



Charles Street Multi-Storey Car Park

Manchester, M1 7AR

Heritage Note

Prepared for: ID Manchester
Limited

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1. Introduction

1.1 Introduction

The following Heritage Note has been prepared by Stephen Levrant Heritage Architecture Ltd. (SLHA) on behalf of ID Manchester Limited and relates to the site known as the Charles Street Multi-Storey Car Park (MSCP), situated at the former UMIST campus, Manchester.

The building contained within the Site comprises a 1970s purpose-built car park, built principally of concrete, which was established as a subsidiary element to the former UMIST Campus. The site is bound by Sackville Street to the east, the Grade II listed viaduct to the north and Charles Street to the south and west (**Figure 1**).

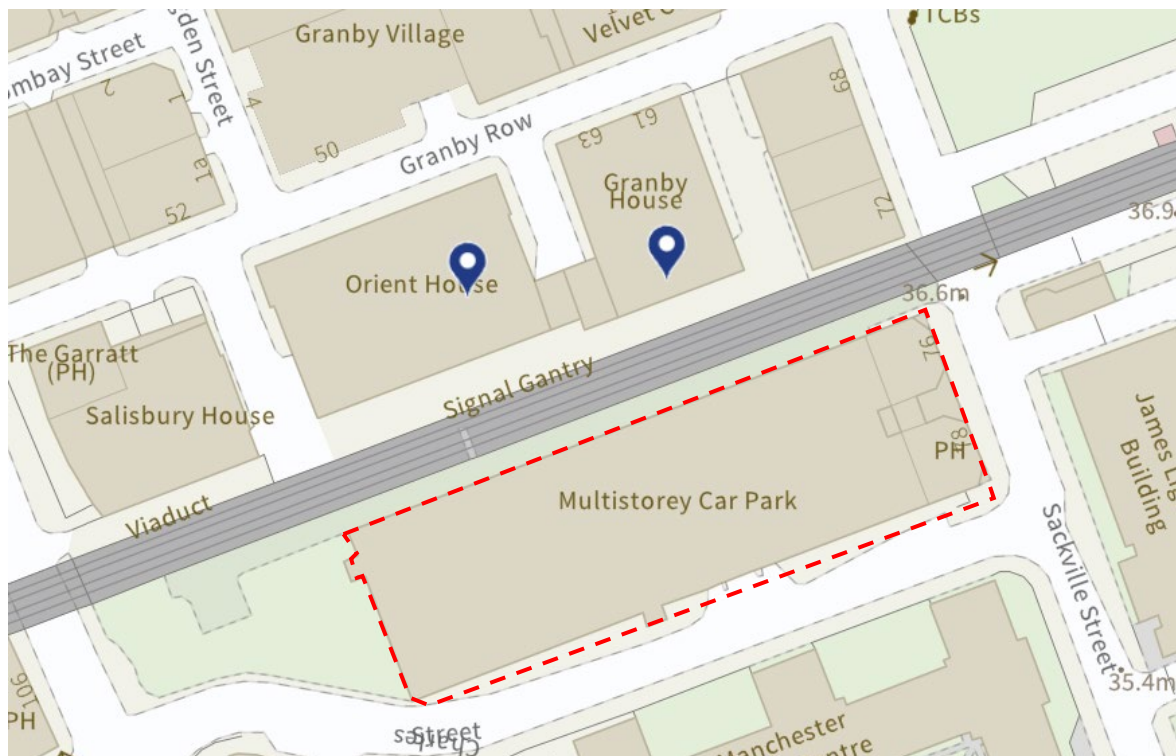


Figure 1: Site map, indicating approximate boundary of the Charles Street MSCP site in red. Source: adapted from Historic England's NHLE map.

The site is not protected by any statutory designations and is not considered to warrant sufficient interest to be considered a 'non-designated heritage asset' (see assessment Section 4 for detail). The building however, is located within the settings of the Grade II listed Manchester & Altrincham Railway Viaduct, Granby House (Grade II) and Orion House (also Grade II). The Site is also situated to the south of the Whitworth Street Conservation Area (it does not fall within the boundary of the designated area).

The current proposals seek to demolish the MSCP at Charles Street. The purpose of the following heritage note is to provide a proportionate assessment of the building's significance to inform this decision-making process. This note should be read in conjunction with the Planning Statement prepared by Deloitte.

