Heritage Statement
Potato Wharf, Manchester

December 2016

Turley
Heritage

Contents

1.	Introduction	1
2.	The Heritage Assets	3
3.	The Application Site and Surrounding Area	4
4.	Assessment of Significance	11
5.	Assessment of Impact	19
6.	Summary and Conclusions	26
Appendix 1:	Heritage Legislation, Planning Policy and Guidance	
Appendix 2:	Heritage Asset Plan	
Appendix 3:	List Entry Descriptions	

Client
Lendlease

Our reference
LENH3001

December 2016

1. Introduction

1.1 This Heritage Statement has been prepared by Turley Heritage on behalf of Lendlease in connection with a full planning application and application for listed building consent for the demolition of existing buildings and plant and construction of two residential buildings with associated car parking, landscaping and servicing arrangements (the 'Proposed Development') on land known as Potato Wharf in Castlefield, Manchester (the 'Application Site'). The Proposed Development would complete the wider development known as Potato Wharf and will be located to the west of Blocks 1 and 2/A and B completed in 2015.

1.2 The Application Site is located within the north west of the Castlefield Conservation Area. The southern part of the site includes the grade II listed Castlefield Railway Viaduct and the grade II listed Manchester South Junction & Altrincham Railway Viaduct. Outside of the site to the east is the grade II listed Potato Wharf Canal Basin.

1.3 Full planning permission and listed building consent were granted by Manchester City Council for a similar development comprising two residential buildings in November 2015 (Ref: 109335/FO/2015/C1 & 109336/LO/2015/C1). The Proposed Development is a revised version of this approved scheme (open market housing to PRS) with minor external alterations and the construction of a two storey link building.

1.4 The Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty upon the Local Planning Authority in determining applications for development affecting listed buildings to have special regard to the desirability of preserving the special interest and setting of a listed building. The Act also requires that in the exercise of planning functions with respect to any buildings or land in a conservation area that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

1.5 The National Planning Policy Framework (NPPF) provides the Government's national planning policy on the conservation of the historic environment. In respect of information requirements for applications, it states the following:

'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"[1]*.*

1.6 Section 2 of this Heritage Statement identifies the heritage assets that may be affected by the Proposed Development. Section 3 provides a description of the Application Site together with an overview of its history and development.

1.7 Section 4 provides statements of significance for the identified designated heritage assets that may be affected by the proposals; proportionate to both the importance of

[1] DCLG (2012) National Planning Policy Framework (NPPF) - para. 128

the asset and the likely impacts. This assessment is undertaken on the basis of published information, archival research and on-site visual survey.

1.8 Section 5 provides an assessment of the impact of the application proposals on the significance of the identified designated heritage assets, in light of the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990, national policy set out in the NPPF, and local planning policy for the historic environment (set out in detail at *Appendix 1*).

2. The Heritage Assets

2.1 The NPPF defines a heritage asset as:

"A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest[2]."

Designated Heritage Assets

2.2 Designated heritage assets are those which possess a level of heritage interest that justifies designation and are then subject to particular procedures in planning decisions that involve them.

Conservation Areas

2.3 The Application Site is located within the Castlefield Conservation Area which was originally designated by Manchester City Council on 13 October 1979. On 26 June 1985 the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

2.4 The conservation area boundary follows that of the city along the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road.

2.5 The Castlefield Conservation Area Boundary is illustrated on the Heritage Asset Plan included at *Appendix 2* of this report.

Listed Buildings

2.6 The Castlefield Railway Viaduct is located to the south and south east of the Application Site and was included on the statutory list of buildings of special architectural or historic interest at grade II on 14 February 1988. Further to the south of the site is the Manchester South Junction & Altrincham Railway Viaduct which was included at grade II on 06 June 1994.

2.7 The Potato Wharf Canal Basin is located to the east of the site and was included on the statutory list at grade II on 06 June 1994.

2.8 Full list entry descriptions for these listed buildings are included at *Appendix 3* of this report. Their location is also illustrated on the Heritage Asset Plan included at *Appendix 2* of this report.

[2] DCLG (2012) National Planning Policy Framework (NPPF) - Annex 2: Glossary

3. The Application Site and Surrounding Area

3.1 The Application Site is a broadly triangular area of land located within the Castlefield area of Manchester (Figure 3.1). It is bounded by Potato Wharf (the street) to the north, the Bridgewater Canal basin and the already completed phases of Potato Wharf to the east, the canal and three railway viaducts to the south and Dawson Street to the west.



Figure 3.1: Satellite View of the Application Site (2009)[3]

3.2 The site is enclosed by a mix of boundary treatments including sections of brick wall and metal palisade fencing and overgrown vegetation. It currently accommodates a concrete works with associated equipment but is largely dominated by concrete hardstanding. There is a two storey derelict brick building with a pitched roof in the south eastern corner of the site.

Historic Development and Context

3.3 Greens Map from 1794 (Figure 3.2) shows Castlefield after the Bridgewater Canal was constructed in 1758-65 but before the Rochdale Canal. Urban development is visible to the north and east but Castlefield and the Application Site itself appear undeveloped. To the north some development is visible adjacent to the River Irwell. To the east of the Application Site is 'Giants Basin' this huge clover leaf shaped weir was designed by Brindley to take outflow from the canal to the River Medlock.

[3] Google (2016) Google Maps: Potato Wharf, Manchester



Figure 3.2: 1794 Greens Map of Manchester

3.4 The Rochdale Canal was opened in 1796 and created a more formal route from Castlefield to Ancoats and reinforced the separation between the north and south areas. The 1813 Pigot map (Figure 3.3) shows a level of development in the Castlefield area, particularly to the east but principally the area remains undeveloped. A 'bowling green' is visible to the west. The Giants Weir has been altered and is rectangular in shape by 1813.



Figure 3.3: 1813 Pigot Map of Manchester

3.5 The rapid growth of the Castlefield Basin is visible when comparing the 1813 map (Figure 3.3) with the 1848 Slater Map at Figure 3.4. A large number of buildings are visible across the area, including prominent warehouses such as the Merchants Warehouse and New Warehouse, and a regular road network has been laid. By 1848 (Figure 3.4) the first railway viaduct, the Manchester South Junction and Altrincham Railway has now been extended and runs east to west across the side to the south side of the Application Site; this eventually connects to London Road Station (Manchester Piccadilly). This fundamentally changed the landscape of this part of Manchester City Centre.



Figure 3.4: 1848 Slater Map of Manchester

3.6 Potato Wharf (the street) has been laid out by this time and two canal basins are visible within the Application Site projecting north from the Bridgewater Canal. That to the right is the 'Bridgewater Canal Basin at Potato Wharf' which is now grade II listed. No other development is visible at the site.

3.7 In 1848 (Figure 3.4) no buildings are visible at the site, but by 1889 (Figure 3.5) the Goad Map shows three linear warehouses flanking the two basins. These buildings were formerly potato warehouses with overhanging cast iron canopy roofs but by 1880 they were in use as coal sheds as identified on the Goad map at Figure 3.5. The two later viaducts have been completed and some small units are also visible under the lines of the viaducts within the application site. An additional canal arm has been extended to the east of the site adjacent to a 'coal wharf'.

