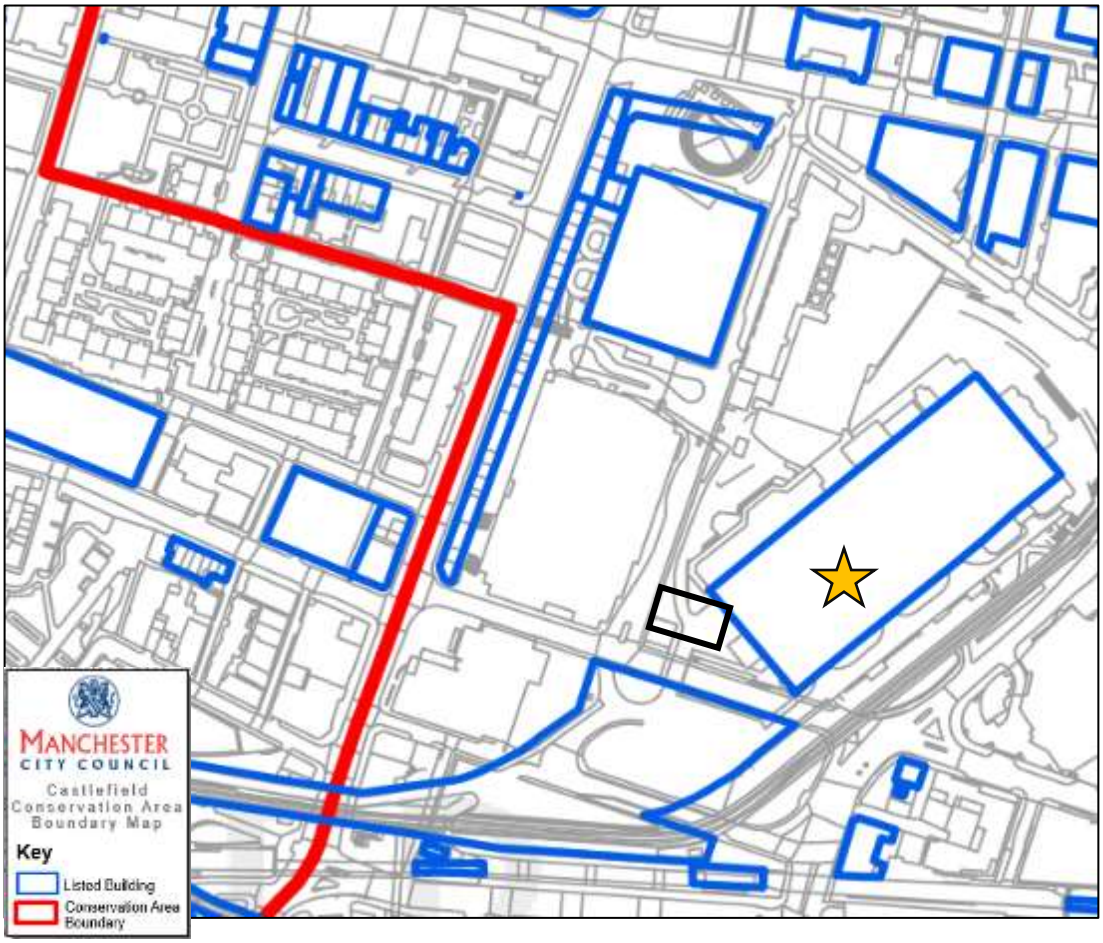


Figure 2: Map of Manchester City Centre, including the Castlefield Conservation Area boundary (in red) and Listed Buildings (in blue). The railway arches which comprise the Site are indicted by the black rectangle, which are incorporated into the grade II* listed former central station (yellow star). **Source:** Manchester City Council Website, image adapted from the Castlefield Conservation Area Map.

3. POLICY CONTEXT

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

i) As the Site contains Listed Buildings Section 66 of the Act requires the Local Planning Authority to "*have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*," when considering whether to grant planning permission.

ii) Section 72 of the Act requires the Local Planning Authority to pay special attention to the "*desirability of preserving or enhancing the character and appearance*" of the designated area. It is considered that the proposals would have a negligible impact upon the townscape character of any nearby Conservation Areas.

3.2 National Planning Policy Framework (NPPF) (2019)

i) The policies in the NPPF constitute the Government's view of what sustainable development in England means in practice. In these terms, development proposals which fail to give due weight to the conservation of Heritage Assets are deemed not to be sustainable development and should consequently not be supported. This is because one of the key dimensions of sustainability is protecting and enhancing our historic environment (NPPF paragraph 8). It will be clear that the redevelopment proposed for the Site focuses on conserving the special interests of the heritage asset (i.e. the character of the arches) and, therefore, aims to demonstrate that it accords with the definition of sustainable development.

ii) The focus of the Government's planning policy guidance is to ensure that account is always taken of the desirability of sustaining and enhancing the significance of heritage assets and for new development to make a positive contribution to local character and distinctiveness (NPPF paragraph 192).

iii) The NPPF defines 'significance' as "*the value of a heritage asset to this and future generations because of its historic interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence but also from its setting*" (Annex 2, NPPF 2019).

iv) Paragraph 194 (NPPF) stresses that "*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 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.

v) It will be clear that development within a heritage asset will have some impact on its fabric, and that it could be either adverse, negligible or beneficial. The fundamental design objective, therefore, is to ensure that the balance of the impact on the heritage asset minimises any negative impact on its significance.

3.3 Manchester City Council Core Strategy, 2012

i) Manchester's Core Strategy was adopted on the 11 July 2012 and is the key document in the Manchester Local Plan. The relevant, local heritage planning policy maintains the same focus as the NPPF. Manchester City Council's (MCC) heritage policies focus on the fundamental importance of "*preserving or, where possible, enhancing the historic environment*". The following policies from Manchester's Core Strategy are of importance to the heritage asset considered within this statement.

ii) Policy CC9 notes that the Council "*will support high density and mixed-use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form*." This key regeneration objective is tempered by the need to ensure that, "*historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced for their own heritage merits and as part of wider heritage regeneration proposals*" (paragraph 12.21, Policy EN3). This evidently also requires development proposals to be sensitive to the inherent values of the heritage asset and clarity of evidence, in order to justify the potential impact.

3.4 Historic England Guidance

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

ii) Good Practice Advice Note 2 (Managing Significance in Decision-Taking in the Historic Environment) and Good Practice Advice Note 3 (The Setting of Heritage Assets) were utilised as part of this assessment in order to gain a full understanding of the relevant issues.

4. HISTORICAL DEVELOPMENT

4.1 Introduction

i) In order to understand the heritage significance of the late-19th century railway arches as a component of the surrounding historic environment, it is first necessary to understand its historical development.

ii) Understanding the significance of a historic building or site includes all the diverse values or interests that people associate with it. This section of the report analyses and interprets historic maps and primary and secondary information in order to provide a sound evidence base, placing the site in the context of the development of central Manchester.

4.2 Brief history of the surrounding area

i) The early street pattern in the immediate area developed around the ancient hamlet of Alport Town. During the 16th and 17th centuries, the area which would later come to be the bustling cental hub of Manchester comprised a large, ancient wood and parkland (Figure 3).

ii) In the early 18th century, the River Irwell became navigatable, permitting trade with Liverpool via the River Mersey. The introduction of the cotton trade to Manchester triggered a radical growth in the city's population. This was exassabated further with the opening of the Bridgewatrer Canal in 1804.



Figure 3: This plan from the middle of the 18th Century (1750), shows the town of Manchester primarily located to the north of the Site. The small hamlet of Alport Town can be seen to the south, to the west of the Site.

Note, the map is not orientated north. **Source:** The University of Manchester Map Archive.

iii) By the early to mid-Victorian period, the area was already infamous for having large number of slum dwellings and for being an area of ill repute, containing many narrow courtyards, slum dwellings and alleyways (Figure 4).



Figure 4: 1850 Map – By the middle of the 19th Century Manchester had become fully developed, with some of Alport Town's original buildings having been replaced with new, brick-built examples and numerous back-to-back slum dwellings. The original pre-1750 'slanted' street pattern of Aldport Town can still be seen clearly in comparison to the later early-18th Century grid pattern. This street plan shows the eastern entrance of the Salford and Manchester Junction Canal, which was opened in 1839, and still runs under the former Manchester Central Station.

iv) During the 1830s the cutting of the Salford and Manchester Junction Canal had proceeded, cutting a canal tunnel from the River Irwell to the west, under Charles Street, Camp Street, Alport Street and beneath Alport Town, terminating at a double canal lock and large open reservoir at the junction of the eastern end of Alport Town and Watson Street, which is now the site of the former Manchester Central Station.

v) By the mid-19th centruy, the area had become characterised by an intricate network of railway lines, many of which were supported by viaducts. These elevated railways, supported the River Irwell below to meet the insatiable demand of the cotton industry.

iii) In the late 19th century, a large area of slum dwellings to the east of Watson Street were taken over by the Great Cheshire Lines Committee for the construction of Manchester Central Station. The 'Manchester Courier and Lancashire General Advertiser' reported in December 1876: *'The past twelve months have seen great progress made with the new viaduct of the Cheshire Lines Committee, between Cornbrook and Manchester, which, when complete, will be one of the*

largest constructions of the kind in this neighbourhood.' The article divulges further details on the intended plan form of the new Station:

"There will be three entrances, one of which will front South-street, one will be at the corner of Lower Mosley-street, and one facing Mount-street, which street is to be widened. From the back of the booking offices, in Windmill-street, to Great Bridgewater-street the station will be carried on a viaduct, consisting of arches, of thirty feet span, springing from piers of brickwork five feet in thickness. These arches will be available for storage purposes."[1]

iv) The construction of the new Manchester Central Railway Station in 1876-9 for the Midland Railway Company saw a large swathe of slum dwellings and small industrial buildings being cleared for the new station building and infrastructure (Figure 5). The lead civil engineer behind the monumentous complex was Sir John Fowler, who had previously made a name for himself with his involvement on the Metropoliton Railway in London, the world's first underground railway.