The baseline significance assessment will inform the subsequent 'impact' assessment, forming the secondary half of the report (Section 5). The objective of the impact assessment is to assess the acceptability of the proposals in accordance with local and national planning policy.

1.2 Planning Policy Context

The key planning policy documents are respectively, the: Planning (Listed Building and Conservation Areas) Act 1990, the National Planning Policy Framework (NPPF, 2024), the Manchester City Council (MCC) Core Strategy (2012) and the recently adopted Places for Everyone (PfE) 2024.

The policies in the NPPF constitute the Government's view of what sustainable development means in practice. The definition requires development to give due weight to the appropriate conservation of heritage assets in order to be defined as sustainable development (**paragraph 8**). This is because one of the key dimensions of sustainability is protecting and enhancing the historic environment. It is thus necessary to demonstrate that the proposals for the site are demonstrably sustainable.

Paragraph 202 advises that heritage assets are *"an irreplaceable resource and should be conserved in a manner appropriate to their significance"*. The analysis of heritage significance in this document accords with the required NPPF approach, as it presents sufficient evidence to inform the design development and eventually enable the Council, *"to reach an informed decision"*.

The analysis of heritage significance in this Heritage Note accords with the requirements of **paragraphs 207 and 212** of the NPPF (2024) and Historic England's October 2019 guidance, as it presents sufficient and proportionate evidence to enable the Council, *"to reach an informed decision"*. The conclusions of this Heritage Statement are thus based on the *"need to be proportionate to the significance of the heritage assets [potentially] affected, and the impact on the significance of those heritage assets"*.

Paragraphs 213-216 of the NPPF outline the relevant tests with regards to harm to both designated and non-designated heritage assets.

In order to test the relative impact upon the built historic environment, the following Heritage Note will assess the significance of the building on the site, and the potential impact upon the setting of neighbouring heritage assets, with particular regard to the character and appearance of the Whitworth Street Conservation Area.

1.3 Historic England Guidance

In 2015 Historic England released three Good Practice Advice notes supporting the implementation of national policy and the related guidance in the PPG. The advice notes do not constitute a statement of Government policy itself, nor do they seek to prescribe a single methodology or particular data sources. **Good Practice Advice Note 2** (*Managing Significance in Decision-Taking in the Historic Environment*) and **Good Practice Advice Note 3** (*The Setting of Heritage Assets* – as amended December 2017) were both utilised as part of this assessment in order to gain a full understanding of the relevant issues, alongside the NPPF and the PPG.

The present report takes account of the advice contained within the revised version of Advice Note 7 on **Local Heritage Listing: Identifying and Conserving Local Heritage** (published January 2021) and Historic England's 'Introduction to Heritage Assets' guide on **Buildings and Infrastructure for the Motor Car** (2nd ed. Published 2016),

Lastly, this Heritage Note accords with the requirements of the NPPF, and the guidance set out in **Historic England's Advice Note 12**, *'Statements of Heritage Significance : Analysing Significance in heritage Assets'* (October 2019), providing relevant and proportionate information sufficient to inform the decision-making process by the Council.

2. Site and Heritage Context

2.1 The Site (Charles Street MSCP)

The Site comprises a roughly rectangular, multi-storey car park built of concrete, with a linear frontage building to Sackville Street, which originally housed a public house at ground floor and a restaurant above. The linear building to Sackville Street is built of 1970s brick in stretcher bond, built of two storeys with a setback third storey extension, with a further projecting stair core above. The multi-storey car park behind is built of concrete, formed of five levels over basement. Each level is supported by expensive concrete girders.



Figure 2: East elevation of Site. Illustrating the linear character of the frontage building which houses a bar, coffee shop and kiosk.



Figure 3: South elevation of the Site, illustrating the open multi-storey car park to the rear.

