



Design, Access and Heritage Statement

O2 Ritz Manchester

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Design, Access and Heritage Statement

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Design, Access and Heritage Statement

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1 Introduction

1.1 Purpose and Scope

- 1.1.1 Stantec has been instructed by Academy Music Group (the Client) to prepare a Heritage Statement to accompany the submission of an application for full planning permission and listed building consent for the installation of 4no handling unit condensers on the existing flat roof with 2no associated acoustic attenuation units, the truncation of a redundant boiler flue pipe, and the removal of the redundant gas fired boiler from the second-floor plant room at the O2 Ritz Manchester, Whitworth Street West, Manchester, M1 5NQ (hereafter 'the Site').
- 1.1.2 The O2 Ritz Manchester is a Grade II listed former dance hall, now music venue and is located within the setting of the Whitworth Street Conservation Area, with several other designated heritage assets located within the proximity of the Site.
- 1.1.3 Listed buildings and conservation areas are afforded statutory protection through sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended. This requires local planning authorities (LPAs) to have regard to the desirability of preserving their significance when considering whether to grant consent for works.
- 1.1.4 Paragraph 207 of the National Planning Policy Framework 2024 (NPPF) requires applicants to describe the significance of those assets potentially affected by proposed development. This assessment should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposed development on that significance. That is the purpose of this statement.

1.2 Outcome

- 1.2.1 The outcome of this Heritage Statement is to assess the impact of the proposals and to provide recommendations to mitigate any adverse effects, if required. The outcome is achieved through the following objectives:
- Identify the presence of heritage assets focusing on the built environment that may be affected by the proposals.
 - Describe the significance of such assets, in accordance with the NPPF,
 - Assess the likely impacts upon the significance and setting of the assets arising from the proposed redevelopment or other land-use changes; and

1.3 Methodology

- 1.3.1 This Statement will set out a history of the Site and its surroundings together with a statement of significance of those heritage assets potentially affected by the proposed development. It will go on to consider the residual impacts of the proposed development within the legislative and planning policy context.
- 1.3.2 A study area comprising the land within the Site and a 250m radius from the Site boundary will be used to assess the potential impact arising from the proposals. This is considered an appropriate and proportionate study area in response to the scale and nature of the proposed development, the Site, and its surroundings and is consistent with best practice guidance.
- 1.3.3 The assessment of significance of the identified heritage assets follows the heritage interest-led approach set out in the NPPF, comprising archaeological, architectural, and historic interest. This has been guided by the definitions provided in the updated 'Planning Policy Guidance'.



- 1.3.4 The assessment of significance is also informed by Historic England's Good Practice Advice in Planning (GPA) 'Note 2: Managing Significance in Decision Taking in the Historic Environment' (2015) and 'Advice Note 12: Statements of Heritage Significance – Analysing Significance in Heritage Assets' (2019) which provide general advice on assessing significance to ensure heritage statements meet the requirements of the NPPF.
- 1.3.5 The assessment of the contribution made by the setting of the heritage assets follows the staged assessment approach set out in Historic England's guidance document 'Historic Environment Good Practice Advice in Planning Note 3 (Second Edition): The Setting of Heritage Assets' (GPA3, 2017). These stages are:
- **Step 1:** Asset Identification. The NPPF requires an approach that is proportional to the significance of the asset, and for this reason only the settings of the most sensitive (i.e., designated) heritage assets are considered in this assessment. A scoping exercise filters out those assets which would be unaffected, typically where there are no views to/from the site.
 - **Step 2:** Assess the contribution of setting. This stage assesses how setting contributes to the overall significance of a designated asset.
 - **Step 3:** Assess Change. This considers the effect of the proposals on asset significance. It is noted however that it can be difficult to quantify such change to the overall significance of a designated heritage asset (for example, significance would rarely be downgraded from 'high' to 'medium' due to changes in setting). For this reason, the impact is reported in this assessment in terms of the extent to which the proposals would change how the asset is understood and experienced (in terms of no harm, less than substantial harm, substantial harm or total loss of significance).
 - **Step 4:** Mitigation. This explores the way to maximise enhancement and avoid or minimise harm. This is typically considered at the design stage (i.e., embedded design mitigation).
 - **Step 5:** Reporting. Making and documenting decisions and outcomes. This reports the assessment of effects.
- 1.3.6 To determine the historic environment potential of the Site, a broad range of sources were considered, including the National Heritage List for England (NHLE) for designated heritage assets, Local Planning Authority (LPA) for non-designated heritage assets, online aerial photography and cartographic and documentary material. An online search of the HER has also been undertaken, and this has informed the understanding of the Site, its historic context and relevant heritage assets for consideration.
- 1.3.7 This Statement has been compiled using secondary information derived from a variety of sources. The assumption is made that this data as well as that derived from other secondary sources, is reasonably accurate.
- 1.3.8 Archival material relating to the Site and study area was not consulted in person. Whilst there may be other material held in private collections, local repositories and the National Archives, these were not viewed as part of the assessment.
- 1.3.9 This Statement has been informed by desk-top research and a site visit, carried out in November 2024. Walkovers of the Site and environs were completed, to confirm the topography and existing land use, the nature of any existing buildings and structures, identify any visible heritage assets (e.g., structures, buildings) and assess factors which may have affected the survival or condition of any known or potential assets. The Site visit also extended into the study area, for the purposes of scoping heritage assets, as per Historic England setting guidance.



- 1.3.10 This Statement focuses on the heritage significance of above ground-built heritage assets. It does not consider the known or unknown archaeological potential of the Site.

Assessment of Harm

- 1.3.11 Professional judgement is used to consider the impact of future development on the significance a known or potential heritage asset. When assessing harm, it is the degree of harm to the asset's significance that is to be assessed, rather than the scale of development. Harm can arise as a result of direct and indirect impacts to heritage assets, for example through physical alterations or through development within their setting.
- 1.3.12 Harm is assessed in NPPF terms as 'no harm,' 'less than substantial harm', 'substantial harm' or 'total loss of significance.'

1.4 Policy and Legislation

- 1.4.1 A summary of the legislative and policy framework is set out below. Full details are provided in **Appendix A**.

Legislation

- 1.4.2 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the legal requirements for the control of development and alterations which affect listed buildings or conservation areas (including buildings of heritage interest which lie within a conservation area). Key sections are reproduced in full below:

"s16(2) In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses

s.66(1) In considering whether to grant planning permission for development which affects a Listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

- 1.4.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise.

National Planning Policy

- 1.4.4 The NPPF sets out Government planning policy with Chapter 16 providing policy guidance for conserving and enhancing the historic environment. The guidance recognises the importance of preserving assets in a manner appropriate to their significance and guides that any harm or loss to significance should require clear and convincing justification.
- 1.4.5 Implementation of the NPPF is supported by the Planning Practice Guidance (PPG) (2014 with updates).

Local Planning Policy

- 1.4.6 The Development Framework for Manchester City Council comprises the Core Strategy (adopted on 11 July 2012 and updated in March 2024), Places for Everyone (PfE) Joint Development Plan for Bolton, Bury, Manchester, Oldham, Salford, Tameside, Trafford and Wigan 2022-2019 (adopted on 21 March 2024) and the Extant Unitary Development Plan Policies. The Local Plan sets out the relevant planning strategy and policies for the plan period.