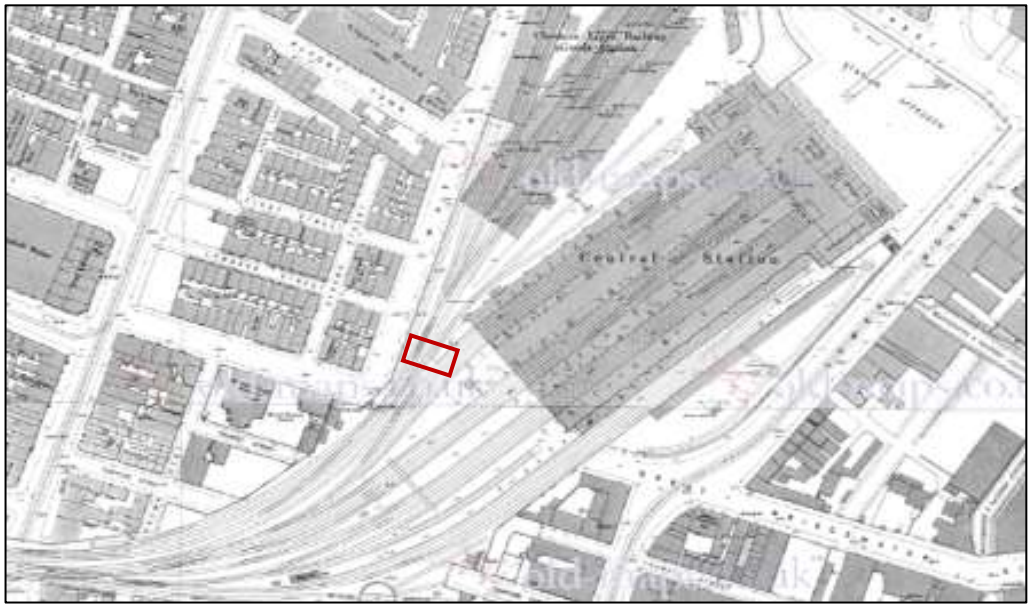


Figure 5: OS Map, 1891 – By the beginning of the 1890s, the area can be seen to be entirely altered to accommodate the new railway viaducts, forming the Site. This plan clearly shows the retention of Trumpet Street to the south of Great Bridgewater Street, now having the new viaduct structure constructed over the street. The Cheshire Lines Goods Station is apparent to the west of the main Station building. **Source:** Oldmaps.co.uk.

[1] Manchester Courier and Lancashire General Advertiser – '*The New Central Station and Viaduct',* Monday 18 December 1876. The British Newspaper Archive.

v) When Manchester Central Station opened in 1880, it consisted of a magnificent arched single-span roof, construted by Andrew Handyside & Co. The platforms were served by nine tracks situated above street level, and beneath them the large expanse of brick, vaulted undercroft arches for storing goods (Figure 6). The railway arches at Watson Street are shown on an early perspective drawing from 1905 to have featured secure doors with transom detailing (Figure 7).



Figure 6: Central Station, Manchester in 1890 (from William Arthur Shaw: Manchester old and new P.59 V1). **Source:** Manchester Image archive.

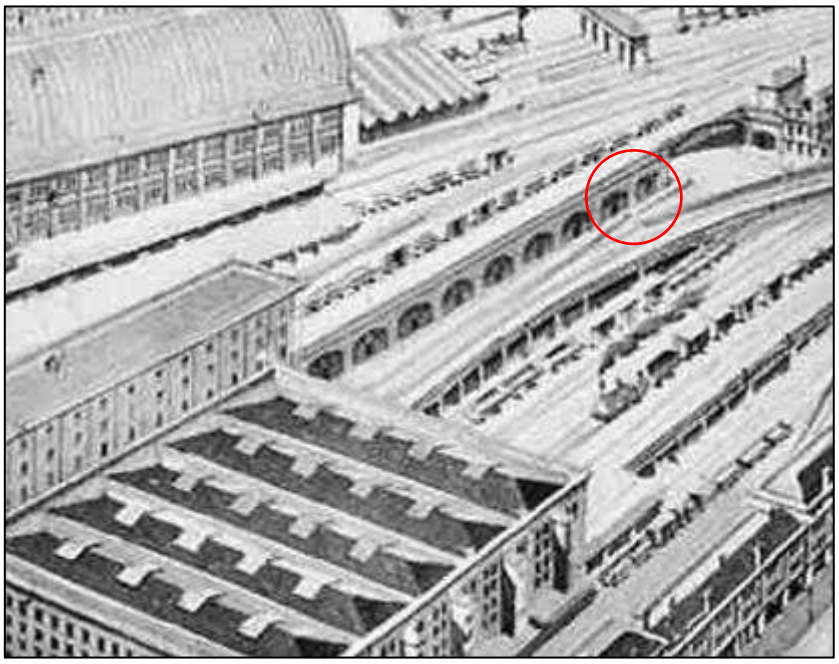


Figure 7: Birds eye view of Central Station, Manchester in 1905. The GNR prepared a perspective drawing, reproduced in 'The Railway Engineer', to publicise its Manchester Deansgate Warehouse. Site indicated in red. **Source:** Historic England, (2016) *'The Railway Goods Shed and Warehouse in England'.* Page73, Image 63.

4.3 Development of the Site at Watson Street (Arches 18 & 19)

i) Goad's Fire Insurance Plan (1899) of Manchester Central Station illustrates, in great detail, the plan form and function of the Site at the turn of the 20th century (Figure 8). The arches which constitute the undercroft are numbered '18' and '19' on the plan, as they are today.

ii) The southern end of the undercroft at Watson Street is shown to differ in size to the vaulted arches to the north. Arches 18 and 19 are shown on the plan to have previously been interconnected with the adjacent arch at No.17. The 'goods' stored within the undercroft is shown on the map to have been beer, with oils and hay being stored in the central area.

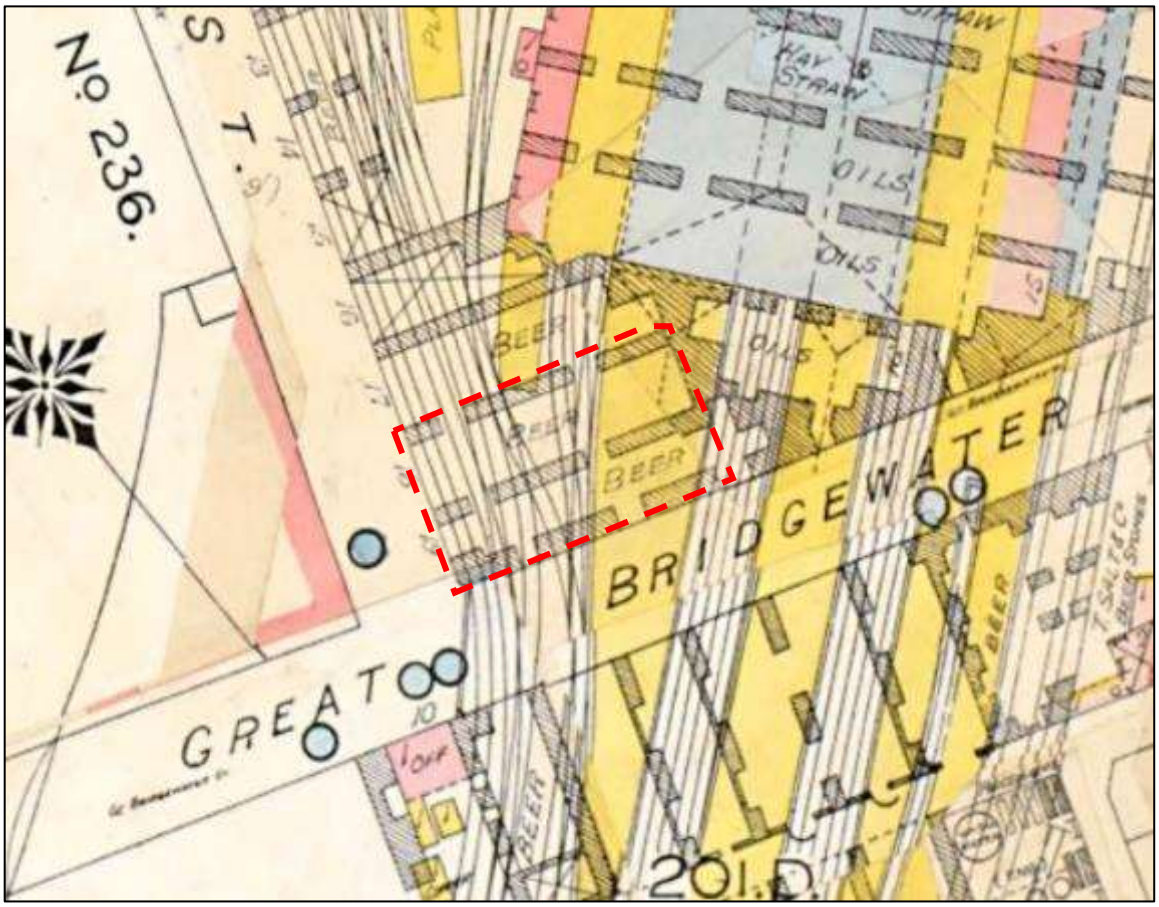


Figure 8: Goad Fire Insurance Plan (1899) detailing the internal plan form of the undercroft Site (Arches 18 & 19 indicated in red). The former railway lines leading into the station shown on the plan. **Source:** The University of Manchester Map Archive.

iii) By the late 1890s, the need for a new, city centre goods station saw the construction of the 'Great Northern Warehouse and Deansgate Goods Station' at the north western end of Watson Street.

iv) Throughout the early 20th century, Watson Street would have been a bustling, commercial area characterised by horses and carts transporting goods between the neighbouring stations and warehouses. The principal entrace to the Site would have been from Watson Street, but access would also have been permitted from Great Bridgewater Street, under the cast-iron viaduct (Figures 9a and 9b).



Figure 9a: 1910. Looking along Great Bridgewater Street at the corner of Watson Street. The Site is partially visible to the left of the image. The Arch located at the southernmost end of Watson Street (No.19) differs in form against the other distinctively barrel-vaulted arches along the street. No.19 presents a uniquely pointed brick archway, complete with stone pediment detailing and a high double door. **Source:** Manchester Image Archive.

