HERITAGE IMPACT STATEMENT

Whitworth Park, Oxford Road, Manchester

1.0 Introduction

1.1 This statement forms part of a planning application for the reinstatement of vehicle access gates to the boundary wall entrance to Whitworth Art gallery loading bay, off Denmark Road. The Whitworth Art Gallery is a Grade II Listed Building. Drawing number 031AA-7200-A001 shows the locations of the building and the proposed gates.

1.2 This statement is to be read in conjunction with the drawing numbers 031AA-7200-A001, A002, A003, A102 and A103 which accompany the application. Appended to this statement are existing photographs of the site and materials to be reinstated:

1. Appendix 1 shows photographs of the site and surroundings.

2.0 Proposal

2.1 The work proposed is because of the recent refurbishment works which required the entrance widening and the installation of temporary gates and level changes. See photo 1 & 2.

Planning permission is sought for:

- Retaining the increased width created by the refurbishment works;
- Reinstatement of a new ornate cast iron gate post and wrought iron gates to the suit the increased width;
- Grading of surface levels between the car park and loading bay arising from the new loading bay surface levels created by the refurbishment works.
- Creation of an external store area adjacent the area to be graded which will require a small retaining wall to overcome the difference in levels.
- New pedestrian gate to keep pedestrians separate from vehicles.

3.0 Identifying the Heritage Assets.

3.1 WHITWORTH GALLERY.

List entry number: 1246569.

SJ89NW OXFORD ROAD, Chorlton-On-Medlock 698-1/4/615 (West side) 03/10/74 Whitworth Gallery

GV II

Art gallery. c.1895-1900, by J.W.Beaumont; altered. Red brick with bands and dressings of matching terracotta, green slate roofs. Roughly rectangular plan with 2 towers and a large porch projecting to the front plus short wings to left and rear. Free Jacobean style. Two storeys over basements, 1:1:9:1:2 windows; with semi-octagonal pilasters to the corners finished as short Baroque turrets with colonnades, plinth, 1st-floor sill-band, stylised corbel tables, moulded cornice, and parapet. The 9-bay main range has a projected ground floor with cornice and balustraded parapet which sweep out over a large semi-circular porch with a screen of paired stone Ionic columns and stone frieze, mounted on 4 semicircular steps; round-headed windows to the curved wall in this porch, small 3-light windows to the straight sides of the projection; cross-windows at 1st floor except the centre which has a slightly bowed 6-light transomed window with a balustrade in the parapet (flanked by raised gold lettering "WHITWORTH" "GALLERIES"). The towers flanking the main range have tiered canted oriel windows and low top stages with corner pinnacles and pyramidal roofs. The end bay to the left and the 2 bays to the right have cross-windows to both floors, the lower larger and set in segmental-headed recesses. All windows have small-paned glazing. Small white lantern on roof ridge, with pedimented faces.

4.0 Assessment of Impact and Mitigation.

4.1 Photo 1 shows the temporary gates which were installed as part of the refurbishment works to enable wider vehicles to access the gallery. The gallery want to retain the increased width to enable deliveries to access the loading bay. The new ornate cast iron gate post and wrought iron gates will match the original design, see photo 6.

4.2 Photo 2 shows the ramp formed by the new level to the loading bay, also shown is a dwarf wall built to retain the raised level created by the new lower level to the loading bay. The dwarf wall needs extending to enable the tarmac to be graded back to create a sloping surface to overcome the ramp. The extended wall will effectively close off the corner – the gallery want to use this closed off area as storage.

4.3 Photo 4 shows gap in wall where pedestrians can access vehicle loading bay. The gate is not required to be full height as it is not required for security. This has avoided it being fixed into the existing stone. The steel gate will match existing pedestrian entrance, see photo 5.

5.0 Conclusion

5.1 The new post and gates will match other existing gates on site (photo 6). Thus positively contributing to the character, appearance and setting of the Grade II listed building.