1.4.7 The relevant heritage policies are:

- Places for Everyone (2024) – Policy JP-P2 Heritage
- Manchester City Council Core Strategy (2012, updated 2024) – Policy CC9: Design and Heritage
- Manchester City Council Core Strategy (2012, updated 2024) – Policy EN1: Design Principles and Strategic Character Areas
- Manchester City Council Core Strategy (2012, updated 2024) – Policy EN3: Heritage

Other Material Considerations

1.4.8 The following documents are also a material consideration in the planning process:

- Historic Environment Planning Policy Advice Note – March 2022

Planning History

1.4.9 The following applications are considered relevant to this proposal:

Table 1: Relevant Planning History

Application Number	Description of Development	Decision & Date of Issue
141734/LO/2024	Listed building consent for the installation of 10no. wi-fi small cells, 1 no. external GPS node, 1 no. equipment cabinet and ancillary development	Awaiting Decision
094757/LO/2010/C1	Listed Building Consent for internal refurbishment works to basement, ground and first floors including installation of acoustic wall and ceiling, removal of some internal walls, installation of new partitions, and formation of new escape door to side elevation	Approved – 16/02/2011
094756/FO/2010/C1	Installation of new escape door to side elevation	Approved – 16/02/2011
050018/AO/CITY3/96	3no. illuminated fascia name signs	Approved – 03/05/1996
051120/LO/CITY3/96	Listed Building Consent Construction of 2no. new internal escape stairs, two new stores and beer store and creation of two openings in external wall for fire exit.	Approved – 24/01/1997
051119/FO/CITY3/96	Creation of two openings in external wall for fire exits	Approved – 24/01/1997
050929/FO/CITY3/96	New decorative treatment to external entrance elevation	Approved – 11/12/1996
050050/LO/CITY3/96	Listed Building Consent Internal alterations and refurbishment and associated external works and three new signs to existing entrance canopy.	Approved – 29/10/1996



2 Site Analysis

2.1 Site Description

- 2.1.1 The Site comprises the Grade II listed building, the O2 Ritz Manchester, which is a former purpose-built dance hall, now music venue, located on Whitworth Street West. The building is bound by the Rochdale Canal Tow Path to the rear (north west), the Lock building which is a mixed-use residential apartment complex to the south east, and a public footpath to the north east which links Whitworth Street West to the canal tow path, beyond which is 51 Whitworth Street West – a mixed-use apartment complex. The building fronts onto Whitworth Street West, which runs alongside the viaduct connecting Manchester Oxford Road and Deansgate railway stations.
- 2.1.2 The building is not located within a conservation area, but is located approximately 100m to the south west of the Whitworth Street Conservation Area.

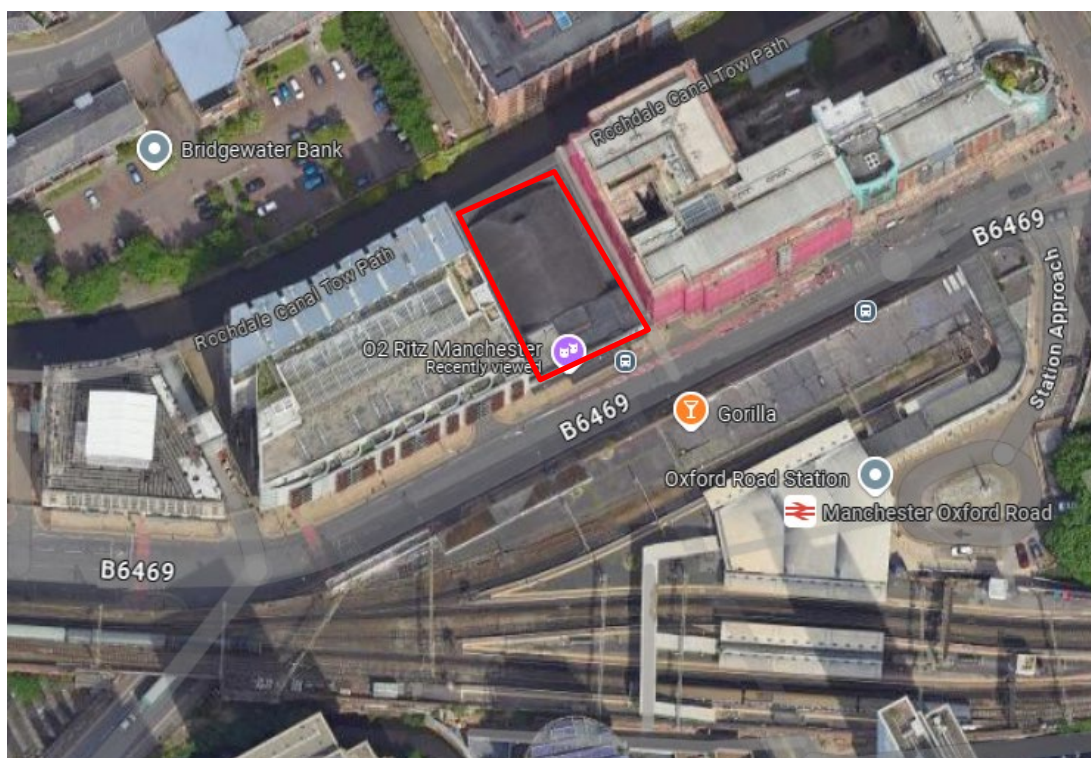


Figure 1 – Site Location Plan (with Site boundary highlighted in red)

History

- 2.1.3 Manchester is named in the Domesday Survey of 1087, as belonging to King Edward in 1066, but had been gifted to Roger de Poitou by 1086, as well as most of the land between the Ribble and Mersey rivers. It is described as being in the hundred of Salford in the county of Cheshire; however there is no recorded population (which is not uncommon for some large towns, as well as abandoned settlements. The physical remains of this period are rare in the North West as a region, and this is certainly the case for Manchester. There have been no finds recovered dating to the early medieval period within the boundary of the Study Area, or the immediate vicinity. Manchester was the busiest market town in medieval Lancashire
- 2.1.4 During the 15th century, the nascent linen industry established itself on the south side of Manchester, using flax imported from Ireland via the port of Chester. The economic links between the townships in southern Manchester with those along the Pennine edge, from which goods were increasingly exported by packhorse. By 1539, the textile industries in South

Lancashire were starting to flourish with John Leland describing Manchester as the ‘finest and busiest town in the whole of Lancashire, with the best building and the greatest population’¹. The market of Manchester lay at the centre of this fledgling textile trade, whilst the size and wealth of the town was reflected in a decision of the Lord of the Manor to rebuild St Mary’s church in 1421 as a collegiate institution². Manchester Cathedral and Chetham’s buildings are the only significant survivors of Leland’s Manchester.

- 2.1.5 In the mid-late 16th century Manchester had grown and emerged as a centre for the textile finishing processes as woollen cloth was brought in from outlying areas for bleaching and dyeing. At this time Manchester has expanded its role as a market centre for textiles produced in the towns and hamlets of the surrounding district.
- 2.1.6 From the early 17th century, fustians produced in a network of towns with Manchester at their hub were being exported regularly to western and southern Europe, and the town became the principal commercial centre for the region³. A flourishing business community developed, which was dominated by a few wealthy merchant manufacturers and fustian-dealing families, notably the Chethams, the Booths, the Wrigleys, and the Byroms. During this period, the Site presumably lay in a predominantly rural area that may have been used for agriculture.
- 2.1.7 Manchester rapidly expanded throughout the 17th century and early 18th century, with Daniel Defoe noting during his tour of the country in the 1720s that Manchester had extended in a surprising manner, being almost double the size it had been just a few years ago. The extent of settlement is provided by an engraving of the town in circa 1761, and whilst the present study area is beyond the edge of the depicted area, the west bank of the river Irk in the vicinity is shown as largely undeveloped.
- 2.1.8 From the middle of the eighteenth-century Manchester experienced huge growth to become the world’s first industrial city. Transport infrastructure was key to that growth and Manchester’s first significant improvement was the completion of the Mersey Irwell Navigation in 1734 which formed an efficient link to the expanding port of Liverpool, and was also at the forefront of the railway revolution. The capability for water navigation was further increased with the new Victoria Bridge Quay at Hunt’s Bank, and the canal network which was developed after the completion of the Worsley canal to Castlefield in 1765. Competing companies invested huge amounts to establish lucrative routes and station facilities, resulting in three transport nodes in the city at Castlefield, Piccadilly and Victoria. This was coupled with an explosion in the population; in 1773, the population of Manchester was estimated to be 22,481, but had tripled to 75,281 by 1801.
- 2.1.9 The Site of the O2 Ritz Manchester and surrounding area remained rural as largely open fields until the laying out of Oxford Road in the 1790s. The Laurent map of 1793 shows the main axis of Oxford Road and the basic geometry of the early street network which is traceable today. This urban layout of the earliest origin is contained within the eastern section of Whitworth Street (originally named Gloucester Street), now designated as Whitworth Street Conservation Area, but the western arm, which contains the Site was largely undeveloped. The River Medlock meandered through fields, with the only group of buildings near the location of the Tib Lock, labelled as ‘Gaythorn’. The Rochdale canal is shown as ‘intended in the 1793, and opened in 1800, being crucial to the area’s development as a ‘rapidly advancing frontier of Manchester’s industrialisation’.
- 2.1.10 By the 1820s the area became home to a number of textile mills, iron foundries, food processing factories, slaughterhouses, coal and timber yards. The Ordnance Survey of 1851 (**Figure 2**) shows the area fully developed, with the section to the north of Whitworth Street West between the junction with Gloucester Street (later renamed Whitworth Street West) and the Albion Street junction occupied by dye works and mills along the canal and the area west of Albion Street being a dense area of housing. Gasworks occupied the area to the south of the Site, which was later developed as Oxford Road Station. The survey shows coal wharfs

¹ Chandler, 1993, p 263

² Hartwell et al 2004, p256

³ Hartwell, 2001, pp. 8-9



located to the north of Gloucester Street. The Site itself, and the immediate surrounding areas, were occupied by coal wharfs as part of the wider Atlas Works Engineering complex as shown on the 1851 Ordnance Survey map (**Figure 3**).

