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Beat Street MCR

Units D-H and L-O, Deansgate Mews,
Manchester, M3 4EN

Heritage Statement

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1. Introduction

1.1 This Heritage Statement has been prepared by Paul Butler Associates on behalf of our client Beat Street MCR to accompany a planning and listed building consent application for the change of use of units D-H and L-O at Deansgate Mews from vacant office/storage space to mixed use restaurant/bar accommodation (sui generis use), the provision of associated covered outside seating areas including the erection of a single storey mezzanine structure and tiered seating for a maximum five year period together with internal and external alterations to the units. The main purpose of this statement is to consider the heritage significance of the areas of the building to be affected and to appraise the impact of the proposed scheme on this significance.

1.2 This statement has been prepared in accordance with national and local planning policy guidance; and, following a visual and photographic survey of the site (undertaken 22.12.2015), together with examination, analysis and assessment of available historic records and cartographic sources held at Manchester Central Library and Greater Manchester Archaeological Advisory Service. The Historic Environment Record for the area has been consulted and is attached at Appendix 3.

1.3 This statement includes:

- A description of the application site's location;
- An overview of the proposed scheme;
- A summary of the application site's archaeological and historical background;
- A summary of the relevant national and local heritage planning policy guidance context;
- An assessment of the heritage significance of the application building and;
- An appraisal of the proposed scheme against this significance.

1.4 This statement is not intended to be a full or complete record of the site.

2. Site Location and Setting

2.1 The application site is situated on the east side of Deansgate, between Peter Street to the north and Great Bridgewater Street to the south. The units are at first floor level and above, accessed from the rear, on Deansgate Mews. The units form part of 235-291 Deansgate which is grade II listed. The National Grid Reference of the property is SJ 83484 97793. The Historic Environment Record (HER) No. is 8384.1.0.

2.2 The building lies to the south of the Deansgate/Peter Street Conservation Area and just to the east of the Castlefield Conservation Area boundary, along Deansgate. The building forms a part of a group of buildings constructed at the same time, including the former entrance to the Goods Station (HER No. 8383.1.0), the Great Northern Railway Goods Warehouse (HER No. 8650.1.0) and the Manchester and Salford Junction Canal Tunnel (Her No. 125.1.0).

3. The Proposed Scheme

3.1 The proposal is for the change of use of units D-H and L-O at Deansgate Mews from vacant office/storage space to mixed use restaurant/bar (sui generis use) and for the provision of covered outside seating areas, including the erection of a single storey mezzanine structure and tiered seating for a maximum 5 year period together with internal and external alterations. The temporary nature of the proposals reflects future development plans for the Great Northern Complex.

External and Internal Alterations to the building

3.2 The external and internal alterations proposed to the listed building have deliberately been kept to a minimum in order to have limited impact upon the fabric of the building. The alterations are shown on the submitted application drawings.

External alterations

- The installation of new shopfronts to units G-F and L – O to match existing shopfronts to units D-E.
- New signage zones will be provided above the doors to the units which will sit in front of a louvered panel which will conceal ventilation intakes.
- The kitchen ventilation/extract will exit the building through the roof of unit M, travel up the third floor gable elevation of unit N and expel at eaves level. This will be covered by a vinyl wrap which would be a reproduction of the exiting brickwork, accurate in size and colouration of the exiting brickwork, to minimise its prominence.

Internal alterations

- Existing modern staircases between first and second floors of the building within units E, F, L & M and O removed and openings made good.
- Existing modern staircases between second and third floors of the building within units E and F removed and openings made good.
- Existing blockwork dividing walls between units D & E and F & G at third floor level removed.
- Existing modern staircase between second and third floors of the building within unit G to be enclosed with plasterboard partitions due to fire strategy.
- New full height partition to form new secure office at first floor level of unit H.
- Existing door opening between units D and E at first floor level, and opening in unit N to be infilled with blockwork and receive plaster skim coat and paintwork.
- Male and female toilets to be provided at first floor level of units D and N.
- Removal of some contemporary block work to facilitate the installation of kitchen ventilation extract.
- Removal of a small area of slate from the roof of unit M to facilitate the installation of kitchen ventilation extract.
- New store to be created within unit D at second and third floors using full-height plasterboard partitions.
- The units undergo street food/bar style basic fit out.

3.3 The impact of the alterations on the significance of the application premises is considered at section 9 of this Heritage Statement.

4. Heritage Planning Policy Context

4.1 The heritage planning policy of relevance to the proposed scheme, and which provides the context for its assessment, is set out within national and local planning policy guidance.

National Planning Policy Guidance

Town and Country Planning Act 1990

4.2 Section 38(6) of the Planning Act states that the determination of planning applications must be made in accordance with the Development Plan, unless other material considerations indicate otherwise. This establishes the Development Plan as the primary decision making document when considering planning applications.

4.3 In this instance the development plan currently comprises the Manchester Core Strategy Development Plan, saved policies of the Unitary Development Plan for Manchester and The Guide to Development in Manchester Supplementary Planning Document. The provisions of these documents are discussed below.

Planning (Listed Buildings and Conservation Areas) Act 1990

4.4 235-291 Deansgate (of which Units DH and L-O form part of) was grade II listed on 6 June 1994. Once a building is listed, Section 7 of the Planning (Listed Buildings and Conservation Areas) Act provides that consent is required for any works of alteration which may affect its special interest.

4.5 Controls apply to all works, both external and internal, that would affect a building's special interest, whether or not the particular feature concerned is specifically mentioned in the list description. Fixtures and curtilage buildings (defined as any object or structure which is fixed to the building, or is within the curtilage and forms part of the land and has done so since before July 1948) are also treated as part of the building for the purposes of listed building control.

4.6 In considering development affecting 235-291 Deansgate, special regard will be given to the desirability of preserving the building, its setting or any features of special architectural or historic interest (Section 66, Planning [Listed Buildings and Conservation Areas] Act 1990).

National Planning Policy Framework

4.7 Detailed guidance about the legislation is given in National Planning Policy Framework (NPPF), which was published on 27 March 2012 and sets out the Government's planning policies regarding the conservation of the historic environment. The NPPF is a key part of reforms to make the planning system less complex and more accessible; to protect the environment; and to promote sustainable growth. It replaces all previous Planning Policy Guidance and is a material consideration in planning decisions.

4.8 NPPF places great emphasis on the role of decision makers to promote sustainable development. Paragraph 7 advises that sustainable development has three dimensions: '*economic, social and environmental*', all of which are of relevance to the determination of the application. The conversion of the units will provide economic benefits through job creation; social benefits by providing a new venue for people to socialise and adding vitality to the area and animating the Deansgate Mews streetscene; and, environmental benefits through the reuse and conversion of an existing building.

4.9 In relation to determining planning applications, the NPPF sets out a presumption in favour of sustainable development which should be seen as a golden thread running through planning decision making. Unless material considerations indicate otherwise, local planning authorities are urged to *'approve development proposals that accord with the development plan without delay'*. The NPPF (paragraph 186) is clear that *'local planning authorities should approach decision taking in a positive way to foster the delivery of sustainable development'*. Paragraph 19 of NPPF advises that *'Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system'*.

4.10 Section 12 of the NPPF deals with conserving and enhancing the historic environment. Paragraph 128 advises that *'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'.*

4.11 Para 129 of the NPPF advises that *'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal taking account of the available evidence and any necessary expertise. 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'.*

4.12 Para 131 of the NPPF advises that *'In determining planning applications, local planning authorities should take account of; the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness'*.

4.13 Para 132 of the NPPF advises that *'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building should be exceptional'.*

4.14 Para 133 advises that '*Where a proposed development will lead to substantial harm to the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss*'. Para 134 advises 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'.

Local Planning Policy Guidance: The Development Plan for Manchester

Manchester Core Strategy Development Plan Document (July 2012)

4.15 Heritage policies of the core strategy of relevance to the proposed scheme include:

- Policy CC 9 'Design and Heritage' which states that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified including listed buildings.

- Policy EN 1 'Design Principles and Strategic Character Areas' which states that developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.

- Policy EN 3 'Heritage' which states that proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (adopted 1995)

4.16 Heritage saved policies of the UDP of relevance to the proposed scheme include:

- DC19 'Listed Buildings' states that the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and that development proposals should preserve and enhance the setting of listed buildings.

Guide to Development in Manchester Supplementary Planning Document (April 2007)

4.17 The guidance identifies the City's heritage as an asset. Paragraph 2.6 states that buildings and areas of architectural and historic importance together with their setting will be preserved and enhanced and paragraph 12.7 states that developers are encouraged to look positively at the role that older buildings can play in delivering a sense of place within the City Centre, and that the need for old buildings to have an economic use is recognised.

5. The Archaeological and Historical Background

5.1 This section is to be read alongside the historical plans of the application site and surrounding area contained in Appendix 1.