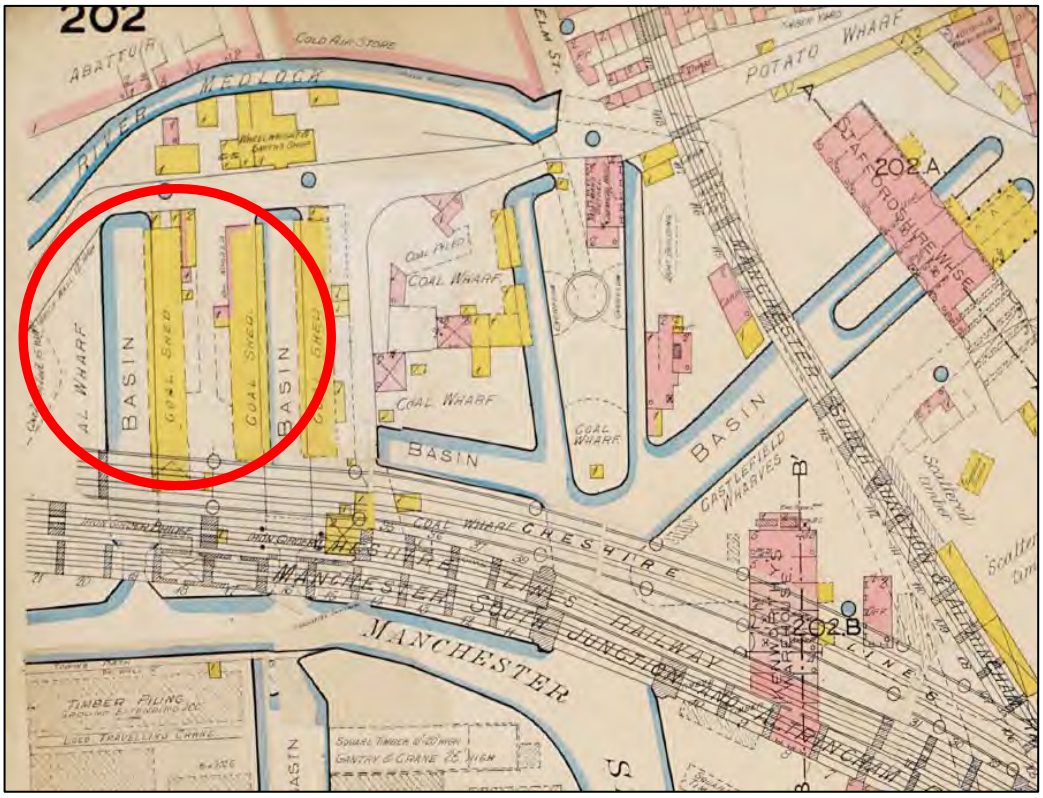
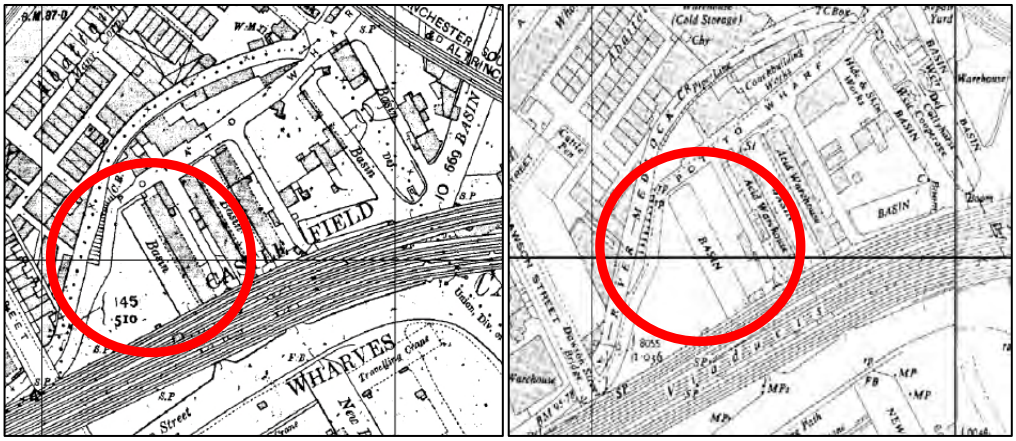


Figure 3.5: 1889 GOAD Map of Manchester

3.8 The 1908 map (Figure 3.6) illustrates the full scale of development of Castlefield in the early 20th century. Potato Wharf (the street) is visible to the north below the River Medlock. To the north is a small building identified as wheelwright and beyond a large abattoir.



Figures 3.6 & 3.7: 1908 and 1950 Ordnance Survey Maps of Manchester

3.9 By 1950 (Figure 3.7) the warehouse to the west has been demolished leaving a small building which was attached to its east elevation. In 1950 the two remaining warehouses are each annotated as 'acid warehouse', and may be associated with the abattoir to the north. The former coal wharf to the east is identified as a 'hide and skin works'.

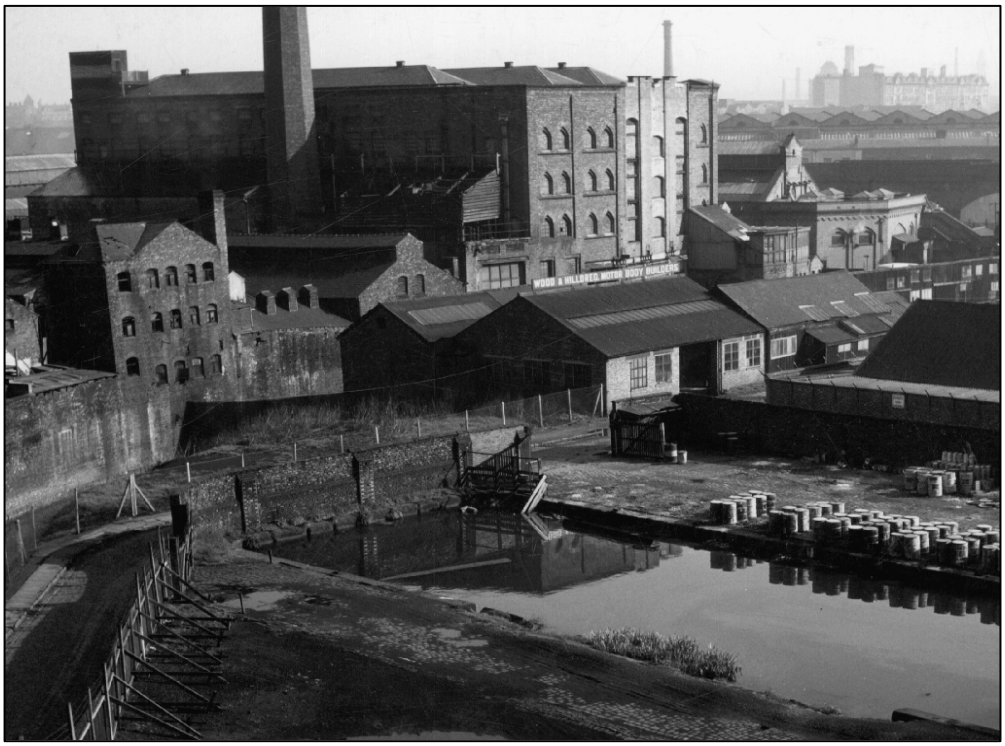


Figure 3.8: 1961 Photograph of the Application Site

3.10 The image at Figure 3.8 dates to 1961 and shows the industrial context of buildings surrounding the site. The basin is visible and part of a warehouse within the application Site is visible to the east. During the 20th century both canal and rail transport declined and the Castlefield area fell into decline, with some demolition. The Potato Wharf area was largely run down during this time and the canal was unnavigable due to being filled with rubbish.