- 2.1.11 Major changes in the area were centred around the construction of the railway, which opened in 1849, with the viaduct constructed between 1846 and 1849. The arrival of Manchester South Junction (MSJ) & Altrincham Railway Company (AR) is shown in 1891 Ordnance Survey Map (**Figure 4**) the railways had a significant impact on the layout and character of the area, which became more urban and ever more densely developed at the turn of the twentieth century. The Atlas Works engineering complex was demolished in the 1890s. In 1899 Gaythorn Street was widened and merged to form Whitworth Street West. The infrastructure of canals and railways gave the area its special character, this is particularly apparent in the rhythm of railway arches that run along Whitworth Street West.
- 2.1.12 The turn of the 20th century saw change development of the Site and surrounding area, with the construction of the Manchester Hydraulic Power Pumping Station in 1894 to the west of the Site as shown on the 1915 Ordnance Survey (**Figure 5**). The Pumping Station was one of the first hydraulic power stations built, complete with a showroom to demonstrate what hydraulic power could do to potential customers. The steam engines used to pump the accumulators were fuelled by coal brought down the nearby canal. To the immediate south west of the Pumping Station, Barclay House (35 Whitworth Street) was constructed in 1914, designed by H.S. Fairhurst. New development along Oxford Road is also visible with the Palace Theatre and Former Refuge Assurance Company Offices (now the Kimpton Clock Tower Hotel) visible on the 1915 Ordnance Survey, replacing smaller terraces and cotton warehouses.
- 2.1.13 The early 1900s also saw the construction of the St Mary's Hospital, designed by Alfred Waterhouse, to the east along Whitworth Street West, as also shown on the 1915 Ordnance Survey (**Figure 5**). The hospital opened in 1904 as the main maternity hospital for Manchester until it was relocated in the 1970s. The building was subsequently demolished in the 1970s and replaced with surface car parking from 1975 until the early 2000s, when the former hospital site was redeveloped as the W3 mixed used residential complex under two phases. As part of the redevelopment of the former hospital site, a pathway was added to the north east of the O2 Ritz Manchester to provide access to the canal towpath.
- 2.1.14 The O2 Ritz Manchester was constructed 1927-1928, at the, then vacant, central portion of the former Atlas Works, infilling a gap between the Whitworth Street West pump station and St Mary's hospital. This followed the nationwide popularity of dance halls, which saw approximately 11,000 new dance halls and nightclubs open between 1919 and 1926. Lee House to the north of the Site (across the canal) Lee House was constructed 1928-31 as an eight-storey warehouse, although designed to rise to 217 feet with 17 storeys.
- 2.1.15 Various changes to the surrounding area are apparent from the mid-20th century. Following closure of the hydraulic power supply system, the Whitworth Street West pumping station, as depicted at **Figure 7**, was demolished in 1972, and replaced with surface car parking until the Lock Building was constructed on former pumping station site in 2005 (**Figure 8**). Manchester Oxford Road Station was modernised in 1960, with the 1874 buildings replaced with the modernist Grade II listed building. To the rear (north) the former corporation yard, which had been subsequently used as car parking following the yard's demolition in the late 1970s, was redeveloped as 86-88 Great Bridgewater Street (Bridgewater Bank), a seven-storey residential building in the late 1990s.
- 2.1.16 The viaduct arches to the south of Whitworth Street West also saw change in the mid-20th century, when the arches former use as areas to stable horses became redundant, and the arches were typically converted for ad-hoc car parking or used for vehicle repairs or storage. During the 1980s British Rail (now Network Rail) as owners of the viaduct, commenced a project to bring vacant and underused arches back into active use, resulting in many of the arches being closed from either side and converted to restaurants and nightclubs. This use still prevails in the viaduct arches immediately opposite the O2 Ritz Manchester.

- 2.1.17 Today, whilst the area surrounding the Site can be traced back to its origins in the 1790s through the basic layout of streets and the canal, this is all that remains from the area's earlier period of industrial development. The area has been heavily influenced by the introduction of the railway in regard to layout and character, as this resulted in the area becoming more urban during the turn of the 20th century. The area now comprises of a mixed character of city centre uses and buildings, with a much taller scale of buildings than previously existed in the area.

History of the O2 Ritz Manchester

- 2.1.18 Originally known as the 'Ritz Palais de Danse', the O2 Ritz opened in 1928, however the building was without a licence for evening dances until October 1929. The building is first visible on the 1934 Ordnance Survey map (**Figure 6**). By around the 60's the Ritz was owned by Mecca, the leading dancehall operators in the country, who also owned the Plaza just around the corner. The 1960s saw the venue shift away from its dancehall roots to a nightclub, which continued through the 1970s and 1980s, being popular for playing disco, soul, funk and electronic music. The building was listed at Grade II in June 1994.
- 2.1.19 The Ritz was taken over by HMV in 2011 and underwent a two-million-pound refurbishment, including new sound and lighting system, as well as soundproofing systems.
- 2.1.20 The venue was acquired by Live Nation Entertainment in 2015, with the venue rebranded as the O2 Ritz Manchester, forming part of the wider O2 academy group. This rebrand included new fascia signs to the front elevation.
- 2.1.21 Today the O2 Ritz Manchester remains largely as constructed, with some mid-20th century to early 21st century alterations including the replacement of the original rotating stage, partial covering of the sprung floorboard, removal and subsequent covering of the skylights to the front flat roof area, installation of a segmented false ceiling to cover the extant barrel-vaulted ceiling, re-orientation of internal rooms to the front of the building and the installation of new fire escapes (see **Table 1**). Many of the original architectural features remain such as the main balustrading to the balcony, column features and original cornices, together with some of the original decorative plasterwork to the walls, although concealed with acoustic walls.