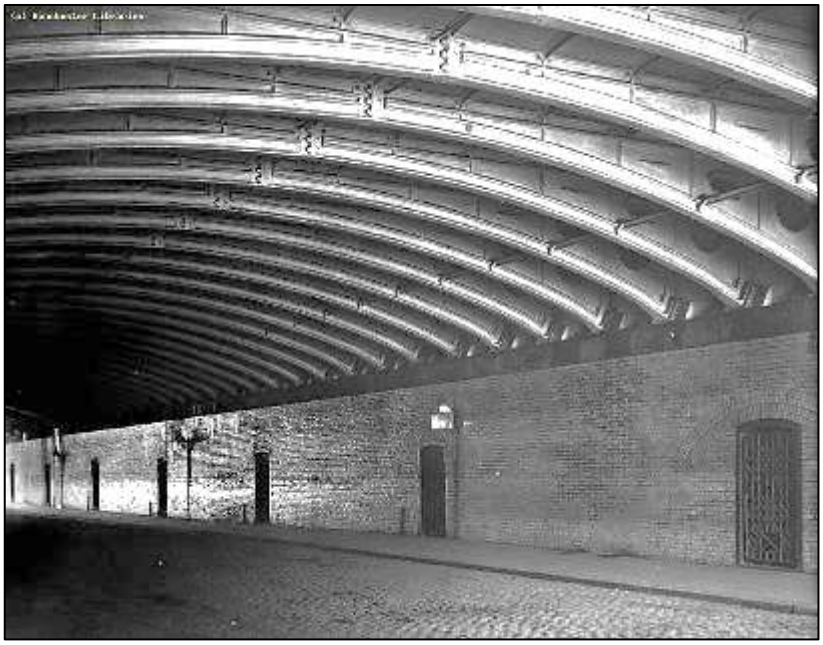


Figure 9b: (1910s) Direct access onto Great Bridgewater Street was permitted from No.19. The doors as shown in the image to the left (1905) were set within white glazed brick walls, which remain largely unaltered. The original cast-iron roof structure beneath the 1870s viaduct is also evident on the image, shown as it appears today. **Source:** Manchester Image Archive.

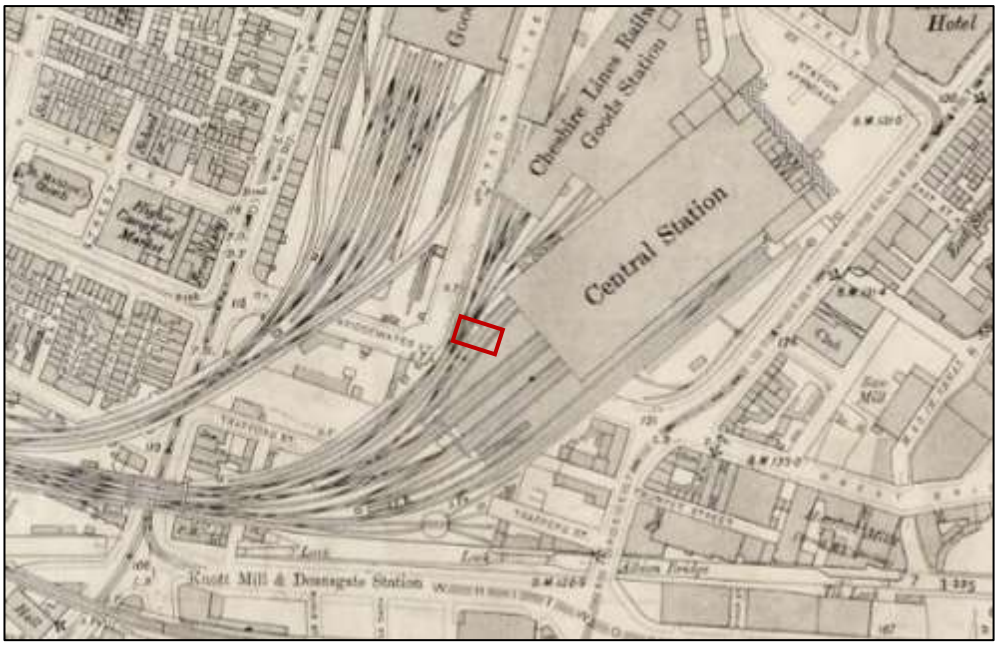


Figure 10: This OS map (1908) depicts the area following the opening of the new Great Northern Warehouse and Goods Station to the top left of the map, the 1908 map also illustrates the extension of the eastern end of the Great Bridgewater Viaduct to accommodate a further railway line leading to the eastern side of the Central Station. **Source:** National Library of Scotland Maps.



Figure 11: Watson Street Railway Arches to the northern end of Watson Street in 1938. The arch frontage is shown to have formally comprised large sliding doors on transom head rails and vertical iron bars (since removed). Note: The arches which comprise the extant Site are not shown in the image.

The Cheshire lines Goods Station is depicted in the photograph, this was demolished in the latter half of the 20th century following the decline of the railways. **Source:** Manchester image Archive.

v) By the early-mid 20th century however, the railways entered a slow decline owing to a lack of investment and changes in transport policy and lifestyles. The arches along Watson Street were subsequently redeveloped for commercial use.

vi) Newspaper articles from the early 20th century reveal that Arches 18 & 19 (the Site) were occupied by the 'Colmore Depot' company from 1914 until the mid-20th century. Advertised as '*the largest motor-cycle showroom in the north*', the company also occupied Arches 16 & 17, Watson Street for a short time (Figure 12).

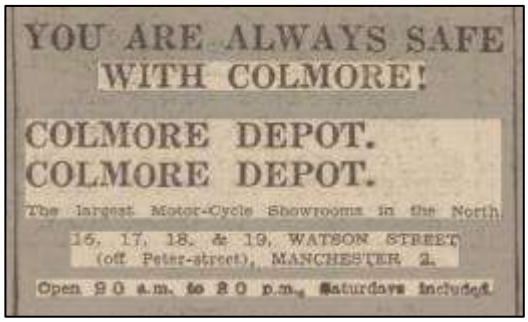

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Open 9 0 a.m. to 8 0 p.m., Saturdays included

Figure 12: Manchester Evening News - Friday 24 March. **Source:** The British Newspaper Archive.



Figure 13: Manchester Central Railway Station c.1980s. The image shows the station in a dilapidated state prior to its conversion into the G-Mex centre. The tops of the railway arches fronting onto Watson Street are apparent in the image (Arches 18 & 19, i.e. the Site are not wholly represented in the image). **Source:** Manchester Image Archive.

vii) By the middle of the 20th Century, Central Station was still in full operation, but closed to railway traffic within a decade. The Great Northern Warehouse and Goods Station to the left of the station was still in operation as a goods station, later closing during the 1960s.

viii) By the late 20th century, Manchester Central Station had fallen into a dilapidated state (Figure 13). The property was acquired by Greater Manchester Council and in 1982, work began on converting it into an exhibition centre, which opened in 1986 as the 'G-Mex' (Greater Manchester Exhibition and Conference Centre). The vaulted undercroft (east side, fronting onto Lower Mosely Street) was partially converted into a car park to serve the new exhibition centre.

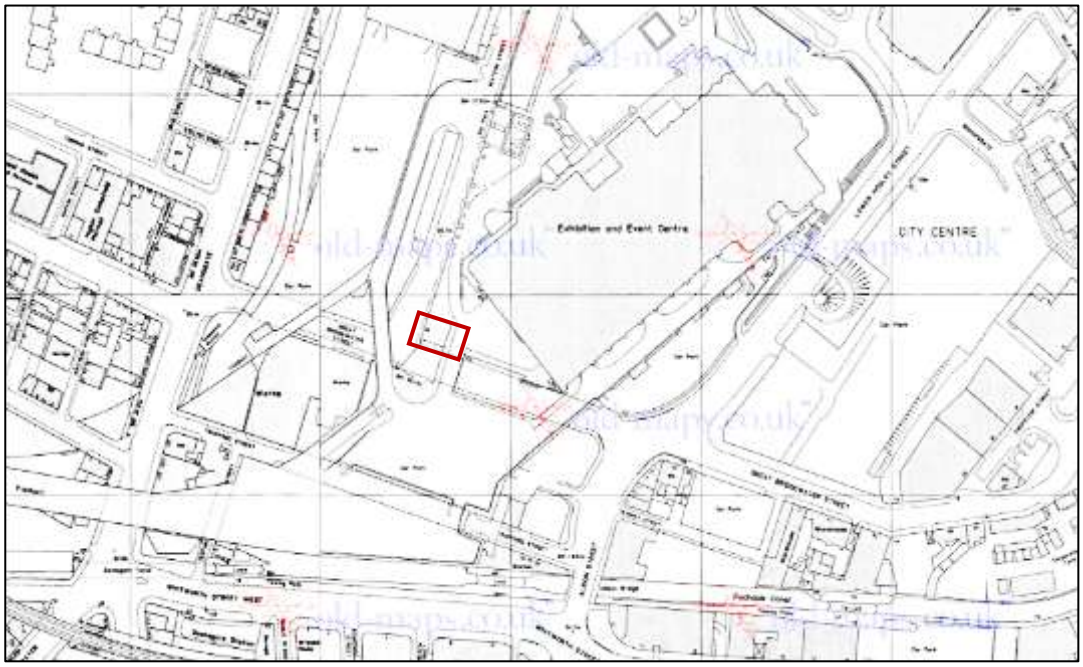


Figure 14: By the late 1980s the area had been substantially altered, following the conversion of Central Station into the new GMEX Convention Centre. This saw the demolition of original entrance buildings and the removal of original track beds to allow for access to the rear of the train shed. The undercroft Site remained unaffected by the new development. **Source:** Oldmaps.co.uk.

ix) The former railway arches at Watson Street continued to be utilised for a variety of commercial purposes. In 1984, planning permission was approved for the demolition of the arch frontages at Nos.10-19 (Application Reference: 21664). The frontage was subsequently rebuilt (Figure 15 overleaf), therby removing much of the integral historic features such as the large sliding doors on transom head rails and iron bars. New brick was raised up to former transom height and roller shutter doors inserted.

x) In 1989, refurbishment works began on the Castelfield Viaduct to connect the Metrolink Line from St. Peter's Square to Cornbrook whilst providing a tram stop at the rear of the former Central Station building. Alterations to the brick undercroft south of the Site were undertaken at this time to accommodate a car show room and yard. The area of Great Bridgewater Street beneath the bridge however, remained unutilised.



Figure 15: Image of extant site following the 1980s refurbishment works to the frontage. Note the removal of iron bars and large doors. New brick; cladding; single pane windows and roller shutter doors. **Source:** Site Visit, July 2019.