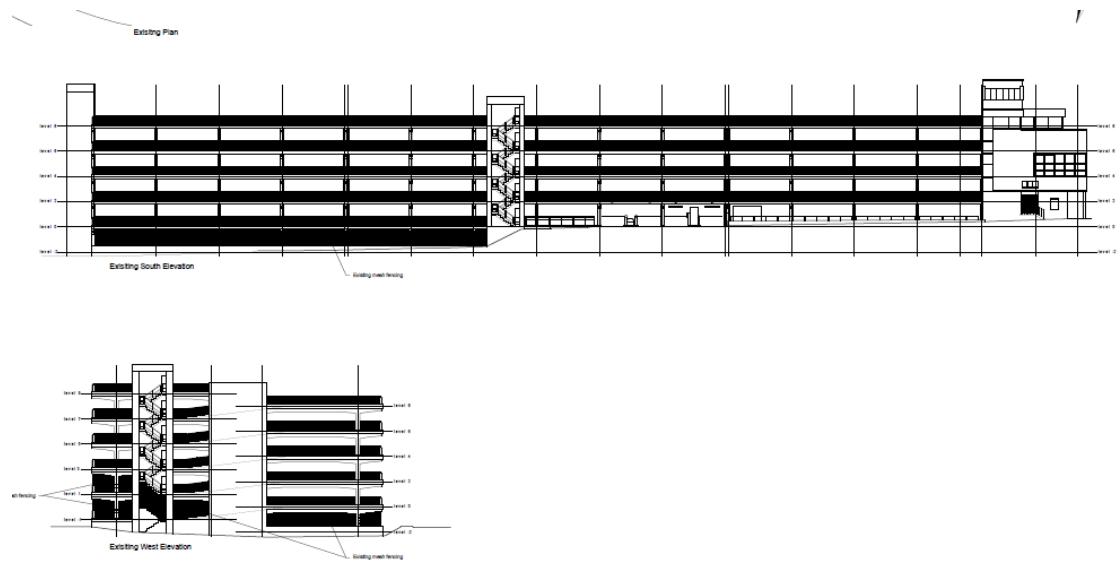


Figure 4: Elevation plans of car park, adapted from Planning App. 128535/FO/2020. Source: Manchester Planning Portal.

2.2 Listed Buildings

Statutory listing of buildings means that a building is of special architectural or historic interest and is therefore of heritage significance. Grading of listed buildings reflects their architectural and historic interest; Grade I buildings are of exceptional interest; Grade II* buildings are particularly important buildings of more than special interest; and Grade II buildings are of special interest. **Figure 5 below**, provides information on the three Listed Buildings within the immediacies of the Site, the setting of which special regard should be made.

1. Manchester & Altrincham Railway Viaduct – Grade II
2. Granby House – Grade II
3. Orient House – Grade II

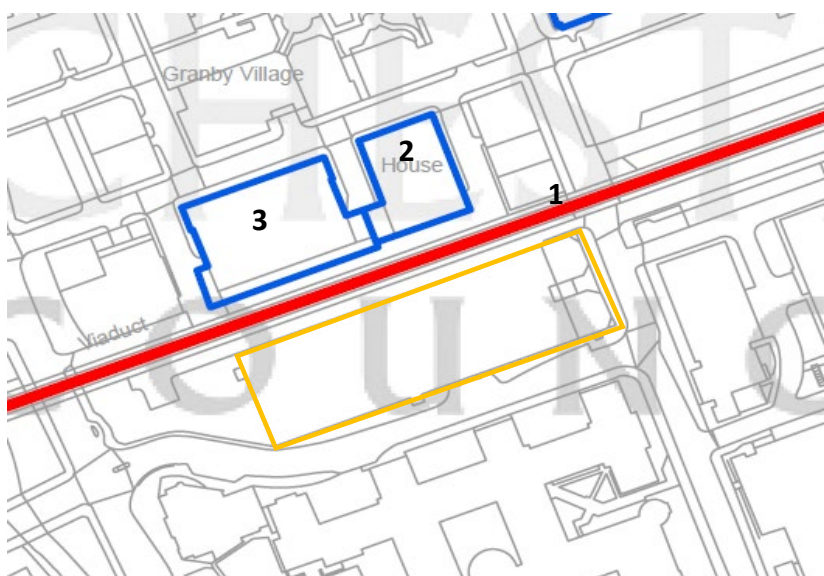


Figure 5: Heritage Asset Map. Listed buildings outlined in blue, those scoped in are numbered. Whitworth Street Conservation Area Boundary in red (north side). Source; MCC Conservation Area map. The Site is outlined in yellow.