Figure 2 – Extract from Laurent map of 1793, showing approximate Site location

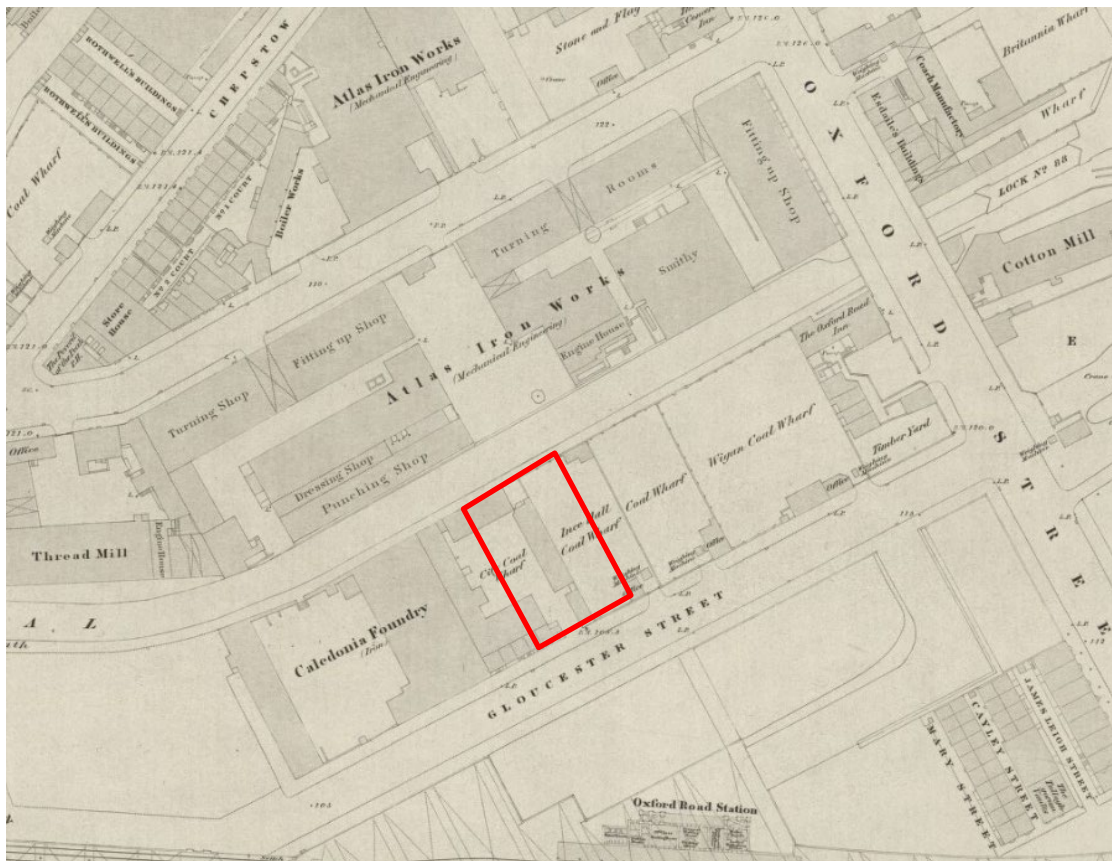


Figure 3 – Extract from 1851 Ordnance Survey Large Scale Town Plans

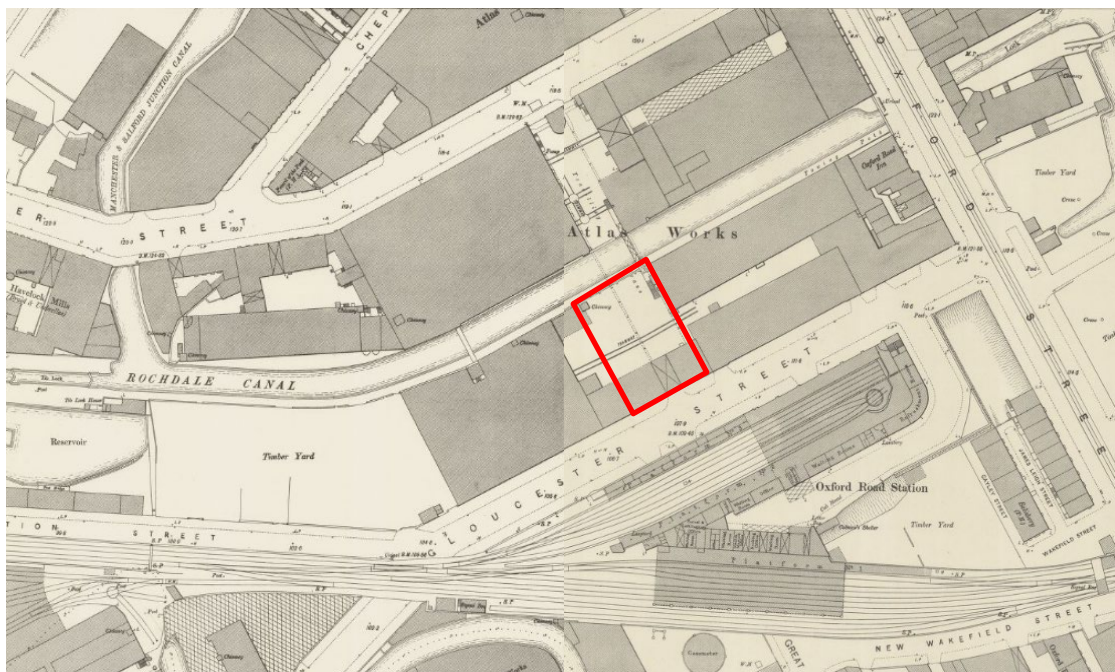


Figure 4 – Extract from 1891 Ordnance Survey Large Scale Town Plans

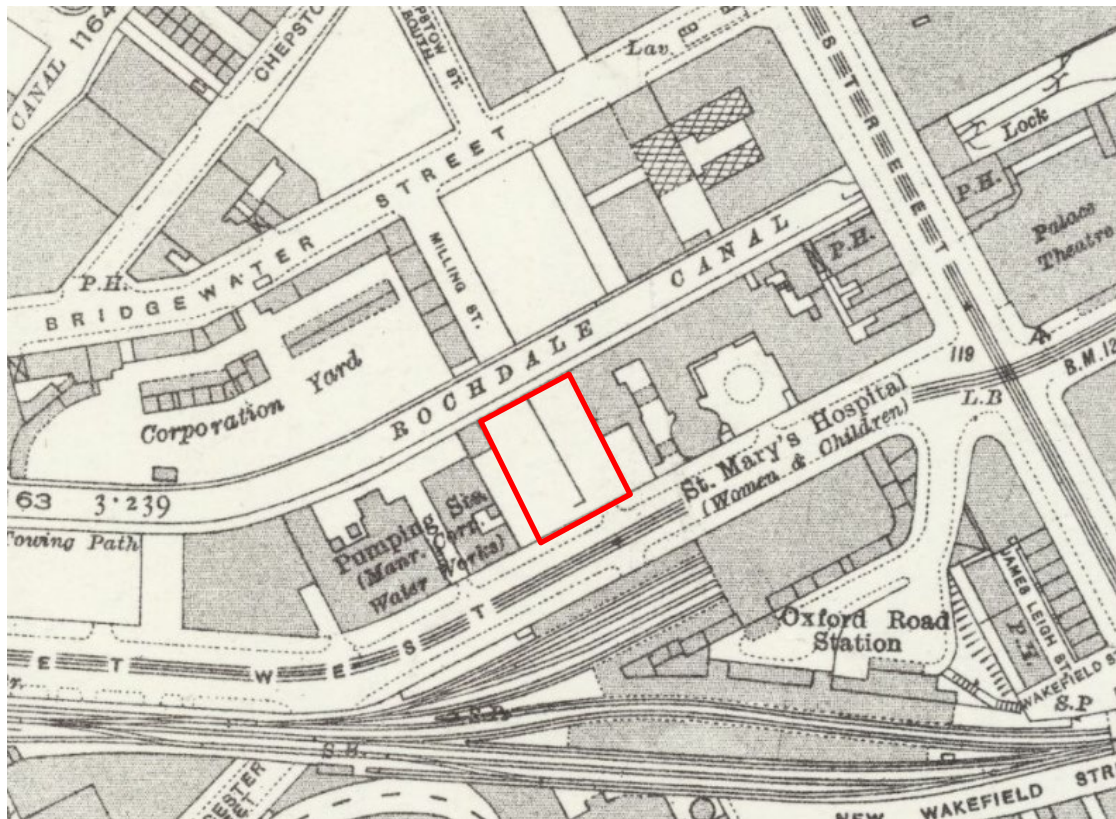


Figure 5 – Extract from 1915 25-inch Ordnance Survey Map

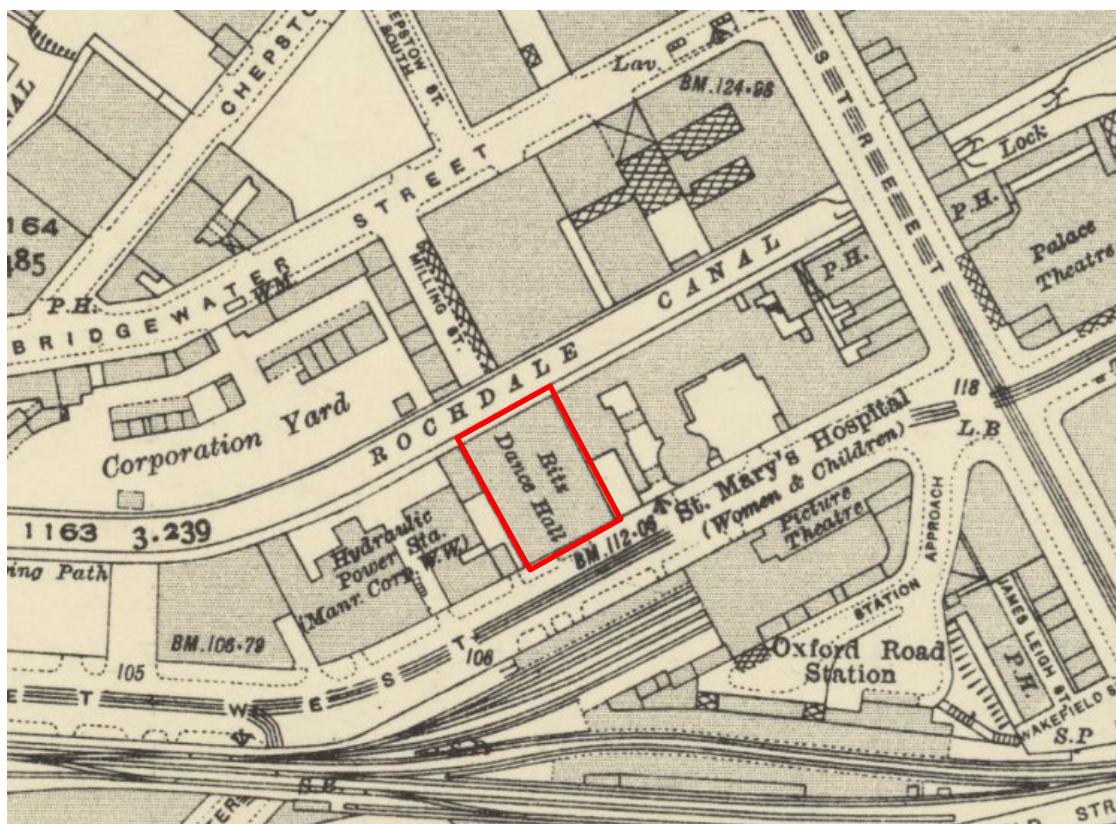


Figure 6 – Extract from 1934 25-inch Ordnance Survey Map



Figure 7 – Photo of the O2 Ritz Manchester (the Site) looking West, 1964



Figure 8 – Photo of the O2 Ritz Manchester (the Site) looking West, 2017

2.2 Heritage Designations

- 2.2.1 Heritage assets may comprise buildings, structures, monuments, or heritage landscape within or immediately around the Site, identified as having a degree of significance meriting consideration in planning decisions, because of their heritage interest.

Designated Heritage Assets

- 2.2.2 Designated heritage assets include Listed Buildings, Scheduled Monuments, Conservation Areas, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields and World Heritage Sites.
- 2.2.3 An initial assessment utilised modern and historic mapping, aerial photography, Google Earth, the National Heritage List for England, as well as the Historic Environment Record to identify which designated heritage assets lie within the study area may be affected by development within their setting.
- 2.2.4 Following the site walkover and in accordance with Step 1 of the methodology recommended by GPA3, the majority of designated heritage assets within the wider environs of the Site have been scoped out of this assessment as they would not be affected by the proposed development, in terms of material changes to their fabric or changes to their setting that would affect their heritage significance.
- 2.2.5 There are 27no listed buildings located within the study area, and 1no Conservation Area – Whitworth Street, however given the nature of the proposed development and intervening development, the majority of these have been scoped out, as they do not have the potential to be affected by the proposals.
- 2.2.6 The designated heritage assets listed below have been identified as having the potential to be affected by the proposed development. This has been confirmed through the site visit. Details of the designation entries are provided in full at **Appendix B**.
- O2 Ritz Manchester (The Ritz Dance Hall) – Grade II Listed (List Entry Number: 1254888)
 - Manchester Oxford Road Station (including platform structures) – Grade II Listed (List Entry Number: 1255053)
 - Manchester South Junction and Altrincham Railway Viaduct – Grade II Listed (List Entry Number: 1200837)

Non-designated Heritage Assets

- 2.2.7 Manchester City Council do not have an adopted local heritage list. A review of the Greater Manchester Historic Environment Record (HER) identified 62 sites located within the study area. A number of these entries relate to monuments of former buildings, and listed buildings also represented on National Heritage List for England. It is not considered that any of these record entries have the potential to be affected by the proposed development, due to the nature of the proposed works, and the intervening development between the Site and identified assets. Therefore no non-designated heritage assets have been scoped in for assessment as part of this heritage statement.



3 Statement of Significance

3.1 Definitions

- 3.1.1 Heritage significance is defined in Annex 2 of the National Planning Policy Framework (2024) (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.”

- 3.1.2 The NPPF definition of significance further guides that in the planning context, heritage interest may be archaeological, architectural, artistic, or historic. The definitions are provided in the updated Planning Practice Guidance (PPG).

- 3.1.3 In relation to designated heritage assets, the assessment considers the contribution that setting makes to the overall significance of the asset. The setting of a heritage asset is described in Annex 2 of the NPPF as:

“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance may be neutral.”

- 3.1.4 Setting is the way in which the asset is understood (i.e., evidential, and historical interests) and experienced (aesthetic and communal values). It is not an asset in itself and differs from curtilage (historic/present property boundary); context (association with other assets irrespective of distance) and historic character (sum of all historic attributes, including setting, associations, and visual aspects). This is based on guidance produced by Historic England (GPA3, The Setting of Heritage Assets, 2017).

- 3.1.5 The heritage interests of the assets scoped into this assessment in Section 2 are considered below.

3.2 Statement of Significance

O2 Ritz Manchester (The Ritz Dance Hall) – List Entry Number: 1254888