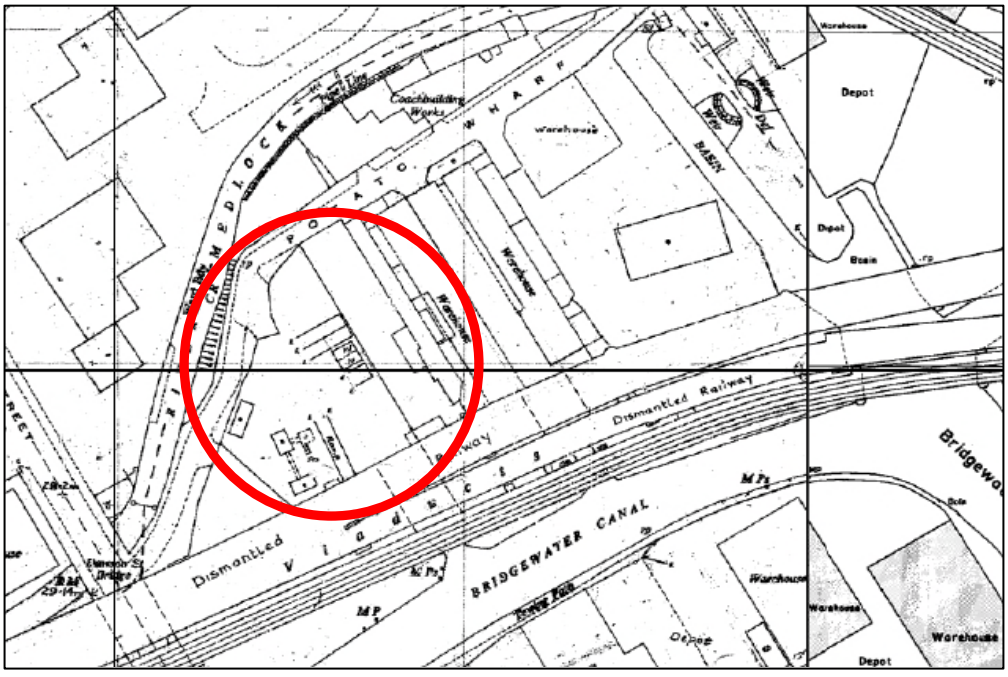


Figure 3.9: 1978 Ordnance Survey Map of Manchester

3.11 The western-most basin at Potato Wharf was in filled during the 1960's and the 1978 map (Figure 3.9) shows the site with two warehouse buildings remaining and some smaller buildings and infrastructure in the west part of the site, associated with a concrete yard which operated during the 1950's and 1960's. More broadly, change to the surrounding area is evident; most of the small scale units in the area and the canal related infrastructure have been demolished, and replaced with large footprint warehouse buildings. These are visible to the north of the site in the vicinity of the former abattoir and to the south below the Bridgewater Canal. The northern-most railway viaduct has also been dismantled by 1978.



Figure 3.10: Application Site (December 2016)

3.12 In the late 20th century Castlefield underwent a systematic regeneration. The railway complex at Liverpool Road was sold and became the Museum of Science and Industry and following this the principle of an Urban Heritage Park was established in 1982. Investment has transformed Castlefield and it has become a thriving area; with many historic buildings converted to residential, office and leisure uses. Alongside the conversions, many new residential buildings have been developed, including the Potato Wharf buildings, which were completed in 2015. The Application Site, adjacent to the completed Potato Wharf buildings remains vacant and disused (Figure 3.10).

Summary of Historic Development

- The growth of Castlefield during the 18th century is attributed to the development of the Bridgewater Canal in 1758-65 and the Rochdale Canal in 1804; these routes made Castlefield the centre of a newly developing network and resulting in the dramatic growth of the area. In addition to the canals, Manchester experienced huge growth during the 19th century as a result of the development of the railway, and railway infrastructure particularly in the form of viaducts, crossed and dominated Castlefield.

- The Potato Wharf site was developed in the second half of the 1800's with two linear canal basins which extended north from the Bridgewater Canal, and three flanking warehouses; originally known as Potato Wharf, they were later in use in the 19th century for coal warehouses. The site has a clear historical context for development.

- Following the decline of industry in Castlefield, one of the canal basins at the Application Site was in-filled and one of the three warehouses demolished in the mid-20th century. The final two warehouses were demolished in the late 20th century. Castlefield was subject to wide scale regeneration as a residential and leisure area during the 20th and early 21st century and much of the vacant land to the south of the site has been developed for residential buildings. The land to the east side of the wharf was developed in 2015 for the Potato Wharf phase 1 scheme.

- The site is now vacant and disused, and is visually unattractive. It is in a mixed area with the modern road network to the west, commercial units to the north. The existing completed Potato Wharf buildings to the east, more residential to the south, beyond the rail infrastructure and canal to the south.

4. Assessment of Significance

Introduction

4.1 The NPPF defines the significance of a heritage asset as:

"The value of a heritage asset to this and future generations because of its heritage 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".

4.2 The following assessment of significance is proportionate to the importance of the identified heritage assets and sufficient to understand the impact of the Proposed Development, given its nature and extent.

Conservation Areas

4.3 Conservation areas are designated on the basis of their special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. Historic England has revised and republished its guidance in respect of conservation areas which provides a framework for the appraisal and assessment of the special interest and significance of a conservation area[4].

Listed Buildings

4.4 Listed buildings are designated heritage assets that hold special architectural or historic interest. The principles of selection for listing buildings are published by the Department of Culture Media and Sport (DCMS)[5] and supported by Historic England's Listing Selection Guides for each building type.

Setting

4.5 The NPPF defines the setting of a heritage asset 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 an asset, may affect the ability to appreciate that significance or may be neutral[6]."

4.6 Historic England has published guidance[7] in respect of the setting of heritage assets, providing detail on understanding setting and the associated assessment of the impact of any changes. The guidance confirms at paragraph 9 that setting is not a heritage asset, nor a heritage designation, rather its importance lies in what it contributes to the significance of the relevant heritage asset itself.