2.3 Conservation Areas

Conservation Areas are designated areas that are deemed to have special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The Site is situated to the south of the Whitworth Street Castlefield Conservation Area boundary. There will consequently be a requirement to assess the contribution the existing site makes to the character of the designed area, and the relative impact the proposals will have on its significance; in accordance with Section 72 of the Planning Listed Buildings and Conservation Area Act 1990.

2.4 Non-designated heritage assets

Local planning authorities may identify buildings as non-designated heritage assets. These are buildings, monuments, sites, places areas or landscapes identified as having a degree of significance meriting

consideration in planning decisions, but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as 'locally listed'. Local Planning Authorities can also identify non designated heritage assets during the planning process under the requirements of Annex 2 of the NPPF (2024).

Whilst Manchester City Council does not maintain a 'local list', it nevertheless acknowledges heritage assets which have local significance. At the time of writing, the Site is not considered to be a 'non-designated heritage asset' and has not been identified as such by the LPA.

3. History and Development

3.1 Introduction

In order to understand the heritage significance of the Site as a component of the surrounding historic environment, it is first necessary to understand its historical development and the impact it made on the development of this part of the city. This section of the report analyses and interprets historic maps and primary and secondary information in order to provide a sound evidence base, placing the site in the context of the development of Manchester.

3.2 Brief History and Development of area around the Site

The University of Manchester Institute of Science and Technology (UMIST) originated as the Manchester Mechanics Institute, founded in 1824 and becoming the Manchester Technical School in 1883, then the Manchester College of Technology after the First World War. After the Second World War, the awarding of university status to a small number of technical colleges, including Manchester, was proposed. In 1953 the college's strategic importance in the national development of technology was underlined by Manchester's receipt of the highest proportion of central funding for technical further education of any city outside London, and the appointment of the eminent former radar researcher Dr Bertram Vivian Bowden as the college's Principal.

Bowden wrote that 'the college will perform a vitally important service for the industry of the country as a whole and of this district in particular'. The award of a Royal Charter was announced in 1955, and in 1956 direct national funding (by the University Grants Committee) replaced local authority control. After the Robbins Report of 1963 recommended higher education should be available to everyone likely to benefit from it, with an emphasis on science and technical subjects, the college was given special status, in 1964 becoming the only technology college to join an existing university (Victoria University of Manchester), though retaining a separate identity. In 1966, during a period of rapid expansion, the college was renamed the University of Manchester Institute of Science and Technology (UMIST), keeping its name and autonomy until it fully merged with the former Victoria University to form the University of Manchester in 2004.

Bowden appointed Sir Hubert Worthington (1886-1963) to undertake a masterplan for the campus: Worthington had previously collaborated with the Council to draw up the City of Manchester Plan of 1945, which envisaged an expansion of the educational centre of the University of Manchester on Oxford Road and its integration with a new road system. Worthington prepared a masterplan for the campus which was delivered in unison with two architectural practices: Cruickshank and Seward and H. Fairhurst.

Throughout the 1960s and 1970s, the UMIST campus was developed, featuring a number of modernist buildings arranged around open greenspaces and interconnected spaces with raised walkways. The campus was designed to be 'car free' and pedestrian only, with the heart of the campus enclosed by Sackville Street and London Road. A multi-storey car park (the site) was established in the early 1970s to serve the students and visitors of the campus, but was situated to the west side of Sackville Street, away from the heart of the campus.

3.2.1 Historical Development of Charles Street Car Park

The multi-storey car park is situated to the north-west aspect of the former UMIST campus, directly adjacent to the Grade II listed railway viaduct. A newspaper article from May 1971 indicates the car park was due to be completed by October that same year, at a total cost of £380,000. The article states that *“the six-storey building occupied the length of Charles Street, between Princess Street and Sackville Street...it has been built by UMIST for the vehicles of staff, students and the thousands of visitors to the institute each year”*. The article goes on to state that three premises were established within the building, including a bank and a public house.¹ Historic images of the building being constructed illustrate the repetitive form of the expansive concrete girders which were cast in-situ on site, this being a standard construction method for 1970s multi-storey car parks (**Figure 6, below**).