- 3.2.1 The Ritz Dance Hall opened in 1927, originally as a dance hall with sprung floor and revolving stage. It is one of Manchester’s oldest music venues, was once one of the most popular ballrooms in the country and was the venue of most of the well-known dance-bands of the 1930s and 40s. The building continues to be used as a live music venue. It was listed in June 1994, with the list description providing essential information about the significance.
- 3.2.2 The building is of two storeys, with a symmetrical front elevation with 1:7:1 bays and is of brick with a white glazed terracotta façade. The building has a stepped parapet to the front elevation obscuring the flat roof behind, which historically had a series of rooflights inserted (all now removed and covered). Behind the flat roof is a pitched roof which covers the main auditorium and barrel-vaulted fibrous plaster ceiling, which is now concealed with a segmented acoustic ceiling. The side elevations are entirely concealed by taller adjacent properties and the rear is entirely devoid of interest as a back of house and utilitarian area. Internally the building has a number of original features such as the balcony with Tuscan columns, pilastered walls, and the sprung floor (also now concealed).
- 3.2.3 The building’s significance is primarily derived from its historic and architectural interest. Its architectural interest is derived from it being a good example of a late 1920s dance hall, designed in the free 20th century classical style and as one of Cruickshank & Seward’s earliest



buildings, who later went on to design a number of mid-20th century educational and commercial buildings across Manchester.

- 3.2.4 Its historic interest is illustrative and associative - the dance hall is a physical reminder of the social history of Manchester. The associative interest is derived from the well-known music bands who performed at the dance hall following its opening in the 1920s. The role as a performance venue is considered to have some artistic interest, though the history of the various bands and artists who performed here are not directly embodied in the building itself, which accommodated many artists, but in the social history and documentary record of the building and its use.

Setting

- 3.2.5 The setting of the O2 Ritz Manchester has changed considerably since its construction in 1927. At its time of construction the building was surrounded by various warehouses and industrial buildings associated with the major industrial usage of this area, which dramatically change from the early 1930s. The hydraulic Power Station which used to occupy the plot between Barclay House and the O2 Ritz Manchester, was demolished in the 1970s, and replaced by a nine-storey high-rise residential development in 2005, the Lock Building at 41 Whitworth Street West, which dominates and blocks views of the Ritz from the surrounding area. To the north east of the Site, St Mary's Hospital was also demolished in the 1970s, with another high-rise residential development constructed in the early 2000s.

Manchester Oxford Road Station (including platform structures) – List Entry Number: 1255053

- 3.2.6 Manchester Oxford Road Station opened in 1849 as the headquarters and principal station of the Manchester, South Junction and Altrincham Railway. The original building does not survive, and little information is available about it; it was rebuilt between 1958 and 1960 and altered in 1969 and 1971. The station building was considered remarkable for its time, was listed at grade II in November 1995. The listing description (available at Appendix 2) is extensive and provides ample information as to the historic, design, technological and architectural interests of the building and associated platform structures. The extract describes the reasons for the designation as:

- Architectural interest: it is one of the best post-war railway stations in the country, with a striking and highly elegant design constructed of laminated timber;
- Design interest: the station's unique design employs a high level of sophistication and innovation through its use of conoid shells supported on a cruck-like frame, which not only create a dramatic aesthetic form, but endow the building with a light and spacious interior
- Architect: it was designed by Max Clendinning of British Railways' Midland Region and Hugh Tottenham of the Timber Development Association, and represents Tottenham's finest work;
- Technological interest: it is the most dramatic example of the use of timber-shell roofs in England; utilising techniques pioneered and developed by the Timber Development Association;
- Rarity: it is the only large station in Britain to have been re-built in prefabricated materials.

- 3.2.7 The summary of significance as set out in the listing description makes it clear that much of the building's significance is derived from the station being a rare and high-quality example of post-war pre-fabricated station architecture.