---

4 Historic England (2016) Advice Note 1: Conservation Area Designation, Appraisal and Management
5 DCMS (2010) Principles of Selection for Listing Buildings, 2010
6 DCLG (2012), National Planning Policy Framework (NPPF) – Annex 2: Glossary
7 Historic England (2015) Good Practice Advice Note: The Setting of Heritage Assets

4.7 Further guidance on the definition of setting and how it should be taken into account is set out in National Planning Practice Guidance. In assessing the contribution of setting to the significance of the following identified assets, the role of the Application Site has been considered.

Conservation Areas

Castlefield Conservation Area

Context

4.8 The Castlefield Conservation Area was designated on 13th October 1979. The importance of the conservation area was recognised by the Department of the Environment (now Department of Culture Media and Sport) which attributed Castlefield with the status of an 'outstanding conservation area' in 1980, although this form of designation has since been abolished.

4.9 The boundary was extended to include the area bounded by Ellesmere Street, Hulme Hall Road and the River Irwell in 1985. It is one of the largest conservation areas in Manchester and its boundary is on the Heritage Asset Plan included at Appendix 2.

Historic Significance

4.10 The settlement originally developed around the Roman vicus and became known as Aldport. During the early C18th the River Irwell was made navigable, allowing access to Liverpool, which led to the construction of Quay Street. During the mid to late C18th and early C19th the area experienced dramatic industrial, and related population, growth, due in part to two fundamental developments in transport infrastructure

4.11 Firstly, from 1758 to 1765, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester. The Rochdale Canal, was then opened in 1804, making Castlefield the centre of the newly developing network. A series of warehouses were built as Castlefield developed. Secondly, the huge growth in Manchester continued in the nineteenth century with the development of the railways. The World's first passenger railway station was opened in 1830 on Liverpool Road and railway infrastructure, particularly in the form of viaducts, crossed and dominated Castlefield.

4.12 During the twentieth century industrial decline was followed by extensive regeneration. The Liverpool Road Railway Station and related warehouses were acquired and the Museum of Science and Technology (MOSI) was established. The revival of Castlefield with new residential and mixed use developments and the conversion and re-use of the listed warehouses has continued as an on-going process of developing a new residential neighbourhood, built around a highly significant core of heritage assets.

Character and Appearance

4.13 The Castlefield Conservation Area is characterised by traditional industrial buildings, as well as historic railway and canal infrastructure. Castlefield is a large and diverse conservation area that is formed around a series of distinctive character areas.

4.14 The Application Site is within a character area defined by the River Irwell and the Castlefield Viaduct and Manchester South Junction and Altrincham Railway line into

Deansgate Station on the north-western side of the conservation area. The area has seen re-development during the 20th century and a number of large scale residential buildings including Potato Wharf are now positioned north of the viaducts. To the rear (north) side of this part of the conservation area is an area of commercial and industrial uses dating to the mid-20th century; this area of low rise buildings makes no contribution to the overall character and appearance of the conservation area.

4.15 To the north-east of this area the conservation area is dominated by the large scale works associated with the Ordsall Chord development. Views to the south from this area are dominated by railway infrastructure, particularly the cast iron Castlefield Viaduct that features large castellated towers, and forms a visual barrier. The railways cross over the important canal related structures at Giant's Wharf and the central part of the conservation area.



Figure 4.1 & 4.2: Castlefield Conservation Area

4.16 There are glimpsed views of the Application Site from the southern part of the Conservation Area around the Bridgewater Canal Basin Character Area. The Viaduct creates a strong physical edge to the eastern boundary of the conservation area and combines with the slightly higher ground on the northern side of the Bridgewater Canal to form a shallow 'bowl' that encloses this highly significant and distinctive part of the conservation area, restricting views into the area to the north, and the Application Site. The junction of the Bridgewater Canal and Rochdale Canal is fundamental to the character and appearance of this part of the conservation area.

4.17 The scale, form and materiality of the canal warehouses are also of critical importance, particularly Middle Warehouse and Merchants Warehouse. The raised vantage points gained from Castle Street, which runs along the southern side of the Bass Warehouse, provide views out of the conservation area to the south-eastern side of Chester Road and the Application Site.

Contribution of the Application Site to the Castlefield Conservation Area

4.18 The Application Site comprises a comparatively small part of a very large conservation area. The site is disused and almost all buildings at the site have been demolished, consisting of large areas of hardstanding. The site suffers from graffiti and fly tipping and is visually unattractive. Any historical connection or functional association of the site to the rest of the conservation area is illegible. At present the site comprises a negative part of the conservation area which detracts from its character and appearance.

Listed Buildings

4.19 There are three visually separate viaducts visible oversailing the southern part of the Application Site. The Castlefield Railway Viaduct from G-Mex to Dawson Street listing covers the two to the north, closest to the site. The Manchester South Junction and Altrincham Railway Viaduct listing covers the one to the south, most distant from the Application Site.

Castlefield Railway Viaduct (Grade II)



Figure 4.3: The Castlefield Railway Viaduct viewed looking south, over the Application Site to the right (December 2016)

Special Architectural and Historic Interest

4.20 The Castlefield Railway Viaduct (Figure 4.3) dates to c1880 and is in cast iron and wrought iron, and red brick east of Duke Street. It runs south-west from the former Central Station then west dividing into two over Castlefield and re-joining west of the River Medlock. Cast iron drum piers rise to square castellated towers which support a metal lattice parapet. There are castellated brick piers with stone dressings to Gothic style bridges over the River Medlock and roadways. To the east of Duke Street the viaduct is in brick with segmental arches and castellated brick piers.

4.21 The viaduct is of historical interest as one of a group of substantial large scale railway and canal infrastructure features developed in Castlefield during the 19th century, constructed in a Gothic style.

Manchester South Junction & Altrincham Railway Viaduct (Grade II)



Figure 4.4: Manchester South Junction and Altrincham Railway Viaduct, viewed from the Bridgewater Canal towpath, looking north-east (December 2016)

Special Architectural and Historic Interest

4.22 Manchester South Junction and Altrincham Railway Viaduct (Figure 4.4) consists of a railway viaduct dating from the mid-19th century (c.1846-9) which is 1 ¾ miles long and traverses Manchester city centre from Manchester Piccadilly into Castlefield. It was constructed by David Bellhouse Junior, who was also responsible for laying the track.

4.23 The structure is constructed from red brick with small sections of blue brick, sandstone dressings and cast iron bridges. It incorporates 224 brick arches which have an average span and height of 30ft and width of 28ft. Many arches have been in-filled and converted. The tallest are between Manchester Piccadilly and Oxford Road. The brick parapet has been altered and rebuilt in places.

4.24 The viaduct incorporates a series of predominantly arched cast iron bridges by Edward Taylor Bellhouse, amongst others, which cross various streets and the Rochdale and Bridewater Canals. The bridges consist of highly decorative Gothic-style ironwork, which is of significance for its high quality and incorporate detailing and castellated towers near to the location of a roman fort at Castlefield. Following electrification of the line in the 20th century the viaduct now incorporates a series of 20th century and early 21st century gantries along its course. Along the length of the viaduct are a series of abutted buildings, most of which are later in date and unrelated to the listing.