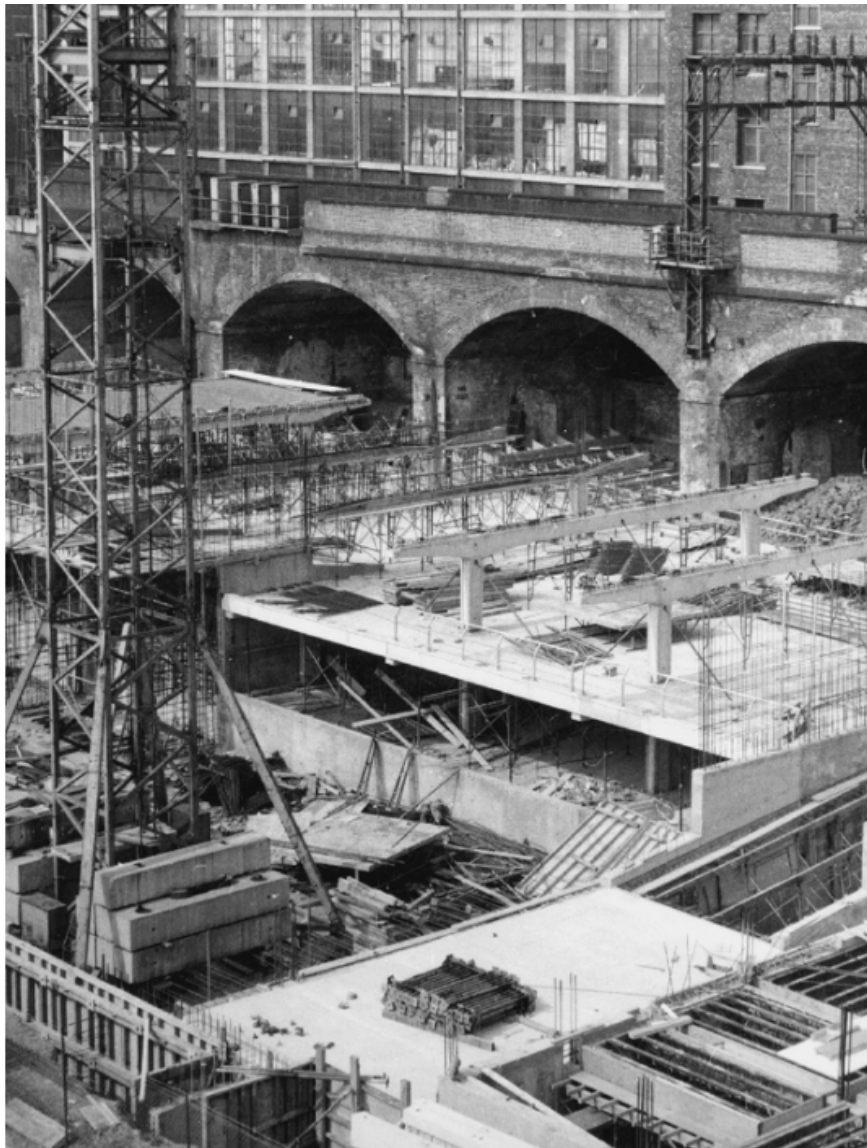


Figure 6: UMIST Car park, under construction c.1970. Manchester. Source: Manchester Image Archive, ref: m.58846

¹ “UMIST gets a £380,000 car park”. The Guardian (1959-2003); London (UK) [London (UK)]. 12 May 1971: 7.

The public house within the Site was situated to the eastern aspect of the car park, facing onto Altrincham Street. Originally known as ‘the Swinging Sporrán’, the public house served as a popular location for students and staff alike to socialise. The three-storey, grey brick building in stretcher bond contained a brick relief to the south-east corner, which housed a geometric flourish of brick detail. The words ‘WM Youngers Tartan Beers’ originally featured above. The east and south elevations also featured signage which stated: “Swinging Sporrán”. **Figure 7** below illustrates the ground floor was complete with vertical panels, which ran across the east elevation to Sackville Street. These have since been lost.



Figure 7: UMIST Car park, Charles Street c.1970s, Manchester. East elevation. Source: Manchester Image Archive.

The public house was originally accessed via a double door to the south elevation. The upper storeys to the building were lit by a simple, continuous metal-framed window. The multi-storey car park to the rear was exposed on all sides and built of concrete, cast in-situ. The Swinging Sporrán was primarily a student bar, with a basement club below, hosting the likes of musicians such as ‘the Chemical Brothers’ in the early 1990s. In 1973, the first floor of the building (double height) was converted into a restaurant.