Setting

- 3.2.8 The setting of the station includes the railway lines, the listed viaduct which supports it, and a number of buildings of multiple periods making up a tightly urban city setting. A key



contribution to the station's significance are the viaduct and lines which comprise its immediate setting, as well as approaching road routes that facilitated ongoing transport links in the past and today. Individual other buildings in the vicinity with different functions, dates and multitude of architectural styles make little to no direct contribution to the significance of the station. The station's visibility from street level along Whitworth Street West is limited due to the station's elevated position, limiting any experience of the station's mid-20th century details and architecture from street level vantage points. Due to the low height of the O2 Ritz Manchester, views from the station are limited, and only glimpsed views at best. Furthermore Manchester Oxford Road Station is about to undergo a substantial phase of renovation which will alter its forms and appearance.

Manchester South Junction and Altrincham Railway Viaduct - List Entry Number: 1200837

- 3.2.9 The Manchester South Junction & Altrincham Railway viaduct was constructed in 1846-9 by David Bellhouse Junior. The viaducts significance is derived from its historic and architectural interest. Its historic interest is derived from its important role within the early development of the country's suburban railway, as well its associative heritage value of David Bellhouse Junior who, alongside his son Edward Taylor Bellhouse were also responsible for the laying of track, and several of the cast-iron bridges positioned along the viaduct. It also illustrates directly the growth of the city from the mid-19th century and the important role that the railways (and closely proximate canals) played in this growth.
- 3.2.10 The viaduct's architectural interest is derived from its relatively early construction achieved by the combination of Victorian engineering and architecture, with excellent attention to detail and high-quality materials used throughout. Some arches have been filled in and the brick parapet altered and rebuilt in places; some later repairs have been carried out to some of the arches, according to the list description.

Setting

- 3.2.11 The setting of the viaduct is highly varied due to its length and is urban, which includes a number of modern high-rise buildings. Of note to this particular stretch of the viaduct is the Lock Building which replaced the Manchester Hydraulic Power Station and also the W3 mixed use residential building which replaced the St Mary's Women's and Children's hospital. Due to the nature of the structure the varied setting can be viewed at different levels, from the platforms of the stations, and also street level. The setting primarily contributes to the structure's significance through it providing an understanding of how the urban context has developed over time, consequential of the development of the railway, and better access to transport links.

4 Impact Assessment

4.1 Introduction

- 4.1.1 The management and mitigation of change to the historic environment resulting from development are based on the recognition within Government planning objectives that "...heritage assets are an irreplaceable resource..." (see NPPF Section 16).
- 4.1.2 Impacts to the historic environment and associated heritage assets arise where changes are made to their physical environment by means of the loss and/or degradation of their physical fabric or setting, which in turn leads to a reduction in the significance.
- 4.1.3 Professional judgement is used to consider the impact of future development on the significance of the identified heritage assets. This will be assessed in NPPF terms as 'no harm', 'less than substantial harm', or 'substantial harm'.
- 4.1.4 In examining the potential impact to significance, consideration is given to the scale, massing, design, materials, location, and topography of the Site, and the degree to which these may alter the way in which the Site contributes, or otherwise, to the significance of the identified heritage assets.

4.2 Description of Proposals

- 4.2.1 The proposed works include the installation of 4no handling unit condensers on the existing flat roof with 2no associated acoustic attenuation units, the truncation of a redundant metal boiler flue pipe, and the removal of the redundant gas fired boiler from the second-floor plant room.
- 4.2.2 The proposed 4no handling unit condensers measure approximately 1600mm in height, 1200mm in width and 750mm in depth upon the flat roof, and will be installed in two blocks of two units. The units to be installed are Daikin Condenser Units. Product details are included as part of the supporting documents and drawings. Each block of 2no proposed units will be enclosed in an acoustic attenuator to ensure the noise levels requirements are met. The attenuators will comprise of power coated metal louvred units.
- 4.2.3 The 4no condenser units have been sensitively positioned adjacent to the plant room and to the rear of the higher parts of the parapet wall to minimise visibility and will be positioned on a big foot system, to avoid additional structural intervention. As outlined, the pipework and cables will utilise the existing opening created by truncating the redundant boiler flue pipe, adding a cone shaped cap and bracket, made of stainless steel, to the top to ensure weather resistance.
- 4.2.4 The application also seeks to remove the redundant gas fired boiler from the second-floor plant room.
- 4.2.5 The proposed works would improve the existing ventilation system within the building, enhancing the wellbeing of customers and staff, as well as the condition of the building itself. Due to the age of the property, there is limited mechanical ventilation and cooling within the building. This proposal would improve on the existing provision. Following recent events including COVID-19 air quality has been highlighted as an increasing public health priority. Improving the quality of air is especially important within buildings such as live music venues where large numbers of people gather.

4.3 Impact Assessment

O2 Ritz Manchester (The Ritz Dance Hall)



- 4.3.1 The building's significance is primarily derived from its historic and architectural interest. Its architectural interest is derived from it being a good example of a late 1920s dance hall, designed in the free 20th century classical style and as one of Cruickshank & Seward's earliest buildings, who later went on to design a number of mid-20th century educational and commercial buildings across Manchester; and its historic interest is derived from its role as a performance venue from the early-mid 20th century to the present, and for its associative interest with the well-known music bands who performed at the dance hall following its opening in the 1920s.

Installation of 4no condenser units

- 4.3.2 The proposed development has been developed to reduce potential visual impact, by sensitively positioning the 4no condenser units, which will be enclosed in 2no attenuator units, adjacent to the plant room, and to the rear of the higher parts of the parapet wall to minimise visibility. Due to the size of the units, combined with the parapet and the surrounding taller development, the units would largely be shielded from viewpoints. The current plant room is not visible from Whitworth Street South, and therefore it is unlikely that the proposed attenuator units would be visible, from the street, and at most would be glimpsed views. From the rear of the building, the units will be shielded by the rear wall to the flat roof, as well as the pitched roof to the auditorium. The units will be positioned on a big foot system, utilising the existing structural steel within the roof frame to avoid additional structural intervention. The condenser units will not be directly affixed to the roof structure, and as is reversible. Therefore this installation could be removed and made good at some time in the future.
- 4.3.3 An alternative option to install the 4no condenser units in absence of the attenuation units was explored, however this would not comply with the acceptable sound levels stipulated by Manchester City Council, and was therefore not taken forward as a suitable option.
- 4.3.4 It is considered that this element of the proposed development will cause no harm to the significance of the Grade II listed building, thus meeting the requirements of paragraph 212 of the NPPF, and would therefore not engage paragraphs 213-215 of the NPPF. This aspect of the proposal will also comply with sections 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 by preserving the Grade II listed building and its features of special architectural and historical interest it possesses.

Truncation and reuse of boiler flue pipe

- 4.3.5 The redundant boiler flue pipe is a modern intervention which currently does not contribute to the significance of the listed building and is no longer required. The truncation of this pipe will enable the new pipework and cable to utilise this existing opening to the plant room below, removing the need for new openings to be formed in the roof structure. A cone shaped cap and bracket, made of stainless steel, will be installed to the top to ensure weather resistance. Overall, this intervention will reduce the height of the flue and reduce the impact of its incongruous appearance on the flat roof. It is considered that this element of the proposed development will result in a slight positive impact to the significance of the Grade II listed building, thus meeting the requirements of paragraph 212 of the NPPF, and would therefore not engage paragraphs 213-215 of the NPPF. This aspect of the proposal will also comply with sections 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 by preserving the Grade II listed building and its features of special architectural and historical interest it possesses.

Removal of redundant gas fired boiler

- 4.3.6 The proposed development seeks to remove the redundant gas fired boiler from the 2nd floor plant room. The boiler does not hold heritage significance itself and is no longer in use. It is considered that this element of the proposed development will cause no harm to the significance of the Grade II listed building, thus meeting the requirements of paragraph 212 of the NPPF, and would therefore not engage paragraphs 213-215 of the NPPF. This aspect of the proposal will also comply with sections 66 of the Planning (Listed Buildings and

Conservation Areas) Act 1990 by preserving the Grade II listed building and its features of special architectural and historical interest it possesses.