4.4 Summary of History and Development

i) During the mid-18th century, the area in which the Site would later occupy comprised a large ancient parkland known as 'Alport Park'.

ii) The introduction of the cotton trade in the early 19th century saw a sharp increase in the population of Manchester. Prompting the construction of new brick-built slum dwellings around the Alport district.

iii) A mass clearance of slum dwellings took place in the late-19th century for the construction of Manchester Central Station (1876 – 1879). The south of the new station was cleared to make way for the new high-level track beds, which would branch off from the existing Castlefield Viaduct. This resulted in a large area of brick undercroft/arches linking the two, with a cast-iron bridge/viaduct structure carrying the tracks over Great Bridgewater Street.

iv) The first record of the undercroft is described in an article from December 1876, which details the arches to be constructed "*of thirty feet span, springing from piers of brickwork five feet in thickness. These arches will be available for storage purpose".*

v) The Goad Fire Insurance Plan of 1899 illustrates Arches 18 & 19 (the Site) originally stored beer. Historic imagery reveals the arches were secured with gates and iron bars until the early 20th century, when the Site was redeveloped for use as a motor repair shop. The frontage of the Site fronting on to Watson Street were rebuilt in the 1980s.

vi) In 1982 – 1986, Manchester Central Station was converted into an exhibition centre. Refurbishment works to Castlefield Viaduct followed shortly thereafter in 1989 for the Metrolink (the undercroft to the south of the Site was partially converted forming a new car show room and yard). The area of Great Bridgewater Street beneath the bridge however, remained unutilised.

5. SIGNIFICANCE

5.1 Introduction

i) Statutory criteria, as set out in the 'Principles of Selection for Listing Buildings', DCMS, 2018, provides a list of principles for assessing significance based on architectural and historic interest, age and rarity, aesthetic merits, selectivity and national interest.

ii) Historic England's guidance within Conservation Principles: Policies and Guidance for the Sustainable Management of the Historic Environment, 2008, describes a range of heritage values, arranged in four groups, which may be attached to place. These are:

- **Evidential Value** – relating to the potential of a place to yield primary evidence about past human activity;
- **Historical Value** – relating to ways in which the present can be connected through a place to past people, events and aspects of life;
- **Aesthetic Value** – relating to the ways in which people derive sensory and intellectual stimulation from a place;
- **Communal Value** – relating to the meanings of place for the people who relate to it, and whose collective experience or memory it holds.

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

- **High significance** relates to those parts or elements of the structure deemed to be of particularly special interest. These components are fundamental to the understanding of the architectural design concept, and play a major role in reflecting their evidential, historic, aesthetic or communal values. The loss of such elements (through demolition, removals, or alterations) could potentially cause a highly adverse impact on the special interest of the building and has been largely been avoided in the proposed development.

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

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

- **Low significance** relates to those components of the structure deemed to be of more modest interest. They provide a minor contribution to the understanding of the architectural design concept and a modest role in revealing the buildings' evidential, historic, aesthetic or communal values. The loss of such elements (through demolition, removal, or alteration) may cause a minor adverse or neutral impact on the special interest of the building.

- **None/Detrimental** features and elements that do not contain any special interest. These can detract from the significance of the building and maybe evidence of poor craftsmanship or ad-hoc refurbishments. The loss of such elements (through demolition, removal or alteration) could potentially have a beneficial impact on the special interest of the building.

iv) The analysis of the significance and condition of the fabric allows for an assessment of the current integrity and authenticity of the listed undercroft Site. This has been used to inform and justify their capacity for change. The focus is on providing a proportionate amount of information in order to justify the proposed development, based on the perceived level of heritage significance.

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

vi) A visual survey of the Site was conducted in July 2019, in order understand and inform the significance assessment. The following section outlines the features of historic fabric at the extant Site which are considered to have heritage value, as outlined in the above terms.

5.2 Building Description of Extant Site

Exterior

i) The existing Site at Watson Street comprises two Arches (18 & 19), which, despite being refaced in the late 20th century, retain the architectural character and appearance of 19th century railway arches.

Table 1: Images of Site (Exterior). Site Visit (July, 2019).

	**Figure 16a:** Principal elevation of Arch 18, fronting onto Watson Street. The original railway arch served as a supporting structure to the former railway line above. Despite the loss of the Central Station in the late-20th century, the railway arch forms an integral part of the historic character of the streetscape and is therefore deemed to be of **High significance.** The arch frontage is shown to have been refaced and is therefore of **no significance**. The windows and central shutter door are also later additions and are considered to be of **no significance.**
	**Figure 16b:** Principal elevation of Arch 19, fronting onto Watson Street. The pointed brick arch complete with stone pediment detailing retains a much-needed sense of sense of historic character into the streetscape. It forms a part of the original fabric and is subsequently considered to be of **High significance.** The brickwork within the arch frontage is shown to have been refaced. The frontage features a roller shutter door and modern fittings. As above, the much-altered frontage is of **no significance.**

	**Figure 17:** The image to the left is of the *"piers of brickwork five feet in thickness"* which segregate the interlinked arches. This description stems from an article dated December 1876 from the 'Manchester Courier and Lancashire General Advertiser'. The piers form part of the original historic fabric which is considered to be of **High significance.** The historic relationship with Central Station has been severed following its demolition in the 1980s, the retention of the barrel vaulted arches and piers of brickwork communicate the areas 19th century railway character.
	**Figure 18:** Photo of the Site taken from underneath the cast-iron bridge which forms part of the grade II listed Castlefield Viaduct. The brick wall to the left of the image forms the south elevation to Arch 19. Whilst the brick has been painted over up to mid-height, this is reversible and much of the white glazed brick above is shown to be largely unaltered. It is therefore of **considerable significance.**

	**Figure 19:** As above, this image has been taken from beneath the cast-iron viaduct at the south side of Great Bridgewater Street. The white glazed brick appears to remain laregly unaltered, but has been painted over up to the base of the brick archway. The door which would have previously allowed access to the goods store has been removed. The arched brick maintains the position of a former doorway formed part of the original design. It is therefore of **considerable significance.**
	**Figure 20:** An example of an original doorway leading into the arched undercrofts from Great Bridgewater Street. Note, the placement of the door within the streetscape corresponds with Goad's Insurance Plan of 1899. It is therefore of **considerable significance.**

Interior

i) The Site at Watson Street comprises an interconnected red-brick undercroft which was built as part of the construction of Manchester central Station in the late-19th century. When built, the arched structure contained limestone pad stones and is barrel vaulted. Many of these features are still evident and form part of the grade II* listed asset's highly significant historic fabric.

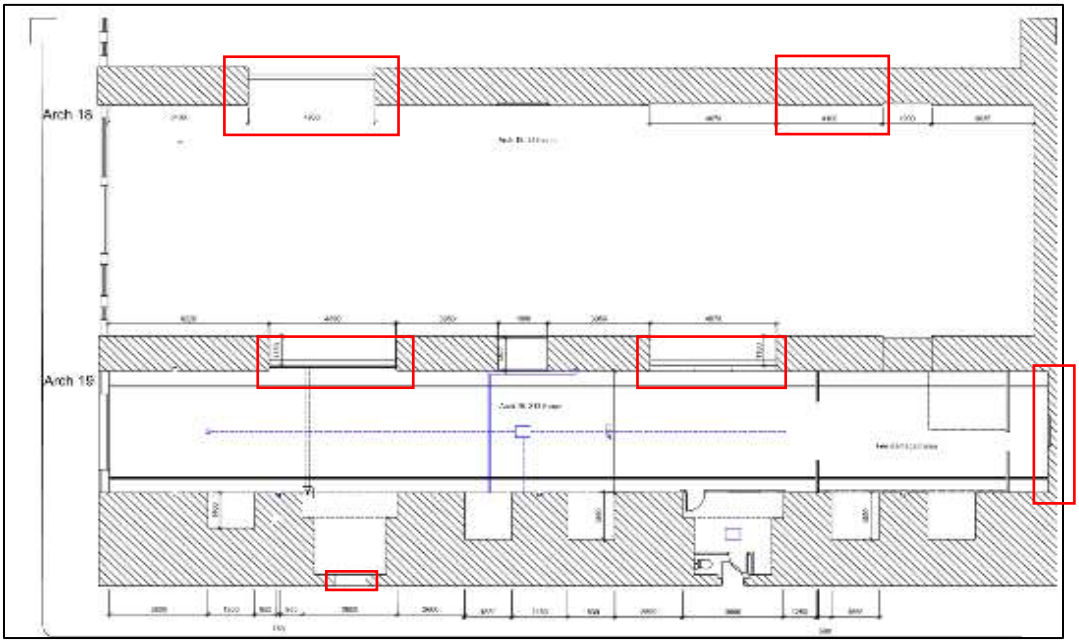


Figure 21: Ground floor plan of the existing Site. 2019. Areas which have now been blocked (since 1899) are shown on the plan in red. **Source:** Up North Architects.

ii) The elongated, open plan form of the Site as shown in Figure 21 appears much like the Site as shown in 1899 in Goads Fire Insurance Plan (Figure 8, page 14). The historical access points from both Watson Street and Great Bridgewater Street are still decipherable and largely in use. The eastern end of Arch 19 has seen the most alteration, with the addition of a new rear wall, partitioning and localised fire damage.

iii) In determining whether restoration is appropriate following catastrophic damage (e.g. from fire or flood) the practicability of restoration should be established by an assessment of remaining significance. Where the significance relates to a design concept or a particular event rather than held directly in the original fabric of the asset, restoration or replication is more likely to be acceptable.[2] The following Table (2) aims to outline such areas of significance.

[2] Historic England Advice Note 2 (revised 2016). 'Making Changes to Heritage Assets'. Paragraph 25 & 26.

Table 2: Images of Arch 18 (Interior). Site Visit (July, 2019).

	**Figure 22:** Interior of Arch 18, looking from Watson Street. The Site is now utilised as a site office/ store. The top of the arch is shown to be covered in corrugated sheeting, featuring modern light fixtures and a concrete floor. These late 20th – early 21st century additions are considered to be of **no significance** as part of the grade II* listed building.
	**Figure 23:** Original architectural design of the undercroft apparent with exposed brick, barrel vaulted roof still evident. Whilst some areas have been covered by corrugated sheeting and paint, these are reversible and do not affect the overall **high significance** of the surviving historic fabric.
	**Figure 24:** Original architectural design of the undercroft apparent with exposed brick, barrel vaulted roof clearly readable. Whilst some areas have been covered by corrugated sheeting and overpainted, these are reversible and do not affect the overall **high significance** of the historic fabric. Removal of these would enhance the aesthetic value of the listed asset, but would require a non-abrasive technique, avoiding any significant harm to the fabric.

	**Figure 25:** Blocked arch, internal wall at No.18. This would have previously have led into the neighbouring undercroft at No.17. Whilst it appears the opening was blocked quite some time ago; the blue brick arch retains significance in that it exhibits the former historical relationship between the interconnected undercroft sectors. The evidential and historical value of the now blocked opening is therefore deemed to be of **considerable significance.**

Table 2: Images of Arch 19 (Interior). Site Visit (July, 2019).