5.2 The current understanding of any activity in Manchester during the prehistoric period is very poor, and evidence for Greater Manchester is sparse and based on chance finds. This perhaps reflects the unfavourable geological conditions, as boulder clay predominates in the area, whereas evidence suggests that prehistoric communities preferred well drained sands. It is reasonable to suggest that the Castlefield area may have been beneficial for late prehistoric settlement on account of the natural topography and its riverside location. However, physical evidence is fragmentary and the best evidence was yielded from an archaeological excavation that was targeted on a plot of land at 73 - 83 Liverpool Road (OAN 2005). An assemblage consisting of 2 Mesolithic flints, 1 Neolithic/Bronze Age waste flake and 1 fragment of Late Bronze Age / Iron Age pottery was found (Gifford 2005). Also, dugout canoes of the Bronze Age period were discovered during the excavation of the Manchester ship canal. In addition to these artefacts, the Greater Manchester HER includes four sites of prehistoric date in the area between Castle Street and Tomlin Street (OAN 2005). All of the prehistoric artefacts from the Castlefield area are residual, having come from secondary deposits. This indicates a background level of prehistoric activity for the area which has yet to have any defined foci (Gifford 2005). No prehistoric finds have been found on the site itself.

5.3 A Roman fort was established in the Castlefield area in 79AD (Fletcher 1989, 3). The original fort comprised a turf rampart with timber gates, and covered an area of cl.2ha. A fort of this size could hold a 480 man infantry unit. The fort was rebuilt in stone around AD 200 (Bryant *et al* 1986) and was supported by a substantial settlement, or vicus. This settlement originated largely during the early 2nd century and incorporated numerous buildings and a concentration of iron-working hearths or furnaces. Much of the current understanding of the Roman vicus in Manchester is derived from the analysed results obtained from three major excavations, which have all focused on the area to the north of the fort (OAN 2005). These excavations revealed extensive evidence for several successive phases of

occupation commencing during the late 1st century and continuing into the 3rd century. Less is known of the settlement to the south of the fort. However, it is believed to have incorporated a bath house on the north bank of the river Medlock, which was discovered during the 1770s and a temple of Mithras (OAN 2005).

5.4 Funerary remains have been discovered near the eastern boundary of Castlefield which represent part of the little understood cemetery of the settlement, which likely flanked the roads to the fort. Graves and artefacts were discovered in 1849 when Pioneer Quay was excavated in 1832 around the area of Great Jackson Street (OAN 2005). No Roman artefacts have been found on the site, although it lies c. 0.6km from the site of the fort.

5.5 There is very little archaeological evidence in the region as a whole that denotes the period between the end of the Roman occupation and the Norman Conquest. However, the supposed remains of four sunken-floored buildings of Anglo-Saxon type were discovered beyond the north gate of the Roman fort, although their date and interpretation was not conclusive (OAN 2005). The Anglo-Saxons did however, build a settlement to the north of the fort, founding the beginning of the medieval town of Manchester, around the manor house and parish church of St Mary. In 1223, the right to hold an annual fair was obtained, and the town was important enough to be granted a charter in 1301 (Kidd 1993, 14). The Castlefield area became known as Aldport or The Old Town and a house and park in the area, what would later become known as Aldport Lodge, became the home of the Mosley family in 1601. The Lodge was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester but was burned down by the victorious Parliamentarians (GMAAS 2014).

5.6 During the 18th century the surrounding area was predominantly agricultural consisting of isolated settlements and market towns with Manchester at the centre. By the middle of the century, Manchester was expanding at a considerable rate, and it was during this period that Deansgate, Market Street and Shude Hill developed commercially (Farrer and Brownbill 1911, 180). Casson and Berrys map of Manchester from 1741 shows this development.

5.7 The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and the first canal in Britain was constructed from 1758 to 1761 by James Brindley, to transport coal from Worsley to Manchester (GMAAS 2014). Landowners perceived two potential uses for canalside land: as factory sites and as coal, stone, and timber wharfs (Maw et.al 2011, 5). Rochdale Canal was originally conceived in 1776, and opened officially in 1804, although construction work continued for another few years. The width of the canal made it more successful than the Huddersfield Narrow Canal and it became the main highway of commerce between Lancashire and Yorkshire (Hadfield and Biddle 1970). As early as 1808, 10 of the town's eventual 23 private canal branches had been constructed, the remaining 13 branches being added in the trading booms of 1815–16, the mid-1820s, the early 1830s, and the mid-1840s. The Manchester and Salford Junction Canal (HER No. 125.1.0) was originally built to provide a direct waterway between the Mersey and Irwell Navigation and the Rochdale Canal and opened in 1839. Prior to this, the lack of any direct canal link between them meant that goods being transported using both waterways had to be offloaded onto carts and carried across the city, before being loaded back onto boats to continue their journey. This was costly and time-consuming, as well as adding to traffic congestion on the streets of Manchester.

5.8 Greens map of the late 18th century shows the site to be developed, along with the rest of Deansgate. A large garden lies opposite the site on the west side of Deansgate. Swire's map of 1824 shows that by this time little had changed on the site, although the garden opposite was now gone, developed with buildings.

5.9 The 1850 OS town plan shows the site more clearly. This side of Deansgate had houses or shops, some of which had bay frontages. Behind these were smaller terrace houses/shops along with some back to back houses. By this time Manchester was the largest textile centre in the world and the need for warehouses grew. The Great Northern Railway (GNR) began in 1846 as an amalgamation of the London and York Railway and the Direct Northern Railway. The GNR also had joint ownership of the Cheshire Lines Committee, which gave them access to Liverpool, and other joint workings led to Leeds and Halifax.

5.10 In 1897 GNR commenced construction for the Great Northern Warehouse, along with the goods depot and shops (TRE 1899). It was reported in 1899 that "A handsome block of offices to accommodate the staff of the goods department is also in the course of construction at the end of the site where it abuts Peter Street, and under an arrangement with the Corporation the Company are constructing a range of shops extending for a distance of 66 ft. or 700 ft. in Deansgate between Peter Street and Great Bridgewater Street, at the same time widening and improving Deansgate" (TRE 1899). This development removed much of the old town of Aldport. It was reported that "The work of demolition which had to be effected in the vicinity of Deansgate was enormous. About nine acres of streets and houses, including Alport's brass foundry, and a host of hotels, inns, and public-houses, a chapel, burial ground, central school, and other institutions were swept away … The front of the Great Northern Railway Company's premises facing Deansgate is to be allotted for thirty-two shops of good style and appearance" (TE 1898). It was designed by Mr. W. T. Foxlee who also carried out their execution and the engineer in chief was Mr A. Ross (TE 1898).

5.11 It was completed in February 1898 and built above the Manchester and Salford Junction Canal. A dock was constructed beneath to allow goods to be transferred to and from canal barges. This was done via shafts and a complex system of haulage using hydraulic power. The Goods Depot and shops, of which the subject building is a part, consisted of a single long rectangular building, divided into smaller units and serving to screen the rail from Deansgate. The OS mapping for 1896 does not show this development, but does show that some of the back to back houses had been removed or converted. It can clearly be seen from the 1909 OS mapping onward however, with little to no change over the first half of the 20th century.

5.12 Slaters trade directory for 1900 simply lists 219 – 319 Deansgate as "Great Northern Railway Goods Depot". However, by the time of the 1911 directory, several businesses were listed in the units. Number 255 was occupied by Continental Tyre & Rubber Co. (Great Britain) Ltd with the Vegetarian Society at 257. Number 259 was shared by Hoe & Co. Sauce Manufacturers, along with Sanby B J & Co., merchants and the Union of Lancashire and Cheshire Institutes. 261 was Colmore Depot, Phonograph Dealers and Jones W. H. & co.

Ltd., Hardware Manufactures were at 263. Deansgate Motor Co. Ltd., Motor Engineers were at 265 with Chambers Edgar Jn. Motor Car agent at 169 and Brown Brothers Ltd., Cycle and Motor factors at both 271 and 173. To the south of these were Slingsby H.C truck manufacturer at 275 and Lucas Joseph Ltd., motor and cycle accessory manufacturers were at 277. Finally Wyall Thomas, a stationer was at 279.

5.13 By 1921 the situation was much the same, although some of the businesses had changed. Brown Brothers Ltd now took over numbers 267 – 273 with their cycle and motor accessory business, and Pirelli Ltd., motor tyre manufacturers were at 265 along with Higgin Ltd, india rubber goods manufacturers. The Palmer Tyre Ltd. had moved into 263, with an electrical engineer, John Roberts to the north at 261 and Miss Madge Atkinson, school of natural movements at 259. Lancashire and Yorkshire Motors Ltd had moved into number 255. 1931 saw little change again, with Miss Madge Atkinson listed as a dance instructor and sharing the unit with Miss Mollie Suffield, school of dancing. Brown Brothers Ltd. further expanded to take over 265 and at 279 Terry Herbert & Sons Ltd., spring makers had moved in. Swain Leo & Co. Ltd., Motor Accessories had taken over 247 – 259.

5.14 The site underwent little change until the late 1900's when the whole complex was sought to be redeveloped. This initially came under criticism for having an unsympathetic approach, including partial demolition, but an agreement was reached. This development saw the insertion of the shop fronts at first floor level to the rear of the property and the formation of the raised Deansgate Mews.

6. Site Visit

6.1 The property was visited on the 22nd December 2015 when it was visually assessed and photographs taken. The interior had been modernised in places, through the insertion of partition walls and windows, but on the whole remained intact. Most of the units had been stripped back, revealing the brickwork.

7. Description

7.1 This section provides a description of the exterior/interior of the subject units and should be read alongside the photographic plates in Appendix 2.