Manchester Oxford Road Station (including platform structures)

- 4.3.7 The building's significance is derived from it being one of the best post-war railway stations in the country, using an innovative design using techniques pioneered and developed by the Timber Develop Association, and its rarity as the only large station to have re-built in prefabricated materials.
- 4.3.8 The proposed scheme has no potential to directly impact the significance of the building; however the indirect impact is assessed in this paragraph. As set out above, the proposed scheme has been sensitively designed as to minimise any impact. Due to the difference in levels between Manchester Oxford Road Station and Whitworth Street West (on which the O2 Ritz Manchester is located), the context in which the listed building is viewed is limited, and the little to no direct contribution to the significance of the station made by the individual other buildings in the vicinity of the station with different functions, dates and multitude of architectural styles.
- 4.3.9 It is not considered that the proposed development would impact on the significance, as derived by its setting of the Grade II listed Station. The proposed development is therefore considered to cause no harm to the significance of the Grade II listed building, thus meeting the requirements of paragraph 212 of the NPPF, and would therefore not engage paragraphs 213-215 of the NPPF. This aspect of the proposal will also comply with sections 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 by preserving the Grade II listed building and its setting.

Manchester South Junction and Altrincham Railway Viaduct

- 4.3.10 The viaduct's significance is derived from its historic and architectural interest as a relatively early constructed viaduct achieved by the combination of Victorian engineering and architecture, with excellent attention to detail and high-quality materials used throughout. Due to the nature of the structure the varied setting can be viewed at different levels, from the platforms of the stations, and also street level. The setting primarily contributes to the structure's significance through it providing an understanding of how the urban context has developed over time, consequential of the development of the railway and better access to transport links.
- 4.3.11 The proposed development has no potential to directly impact the significance of the building; however the indirect impact is assessed in this paragraph. As set out above, the proposed development has been sensitively designed as to minimise any impact. Due to the size of the condenser units, combined with the parapet and the surrounding taller development, the units would largely be shielded from viewpoints. The current plant room is not visible from Whitworth Street South, and the parapet shields views towards the plant room from the top of the viaduct along this stretch. The scale and nature of the proposals would cause no real change in our ability to understand and appreciate the development of the area over time, and the impact of the railway on the urban growth of the surrounding area.
- 4.3.12 It is not considered that this element of the proposed development would impact on the significance, as derived by its setting of the Grade II listed viaduct. The proposed development is therefore considered to cause no harm to the significance of the Grade II listed building, thus meeting the requirements of paragraph 212 of the NPPF, and would therefore not engage paragraphs 213-215 of the NPPF. This aspect of the proposal will also comply with sections 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 by preserving the Grade II listed building and its setting.

5 Design and Access Statement

5.1.1 This section sets out a Design and Access Statement for the proposals.

Design

5.1.2 The design of the proposed alterations has been carefully considered to minimise impact to the significance of the O2 Ritz Manchester (The Ritz Dance Hall). The rational and full heritage impact assessment has been set out as section 4 above.

Access

5.1.3 The proposals involve no changes to the access within the building.

6 Conclusions

- 6.1.1 Change, including development, can sustain, enhance, or better reveal the significance of an asset as well as detract from it or leave it unaltered. The design of a development affecting the setting of a heritage asset may play an important part in determining its impact. The contribution of the setting to the historic significance of an asset can be sustained or enhanced if new built form buildings are carefully designed to respect their setting by their scale, proportion, height, massing, alignment, and use of materials.
- 6.1.2 As set out in the assessment above, the proposed development would not cause harm to the significance of the Grade II Listed O2 Ritz Manchester (Ritz Dance Hall), thus meeting the requirements of paragraph 212 of the NPPF, and therefore paragraphs 213-215 which relate to substantial and less than substantial harm would not be engaged. Overall, the proposed works are reversible in nature and are considered to have no harmful impact on the underlying historic fabric or architectural appearance, therefore preserving its special architectural and historic interest and causing no harm to the significance of the designated heritage asset.
- 6.1.3 Furthermore the proposed works would not cause harm to the significance, derived by setting, of the following designated heritage assets: Grade II listed Manchester Oxford Road Station (including platform structures), and Grade II listed Manchester South Junction and Altrincham Railway Viaduct. Consequently, therefore paragraphs 213-215 of the NPPF are not engaged, and the proposed development is in accordance with Chapter 16 of the NPPF.
- 6.1.4 For the reasons set out above, the proposals are considered to meet the statutory and national policy tests set out in the 1990 Act and Chapter 16 of the NPPF, together with fulfilling the local policy requirements of Places for Everyone (2024) – Policy JP-P2 Heritage, Manchester City Council Core Strategy (2012, updated 2024) – Policy CC9: Design and Heritage and Manchester City Council Core Strategy (2012, updated 2024) – Policy EN1: Design Principles and Strategic Character Areas through conserving the significance, special interest, character and appearance of the aforementioned designated heritage assets.

Appendix A Policy and Legislation

A.1 National Planning Policy Framework

- A.1.1 The National Planning Policy Framework (NPPF) (2024) sets out government planning policy. Chapter 16 sets out policies for conserving and enhancing the historic environment.
- A.1.2 Paragraph 207 requires applicants to describe the heritage significance of heritage assets potentially affected by proposed development. This should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- A.1.3 Paragraph 208 places an onus on local planning authorities to identify and assess the significance on any heritage asset that may be affected, and to take this assessment into account when considering the impact of a proposal.
- A.1.4 Paragraph 210 states that local planning authorities, in determining planning applications, 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.
- A.1.5 Paragraph 212 and 213 advises that great weight should be given to a designated asset's conservation; the more important the asset, the greater this weight should be. It goes on to state that significance can be harmed or lost through alteration or destruction of the heritage asset, or development within its setting. Any such harm or loss should require clear and convincing justification.
- A.1.6 Paragraphs 214 and 215 set out two decision-making tests where proposals would lead to substantial and less than substantial harm respectively. Paragraph 215 guides that where a development proposal would lead to less than substantial harm, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- A.1.7 Paragraph 216 of the NPPF guides that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. A balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset in determining applications affecting non-designated heritage assets.
- A.1.8 Paragraph 219 guides local planning authorities to look for opportunities for new development within conservation areas and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.
- A.1.9 Implementation of the NPPF is supported by the Planning Practice Guidance (PPG), 2014 with updates.

A.2 Local Planning Policy Framework

- A.2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for any determination to be made under the planning Acts that the determination must be made in accordance with the plan unless material considerations indicate otherwise.



A.3 Manchester Core Strategy 2012-2027

A.3.1 Policy CC9 Design and Heritage

Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.

Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

The Council will support high density and mixed used development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

A.3.2 Policy EN1 Design Principles and Strategic Character Areas

All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

1. City Centre Character Area

The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space, and this includes a range of civic and less formal greenspaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes.

- Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.
- While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.
- Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.

A.3.3 Policy EN3 Heritage

Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.



Design, Access and Heritage Statement

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

It should be noted that paragraph 2 of *Manchester Core Strategy 2012-2027* CS Policy EN3 Heritage has been replaced by PfE Policy JP-P2.

A.4 Places for Everyone, 2024

A.4.1 Strategic Policy JP-P2: Heritage relates specifically to the Historic Environment and states:

“We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.

Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place making,
2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised.
3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place.
4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and
5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offers.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.

Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and place making, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's



Design, Access and Heritage Statement

heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan.

Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.”



Appendix B Designations

B.1 The Ritz Dance Hall

Official list entry

Heritage Category: **Listed Building**

Grade: **II**

List Entry Number: **1254888**

Date first listed: **06-Jun-1994**

List Entry Name: **THE RITZ DANCE HALL**

Location

Statutory Address: **THE RITZ DANCE HALL, WHITWORTH STREET WEST**

The building or site itself may lie within the boundary of more than one authority.

District: **Manchester (Metropolitan Authority)**

Parish: **Non Civil Parish**

National Grid Reference: **SJ 83969 97550**

Details

MANCHESTER

SJ8397 WHITWORTH STREET WEST 698-1/31/442 (North side) The Ritz Dance Hall

II

Dance hall. 1927, altered. Brick with white glazed terracotta facade, roof not visible. Rectangular plan at right-angles to street. Free C20 classical style. Two storeys, 1:7:1 bays, symmetrical; with plinth, channelled rustication to ground floor, horizontal canopy over ground floor suspended on tie-rods (and now with C20 fascia), pilastered upper floor, cornice and stepped parapet. The ground floor has a wide central entrance with a range of C20 doors, and 3 small windows to the outer bays (all either blocked or blind) with keystones and voussoirs; the upper floor has a pilastered 7-bay panel with moulded surround including roundels, vertical-rectangular windows with moulded cornices in the 5 central bays with moulded ornament above them, and blind windows in the 1st and 7th; the end bays have paired windows in sunk panels, with similar cornices. Interior: original features such as balcony with Tuscan columns, pilastered walls, revolving stage (no longer functional) flanked by staircases (altered). History: venue of most of the well-known dance-bands of the 1930s and 40s. Included as now rare example of its type and date, representing earlier C20 popular culture.