	**Figure 26**: Arch 19 differs to the barrel-vaulted arches which can be seen across the eastern side of Watson Street. The Arch characteristically maintains a pointed vaulted ceiling. The image illustrates the retention of exposed brick and limestone pad stones, all of which is considered to be of **high significance.**



Figure 27: Vault design visible in the centre of the image. There are areas in which the brick has suffered from water ingress. The brick is considered to be of **high significance** as it forms part of the original 19th century fabric. Careful measures should therefore be implemented to ensure *no significant harm* be made to the historic fabric during cleaning/repointing where required.



Figure 28: Blocked arched underpass, previously would have permitted access from the undercroft onto Great Bridgewater Street. The blocked doorway dilutes the historical and evidential value of the original plan form. To reinstate this as an active entrance would re-establish this value. The recessed arch featuring the former entrance is of **considerable significance** and to reinstate it would be highly recommended.



Figure 29: Whilst a number of the original arches are shown to be open, the brick has been painted over. The open arches nevertheless retain **high significance**, as they are in keeping with the historic plan form of the goods store.

	**Figure 30**: Fire damaged area to the rear (east) of the Site (No.19). The damage appears to have mainly targeted the modern fit out/ stud partitioning (of **no heritage significance**). The original brickwork is evident on the image behind the modern infill walls. The fire damaged materials would have to be stripped out to then determine the extent of the damage to any original fabric, if any. Note blocked arched opening to Great Bridgewater Street, seen to the right of the image.
	**Figure 31:** The image displays a blocked arch opening which would have previously allowed access between Arches 18 and 19 when the space was used for storing goods. The brick used to infill the space is a later addition, inhabiting the former historical relationship between the vaulted undercroft. The wall is therefore considered to be of **no significance** in heritage terms. To reinstate this opening would restore the former plan form, thereby enhancing significance. The railings in the image may be of some historical significance.



Figure 32: Whilst the original vaulted ceiling is of high architectural and historic interest, the infill walls are of a later date. These are subsequently of **no significance.**

5.3 Statement of Significance

i) The special architectural and historic interest of the Site is outlined below in line with Historic England's 'Conservation Principles: Policies and Guidance for the Sustainable Management of the Historic Environment, 2008'. The brick undercroft forms part of the original fabric to the grade II* listed former central station, as such, the Site is protected under the 1990 Act as a designated heritage asset.

ii) **Evidential Value**: The former station is positioned upon a vast brick undercroft, with a single segmental-vaulted shed of 15 bays and a 210-foot span. Much of the original fabric and internal space within the undercroft area has been maintained as per the late 19th century plan form. Table 2 highlights a wide variety of features which yield primary evidence about past human activity at the former goods store, which historically served the nearby station and warehouses of central Manchester. The Site is therefore considered to have **high evidential value.**

iii) **Historical Value:** The undercroft was designed as part of the design for the new Central Station, built between 1876 – 1879 by order of the Cheshire Lines Committee. The arches and the wider undercroft was built to the design of renowned railway engineer Sir John Fowler. The Site was erected at a highly significant period in Manchester's history when it was the leading industrial city in Britain and newly created railway companies recognised the need for a foothold in it. The need for such a vast goods store provides an indication of the sheer amount of goods passing through Manchester in the late 19th century. Thereby highlighting the **high historical value** of the Site at Watson Street.

iv) The railway arches also demonstrate **high aesthetic value**, the remarkable engineering feat of elevating the railway/viaduct structure above is both visually and architecturally impressive. The infill elevations to the arches are modern and are considered to have no aesthetic value. As discussed above, to create an approachable frontage in line with the original transom 'goods store' gate/entrance design, would enhance the former aesthetic character of the Site.

v) The barrel/pointed arch vaulted interior is equally impressive in architectural merit and design. Despite certain areas of brick being overpainted and the introduction of corrugated sheeting in areas, the integrity and authenticity of the design remains legible and largely intact. The southern elevation fronting onto Great Bridgewater Street introduces a further dimension of aesthetic value to the Site. With much of the original glazed brick and original doors intact, the elevation is of considerable significance.

vi) The collective memory of the Site as a goods store has become largely obsolete following the demolition of Manchester Central Station (late 20th century) and the conversion of the Great Northern Warehouse into a leisure centre (1990s). The Site was built to serve these neighbouring properties. However, since the early 20th century the Site has been in continual use for local and regional motor repair companies. As stated in paragraph 33 (Conservation Principles, 2008), *"this communal value can be distinguished from simple usefulness by the essential connection with the history of the asset".* Subsequently, it could be argued that despite the loss of the former Central Station, the Site is of modest interest and has **low communal value**.

vii) On account of the Site displaying high evidential, historical and aesthetic value, the **overall** significance of the Site, in heritage terms, is considered to be of **high significance.** The relatively low communal value of the Site does not diminish or detract from the high value attributed to the designated heritage asset.

6. HERITAGE IMPACT ASSESSMENT

6.1 Scope of Potential Impact

i) This assessment of the Heritage Impact is intended to objectively evaluate the proposed redevelopment in terms of the physical and visual effects of the development on the grade-II* listed building (*comprising the two arches at the south end of Watson Street, Manchester*). The detailed proposals for the redevelopment of the Site and integration of the retained historic fabric are provided by the drawings and Design & Access Statement produced by Up North Architects and should be read in conjunction with this Heritage Statement.

ii) As noted above, the NPPF requires that, when considering the direct impact of a proposed development on the significance of a designated heritage asset (as well as indirect impact on the setting of identified heritage assets) that great weight is given to their conservation. The purpose is to avoid or minimise any definable *'harm'* which might diminish the heritage value of the assets. The NPPF emphasises that significance derives not only from a heritage asset's physical presence, but also from its setting and contribution to the wider townscape. The following heritage impact assessment is considered in these terms.

iii) The question as to whether the proposed physical works will cause *harm* is a judgment, having regard to the circumstances of the case and a proportionate evaluation of the change to the building's historic fabric. The NPPG 2018 defines 'substantial harm' as a *"high test, so it may not arise in many cases"* which usually consists of a *fundamental compromise* of a heritage asset resulting in the total loss of its significance. It does not arise in the current proposals for the Site at Watson Street, as the proposals retain the architectural expression of the former railway arches and integrate the key elements which define their character as part of the grade II* listed former central station.

iv) The subsequent HIA has been informed by the heritage significance assessment and aims to demonstrate how proposals have been developed to minimise the loss of significant historic fabric, while focusing on the appropriate integration and the viable use of previously adapted spatial features. The key test of heritage impact is, therefore, whether the impact of the proposed development would result in any unmitigated compromise of the Site's special architectural or historic interest. It is the *degree* of definable harm to the asset's significance, rather than the scale of the development that is the determining factor in making planning decisions.

v) The current proposals, designed by Up North architects, address the components of the Site and aim to minimise harm to the structure, fabric, features and character of the grade II* listed heritage asset. In evaluating the overall impact of the works, careful consideration has been given to the balance of benefits to reach proportionate and justifiable conclusions. The works will impact on the interior and exterior fabric of the Site and thus will have a ***direct material*** (or physical) impact, as well as an ***indirect*** (or visual) impact. The impact of the current proposals on the integrity and significance of the identified heritage assets is simple described as: **adverse**; **negligible**; or **beneficial**.

vi) The recommended criteria used for assessing the heritage impact on the Site, both **physical** (i.e. direct impacts) and **visual** (indirect impacts), is set out in **Table 3** below. This uses the tests set by Historic England on 'Making Changes to Heritage Assets' (2016) and its 2017 guidance on the evaluation of 'The Setting of Heritage Assets' *(Historic Environment Good Practice Advice in Planning. Note 3*). The terminology used to define the potential impact of the proposals on the fabric of the grade-II* listed building is provided below.

Table 3: Criteria for defining the degree of direct and indirect heritage impact.

Magnitude	Direct (physical) heritage impacts	Indirect (visual) Impacts
Highly Adverse Impact.	Demolition of a significant historic fabric component, or fundamental compromise of the setting of a designated heritage asset.	Substantially harmful change to the fabric, character or setting of the built heritage asset, or the setting of a conservation area. Where the development *severely erodes the heritage values of the identified heritage assets* in the view, or the view as a whole, or the ability to appreciate those values. *Substantial harm* of this nature, which fundamentally affects the significance of defined heritage assets, should normally be avoided (and does not occur in this instance).

Medium Adverse Impact.	Extensive harmful alterations (but not total demolition) of a designated heritage asset or its setting.	Less than substantial harm to the setting of a built heritage asset or a conservation area. Where the development *erodes to a clearly discernible extent* the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values. Such *less-than-substantial harm* will need to be demonstrably mitigated, and justified by clear public benefits.
Low Adverse Impact.	Alterations to a designated heritage asset which result in minor compromise of its fabric or erosion of its character.	Minor compromise to the setting of a built heritage asset or a conservation area. Where the development *erodes to a minor extent* the heritage values of the assets in the view, or the view as a whole, or the ability to appreciate those values. The negative impact will need to be balanced by appropriate mitigation.
Negligible or Neutral Impact.	Negligible direct impact on the designated heritage asset, or a neutral physical change achieved by removing a negative component.	Negligible perceptible change to the setting of the building or adjacent heritage asset. A neutral impact occurs when the development *does not affect the values of the heritage assets* in the view, the view as a whole, or the ability to appreciate its significance.
Low Beneficial Impact.	Alterations to a built heritage asset resulting in a minor beneficial physical impact or enhancement of the site's special interest.	Minor enhancement to the setting of a built heritage asset. Where the development *enhances to a minor extent* the values of the heritage assets in the view, the view as a whole, or the ability to appreciate its significance.

Medium Beneficial Impact.	Alterations to a built heritage asset resulting in moderate beneficial physical impact, or enhancement of the site's character.	Evident improvement of the wider landscape setting of a built heritage asset, or enhancement of its cultural heritage values. Moderate enhancement to the setting of the built heritage asset. Where the development will *enhance to a clearly discernible extent* the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate its significance.
Major beneficial Impact.	Restoration or alterations to the designated heritage asset which result in substantial restoration of its fabric and historic character and enhancement of its cultural heritage value.	Substantial improvement of the setting of the heritage asset, or enhancement of its cultural heritage context. Substantial restoration or enhancement of the setting of the built heritage asset where the development will *enhance to a fundamental* extent the heritage values of the heritage assets in the view, the view as a whole, or the ability to appreciate its significance.