4.25 The viaduct is of historic interest as an early example of a railway viaduct dating from the second phase of railway development in Manchester in the mid-19th century, from 1841-50 which is often referred to a phase of ‘Railway Mania’. 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 and Birmingham Railway and the

Sheffield, Ashton Under Lyne and Manchester Railway. The aim was to create an extension of their lines, known as the south junction line that would adjoin the Liverpool and Manchester Railway at Salford connecting to the lucrative port at Liverpool. It received Royal Assent on 21st July 1845.

4.26 The structure is also of historic interest as it was constructed by David Bellhouse Junior, a noted Manchester builder. Several of the bridges along the track were constructed by his son, the engineer and iron founder Edward Taylor Bellhouse.

Contribution made by Setting to Significance - Castlefield Railway Viaduct and Manchester South Junction and Altrincham Railway Viaduct

Physical Surroundings

4.27 The viaducts are continuous and cover a large area of central and east Manchester. Their setting therefore consists of varied, complex, and multi-level urban development and spaces to of varying character, height and density. In the vicinity of the Application Site the setting is characterised by the industrial area of Castlefield and the associated industrial buildings and canal and railway infrastructure.

Experience of the Assets

4.28 The viaducts are experienced as a group as they pass through Castlefield in the vicinity of the Application Site. Their immense scale and mass is a dominant feature in the urban landscape which is visible throughout the area. They are however clearly visible in continuous and kinetic linear views from the towpath which aligns along the southern side of the Bridgewater Canal. The monumental scale of the features is striking and they are a clear visual illustration of the dominance of the industrial nature of the area. The viaducts are experienced in the context of the multi-level complex environment of Castlefield and the associated canal infrastructure, as well as the large scale industrial buildings.

4.29 From the north the viaducts are visible from the surrounding streets and from the Application Site. The character of the urban landscape to the north contrasts with that to the south; the buildings are lower in height and largely date to the 20th century; in this area the historical connection to the viaducts is lost. The existing Potato Wharf buildings frame views towards the viaducts when looking south and the re-introduction of buildings of height in this area create a positive resonance and relationship with the scale and mass of the viaducts themselves

4.30 The development of Castlefield with large scale residential buildings has not diminished the visual impact of the viaducts; the appreciation of their monumental scale and robust functionality remains unaffected.

Associative Attributes

4.31 It is an important and integral component of the Manchester South Junction & Altrincham Railway, which was one of the country's earliest suburban railways, and Manchesters first. It had strong group value with neighbouring railway structures.

Contribution made by the Application Site to Significance

4.32 The significance of the viaducts is primarily ascribed to their historical and architectural interest; their immense scale and monumental appearance illustrates their former function. The setting of the assets is defined by their city centre location, and comprises a broad mix and variety of buildings and land uses, of which the Application Site is a part. There is no former historical or functional relationship between the site and the viaducts. The Application Site is part of the surroundings of the viaducts but does not make a contribution to their significance.

Bridgewater Canal Basin at Potato Wharf (Grade II)



Figure 4.1: Potato Wharf Canal Basin, with the Application Site to the right (December 2016)

Special Architectural and Historic Interest

4.33 The canal basin was constructed in 1760-65 by James Brindley for the Duke of Bridgwater. It branches off the north side of the Bridgewater Canal near the Castlefield terminus. The basin is lined with stone blocks.

4.34 The basin is of historic interest as a functional part of the Bridgewater Canal and for its associations with James Brindley and the Duke of Bridgewater.

Contribution made by Setting to Significance

Physical Surroundings

4.35 The basin extends from the north of the eighteenth century Bridgewater Canal. The grouping of viaducts including the Manchester South Junction and Altrincham Railway

Viaduct and the Castlefield Railway Viaduct pass over the basin at the southern end. To the east is the Potato Wharf development and to the west is the Application Site which is principally vacant aside from some disused 20th century buildings. To the north is Potato Wharf (street) and beyond is a late 20th century industrial area.

Experience of the Asset

4.36 From the south a clear view is available into the basin from the south side of the Bridgewater Canal; this view is framed by the large viaduct arches. The relationship to the canal network is clearly legible. More widely views of the basin are generally limited by the scale and mass of structures which surround it and the low level nature of the structure. The viaducts and adjacent Potato Wharf structures limit any oblique views of the basin from the south.

4.37 The basin is experienced in close proximity from the land which surrounds it. In this context its stone construction and physical features are more clearly legible. It is experienced as part of a complex group of structures which surround it including the surrounding canal infrastructure, the railway viaducts which are on a monumental scale and oversail the basin and the tall Potato Wharf building to the east; the scale and form of the building hints at the former industrial structures previously in this location.

Associative Attributes

4.38 The canal basin has a strong associative relationship with the Bridgewater Canal and wider canal network and infrastructure, as well as for its associations with James Brindley and the Duke of Bridgewater.

Contribution made by the Application Site to Significance

4.39 The Application Site is presently largely vacant, although some small buildings remain. At present it is disused and visually unattractive and is a negative feature in the urban landscape. There is no legible relationship to the former historical or functional relationship between the basin and the Application Site. The site forms part of the surroundings of the basin but does not make a contribution to its significance.

5. Assessment of Impact

Summary of Legislation and National Planning Policy

5.1 Under The Planning (Listed Buildings and Conservation Areas) Act 1990, Manchester City Council, in determining the submitted full planning application, has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of Castlefield Conservation Area (s72(1)) and to have special regard to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest which they possess (s66(1)).

5.2 Case law has confirmed that Parliament's intention in enacting sections 66(1) and section 72(1) was that decision-makers should give "considerable importance and weight" to the desirability of preserving the special interest and setting of listed buildings and preserving or enhancing the character or appearance of conservation areas, where "preserve" means to "to do no harm". The presumption is therefore that development proposals should not give rise to harm to the special interest of a listed building or the character or appearance of a conservation area. This duty must be borne in mind strongly when considering cases where harm may be considered to accrue, and then the balancing of such harm against public benefits, as required by national planning policy.

5.3 In accordance with paragraph 128 of the NPPF, the significance of the identified designated heritage assets has been assessed at Section 4 of this report.

5.4 Paragraph 131 of the NPPF states that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, as well as the desirability of new development making a positive contribution to local character and distinctiveness.

5.5 Paragraph 132 requires when considering the impact of a Proposed Development on the significance of a designated heritage asset that great weight should be given to the asset's conservation. 'Conservation' is defined by the NPPF as *'the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance'*[8]. Paragraph 137 requires local planning authorities look for opportunities for new development within the setting of heritage assets to better reveal their significance. Paragraph 138 acknowledges that not all elements of a conservation area will necessarily contribute to its significance.

5.6 A full review of the heritage legislation, national and local planning policy and guidance relevant to the determination of the planning application is set out at *Appendix 1*.

5.7 The key heritage issues to be taken into consideration in determining the submitted full planning application and application for listed building consent are therefore the effect of the Proposed Development on the character and appearance of the Castlefield Conservation and the significance and setting of the listed buildings, being two grade II listed viaducts and the grade II listed Potato Wharf Canal Basin.