7.2 The listed building description of 235-291 Deansgate describes it as follows:

> *Range of shops with offices/warehousing above extending c.200m along E side of Deansgate. 1895-7. Designed by Great Northern Railway engineers, Richard Johnson & Alexander Ross, as part of Railway's goods depot (qv). Brick with limestone dressings. Welsh slate roofs. Range consists of 7 elements: 4-storey polygonal end range to south; moving north – 3 storeys, 3x3; 4 storeys, 2x4, 1x2, 2x4; 3 storeys, 6x3; 4 storeys (as before); 3 storeys, 6x3; 4 storeys, 4x4. Each bay divided by pilasters. Regular stone bonding, sills and window arches. Cornice of lower ranges continues through 4-storey ranges. Latter have tall stone-bonded lateral stacks and pinnacles. Shop fronts divided by pilasters, central windows and pedimented doors.*
> *Designed as part of the Great Northern Warehouse Scheme, this is reputedly the longest Victorian terrace in England, built as 'barrier' buildings to hide the sight and noise of the goodsyard behind. The terrace buildings are listed and, with the goods yard and warehouse, form the Great Northern leisure and retail complex. Row of shops and offices forming screen wall to site of former Deansgate Goods Station. c.1899. Red brick with sandstone dressings and slate roofs (concealed). Very long range of 29 units. Four and 2 storeys, the 4-bay centre and ends 4- storeyed; with strong horizontal emphasis derived from continous cornices to ground and 2nd floors, and sandstone sillbands, imposts bands and intermediate bands, counteracted by vertical pilasters terminating in tall chimneys or finials. Each bay has a shop or shops at ground floor, and 4 sashed windows on each floor above, the centre pair at 1st floor linked by a single pediment. Very striking feature of the street, and forms a group with Nos 223 to 233 (including entrance to goods station), from which this item continues.*

7.3 **Exterior**. The main frontage is along Deansgate, running from Peter Street to the north to Great Bridgewater Street to the south. The building is three storeys high with sections raising to four storeys, between 16 – 18 bays wide. The ground floor is given over to shops, with modern shop frontages and the floors above all have timber framed sash windows with sandstone cills, lintels and several string courses. Of the 4 storey section, each unit is comprised of 4 bays, whereas the 3 storey section has units of 3 bays. The units are the same size, only the bays differ. Only part of the building is under consideration here

however. This takes in a whole 18 bay (4 units with 2 bay staircase) four storey section as well as the first and last two units of the three storey section. Finally, it takes in a further two units of the southern four storey section. A tall brick chimney rises from the junction of every other unit. These unit junctions are visible in a slightly projecting brick column running up the length of the face.

7.4 To the rear of the property, the ground level has been raised, forming a service area and car park beneath. As such the units are entered at second floor level (the top floor of the three storey sections). Each unit has had a modern open shop frontage inserted, removing the original windows. These windows still remain on the four storey sections, where they are shown to be timber sashes once again, although with depressed brick arched lintels. Where the walls of the 4 storey sections rise above the third storey, evidence of rebuilding is evident, with rough joints and changes in brick, suggesting that the rear face may have been rebuilt. The first floor façade is accessed via the carpark to the Great Northern Leisure complex. Here the windows have been removed and bricked up.

7.5 **Interior**. The northernmost units D and E are the only units with modern fittings. These show the inserted stud walls and timber staircase cutting across the windows, as well as having some original features still visible, including cast iron stanchions within partition walls and chamfered and stopped beams. The king post truss is also visible on the top floor, as it is in all of the units. The rest of the units have been stripped back, revealing the brickwork below as well as the features mentioned above. The revealed brickwork shows several openings, including windows high in the gable walls and blocked interconnecting doorways between the units, with large rounded lintels of brick. Blocked fireplaces are also visible. Unit G shows a modern brick wall to the rear of the property, suggesting that it has been rebuilt, likely during the shop front insertions below.

8. Heritage Significance of the Application Building

8.1 The English Heritage (now Historic England) Publication 'Conservation Principles: Polices and Guidance' (EH 2008) suggests a number of criteria which will assist in the recognition of heritage values in the historic environment.

Evidential Value

The evidential value is medium - high. It provides evidence of the construction and use of the Goods Depot and their use at the end of the 19th century.

Historical Value

The historical value is high as the building was constructed alongside the warehouse as a good example of a surviving rail architecture.

Aesthetic Value

The aesthetic value is medium - high. The main frontage facing Deansgate is ornate and of the period, whereas the rear has been significantly modified with the insertion of shop frontages.

Communal Value

The communal value is high. The building forms a group with the Great Northern Warehouse (grade II* listed).

8.2 Also, it is known that the criteria set out in Annex 1 of 'Scheduled Monuments' (DCMS 2010) for assessing the national importance of an ancient monument have been drawn upon by Archaeological Curators when considering the significance of designated heritage assets. These are also useful here for considering the site as a whole.

Period

The building was erected around 1898. The significance is therefore medium.

Rarity

Several buildings relating to the railway were erected during the 19th century and several still stand today within the area. It is however, arguably the longest Victorian façade in the county. The significance is therefore high.

Documentation

The Warehouse is well documented although the goods depot less so, although it does appear in trade directories of the time. The significance is therefore medium.

Group value

The building is located in an area with buildings of a similar age, style and function, with which it forms a group. The group significance is therefore high.

Survival/Condition

The building has survived well and is in a good condition. The significance is therefore high.

Fragility/Vulnerability

The building is in a good condition and in no danger of collapsing. It is also occupied and listed. It is not considered to be vulnerable to vandalism or detrimental conditions.

Analysis

8.3 The building was constructed in 1898 by the Great Northern Railway as a Goods Depot, alongside the Great Northern Warehouse. The warehouse itself has been noted as a unique survival of a three-way railway goods exchange station, serving the railway, canal and road networks of the Manchester region. The goods depot formed a part of this operation and should therefore be considered in relation to it. In addition, the Deansgate elevation is reputed to be the longest Victorian façade in the country (Little 1995). The site was redeveloped in the late 1990's, when the plans were objected to initially by several bodies, including the Council for British Archaeology, The Victorian Society and the Friends of Great Northern, as they were initially deemed unsympathetic and involved demolition of some parts of the site. After an agreement was reached, one of the planning conditions was the implementation of an historic building survey. This was carried out at RCHME level 4, giving a fully comprehensive assessment.

Heritage Value

8.4 As a whole the building has a high degree of communal and historic value, being a part of Great Northern Railway Warehouse operation. It also has a medium - high degree of evidential and aesthetic value, with the rear having been modernised and converted to shops in the late 20th century. Internally, where most of the changes are to be made, there are surviving features of heritage value also. The windows to Deansgate are original sash windows and chamfered and stopped timber beams run across some of the ceilings. Where the plaster has been removed various arched openings and blocked fireplaces are visible, giving indications of former uses and how people moved through the space prior to the modernisation.

9. Impact of the Proposals on Heritage Significance

Introduction

9.1 Published on 27 March 2012, the National Planning Policy Framework (NPPF) sets out the Government's planning policies for England. The NPPF builds upon the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 and requires applications affecting the significance of any heritage asset to be accompanied by an assessment of the asset's significance, including any contribution made by their setting, in addition to consideration of the potential impact of the application on the significance.

9.2 Significance is defined by Annex 2: Glossary of NPPF 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'.

9.3 With regards to the potential impact of the development proposal on above ground heritage assets, there are two types of heritage impact that must be considered as part of the application:

- The direct impact of development on units D-H and L-O Deansgate Mews (i.e. Works of repair, alteration, conversion and demolition);

- Any indirect impact caused by development on the setting of the units or on the setting of nearby listed buildings which includes the Deansgate Goods Station (grade II* listed)

9.4 To assess the direct impact of development on the subject units it is necessary to consider the impact of the proposed works on the fabric of the building. This requires an understanding of what is proposed and an appraisal of impact on the heritage significance of the building.

9.5 Appraising the indirect impact of development on the units and Deansgate Goods Station will involve an assessment of whether each of these assets has a setting which contributes to their significance and whether the proposed development impacts upon this setting. The principal documents guiding the appraisal of setting are Historic England's 'Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets', published on 25 March 2015; and Historic England's 'Seeing the History in the View' published in May 2011.

9.6 'The Setting of Heritage Assets' sets out guidance on managing change within the settings of heritage assets, including historic buildings, sites, areas and landscapes. Building on the historic environment provisions of national planning policy, the document provides advice on the definition of 'setting' before setting out key principles for assessing the implications of development proposals on the settings of heritage assets.

9.7 'Seeing the History in the View' published in May 2011 provides guidance for initial baseline analysis of the heritage significance in any selected view, followed by assessment of the impact on that significance of particular development proposals. The guidance explains Historic England's own approach to views assessment and is intended to be of use to local planning authorities, professionals and developers as well as the interested public.

9.8 The sections below consider the direct impact of development on the significance of the application units and any indirect impact on the setting nearby listed buildings.

Direct Impact on the Heritage Significance of Units D-H and L-O Deansgate Mews

9.9 This section demonstrates that the applicant has carefully considered the direct impact of the application proposal on the significance of the subject units. It should be highlighted that from the outset of developing the proposed scheme, the design team sought to keep all alterations to the units to a minimum. Only alterations which are necessary to enable the building to operate as bar/restaurant accommodation are proposed. Additionally where alterations are proposed these generally affect contemporary built fabric only.

9.10 In terms of external alterations to the units, these are limited to the installation of new shopfronts to units F-G and L-O, and the installation of extract equipment. With regards to the former, the new shopfronts will match the existing cotemporary timber shopfronts already installed to units D-E and H, which themselves date from the 1990s redevelopment of the Great Northern complex. The insertion of shopfronts will have a positive heritage impact by removing the existing boarding to units, improving their appearance and providing consistency along the terrace and the Deansgate Mews streetscene.