6.2 Overview of the proposed development.

i) The proposed development is illustrated in the drawings and Planning and Listed Building submission documents prepared by Up North Architects and others to which reference should be made (please refer to Appendix ii in this document for 3D representations of the proposed development).

ii) The following is the description of the development followed by detailed plans of the redevelopment proposals:

"The proposals involve the conversion of Arches 18-19 at the southern end of Watson Street to provide the 'Arch 18 Theatre' complete with a stage and seating to the rear and a mezzanine and kitchen/lobby area. The proposals include the introduction of a new stairwell leading to a mezzanine area above. The 'Arch 19 Bar' will redevelop the space to incorporate a new bar with WCs to the rear".

iii) The principal elevations fronting onto Watson Street are shown to emulate the former appearance of the arches as part of the goods shed, as shown in Figures 9a and Figure 11. The large sliding doors on transom head rails and vertical iron bars which once characterised the arch frontage of Arch18 were removed in the 1980s and replaced with brick infill with roller doors. As can be seen in the early 20th century imagery of the Site, Arch 19 (Figure 9a), presented a unique frontage design. The arch is pointed opposed to barrel vaulted and much narrower in plan form. The arch was therefore not designed with the same transom bar design and displayed high double doors.

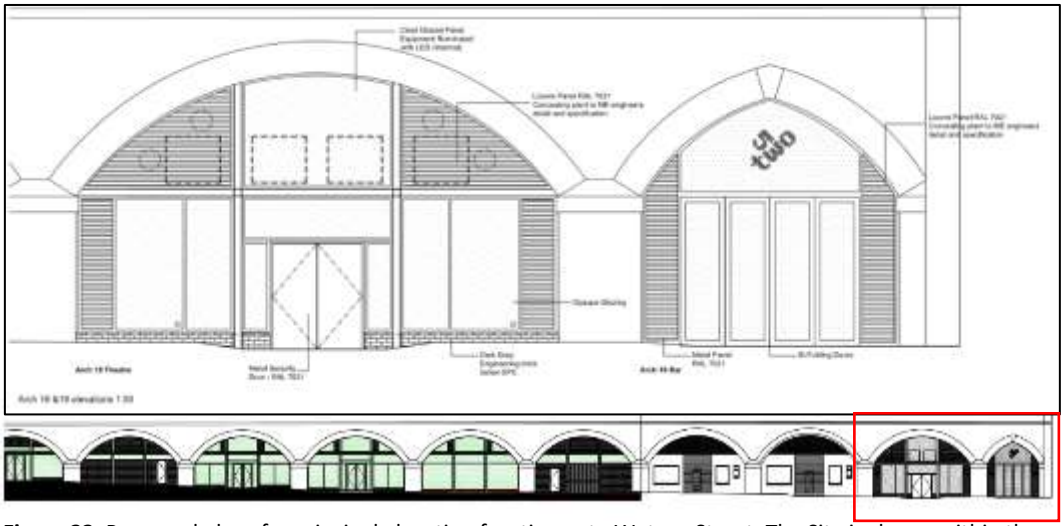
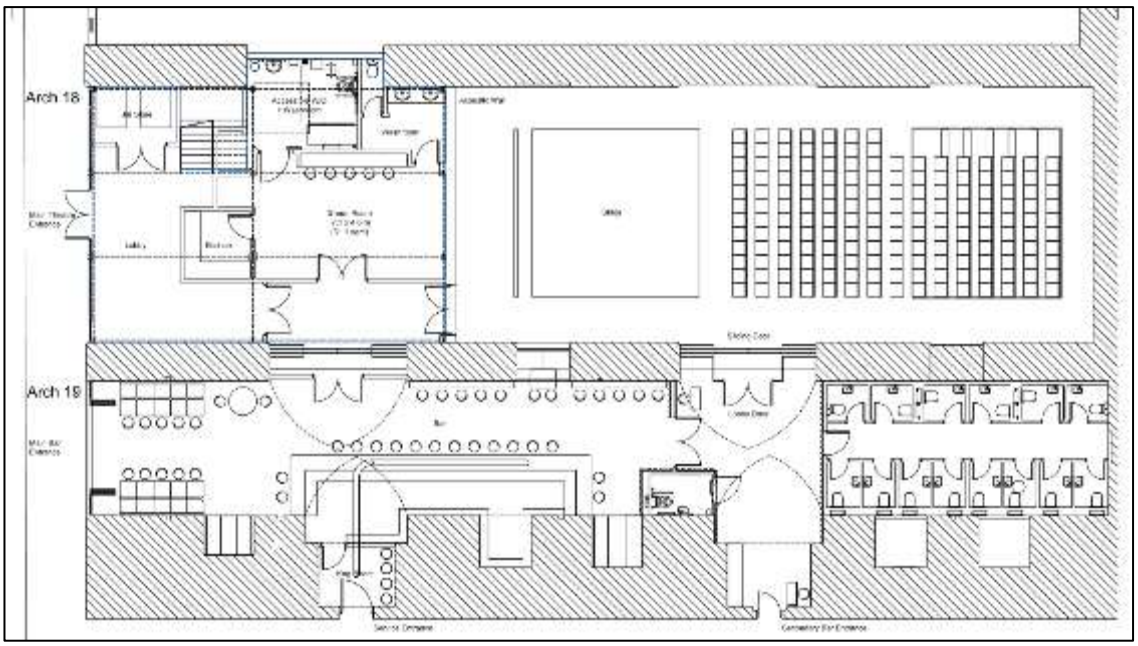


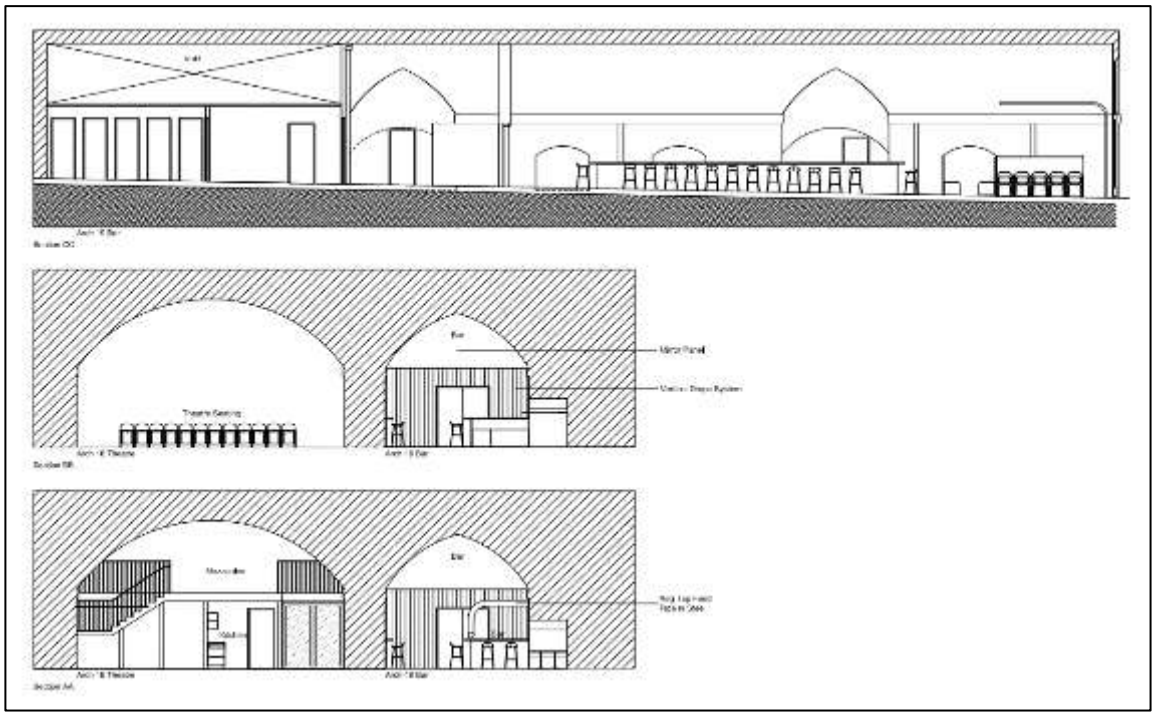
Figure 33: Proposed plans for principal elevation fronting onto Watson Street. The Site is shown within the context of other developments along Watson Street, of similar design/fittings. **Source:** Up North Architects.

iv) Figure 33 notably emulates the former character and appearance of frontage as it appeared in 1910.

v) The proposed development is of also of an intrinsically similar design to the gin distillery arches along the northern end of Watson Street (under construction). Planning permission for the redevelopment of arches 10-15 was approved in January 2019 (Ref: 122071/LO/2018).



Figures 34a and 34b: Proposed plans for interior. Plan forms the basis of discussion for the physical impact assessment below. **Source:** Up North Architects.



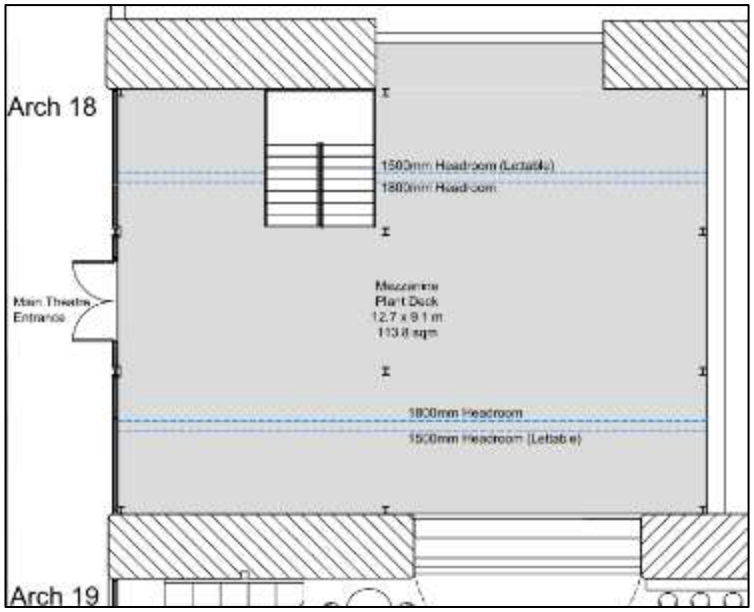


Figure 35: Proposed plans for interior (Mezzanine level). Plan forms the basis of discussion for the physical impact assessment below. **Source:** Up North Architects.