Christopher Thorley
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University of Manchester
4th October 2018

Appendix 1.

Photographs



Photo 1. Contractor Gates - View from Denmark Road



Photo 2. Side view of loading bay tarmac to be regraded (Note: New dwarf wall built as part of the refurbishment works)



Photo 3. Original cast iron post - View from inside loading bay looking out onto Denmark Road



Photo 4. Gap where new pedestrian gate is required

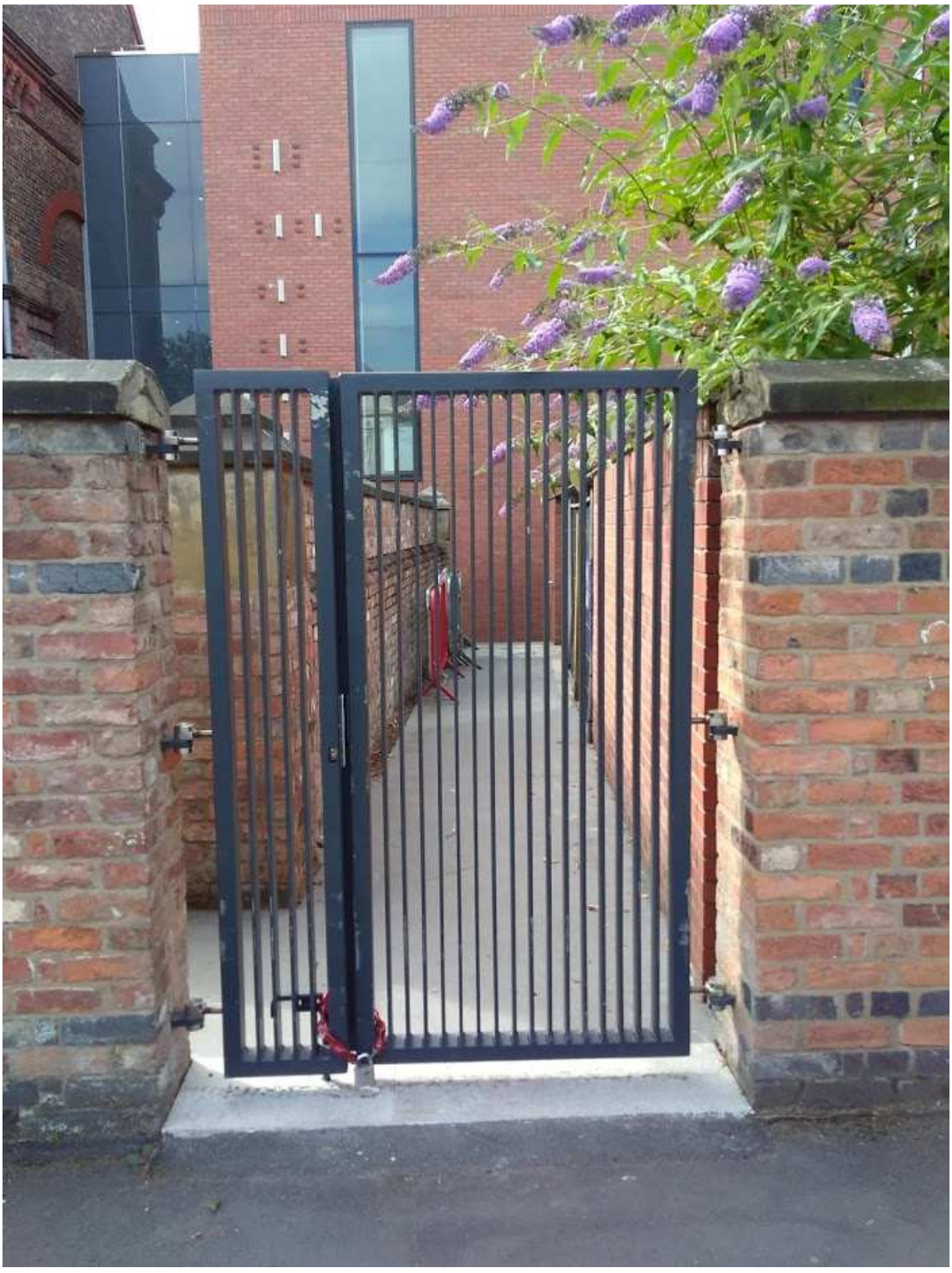

Photo 5. Existing pedestrian gates to be copied for new pedestrian gate (as viewed from Denmark Rd)

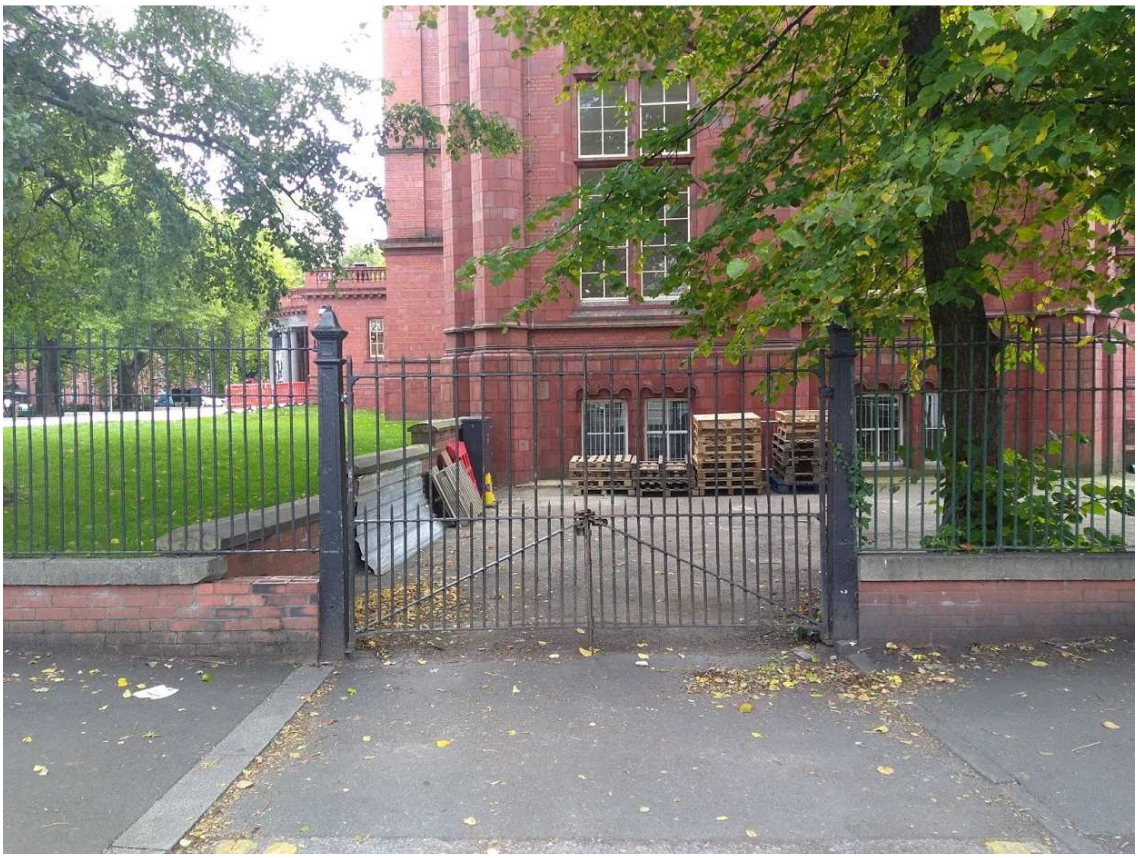

Photo 6. Example of existing posts and gates on Denmark Road