The Swinging Sporrán has since become known as ‘The Retro Bar’, the rest of the ground floor has heavily altered and been converted from a bank into a coffee shop and kiosk. The external form of the building has been continually adapted over the late-20th and early 20th centuries and has been visually affected by contemporary signage and alterations to the windows and ground floor units (see Section 4.3, below).

4. Significance Assessment

4.1 Introduction

The purpose of the significance assessment is to use recognised criteria to assess the heritage significance and interest of the Site itself and of the settings of the identified heritage assets which could be affected by the form of the proposed development on the Site.

The assessment of significance accords with the requirements of the NPPF and uses Historic England's methodology outlined in its 2019 document, *"Statements of Heritage Significance"*. Historic England's *"Conservation Principles. Policies and Guidance"* 2008 has also been acknowledged as part of the following assessment. Consequently, the significance of an identified heritage asset is determined by an analysis of the following:

Archaeological Interest

There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Architectural and Artistic Interest

These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

Historic Interest

An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

4.2 Methodology - Historic England Advice Notes

The 'Local Heritage Listing, Historic England Advice Note 7' (January 2021), recommends LPAs prepare local lists of heritage assets to identify NDHAs in their area. These local lists identify structures which are not significant enough to qualify for national designation, but which the LPA believes have some local significance.

At the time of writing, Manchester City Council have not yet published a local list, nor the criteria used for deciding on what structures qualify as NDHAs. This assessment has therefore been carried out with reference to the criteria provided by Historic England's guidance for local listing, provided in the Criterion Table within Advice Note 7 (page 11). This assessment has been further informed by Historic England's guidance on 'Buildings and Infrastructure for the Motor Car' (2nd Edition, published 2016).

4.3 The Site – Significance assessment discussion

The multi-storey car park at Charles Street is an unlisted building which dates to the early 1970s. The building is situated to the west aspect of Sackville Street, distinctly orientated outside of the enclosed campus, which was designed to be 'car free'. The car park was designed to serve visitors and residents of the campus but shares no group value with any of the other buildings on the campus. The architect for the building is not known / could not be identified through archival research.

The building is formed of two parts, a linear brick building with a frontage to Sackville Street, containing the 'Retro Bar', a kiosk and coffee shop. The multi-storey car park is located to the rear, formed of concrete decks with an open stair core to the centre of the south elevation.

Whilst the car park appears largely as built, the frontage building to Sackville Street has been altered, with the original windows and elevational treatment to the ground floor units replaced, and all original signage lost. The only external feature of some interest is the geometric brick mural to the south-east corner. Notwithstanding this, the building does not present a significant example of this building typology, and it is not of innovative construction. When compared with the likes of Preston Bus Station (Grade II) or the quality of the artworks at Abbey Walk MSCP, Grimsby, Lincolnshire; the Charles Street MSCP does not present a particular high-quality or advanced example of a late-20th century MSCP typology.

Site surveys and desk-based research have identified the existing building within the site yields **no architectural or aesthetic interest, with some negligible historic interest identified** through the bar's historical associations with music groups and local communities.

The negligible interest does not however warrant sufficient interest to be considered a non-designated heritage asset. As stipulated in para.038 of the Planning Practice Guidance, *"a substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage significance to merit identification as non-designated heritage assets"*.

The MSCP at Charles Street is considered to make a neutral contribution to the settings of Orient House and Granby House (both Grade II) and makes a negligible adverse impact on the setting of the Viaduct (Grade II), as the extensive frontage of the car park limits views of the viaduct structure. The site is also considered to make a negligible adverse impact on the character and appearance of the Whitworth Street Conservation Area.

Building Description – Charles Street Car Park



Figure 8: Charles Street car park, east elevation. East block comprises of grey brick in stretcher bond with continual window to upper storey. Ground floor has been extensively altered. Original ‘swinging sporran’ bar now replaced with the ‘retro bar’ and a coffee shop and kiosk also feature.



Figure 9: Charles Street Car Park (east elevation, centre). Closeup view of kiosk and flanking entrances to Retro Bar (left) and Starbucks Coffee (right).



Figure 10: Charles Street Car Park (east elevation, centre). Closeup view of Retro Bar. Original panels to ground floor are lost, and original windows above have been replaced with modern. Note, the geometric mosaic to the SE corner (outlined in red).