[8] DCLG (2012) National Planning Policy Framework (NPPF) – Annex 2: Glossary

Planning Context

5.8 Full planning permission was granted for the development of Blocks 1 and 2 (082244/FO/2007/C3) of Potato Wharf in 2007 and have since been completed, to the east of the Application Site. In relation to the historic environment, the planning officer's report to the Council's Planning Committee stated the following:

"The proposal would improve the appearance of the area and bring more life to the area, whilst retaining the canal boat moorings that are characteristic here. The disused factory on Plot 4 would be demolished to make way for this development (approved under conservation area consent 074583/CC/2005/C3) and is of no architectural or historic interest and contributes very little to the conservation area. Under the previous permission 081118/FO/2006/C3 a 13 storey building was planned for this site. The proposal currently under consideration proposes to landscape this area as a riverside area for the public, with most of the apartments that would not be built being added into the two rectangular blocks adjacent to the viaduct in the form of an extra two storeys. It is considered that this proposal is an appropriate form of development within the Castlefield Conservation Area and would enhance the character and appearance of the area".

5.9 A subsequent full planning application (109335/FO/2015/C1) and application for listed building consent (109336/LO/2015/C1) for the development of the Application Site was submitted in 2015. The full description of development was as follows: *Erection of two residential buildings (Use Class C3) comprising 191no apartments, car parking, bicycle parking, public realm and landscape works, access and servicing arrangements, and associated works, following demolition of the existing buildings and plant*

5.10 This application sought permission for two separate residential blocks (for open market housing) at a height of eight storeys, to match the existing Potato Wharf buildings. The buildings would be built perpendicular to the railway viaducts to the south. An application for listed building consent involved works to create a proposed surface car park and bicycle park. Listed Building works involved alterations to form a doorway within an non-original brick infill in an arch.

5.11 Full planning permission and listed building consent for this development was approved on Tuesday 3rd November 2015.

5.12 In relation to the historic environment, the planning officer's report to the Council's Planning Committee stated the following:

"The existing site and views of it are considered to have a neutral impact on the character and appearance of the conservation area. The existing buildings on the site, which are proposed to be demolished, are of no architectural or historic interest and they do not contribute positively to the character or appearance of the conservation area".

5.13 Historic England was consulted at pre-application stage in 2015 and initially identified some concerns in relation to the alignment of the buildings and the impact upon the adjacent viaduct. Following amendments to the scheme it was confirmed that Historic England consider the Proposed Development to be acceptable

The Proposed Development

5.14 The Proposed Development is essentially a revised version of the previously approved scheme. The fundamental change it is now proposed as a Build to Rent scheme rather than the Open Market Scheme which was previously approved.

5.15 The Proposed Development proposes two residential blocks to the west of blocks 1 and 2, as well as a link building connecting the two blocks. The blocks will provide a mix of residential accommodation (1 and 2 bed apartments and a 2 bed townhouse) in buildings that will complement the existing blocks in scale, massing and architectural treatment. The Link building will house the Build to Rent required communal facilities such as the gym, multi-function room and a lounge/club room area.

5.16 The buildings are conceived as two adjacent forms above a timber plinth. The upper blocks are clad in a silver/grey brick to match blocks 1 and 2 which ensures consistency in materiality and visual appearance. The link building will be brick in clad at the link points but full height glazing will ensure a level of transparency in the remainder of the building. The projecting balcony pods will match in colour to blocks 1 and 2 and will form external balconies for the larger apartments. The treatment to both blocks emphasises the verticality of historic and existing warehouses in the area.

5.17 The layout of the proposed scheme mirrors the key principles of blocks 1 and 2. The large linear blocks reinforce the alignment of the canal basin and have a direct relationship to it, re-creating the historic relationship of building to canal and ensuring a historic resonance. Car parking will be provided for residents under the viaducts and the existing in-filled railway arch will be altered to provide cycle parking. The alteration relates to an existing modern in-filling to the railway arch and in this sense relates only to modern fabric.

5.18 Full details of the Proposed Development are set out in the Design and Access Statement prepared by Weedons Architects and the Planning Statement prepared by Deloitte Real Estate.

Pre-Application Discussions

5.19 Pre-application consultation has been undertaken with Historic England in November 2016 in relation to the amended scheme. Plans were provided which showed the proposed amendments including render images showing the appearance of the building and proposed link. Historic England confirmed in an e mail dated 25th November 2016 that their comments wouldn't change from the previously amended scheme.

Impact on Significance

Castlefield Conservation Area

5.20 The assessment at Section 4 shows that Castlefield is an extensive and diverse conservation area that is formed around a series of distinctive character areas. The Application Site is within a part of the conservation area which is defined by the large scale infrastructure associated with the canal and railways, in particular the large viaducts which over sail the southern parts of the site. The vacant and disused nature

of the Application Site currently presents a negative effect in the Character and Appearance of the Conservation Area.

5.21 The Proposed Development will not be visible from the vast majority of the conservation area. It will be experienced only in glimpsed views between the viaduct arches when looking north from the Bridgewater Canal towpath; these views are kinetic and part of the complex multi-level experience when moving through the conservation area. The buildings will be visible and experienced as part of a context of modern developments in this area , particularly blocks 1 band 2 of Potato Wharf.

5.22 Due to their proposed height and striking materiality the buildings will be visible in glimpsed views from within the conservation area where they rise above other buildings; and in some cases rise above the viaducts. These views are limited however and as above, will be in the context of other modern developments in the area. The layout and form of the Proposed Development reflects the historic arrangement of buildings on the site and emphasis the historic role of the canal and connection of the buildings to it.

5.23 This part of the conservation area has seen substantial change and the phase 1 Potato Wharf buildings were completed at the adjacent site in 2015. It was identified within the committee report for the phase 1 and 2 buildings of Potato Wharf, that these buildings would '*enhance the character and appearance of the area'*. The approved 2015 application for development at the Application Site confirms that the approved scheme would result in no impact upon the conservation area. The present proposals are very similar to the approved scheme, with the introduction of a low level glazed link to provide communal spaces and minor external works. This additional element will be visible from only a very limited part of the conservation area, and only when looking into the space between the buildings directly from the north or south.

5.24 The Proposed Development will therefore be visible from only a very limited section of the Castlefield Conservation Area. Due to the size and complexity of the conservation area, the views to the Application Site are considered to make only a very minor contribution towards the overall setting and significance of the conservation area. The impact of the proposed development is therefore considered to be negligible and given the comparatively minor contribution of this element to setting of the conservation area, the impact on significance is considered to be neutral.

Castlefield Railway Viaduct (Grade II) and Manchester South Junction and Altrincham Railway Viaduct (Grade II)

5.25 As discussed in section 4 the significance of the Castlefield Railway Viaduct and the Manchester South Junction and Altrincham Railway Viaduct is ascribed to their monumental architectural form and their historic functionality. Their setting is complex and varied, consisting of a large area of the city centre of Manchester. The Application Site represents a very small part of their overall setting.

5.26 The Proposed Development involved limited direct works to the Castlefield Railway Viaduct. The alteration relates to an existing modern in-filling to the railway arch and in this sense relates only to modern fabric.