6.3 Direct heritage impact (Physical).

i) It is evident that the development of the former railway arches will have a physical impact on the historic fabric of the Site. As stated in Section 6.1 of this report, this impact could be **adverse**; **negligible**; or **beneficial**.

ii) The degree of impact is defined in the terms set out in Table 3. The assessment of magnitude of impact attempts to be objective and quantifiable as far as possible and descriptions are given to demonstrate the reasons for arriving at the level of impact.

iii) The conservation-design parameters thus aim to avoid any substantial physical impacts to significant surviving components (outlined in Table 2) which would result in unmitigated harm, as this would erode the heritage values of the surviving listed building and potentially diminish its interest. The following Table (4) evaluates the physical impact on the fabric of the extant Site in line with the plans provided above.

Table 4. The direct (physical) impact on the extant Site (Arches 18 & 19 Watson Street)		
Fabric/spatial element.	**Proposed works/interventions.**	**Heritage impact** ***(refer also to Table 3 above)***
1980s frontage facing onto Watson Street, including roller shutters and windows. Set within 19th century railway Arch. 	• Remove and replace the frontage with clear/opaque glazing and dark engineering brick. • Metal panelling and bi-folding doors to be inserted at Arch 19.	**Medium beneficial.** The alterations will remove previously unsympathetic alterations made to the frontage of the arches in the 1980s. The proposed works will enhance the Site's special interest by reinstating visual consistency in the Arches across Watson Street. The glazed doors would also enhance the approachability of the Site within the public realm.
Arch 18: Original barrel-vaulted brickwork. At present, covered in corrugated sheeting. Non-original concrete floors and corrugated sheeting. 	• Lobby, (including bin store and internal walls & doors). • 'Green room' complete with kitchen, washroom and WC.	**Neutral**. At present, corrugated sheeting largely obscures the original brickwork at ceiling height. To remove this and expose the brick would have a medium beneficial impact. The proposals also include the introduction of light, internal walls to create communal and bathroom areas. Whilst these will subdivide previously open spaces, these are fully reversable. The redevelopment of the lobby/green room is necessary to ensure the viability of the space for use as a theatre. The overall impact, therefore, is considered to be neutral.

Table 4. The direct (physical) impact on the extant Site (Arches 18 & 19 Watson Street)		
Fabric/spatial element.	**Proposed works/interventions.**	**Heritage impact** ***(refer also to Table 3 above)***
Arch 18: Original barrel-vaulted brickwork. At present, covered in corrugated sheeting. (Relevant Image as above)	• New stairwell leading to mezzanine area above. • First floor Mezzanine	**Low Adverse:** The introduction of a new stairwell and alternate floor levels would make a considerable change to the original plan form and spatial qualities of the arch. As such, the mezzanine area would likely result in minor compromise and erosion of the Site's character. The removal of corrugated sheeting at ceiling height and the introduction of the exposed barrel-vaulted brickwork would balance this impact by reinstating the original fabric.
Arch 18: Rear  	• Theatre room: Stage, seating and acoustic wall • New guttering	**Low Adverse.** The introduction of an acoustic wall would create a substantial divide within the open plan form of the arch. The proposals for the stage and seating area are however considered to be reversible and would have no long-term impact on the significance of the asset. The proposals for the guttering are considered to be justified to ensure viable use.

Table 4. The direct (physical) impact on the extant Site (Arches 18 & 19 Watson Street)		
Fabric/spatial element.	**Proposed works/interventions.**	**Heritage impact** ***(refer also to Table 3 above)***
Central (altered) dividing wall between Arch18 and Arch 19. 	• Demolition of brick infill (2) and introduction of new glazed arched doors permitting access between Arch 18 Theatre and Arch 19 Bar	**Medium Beneficial.** The two spaces were historically linked, to reinstate this point of access would result in enhancement of the Site's former character and plan form.
Arch 19: Rear (fire damaged area). 	• Toilets at Arch 19 (rear) – including the introduction of internal walls	**Neutral.** The area to the rear of Arch19 has been previously altered to incorporate modern walls and floors. These have subsequently suffered from fire damage and should be removed. All efforts to restore the original brickwork (if damaged) should be made and exposed. Internal walls and toilet fittings are considered to be of low impact/easily reversible. Note, the back (rear) wall is not original.

Table 4. The direct (physical) impact on the extant Site (Arches 18 & 19 Watson Street)		
Fabric/spatial element.	**Proposed works/interventions.**	**Heritage impact** ***(refer also to Table 3 above)***
Arch 19: Entrance - Original brickwork and concrete flooring. 	• Introduction of bar and seating areas; including internal wall comprised of a mirror panel and vertical drape system. • Steel Keg tap Feed to be installed.	**Low adverse.** The bar area to the right side of the archway is shown to protrude out into the central area. The internal wall complete with mirror panelling and a vertical drape system will not impede on the character of the arched vaulted ceiling. Whilst these works would modify the historic plan form of the Site, the proposals are not considered to have a detrimental or harmful impact upon the historic fabric. The overall impact, therefore, is low adverse.

Table 4. The direct (physical) impact on the extant Site (Arches 18 & 19 Watson Street)		
Fabric/spatial element.	**Proposed works/interventions.**	**Heritage impact** ***(refer also to Table 3 above)***
Arch 19: south wall fronting onto Great Bridgewater Street. White glazed brick exterior, brick-arched detail above entrances.  	• Service Entrance (new door) and Secondary Bar Entrance (existing original door) - both leading from Arch 19 to Great Bridgewater Street).	**Medium Beneficial.** The brick infill to the former doorway (west side of Great Bridgewater Street) is a later modification. To reinstate this point of access would result in enhancement of the Site's former character and plan form. Care must be taken to retain the decorative brick arch which surmounted the former doorway. As noted in Table 2. To remove any of the original fabric i.e. brickwork or original door would constitute as substantial harm to the grade II* asset and should therefore be avoided.

6.4 Summary of physical impact assessment findings

i) The assessment has found that the proposals would incur three instances of *Medium Beneficial* impact upon the grade II* Listed Building, one instance of *Neutral* impact, and two instances of *Low Adverse* impact. As a result, overall, it is considered that the proposals would have a ***Low Beneficial*** physical impact upon the special interest and historic significance of the listed building overall.

6.5 Indirect heritage impact (Visual)

i) The proposals include of the demolition of the existing frontage, which will result in a change to the character of the streetscape. The frontage is a late-20th century replacement and is regarded as a negative contributor to the historic streetscape and to the grade II* listed former central station. The current frontage fails to enhance the understanding or appreciation of the heritage values of the grade II* listed Site (as a whole) due to being in (largely) inactive use. This has resulted in a poor pedestrian environment, further exacerbated by the neglected underpass at Great Bridgewater Street.

ii) The proposed glazed frontage for the Site is consistent with approved plans for the adjacent railway arches (10-15) along Watson Street (planning ref: 122071/LO/2018). The collective proposals for Watson Street will reactive this street frontage and help to draw people towards the Site and encourage movement along the street. Being close to public transport links, hotels and restaurants, the Site is situated in a prime location. The opportunity for this space to enhance the city centre has not yet been fully realised. The proposals for the Site will bring Watson Street into the fold of Manchester city centre's wider regeneration framework.

iii) The proposals include lightweight signage to Arch 19. This is considered to have a **low adverse** impact, as it will result in minor compromise of the ability to appreciate the heritage asset (the railway arches) in the view. The signage is easily reversible and will have no impact on any historic fabric. The visual impact will be mitigated by the benefits outlined above. Therefore, the overall visual impact of the grade II* Site (as a whole) is considered to be **medium beneficial.**

iv) Due to the dense urban grain around the Site, the proposals are not considered have any visual impact upon any other nearby heritage assets (as shown in Figure 2, page 7). Visual surveys of the Site were carried out in July 2019. This included a scope of the surrounding historic environment and possible views towards the Site. The survey has confirmed that the proposed redevelopment will have no visual impact upon the any other Listed Buildings (inclusive of their settings) and have no impact upon the character and appearance of nearby Conservation Areas.

7. SUMMARY

7.1 Introduction

i) The NPPF, 2019, sets out the Government's planning policies for England and how these are expected to be applied. The relevant local plan policies contained within the Manchester Core Strategy have also been considered.

ii) The designated heritage assets which have the potential to be affected by the proposals are limited to the grade II* listed former central station, of which the Site forms an integral component. It is considered that the proposals will have no visual or physical impact upon any further designated heritage assets or their settings.

7.2 NPPF Policy Considerations

i) The NPPF stresses that 'great weight' should be given to the objective of conserving listed buildings (**paragraph 193**), emphasising the need to avoid harm to such designated heritage assets. Given this conservation objective, any perceived harm, from demolition to visual compromise (resulting from insensitive development within the setting of a designated heritage asset) should be avoided and at least require 'clear and convincing justification'.

ii) This Heritage Statement provides information proportionate to the identified heritage assets' importance; the physical impact assessment (Section 6) demonstrates that the proposals will result in an overall beneficial impact (**paragraph 197**). In line with the recommendations in **paragraph 199.**

iii) The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising designated heritage assets, such that any potential 'harm' from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (**paragraphs 195-196**).

iv) Therefore, it is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. As the current proposal does not physically or visually impact on any surrounding heritage assets and does not have an adverse impact upon the grade II* listed central station, there can be no such harm.

v) The proposed development demonstrably responds to the context of the Site's immediate surroundings regarding the commencing re-development of arches nos 10 – 15 on Watson

Street. The proposals for Arches 18 & 19 will clearly make a positive contribution to the vitality of this part of the city centre.

7.3 Conclusion

i) The Site comprises a localised component of a grade II* listed asset, the significance of which, is defined in the NPPF (Paragraph 194a) as being of the highest significance. This Heritage Statement has assessed the heritage impact of the proposed redevelopment in accordance with the above NPPF definition.

ii) The Site is situated not within a Conservation Area. Due to the tight urban grain around the Site, it is considered that the proposals will have **no impact** upon the character and appearance of any nearby Conservation Areas.

iii) As above, it is considered that the proposals will have **no visual impact** upon any further Listed Buildings. However, it is recognised that the Site forms part of the grade II* former central station complex, the overall visual impact of the proposals on the heritage asset are considered to be **medium beneficial.**

iv) The physical impact assessment has demonstrated that the proposed development would have an overall **low beneficial impact** on the listed building.

v) Intrinsic to the design-development has been the objective of maintaining those components which define the architectural integrity and fabric authenticity of the historic railway arches. The resultant proposal thus continues to express the individual characteristics of the Site components, without compromising the historic fabric of the Listed Building.

vi) In line with the definition as outlined in Table 3, the proposed development is considered to have an overall **low beneficial impact**, that is: *"Alterations to a built heritage asset resulting in a minor beneficial physical impact or enhancement of the site's special interest".*

vii) The proposed redevelopment of Arches 18 & 19 at Watson Street will address the currently neglected, underutilised streetscape in unison with the approved planning application for arches 10-15 (planning ref: 122071/LO/2018).

viii) The proposals comply with national and local planning policy.