Figure 11: Charles Street Car Park. Internal stair core.



Figure 12: Exposed, multi-storey car park, south elevation. Grey brick external stair. Concrete frame with ribbed ceiling detail and exposed concrete piers. Source: Google street view.

Multi-storey Carpark – Significance Summary

The following table provides a succinct summary of the relative architectural, artistic, historic and archaeological interest of the building; historical development of which has been detailed above so to inform the assessment.

Criterion	Description
Asset Type	Multi-storey car park and former bar/bank
Age	1971
Rarity	Not of a rare design, quality or survival. Much altered.
Architectural and Artistic Interest	Poor architectural design with little-to-no or artistic interest or design flourishes. Exception being the brick relief to the south-east corner, which has a geometric brick detail. This is not however considered to be of any notable artistic merit.
Group Value	Does not form a group with any other building.
Archaeological Interest	Potential for below-ground archaeology is relatively low.
Historic Interest	Negligible historic interest through its simple purpose-built 1970s carpark and bar use. Some communal interest derived through the building's former use as the Swinging Sporrán (later Retro Bar). The bar has been heavily altered, with much of the interiors modernised.
Landmark Status	The building does not have landmark status.

5. Heritage Impact & Conclusion

5.1 Introduction

This assessment of the potential heritage impact principally concerns the loss of the Charles Street MSCP Car Park and the potential effect of this on the surrounding built historic environment.

The magnitude of impact is a product of the extent of change which is likely to result from the Proposed Development on the settings of the identified heritage assets. Where the proposed changes are considered to enhance the setting or appreciation of a heritage asset, the impact on its significance will be deemed to be beneficial. Conversely, where the proposals are considered to compromise or diminish its positive heritage values the impact on the significance will be deemed adverse.

Therefore, measuring the heritage impact of the Proposed Development is essentially an evaluation of change to the: fabric, character, and appearance of the identified heritage asset, balanced against its relative significance. Please refer to **Table 1, Appendix I** for relative significance / impact values used in this Heritage Statement.

5.2 Demolition of Charles Street MSCP

The significance assessment above has tested the relative 'value' of the Charles Street MSCP against recognised criteria for local listing (Historic England, 2021), and further weighted against Historic England's guidance on 'buildings and infrastructure for the motor car' (2016). This assessment has identified the site does not warrant sufficient interest to be considered a 'non-designated heritage asset'.

This lack of Planning status, in heritage terms, indicates the loss of the building would equate to 'no harm'.

As noted above, the building is within the immediate setting of the Manchester & Altrincham Railway Viaduct and the Whitworth Street Conservation Area, of which it is considered to make a negligible adverse effect with regard to setting. The demolition of the 1970s building would be considered to incur a slight benefit to the setting of these designated heritage assets, allowing for much more of the viaduct to be appreciated, particularly in views from Charles Street and Sackville Street.

5.3 Conclusion

The loss of the Charles Street MSCP has been demonstrated to result in **no harm** to the built historic environment.

Appendix I: Assessing the Magnitude of Change or Impact

The magnitude of change or impact is assessed based upon a detailed understanding of how and to what extent the proposed development might impact the heritage asset.

The contribution of the setting to the value of the heritage asset is an integral component which also contributes to the overall value or significance of the asset. Which in turn, allows for the magnitude of direct and / or indirect heritage impact to be determined.

Table 1: Criteria for defining the effect and degree of direct and indirect heritage impact

Definition of magnitude and nature of heritage impact.	Direct heritage impacts	Indirect heritage impact
Major adverse Impact. <i>Substantial harm of this nature, which results in total loss of significance or fundamentally affects the significance of defined heritage assets, should normally be avoided.</i>	Development resulting in demolition of a significant historic fabric component which results in total loss of significance, or fundamental compromises the setting of a designated heritage asset.	Substantially harmful change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development severely erodes the heritage interest of the identified heritage assets in the view, or the ability to understand and appreciate its architectural and historic interest and thus results in total loss of significance.
Moderate Adverse Impact. <i>Less-than-substantial harm will need to be demonstrably mitigated and justified by clear public benefits.</i>	Development resulting in extensive harmful alterations (but not total demolition) of a designated heritage asset or its setting.	Less than substantial harm to the fabric and character of a heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a clearly discernible extent the heritage interest of the heritage assets in the view, or the ability to appreciate its heritage interest.
Minor Adverse Impact. <i>The negative impact on the setting or overall character will need to be clearly balanced by appropriate mitigation.</i>	Development resulting in alterations to a designated heritage asset which result in minor compromise of its fabric or erosion of its character.	Minor compromise to the fabric and character of an identified heritage asset, or the setting of the heritage assets. Where the development erodes to a minor extent the heritage interest of the heritage asset and its setting, such that it is noticeably changed.