9.11 In terms of the extract equipment, which is necessary to enable the proposed bar/restaurant use, the positioning of this is governed by the location of the proposed kitchen/food preparation areas internally. The extract flue will exit the building though the non-original roof of unit M and rise to the parapet level of unit N. This solution has been arrived at with consideration to the technical requirements of the extract, and to be sensitive to the fabric of the listed building, requiring only a small area of the slate from unit M to be removed.

9.12 Where it is necessary for extract ducts to be routed through the units internally these will pass through the blocked doorways/walls within the units, requiring only the removal of contemporary blockwork. In terms of the heritage impact of installing the kitchen extract, this is considered to have only a minor negative impact on the building. In the context of the scheme as a whole however the proposed extract is considered acceptable since it will enable the units to be brought into a full economic use, whilst harm will be minimised by limiting the extract system to one flue, routing this up the gable elevation of unit N, and installing a brick effect flue cover. These mitigation measures will collectively help to ensure that potential harm to the building is minimal. Furthermore the extract ductwork and flue will be sensitively affixed to the listed building, for instance by drilling into mortar rather than brickwork, meaning the equipment can be removed at a future date if required without having any material long-term effect on the building.

9.13 Subtle signage will also be installed above the entrances to the individual units as part of the existing contemporary shopfronts or new shopfronts to be installed. This addition of signage is neutral in heritage terms, but will ensure the proposed bar/restaurants are functional and commercially viable, and therefore has positive planning benefits. The

signage will also conceal ventilation intakes proposed above the entrances which will be beneficial in terms of the appearance of the units.

9.14 Internally, contemporary staircases within units E, F, L & M and O, some of which currently cut across windows on the Deansgate elevation of the units, will be removed with the openings filled in. Pre-existing steelwork in these areas will be used to carry timber beams and floorboards meaning no original elements of the building will be fixed to. These alterations will have a minor positive impact on the significance of the listed building by removing unsympathetic contemporary alterations.

9.15 The existing modern blockwork which divides units D & E, F & G and L & M will be removed to create more functional spaces. This alteration will have a positive heritage impact by removing contemporary fabric and enabling an appreciation of the scale/proportion of the units. Alterations are proposed to remove existing or create new doorways. These changes only affect contemporary fabric and are without heritage impact.

9.16 In order to facilitate the use of the building as bar/restaurant premises various new stud partitions are required in order to provide the necessary toilet facilities, secure office and storage areas. It is proposed that the new dividing walls will comprise of lightweight timber frames with plasterboard and skim finish. Their construction will minimise additional loading on the internal structure, whilst ensuring that they can be safely removed in the future with minimal disruption to the building structure and fabric by being fixed into the mortar of the original building rather than the original brickwork. Where partitions meet original external walls or ceilings a 10mm shadow gap will be provided denoting the historic and new elements of the building. If required in the future it will be possible for these stud partitions to be removed without any lasting impact on the fabric of the listed building. As a result of these mitigation measures it is considered that the heritage impact of new stud partitions is neutral.

9.17 The location of toilets has been carefully considered by the design team and these will be located within areas where no original structure will be affected, with exiting soil pipes and water supplies being reused. In terms of the bar/restaurant fit out, this will reflect the temporary nature of the proposals with all bars being moveable to provide flexibility. No

fixings to the original structure of the building will be required. Again, it is considered that the heritage impact of these alterations is neutral.

9.18 In summary and as noted above, the proposed works are limited in scope but will enable the full use of the units to be secured which have been underused for a number of years. The proposal is also associated with significant planning and regeneration benefits including increasing activity and vibrancy along Deansgate Mews and creating employment opportunities during the fit-out stage of development and once the scheme is operational. In terms of the direct impact of the proposals these are considered to comply with the provisions of NPPF and local planning policies including Core Strategy policies CC9, EN1, EN3 and Saved UDP policy DC19. Subject to appropriate conditions the works identified by the submitted plans will not result in harm to the listed building and taken as a whole will have a minor positive impact.

Indirect Impact of the Proposed Scheme on Listed Buildings

9.19 Paragraph 129 of the NPPF states that '*Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset)*…'. In addition to considering the direct impact of the proposal upon the significance of the subject units, it is also necessary to consider any indirect impact of the proposals upon the setting of heritage assets. Within the context of the site and the proposals it is necessary to consider the potential indirect effect on, the subject units themselves (which form part of the grade II listed 235-291 Deansgate), and the nearby grade II* listed Deansgate Goods Station.

Potential Impact on the setting of the subject units which form part of 235-291 Deansgate (Grade II listed)

9.20 As established within previous sections, the Deansgate Mews elevation of the units does not hold the same heritage significance as the Deansgate elevation of the terrace which has a high degree of aesthetic and architectural value. In contrast the Deansgate Mews elevation is of a more utilitarian design. The 1990s redevelopment of the Great Northern complex involved significant alterations to the rear of the units, including most notably the

creation of the raised Deansgate Mews which transformed the setting of the units. Whilst it may not have been the original intention, the provision of the Deansgate Mews pedestrian route now contributes positively to the setting of the units and the environment in which they are experienced. In accordance with the NPPF it is necessary to establish what impact the proposals will have upon this setting.



View looking south along Deansgate Mews.

9.21 As noted above, the proposals will provide the nine vacant application units with active and viable uses. At present six of the units are boarded up and only three have shopfronts. This reflects the underuse of the units, some of which have never been occupied since Deansgate Mews was redeveloped in the 1990s. The installation of shopfronts and the provision of active uses more generally, will transform Deansgate Mews, from what is presently a rather dull and lifeless street to one which has added vitality and vibrancy, providing uses which will act as a destination, drawing people to the area.

9.22 The application proposal involves the creation of outside seating areas located adjacent to the units on Deansgate Mews. These seating areas are intrinsically linked to the street food concept of the proposals and are a critical part of this application. Two seating

areas are proposed. One will be in front of units D, E, F, G and H and will be enclosed by high level and low level mesh fencing and art panels. It will include a bar and food preparation area and a single storey mezzanine structure, comprising scaffolding and deck board, providing additional seating. Tiered seating is also proposed (to surround the existing planters/vents on Deansgate Mews), located in front of units F, G, and H. The seating area in front of units L & and N will be enclosed by high and low level mesh fencing with tiered seating proposed to surround the existing planters/vents.

9.23 The outside seating areas have been designed to be sensitive to setting of the listed building as well as reflect the street food concept and temporary nature of the proposals. It will comprise mesh fencing, scaffolding, deck board and corrugated metal and corrugated polycarbonate panels which will create an industrial aesthetic to reflect the industrial heritage of the Great Northern complex. Artwork panels, which will change depending on the nature of the food/drink available, will also form part of the seating area enclosure in front of units D and E and will add further individuality and quirkiness to the proposals reflecting their independent nature. The quirky design will continue through the tables and chairs, planters, and other props that will be installed within this area which will create the applicant's desired atmosphere and ambience.

9.24 In terms of impact on the setting of the listed building, the use of scaffolding to form the mezzanine structure, mesh fencing and the light-weight canopy will ensure that the units remain visible through the seating areas. It will also provide an industrial aesthetic which is complementary to the history of the Great Northern complex and its origins. Additionally, the seating areas will be temporary constructions which will be easily removed in the future. For the above reasons, the proposed uses of the units and the associated seating areas will bring about the transformation of Deansgate Mews which will clearly have a positive impact on the setting of the listed building thus complying with national and local heritage policy requirements including Core Strategy policy EN3 and Saved UDP policy DC19.

Impact on the setting of Deansgate Goods Station (Grade II* listed)

9.25 Deansgate Goods Station is located to the north of the application site. The warehouse itself has been noted as a unique survival of a three-way railway goods exchange station, serving the railway, canal and road networks of the Manchester region. The building dates from 1885-96 and was grade II* listed on 4 May 1979. The listed building description describes the warehouse as follows:

> *Goods station and warehouse, and attached carriage ramp, now car park. 1885-96, and 1899, for Great Northern Railway Company. Steel-framed construction, cladding of red brick with blue brick bands, slate roof. GOODS STATION; Rectangular plan, 267 feet long and 217 feet wide. Five storeys, with 27-window east and west sides and 17-window north and south ends; segmental-headed windows with cast-iron glazing bars; frieze with lettering in white brick:"GREAT NORTHERN RAILWAY COMPANY'S GOODS WAREHOUSE" (on all 4 sides); and brick bracketed painted cornice with blocking course. The east facade (to Watson Street) has 5 wide cart entrances at ground floor with deep iron lintels, and the north end has 3 similar entrances. The west side and south end have similar entrances at 1st floor level: 2 where the carriage ramp enters at the north end of the west side, and 3 offset to the left in the south end where the former railway viaduct enters. In addition, the west side has 4 bays of tiered segmental-headed loading doorways with cast-iron surrounds, separated by 2 pairs of windows. The interior is of brick jack arch, fire-proof construction. To the west side at its north end, CARRIAGE RAMP to the upper floor of the goods station completed 1899. Brick, iron and steel, and paved with granite setts. 3-sided ramp extends west, then north, then east. The lower portion is carried on 4 semi-circular vaults of blue engineering brick. The western portion and short return to the building has an iron deck supported on the open side by 4 steel staunchions with a blue brick parapet. Forms groups with Nos 235-92 Deansgate (q.v.). For the original construction and full details of its working see "The Railway Engineer" for January 1899 and "The Engineer" for September 2nd, 1898. A unique survival of a 3-way railway goods exchange station, serving the railway, canal and road networks of the Manchester region, incorporating a complex system of hydraulic haulage between the subterranean canal access to the building, the street level access, and the other storage levels. Built to be fully fire proof, it was considered in its day to be one of the most advanced railway goods exchanges in the country.*

9.26 Clearly the setting of the warehouse has altered dramatically from when it was constructed for the Great Northern Railway to service Manchester's booming industries. As the historic plans from 1908 to1932 (provided at Appendix 1) show, Deansgate Mews and

the area immediately to the east of the terrace was occupied by railway lines and infrastructure which terminated at the Goods Station. This area remained relatively unchanged until the significant alterations during the 1990s redevelopment of the complex which included the conversion and extension of the warehouse to provide various leisure uses and car parking.