5.27 The Proposed Development involves the development of two buildings to the north of the viaducts, as a later phase of the existing Potato Wharf development. The proposed

buildings will be slightly higher than the viaducts but are perpendicular to it. They will therefore result in a partial screening of views of parts of the viaduct from the land to the north when looking south. The link building will also additionally screen the lower part of the viaducts from view when looking south, in between the two larger buildings. Views of the viaduct will remain available when looking south between the buildings.

5.28 Overall, the area screened from view is minimal when compared with the scale of the viaducts and their overall visibility. Additionally, the land to the north of the viaducts was historically developed with a variety of commercial and industrial uses which is likely to have historically restricted views. When viewing the viaducts from the south, the Proposed Development will be visible between the viaduct arches at a low level. This level of visibility is in keeping with the general experience of the viaducts as part of an urban cityscape.

5.29 The viaducts are a functional asset and views of them throughout the city are variable; they are sometimes screened by historical and modern buildings and infrastructure. They are experienced as part of the complex variety of historic and modern buildings and spaces in the cityscape. The Proposed Development is in keeping with this existing context and represents a contextual response to the former architectural language on the site, following the historic position of linear buildings along the Potato Wharf Canal Basin (as identified within the 1889 GOAD Map at Figure 3.5. The functional nature of the asset is not affected by the alteration of views of it.

5.30 The Proposed Development will not affect the key aspects of significance of these assets; they are functional assets and this functionality is expressed in their monumental scale and form. These elements significance will not be affected and neither will the way in which the viaducts are principally experienced. It is therefore concluded that there will be a neutral overall impact on these properties.

Bridgewater Canal Basin at Potato Wharf (Grade II)

5.31 The significance of the Bridgewater Canal Basin is primarily ascribed to its historical associations with the Bridgewater Canal and its highly functional architectural appearance. Changes which have occurred to the Application Site have reduced any ability to appreciate the historical connection of the basin to its immediate surroundings, although it has a clear historic and functional connection to the wider canal network and infrastructure.

5.32 The Proposed Development will reinstate the historic form of built development at the Application Site, with the proposed buildings being aligned with the basin edges creating a clear visual connection and relationship which hints at the historic warehouse structures at the site. Due to the form and character of the basin it is visible only from close proximity and in direct views looking into its length from the south. There will be no change to these views; and moreover the proposed development will introduce a positive use to the Application Site which will increase appreciation and experience of the basin.

5.33 The Proposed Development will have no impact upon the specific historical or architectural interest of the basin or on the appreciation of this. The functional nature of the basin will be unaffected. Overall, it is considered that the Proposed Development will have a neutral impact on the significance of the designated asset.

Statutory Duties and NPPF Considerations

5.34 The statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the special interest and setting of a listed building and to preserve or enhance the character and appearance of conservation areas are matters which should be accorded considerable importance and weight. The presumption is therefore that development proposals should not give rise to harm to the special interest of a listed building or the character or appearance of a conservation area.

5.35 The Proposed Development will involve re-using a vacant and disused part of the Castlefield Conservation Area which currently has a negative effect upon its special character and appearance. The buildings will be 8 storeys, the same as the approved buildings on the site with their form and materiality echoing that on the completed Potato Wharf buildings adjacent. The large linear blocks reinforce the alignment of the canal basin and have a direct relationship to it, re-creating the historic relationship of building to canal and ensuring a historic resonance. The proposals will not diminish any key views within the conservation area, particularly from the central basin area of the Conservation Area, to the south of the Application Site.

5.36 For these reasons, the Proposed Development addresses s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

5.37 The Proposed Development involved limited direct works to the Castlefield Railway Viaduct. The alteration relates to an existing modern in-filling to the railway arch and in this sense relates only to modern fabric. When considered in the existing context of change to the building and the minor nature of the proposed works it is considered that the proposed development will sustain the significance of the listed building.

5.38 For these reasons, the Proposed Development addresses s.16 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

5.39 The setting of the listed buildings has been carefully considered to ensure that the Proposed Development will not affect the ability to appreciate them or affect any elements of setting that contribute to their significance.

5.40 For these reasons the Proposed Development fully addresses s.66 of the 1990 Act.

5.41 With respect to the core planning principle of the NPPF in relation to the historic environment, the Proposed Development will have no impact on the identified heritage assets and will sustain and thereby conserve their significance. The application proposals therefore meet the objectives of paragraphs 131, 132 and 135 of the NPPF in relation to the designated heritage assets.

5.42 In relation to paragraph 137, the Proposed Development, will preserve, through causing no harm to those elements of setting that make a positive contribution to the significance of these designated heritage assets in and around the Application Site.

Local Planning Policy Considerations

5.43 The Proposed Development is in keeping with the policies of the Manchester Core Strategy (2012-2027).

5.44 The Proposed Development will preserve the historic environment, and the character and setting of the relevant listed buildings and the Castlefield Conservation Area, in keeping with the Core Strategy Policy EN3 (Heritage).

5.45 Policy DC18 relates to the protection of the cities conservation areas. The Proposed Development is in accordance with this policy in that it will preserve the character and appearance of the conservation area.

6. Summary and Conclusions

6.1 This Heritage Statement has been prepared by Turley Heritage on behalf of Lendlease in connection with a full planning application and application for listed building consent for the demolition of existing buildings and plant and construction of two residential buildings with associated car parking, landscaping and servicing arrangements on land known as Potato Wharf in Castlefield, Manchester.

6.2 Full planning permission and listed building consent was granted by Manchester City Council for a similar development comprising two residential buildings in November 2015 (Ref: 109335/FO/2015/C1 & 109336/LO/2015/C1). The Proposed Development is a revised version of this approved scheme (open market housing to PRS).

6.3 The Proposed Development therefore involves the construction of two residential blocks which will comprise phase 2 of the Potato Wharf development. A link building between the two will provide Build to Rent required communal facilities such as the gym, multi-function room and a lounge/club room area. The treatment to both blocks emphasises the verticality of historic and existing warehouses in the area and echoes the existing form and materiality of phase 1. The large linear blocks reinforce the alignment of the canal basin and have a direct relationship to it, re-creating the historic relationship of building to canal and ensuring a historic resonance.

6.4 The Potato Wharf site was developed in the second half of the 1800's with two linear canal basins which extended north from the Bridgewater Canal, and three flanking warehouses; originally known as Potato Wharf, they were later in use in the 19th century for coal warehouses. Following the decline of industry in Castlefield, one of the canal basins at the Application Site was in-filled and the warehouses demolished in the 20th century. The land to the east side of the Application Site was developed in 2015 for the Potato Wharf phase 1 scheme. The Application Site is now vacant and disused, and is visually unattractive.

6.5 The Heritage Statement has considered the significance of each of the heritage assets affected and the contribution that setting makes to their significance at Section 4 of this report.

6.6 The Proposed Development involves development within the Castlefield Conservation Area, but the impact of the Proposed Development is considered to be negligible, and overall it is considered that the character and appearance of the area will be preserved. The Proposed Development also involves limited direct works to the Castlefield Railway Viaduct, but these relate only to modern inserted fabric. Overall it is considered that the Proposed Development will sustain the significance of the listed building. The Proposed Development will result in change within the setting of the Manchester South Junction and Altrincham Railway Viaduct and the Castlefield Railway Viaduct but will not harm their significance.