<p>Negligible adverse impact.</p> <p><i>This does not mean that there will be no physical or visual change, rather that the resultant difference would not diminish the value of the heritage assets' significant physical fabric, their settings or significance to any appreciable degree.</i></p>	<p>Development resulting in negligible direct impact on a designated heritage asset which results in the removal of a minor, original fabric component, but avoids diminishing its character and its special architectural or historic interest.</p>	<p>Negligible perceptible change to the character of an identified heritage asset, or the experience and understanding of its special interest.</p> <p>The degree of change would alter, but not diminish, the intrinsic heritage interest of the identified heritage assets, or the experience and appreciation of the buildings or the designated area to any appreciable degree.</p>
<p>Neutral Impact.</p> <p><i>This does not necessarily mean that there will be no physical or visual change, rather that the resultant difference will be imperceptible or appropriately balanced.</i></p>	<p>Development which comprises an imperceptible physical impact resulting in no apparent change or achieved by removing a component of no heritage value which detracts from the special interest of the building fabric.</p>	<p>Imperceptible change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets.</p> <p>A neutral impact occurs when the development does not affect the architectural, aesthetic and historic interest of the heritage assets in the view, or the ability to appreciate its significance to any measurable degree.</p>
<p>Negligible beneficial impact.</p> <p><i>The resultant difference will be imperceptible but have a positive impact on the understanding or appreciation of the heritage asset.</i></p>	<p>Development resulting in a negligible beneficial direct impact on a designated heritage asset which results in the removal of a minor non-original fabric component which detracts from the character and its special architectural or historic interest.</p>	<p>Negligible perceptible change to the character of a heritage asset, or the experience and understanding of its special interest. The degree of change would imperceptibly enhance the intrinsic architectural and historic of the identified heritage assets, or the experience and appreciation of the buildings or the designated area.</p>
<p>Minor Beneficial Impact.</p> <p><i>The proposed change would result in a demonstrable improvement to the overall character or setting of a heritage asset.</i></p>	<p>Development resulting in alterations to a built heritage asset which deliver a minor beneficial physical impact or enhancement of the site's special interest.</p>	<p>Minor enhancement to the fabric and character of a heritage asset, or the setting of the identified designated heritage assets.</p> <p>Where the development enhances to a minor extent the architectural and historic interest of the heritage assets in the view, or the ability to appreciate its significance.</p>
<p>Moderate Beneficial Impact.</p>	<p>Development resulting in alterations to a built heritage asset resulting in moderate</p>	<p>Evident improvement of the fabric and character of a designated heritage asset (or the setting of the identified</p>

<p><i>The proposed change would result in a considerable improvement to the overall character and appreciation of a heritage asset with clear beneficial enhancement of its heritage interest.</i></p>	<p>beneficial physical impact, or an enhancement of the site's character.</p>	<p>designated heritage assets) resulting in an enhancement of its cultural heritage interest.</p> <p>Moderate enhancement to the setting of the built heritage asset. Where the development will enhance to a clearly discernible extent the heritage interest of the heritage assets in the view, or the ability to appreciate its significance.</p>
<p>Major beneficial Impact.</p> <p><i>The proposed change would result in substantial improvement to the overall character and appreciation of a heritage asset, revealing and/or enhancing important characteristics of its heritage interest.</i></p>	<p>Development resulting in restoration or alterations to a designated heritage asset which comprises substantial restoration of its fabric and historic character and an enhancement of its cultural heritage interest.</p>	<p>Substantial improvement of the fabric and character of a designated heritage asset (or the setting of the identified designated heritage assets) resulting in a significant enhancement of its cultural heritage interest.</p> <p>Substantial restoration or enhancement of the setting of the built heritage asset where the development will enhance to a fundamental extent the heritage interest of the heritage assets in the view, or the ability to appreciate its significance.</p>