View of Deansgate Goods Station from Deansgate Mews in front of units D and E.

9.27 When looking north along Deansgate Mews from outside the entrance to the cinema foyer, the south west corner of the warehouse is visible as is the adjoining modern car park ramp. The mezzanine seating area will be sited in front of units D and E which are located closest to the warehouse some 25m away. Nevertheless it is considered that there will be no impact upon the setting of the building, which given its sheer scale will continue to dominate the immediate surrounding area. In this context it is considered that the application proposal will have no material impact on the setting of Deansgate Goods Station and in this regard will be compliant with national and local heritage policies relating to the setting of heritage assets including Core Strategy policy EN3 and Saved UDP policy DC19.

10. Conclusion

10.1 This Heritage Statement provides detailed analysis of the heritage significance of the interior/exterior of the application units (Units D-H and L-O Deansgate Mews) and an appraisal of the proposals against this significance. The scope of the proposed works is limited and on balance they are considered to have a minor positive impact on the listed building. Importantly the proposal will provide the vacant units with active uses whilst the proposed restaurants/bars will also provide a series of positive planning and regeneration benefits that are considered separately in the submitted Planning, Design and Access Statement.

10.2 This Heritage Statement has been prepared in accordance with national and local planning policy guidance. The design team look forward to working further with the Council in progressing the proposals through to determination. As a level 4 historic building survey of the whole complex was carried out then no further mitigation is deemed necessary.