APPENDICES

Appendix i: Listing Description (Site)

Heritage Category: Listed Building

Grade: II*

List Entry Number: 1270514

Date first listed: 18-Dec-1963

Date of most recent amendment: 06-Jun-1994

Details: SJ8397NE WINDMILL STREET 698-1/31/443 (South West side) 18/12/63 G-Mex (Formerly Listed as: WINDMILL STREET (South West side) Former Central Station)

Railway station, now exhibition hall and car park. 1876-9, by Sir John Fowler, for Midland Railway Company; altered. Iron and glass on brick undercroft, with brick side walls. Rectangular plan. Single segmental-vaulted vessel of 15 bays with 210-foot span, built on extensive undercrofts; pilastered 2-storey south side with 3 windows on each floor of each bay, those at ground floor round-headed and those above square-headed; segmental arched roof with ridged bands of glazing. C20 glazed canopy to entrance at north end. Vaulted undercroft with intersecting tunnel vaults. Intended entrance block at north end never built.



Map of Listed Site. Adapted from Historic England, July 11th, 2019.

Appendix ii: Indicative Designs of Proposed Development

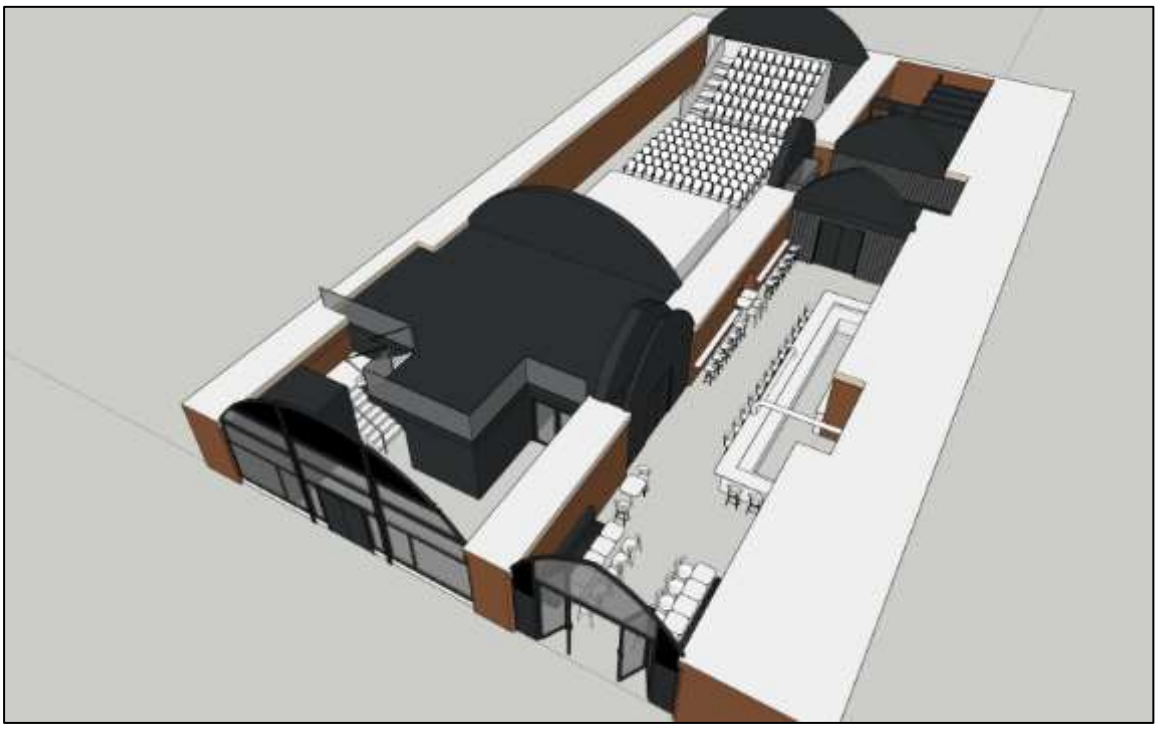


Figure A: 3d Image of the proposed development. Illustrating the plan form of both Arch 18 (Theatre, left), and Arch 19 (Bar, right). The glazed doors which will replace the 1980s brick infill are depicted on the plans. The doors which will reinstate access between the two arches are also shown.

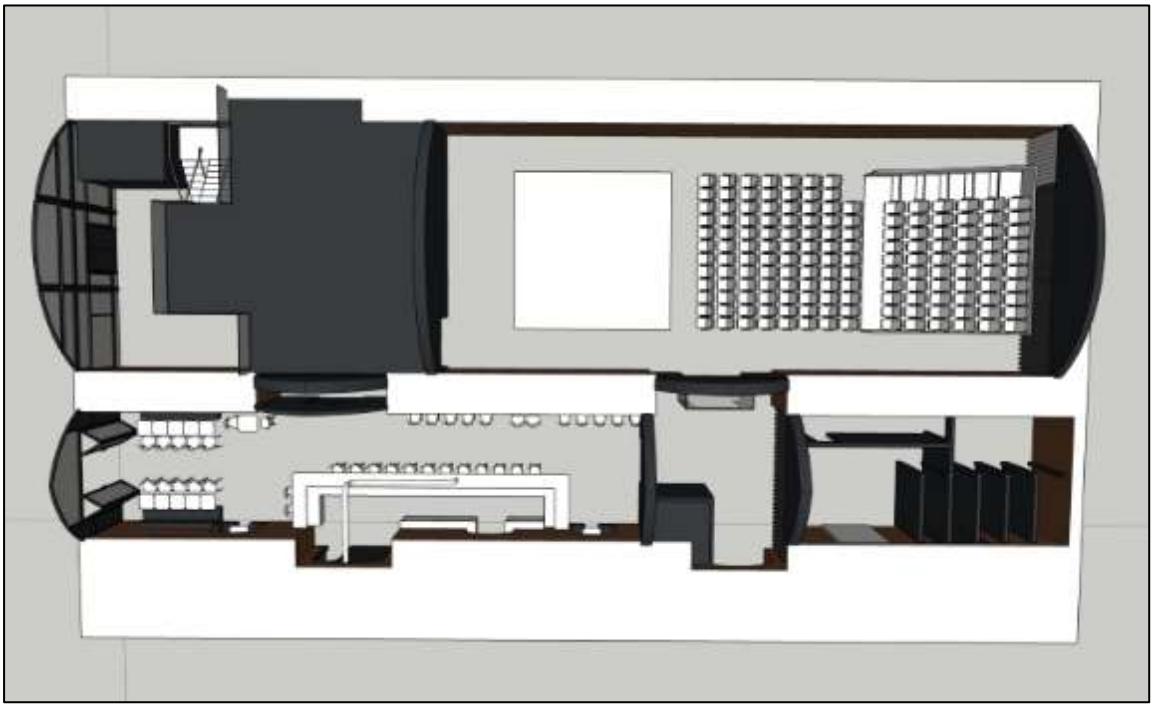


Figure B: 3d Image/birds eye view of the proposed development. Illustrating the internal plan form of both Arch 18 (Theatre, top), and Arch 19 (Bar, bottom).

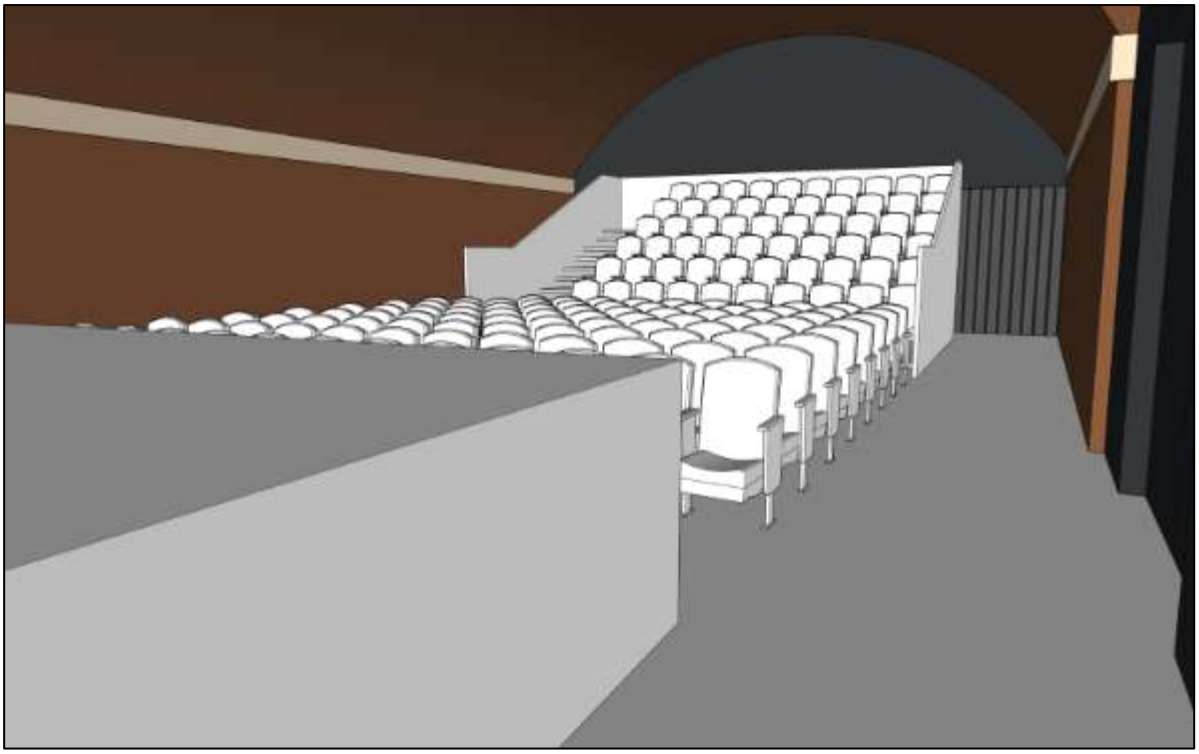


Figure C: 3d Image of the proposed Arch18 Theatre, with the stage to the immediate left. Placement of new guttering is shown on the image.



Figure D: 3d Image of the proposed Arch19 Bar. Placement of new guttering is shown on the image. Brick is shown to be exposed (brown).



Figure E: 3d Image of the proposed Arch19 Bar, looking from Watson Street. Detail of principal elevation shown to include bi-folding doors and metal panelling. Brick is shown to be exposed (brown).



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