6.7 For these reasons the Proposed Development addresses s.16, s.66 and s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It also addresses the requirements of Paragraphs 131, 132 and 137 of the NPPF.

Appendix 1: Heritage Legislation, Planning Policy and Guidance

Heritage Legislation, Planning Policy and Guidance

The proposals for the site should be considered in light of policy and guidance in respect of heritage assets. The statutory duties, national policy, and regional and local plan policy and guidance relevant to the Proposed Development are summarised below:

Statutory Duties (1990 Act)

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides that listed building consent is required for:

"(s.7) … 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…"

In determining such applications the following duty is placed upon the decision maker:

"s.16(2) In considering whether to grant listed building consent for any works 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."

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

"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.

The concept of 'preserve' has been interpreted through case law to mean 'to cause no harm'.

Section 69 of the *Planning (Listed Building and Conservation Areas) Act 1990* defines Conservation Areas as '*areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'*

There is a statutory duty in the Listed Building and Conservation Areas Act (1990) under Section 72 (2) to require that '*special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'*.

National Planning Policy

The National Planning Policy Framework, 2012

The National Planning Policy Framework (NPPF) was introduced in March 2012 as the full statement of Government planning policies covering all aspects of the planning process. Chapter 12 outlines the Government's guidance regarding the conservation and enhancement of the historic environment.

Paragraph 128 of the NPPF outlines the information required to support planning applications affecting heritage assets, stating that applicants should provide a description of the significance of any heritage assets affected, including any contribution made by their setting. The level of

detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 129 sets out the principles guiding the determination of applications affecting designated and non-designated heritage assets, and states that:

'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal . . . They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.'

Paragraph 131 elaborates that local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, putting them into viable uses consistent with their conservation, as well as the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 requires when considering the impact of a proposed development on the significance of a designated heritage asset, that great weight should be given to the asset's conservation and the more important the asset, the greater that weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss requires clear and convincing justification. It is noted that substantial harm to or loss of a grade II listed building should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance should be wholly exceptional.

Paragraph 133 states that 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 and or loss is necessary to achieve substantial benefits that outweigh that harm or loss, or all of the following apply:

- *"the nature of the heritage asset prevents all reasonable uses of the site; and*
- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- *the harm or loss is outweighed by the benefit of bringing the site back into use"*

Paragraph 134 requires that 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 securing its optimum viable use.

Paragraph 135 confirms that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. It also states the following:

"In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."

Setting

Paragraph 137 requires local planning authorities look for opportunities for new development within the setting of heritage assets to better reveal their significance. With respect to setting, the policy notes that proposals that preserve those elements of setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably. The setting of a heritage asset is defined by the NPPF 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 setting may make a positive or negative contribution to the significance of an assets, may affect the ability to appreciate that significance or may be neutral".[9]

Paragraph 138 highlights that not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 133 or less than substantial harm under paragraph 134, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

Consideration of 'Harm'

The statutory duty to have special regard to the desirability of preserving the special interest and setting of a listed building is a matter which should be accorded considerable importance and weight.

In the event that harm is perceived to arise from proposals, the NPPF provides a policy framework at paragraphs 133 and 134 within which such harm can then be weighed against public benefits bearing in mind the considerable weight to be attached to the statutory duty.

The National Planning Practice Guide (NPPG), published 6th March 2014, provides guidance on how to assess if there is substantial harm. This states:

"What matters in assessing if a proposal causes substantial harm is the impact on the significance of the asset. As the National Planning Policy Framework makes clear, significance derives not only from a heritage asset's physical presence, but also from its setting.

Whether a proposal causes substantial harm will be a judgement for the decision taker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be addressed. The harm may arise from works to the asset or from development within its setting."

[9] NPPF Annex 2: Glossary

Local Planning Policy

Manchester Local Plan

The Manchester Local Plan is formed of the Core Strategy 2012-2027 and extant Unitary Development Plan (UDP) Policies and relevant development plans and supplementary planning documents.

Core Strategy 2012-2027

Policy EN3 (Heritage) states that:

'Throughout the City, the Council will encourage development that complement 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…'

Policy CC9 states that *"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".*

Citywide Development Control Policies

Policy DC18.1 relates to the protection of the City's conservation areas. The policy states that:

The Council will give particularly careful consideration to development proposals within Conservation Areas.

A). The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:

i) the relationship of new structures to neighbouring buildings and spaces;

ii) the effect of major changes to the appearance of existing buildings;

iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);

iv) the effect of signs and advertisements;

iv) any further guidance on specific areas which has been approved by the Council.

b. The Council will not normally grant outline planning permission for development within Conservation Areas.

c. Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.

d. Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.

e. Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas Policies DC19 relates to the determination of planning applications for development which involve or have an impact on buildings of Special Architectural or Historic Interest."

Guidance

National Planning Practice Guidance (2014)

Whilst not planning policy the Planning Practice Guidance provides a clear indication of the Government's approach to the application of national policy contained in the NPPF. Where there is conflict between the guidance in the PPG and earlier documents the PPG will take precedence.

Historic England: Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision Taking in the Historic Environment (2015)

GPA Note 2 provides information to assist in implementing historic environment policy in the Framework and the related guidance given in the NPPG. These include; assessing the significance of heritage assets, using appropriate expertise, historic environment records, recording and furthering understanding, neglect and unauthorised works, marketing and design and distinctiveness.

Good Practice Advice Note 3: The Setting of Heritage Assets, Historic England (March 2015)

The document provides Historic England's guidance on managing change within the setting of heritage assets. The guidance makes it clear at paragraph 9 that setting is not a heritage asset, nor a heritage designation, rather its importance lies in what it contributes to the significance of the relevant heritage asset itself. The guidance sets out the need for a systematic and staged approach to assessing the impact of development proposals in the setting of a heritage asset. It confirms that such assessment should be based on an understanding of the significance of the heritage assets affected and then the contribution of setting to that significance. Guidance is provided on what potential attributes of setting may or may not make a contribution to the significance of a heritage asset, noting that in any one instance a limited selection of the attributes will be of particular relevance to an asset. These attributes can comprise:

- the asset's physical surroundings;
- appreciation of the asset;
- an asset's associative relationships with other heritage assets.

When assessing the effect of a proposed development on the significance of a heritage asset through effects on setting, matters of location and siting of development; the form and appearance of development; additional effects; and, permanence are highlighted.

Principles of Selection for Listing Buildings, Department for Culture, Media and Sport (2011)

This guidance sets out the general principles applied when deciding whether a building is of special architectural or historic interest and provides a useful framework for assessing and understanding significance of such designated heritage assets.

Conservation Principles: Policies and Guidance, Historic England (2008)

This guidance document sets out Historic England's approach to making decisions and offering guidance about all aspects of England's historic environment. The contribution of elements of a heritage asset or within its setting to its significance may be assessed in terms of its "heritage values"

Appendix 2: Heritage Asset Plan