11. Bibliography

Abbreviations

DCMS – Department for Culture, Media and Sport

EH – English Heritage

GMAAS – Greater Manchester Archaeological Advisory Service

GMAU Greater Manchester Archaeology Unit

HER – Historic Environment Record

NPPF – National Planning Policy Framework

OAN – Oxford Archaeology North

TE – The Engineer

Published sources

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Trade Directories

Slater's Directory of Manchester 1898

Slater's Directory of Manchester 1900

Slater's Directory of Manchester 1911

Slater's Directory of Manchester 1921

Kelly's Directory of Manchester 1931

Maps

1794 Green's map of Manchester and Salford

1824 Swire's map of Manchester

1850 OS 1:500 town plan

1896 OS map Lancashire sheet CIV.10

1908 OS map Lancashire sheet CIV.10

1922 OS map Lancashire sheet CIV.10

1932 OS map Lancashire sheet CIV.10

Archive Material

Photographs from the Historic Building Survey in 1998 Held by GMAAS

Historic Plans Held by GMAAS Cat. Nos. 71, 46 & 36

Appendix 1: Figures

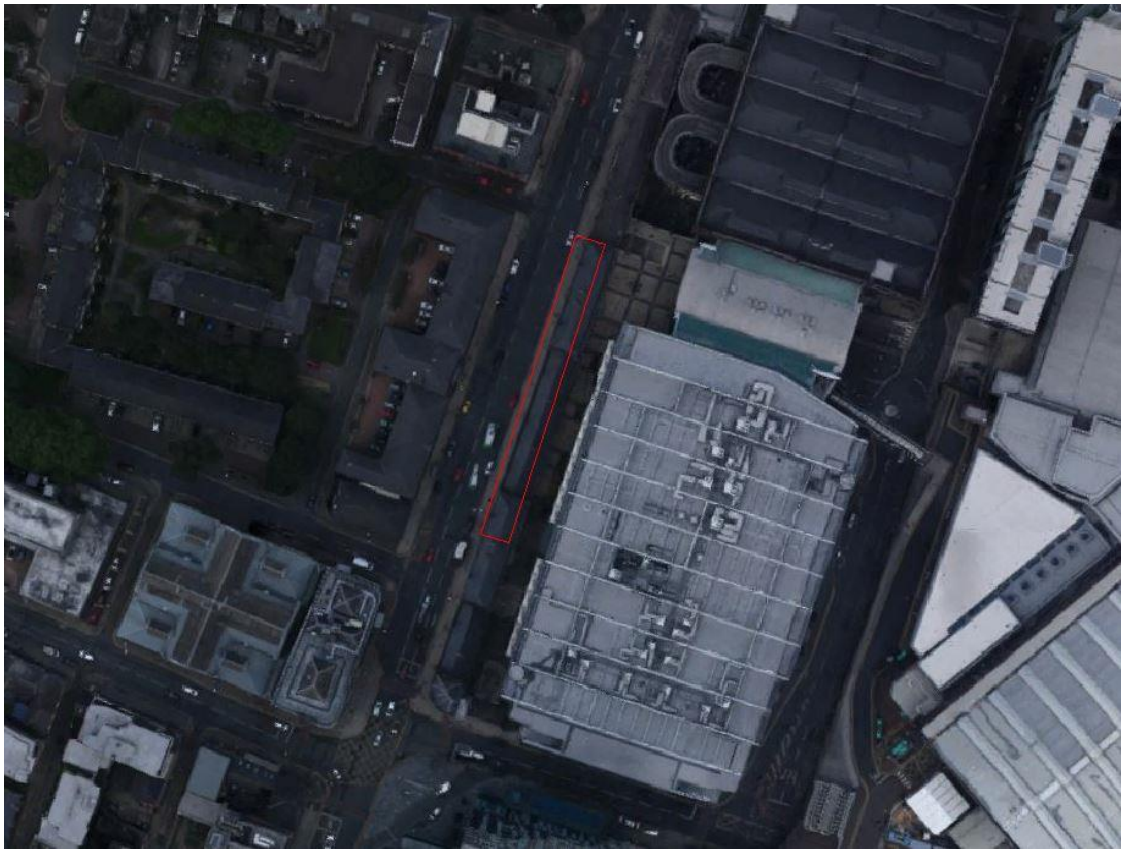


Figure 1: Location plan

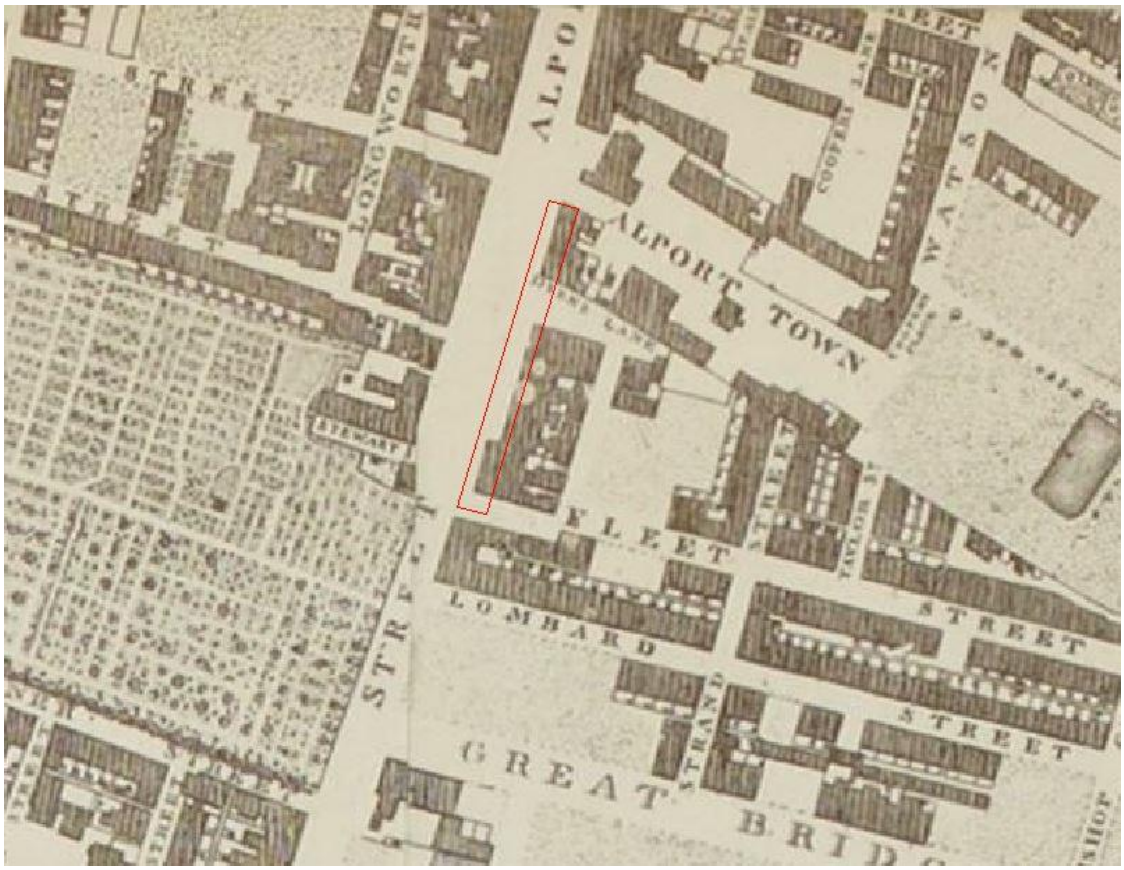


Figure 2: 1794 Green's map of Manchester and Salford



Figure 3: 1824 Swire's map of Manchester



Figure 4: 1850 OS 1:500 town plan

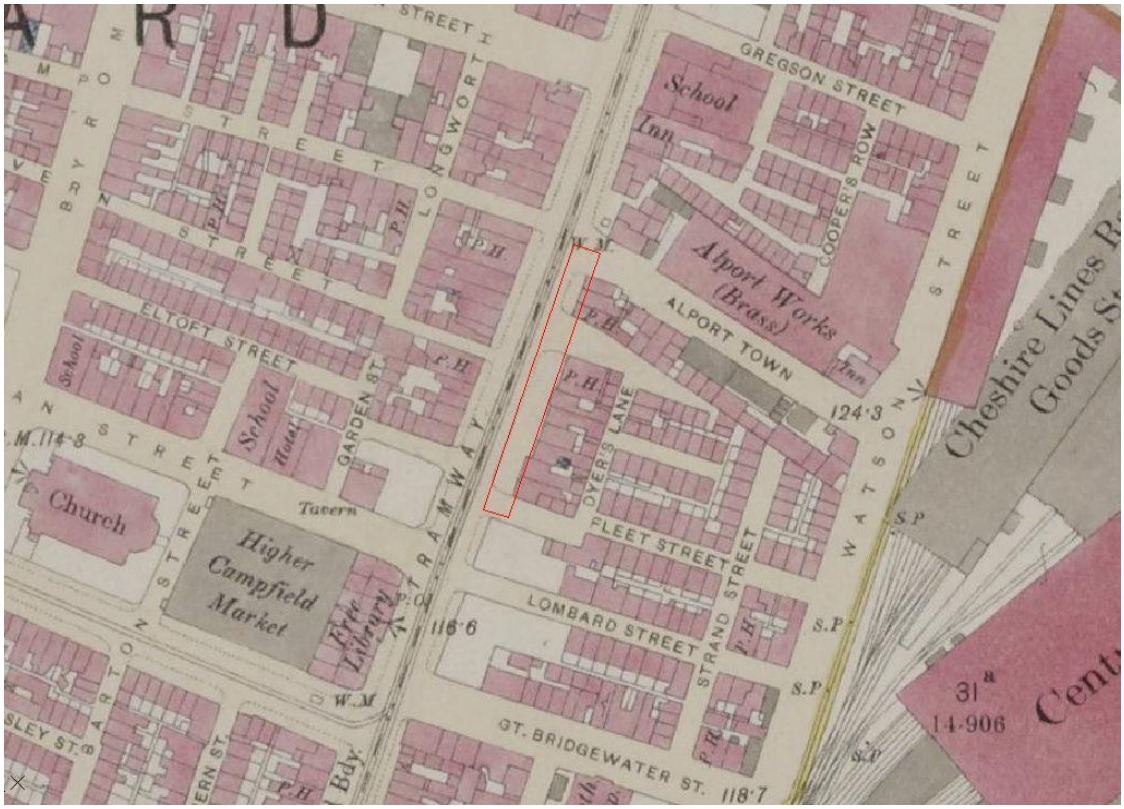


Figure 5: 1896 OS map Lancashire sheet CIV.10



Figure 6: 1908 OS map Lancashire sheet CIV.10



Figure 7: 1922 OS map Lancashire sheet CIV.10



Figure 8: 1932 OS map Lancashire sheet CIV.10

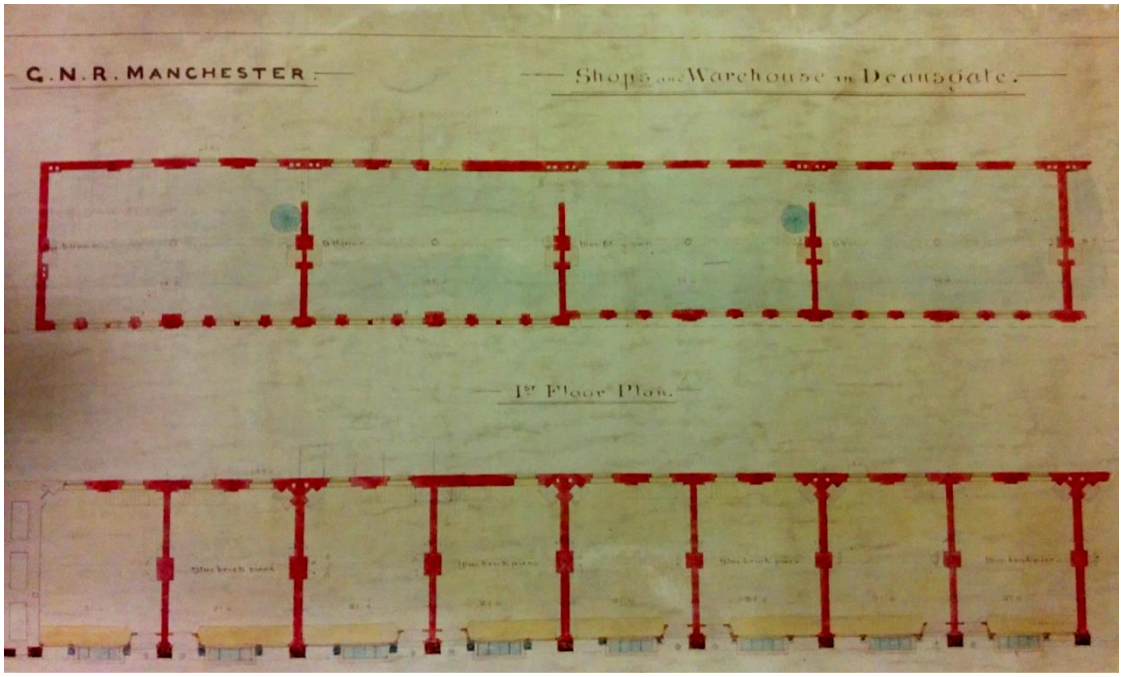


Figure 9: 1898 GNR Manchester Shop and warehouse in Deansgate Plan showing part of the first floor layout (Courtesy of GMAAS)

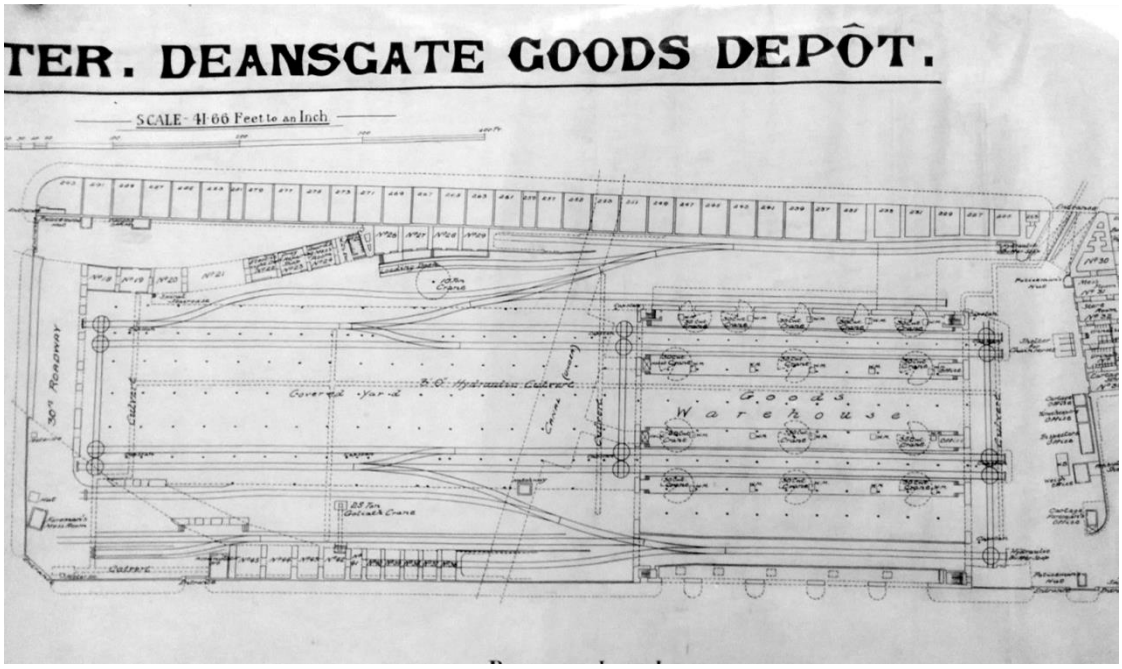


Figure 10: 1898 Deansgate Goods Depot Low Level Plan (Courtesy of GMAAS)

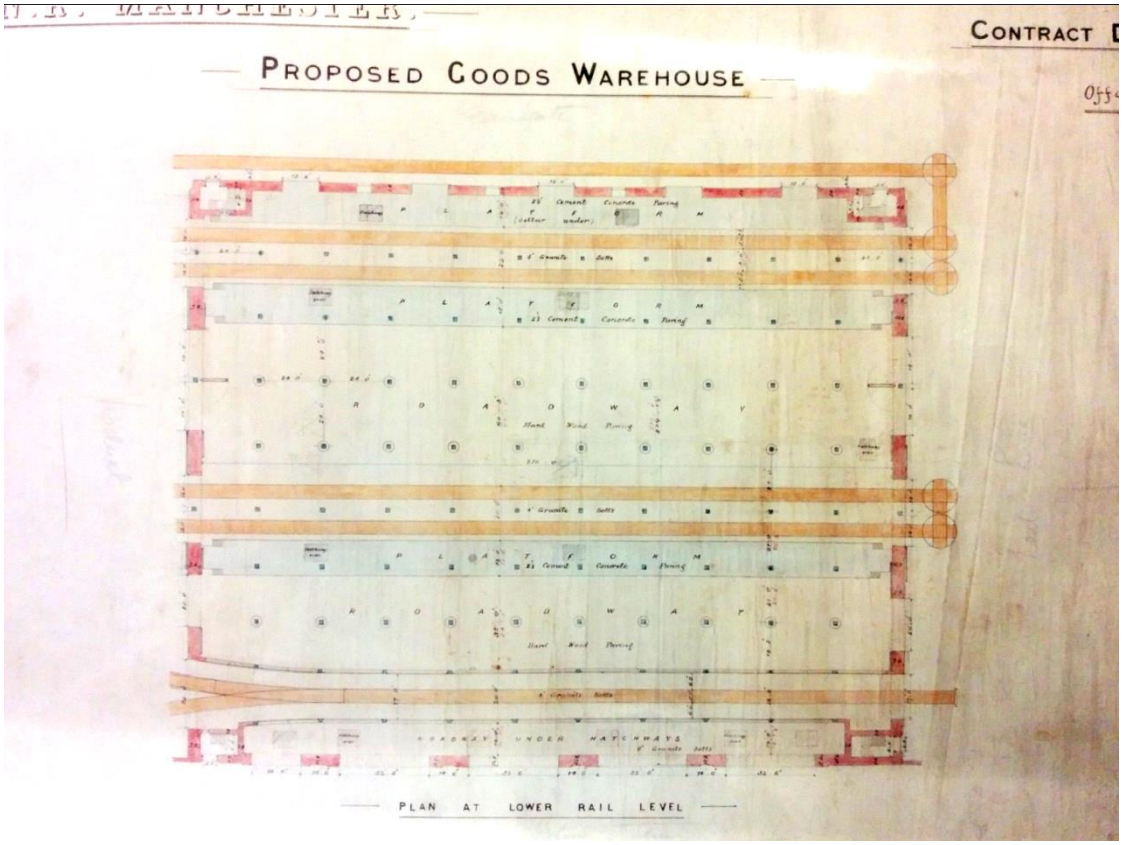


Figure 11: 1898 GNR Manchester Proposed Goods Warehouse Plan of Lower Rail Level (Courtesy of GMAAS)

Appendix 2: Plates



Plate 1: General shot of the goods depot frontage along Deansgate



Plate 2: Northern end showing four story section



Plate 3: Northern end of three story section showing window details



Plate 4: Detail of window embellishments in four story section



Plate 5: Rear elevation showing northern four story section



Plate 6: Rear elevation showing three story section with inserted shop fronts



Plate 7: Detail of southern four story section



Plate 8: Shot looking north showing southern four story section and three story section



Plate 9: Detail of inserted shop fronts at northern four story section (units D and E)



Plate 10: Great Northern Warehouse as seen from the rear of the site



Plate 11: Detail of southern wall of northern four story section showing changes in brickwork



Plate 12: Detail of Northern wall of Southern four story section showing changes in brickwork



Plate 13: Rear elevation of ground and first floors from access yard

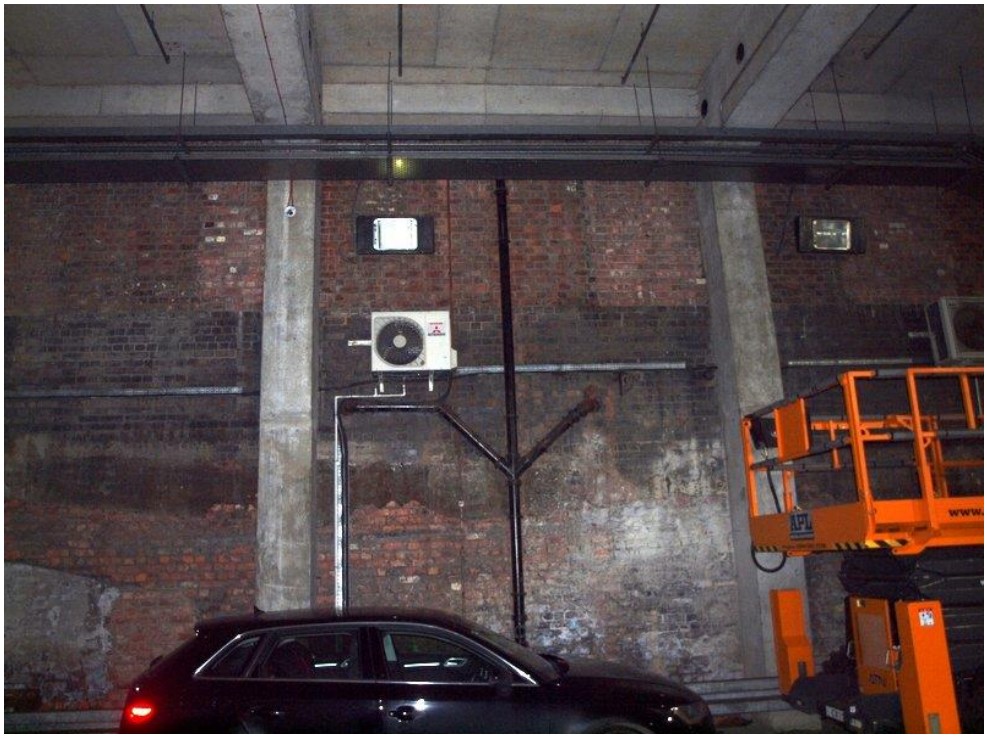


Plate 14: As above, showing first floor blocked windows



Plate 15: Interior of unit D showing modern plaster and stud walls



Plate 16: Detail of sash window fronting Deansgate



Plate 17: Top floor of four story section showing roof truss

.



Plate 18: First floor of unit D showing false ceiling and inserted walls



Plate 19: Detail of chamfered and stopped timber beam resting on stone corbel



Plate 20: Partition wall inserted around station and timber beams

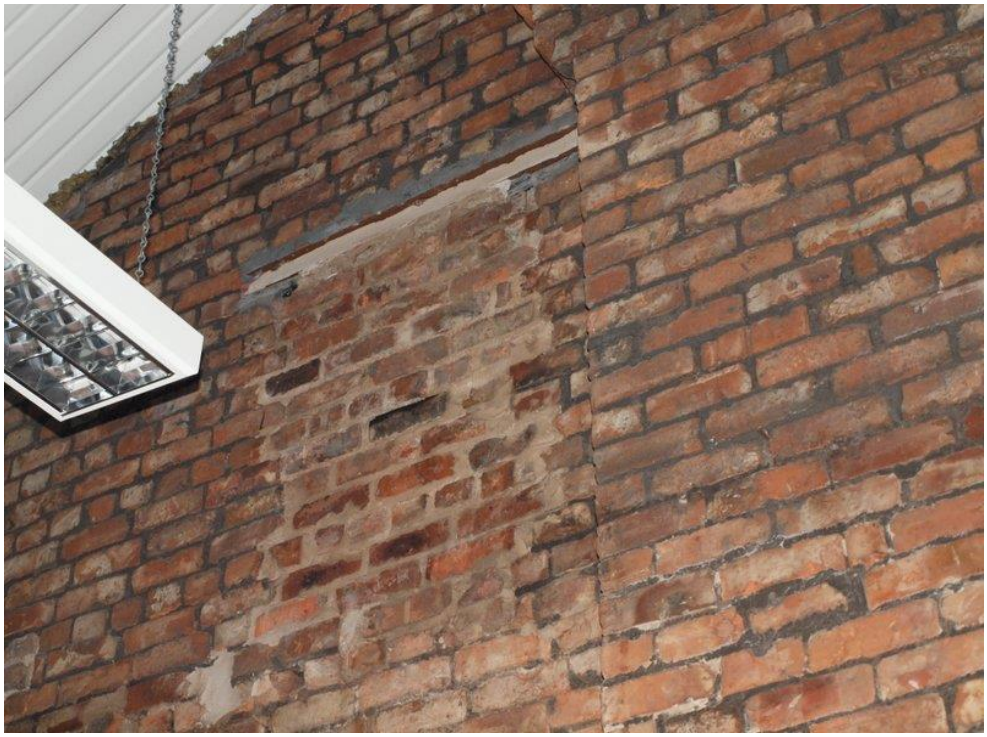


Plate 21: Detail of blocked opening in gable between units F and G on top floor

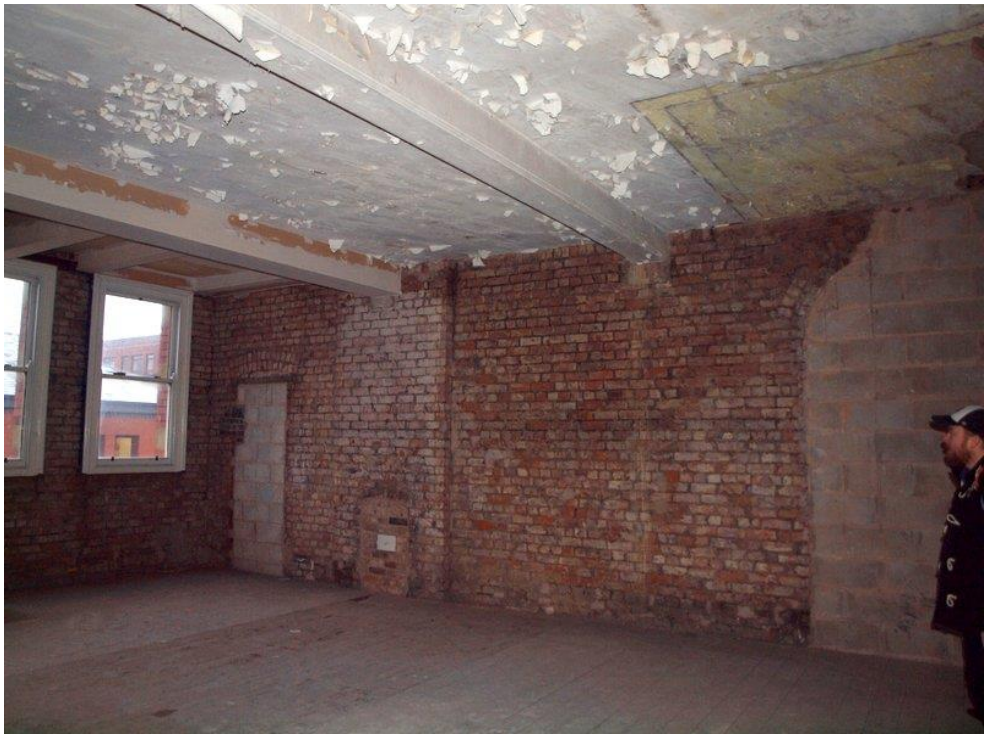


Plate 22: Detail of stripped back walls showing blocked doorways and fireplace, along with concrete ceiling



Plate 23: Stripped back wall revealing wall inserted around stanchion

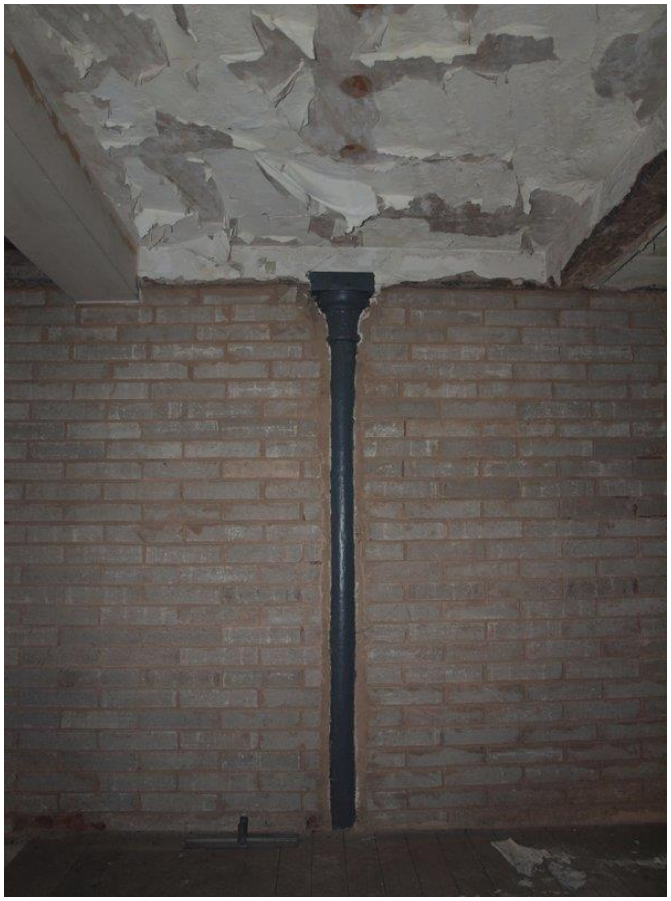


Plate 24: Detail of cast iron stanchion



Plate 25: Further stripped back walls showing blocked openings and timber beams



Plate 26: Detail of roof timbers showing wall inserted beneath



Plate 27: Detail of blocked doorway with rounded arch lintel



Plate 28: Main frontage as shown in 1998 (Courtesy of GMAAS)



Plate 29: Detail of shop frontage as shown in 1998 (Courtesy of GMAAS)


Plate 30: Rear elevation prior to development as shown in 1998 (Courtesy of GMAAS)



Plate 31: Rear elevation prior to development as shown in 1998 (Courtesy of GMAAS)



Plate 32: Interior prior to inserted walls etc. as shown in 1998 (Courtesy of GMAAS)

Appendix 3: Historic Environment Record (HER)

Greater Manchester Archaeological Advisory Service Monument Full Report

SMR Number 8384.1.0 **Site Name** 235–291 (formerly 235–295) Deansgate

SMR Number	Site Name	Record Type
8384.1.0	235–291 (formerly 235–295) Deansgate	Listed Building

Monument Types and Dates

COMMERCIAL (AD 19th Century to Modern - 1899 AD to 2050 AD)
OFFICE (AD 19th Century to Modern - 1899 AD to 2050 AD)
SHOP (AD 19th Century to Modern - 1899 AD to 2050 AD)

Description and Sources

Description

Range of shops with offices/warehousing above extending c.200m along E side of Deansgate. 1895-7. Designed by Great Northern Railway engineers, Richard Johnson & Alexander Ross, as part of Railway's goods depot (qv). Brick with limestone dressings. Welsh slate roofs. Range consists of 7 elements: 4-storey polygonal end range to south; moving north – 3 storeys, 3x3; 4 storeys, 2x4, 1x2, 2x4; 3 storeys, 6x3; 4 storeys (as before); 3 storeys, 6x3; 4 storeys, 4x4. Each bay divided by pilasters. Regular stone bonding, sills and window arches. Cornice of lower ranges continues through 4-storey ranges. Latter have tall stone-bonded lateral stacks and pinnacles. Shop fronts divided by pilasters, central windows and pedimented doors. (SUMMARY)(1)
Designed as part of the Great Northern Warehouse Scheme, this is reputedly the longest Victorian terrace in England, built as 'barrier' buildings to hide the sight and noise of the goodsyard behind. The terrace buildings are listed and, with the goods yard and warehouse, form the Great Northern leisure and retail complex. (2)
Row of shops and offices forming screen wall to site of former Deansgate Goods Station. c.1899. Red brick with sandstone dressings and slate roofs (concealed). Very long range of 29 units. Four and 2 storeys, the 4-bay centre and ends 4-storeyed; with strong horizontal emphasis derived from continous cornices to ground and 2nd floors, and sandstone sill-bands, imposts bands and intermediate bands, counteracted by vertical pilasters terminating in tall chimneys or finials. Each bay has a shop or shops at ground floor, and 4 sashed windows on each floor above, the centre pair at 1st floor linked by a single pediment. Very striking feature of the street, and forms a group with Nos 223 to 233 (including entrance to goods station), from which this item continues. (3)

Sources

(1) Monograph: Manchester CC. 1994. List of Buildings of Special Hist/Arch Interest. Secretary of State.

(2) Graphic material: heritagePD@aol.com. 2007. Castlefield Heritage Trail. Paul and Anna Dunkerley.

(3) Website: Historic England. 2016. https://www.historicengland.org.uk/listing/the-list. Accessed 07/01/2016

Location

National Grid Reference

Centred SJ 8350 9784 (10m by 10m) SJ89NW

Administrative Areas

District Manchester, Greater Manchester
Township Manchester, Manchester, Greater Manchester

Address/Historic Names

235–291 (odd) Deansgate, Manchester, Greater Manchester

Designations, Statuses and Scorings

Associated Legal Designations

Listed Building (II) - 1210103 235-291, Deansgate Active DGM806

Row of shops and offices forming screen wall to site of former Deansgate Goods Station. c.1899. Red brick with sandstone dressings and slate roofs (concealed). Very long range of 29 units. Four and 2 storeys, the 4-bay centre and ends 4-storeyed; with strong horizontal emphasis derived from continous cornices to ground and 2nd floors, and sandstone sill-bands, imposts bands and intermediate bands, counteracted by vertical pilasters terminating in tall chimneys or finials. Each bay has a shop or shops at ground floor, and 4 sashed windows on each floor above, the centre pair at 1st floor linked by a single pediment. Very striking feature of the street, and forms a group with Nos 223 to 233 (including entrance to goods station), from which this item continues.

SMR Number 8384.1.0 **Site Name** 235–291 (formerly 235–295) Deansgate

Other Statuses and Cross-References

Sites & Monuments Record - 8384.1.0 Active

Ratings and Scorings

Condition Good

Land Use

Associated Historic Landscape Character Records

HGM11562 Commercial - Commercial Core-Urban (Type Code: COM-COURB)
232 to 326 (even) and 221 to 295 (odd) Deansgate, Manchester

Other Land Classes

Landuse	Built over
Landuse	In use as building

Related Monuments - None Recorded

Finds - None recorded

Associated Events/Activities - None recorded

Associated Individuals/Organisations - None recorded