Design, Access and Heritage Statement

Listing NGR: SJ8396997550

Legacy

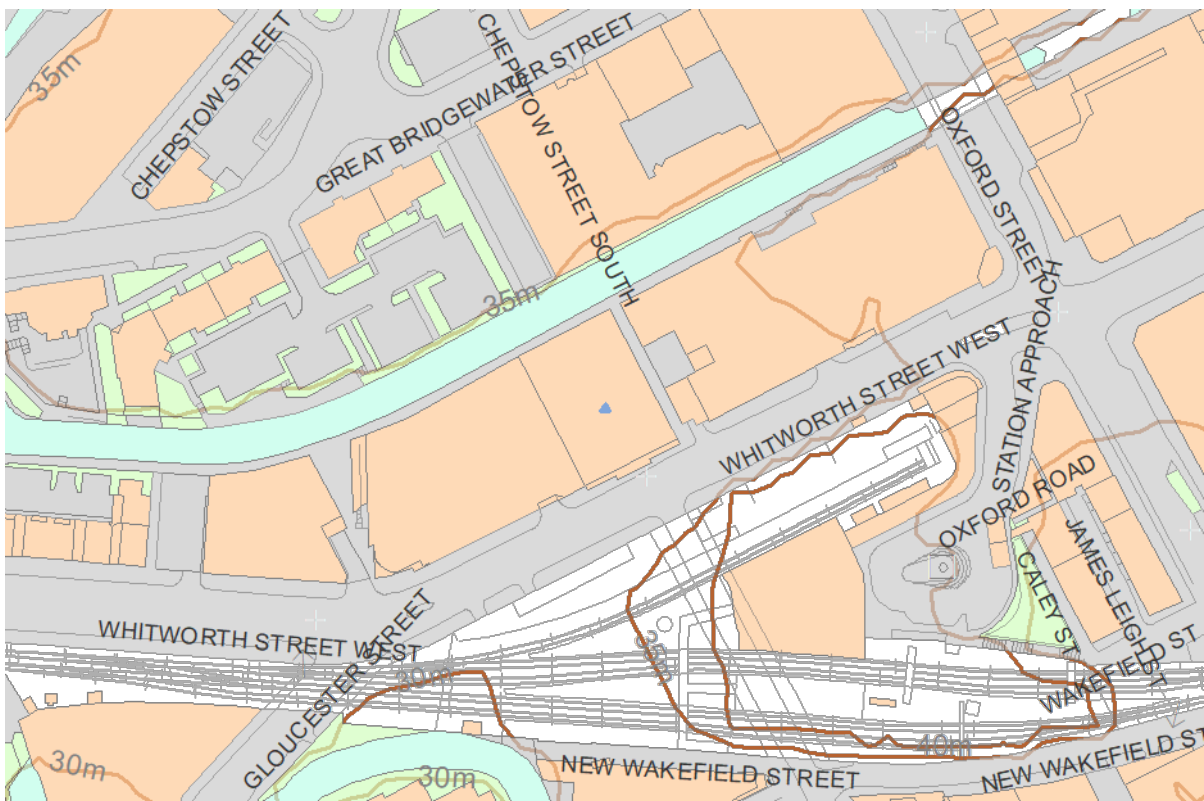
The contents of this record have been generated from a legacy data system.

Legacy System number: **458251**

Legacy System: **LBS**

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.



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End of official list entry



Project Number: 333101741

B.2 Manchester Oxford Road Station (including platform structures)

Official list entry

Heritage Category: **Listed Building**

Grade: **II**

List Entry Number: **1255053**

Date first listed: **24-Nov-1995**

Date of most recent amendment: **26-Feb-2013**

List Entry Name: **Manchester Oxford Road Station (including platform structures)**

Statutory Address 1: **Manchester Oxford Road Station (including platform structures), Oxford Road**

Location

Statutory Address: **Manchester Oxford Road Station (including platform structures), Oxford Road**

The building or site itself may lie within the boundary of more than one authority.

District: **Manchester (Metropolitan Authority)**

Parish: **Non Civil Parish**

National Grid Reference: **SJ8402097475**

Summary

Railway station building and platform structures, 1958-60, by Max Clendinning of British Railways' Midland Region with Hugh Tottenham of the Timber Development Association. Laminated-timber structure of three conoid shells, with hardwood strip ceilings to the shell roofs and canopies. Single-storey.

Reasons for Designation

Manchester Oxford Road Station, including platform structures, is designated at Grade II for the following principal reasons: * Architectural interest: it is one of the best post-war railway stations in the country, with a striking and highly elegant design constructed of laminated timber; * Design interest: the station's unique design employs a high level of sophistication and innovation through its use of conoid shells supported on a cruck-like frame, which not only create a dramatic aesthetic form, but endow the building with a light and spacious interior; * Architect: it was designed by Max Clendinning of British Railways' Midland Region and Hugh Tottenham of the Timber Development Association, and represents Tottenham's finest work; * Technological interest: it is the most dramatic example of the use of timber-shell roofs in England; utilising techniques pioneered and developed by the Timber Development Association; * Rarity: it is the only large station in Britain to have been re-built in prefabricated materials.



History

The creation of British Railways in 1948 amalgamated four companies: the Great Western Railway (GWR), London, Midland & Scottish Railway (LMS), London & North Eastern Railway (LNER) and Southern Railway (SR). Each company had its own architects' department, and this did not change after nationalisation. Leslie Martin established the LMS as the 'cradle of prefabrication' when he designed three stations in 1945, which was followed by his successors adopting a lightweight steel system for a series of small stations north of Crewe when the lines between London, Manchester and Liverpool began to be electrified in 1957.

Manchester Oxford Road Station, which was constructed in 1958-60 on top of the Manchester South Junction & Altrincham Railway viaduct and replaced an earlier station of 1874, was the only large-scale station in England rebuilt using prefabricated methods. The station building and platform structures were designed by Max Clendinning of British Railways' Midland Region in conjunction with the engineer, Hugh Tottenham of the Timber Development Association who had been researching timber-shell roofs since 1956; the building's lightweight roof structure partly being designed to reduce loads on the viaduct beneath. Following his work with British Railways' Midland Region, Clendinning went on to become a successful interior and furniture designer.

Since its construction the station has been subject to improvements works, including the installation of new passenger shelters and disabled toilets, the erection of a new customer information point, and re-surfacing of the concourse area and footbridge steps, predominantly in the early-C21.

Details

Railway station building and platform structures, 1958-60, by Max Clendinning of British Railways' Midland Region with Hugh Tottenham of the Timber Development Association. Laminated-timber structure of three conoid shells with hardwood strip ceilings to the shell roofs and canopies. Single-storey.

DESCRIPTION: the main station building is covered by three shell roofs of diminishing size (the largest being at the eastern front and the smallest at the western rear) that range between 13m and 29m in span and are supported on a cruck-like frame. The front (east) elevation is reminiscent of the styling of Sydney Opera House and has a recessed, glazed upper section, underneath which lies the main entrance and eastern end of the booking office. The station's booking office, buffet, toilets and staff facilities are constructed of timber and concrete, with the two former facilities forming a lozenge-shaped island along the southern side of the main building.

The main building sits between two railway tracks with tall, curved canopies that extend out over the platforms and are supported by similarly styled crucks to the main building. Similar canopies incorporating a central spine with raised, arched glazing cover the station's two central island platforms, which, along with a far platform, are accessed via an enclosed footbridge, which is not of special interest. All the canopies have lozenge shaped



skylights that echo the lozenge shape of the booking office and buffet in the main building, and deep fascias to their front edge. The main concourse incorporates an original semi-circular, concrete and timber bench and two curved, back-to-back timber benches exist to the central island platforms. Two sympathetically styled waiting shelters of c2011 located on the central island platforms and far platform are not of special interest.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: **458646**

Legacy System: **LBS**

Sources

Books and journals

Hartwell, C, Pevsner Architectural Guides: Manchester, (2001)

Harwood, E, England A Guide to Post War Listed Buildings, (2003)

Parkinson-Bailey, J J, Manchester: An Architectural History, (2000)

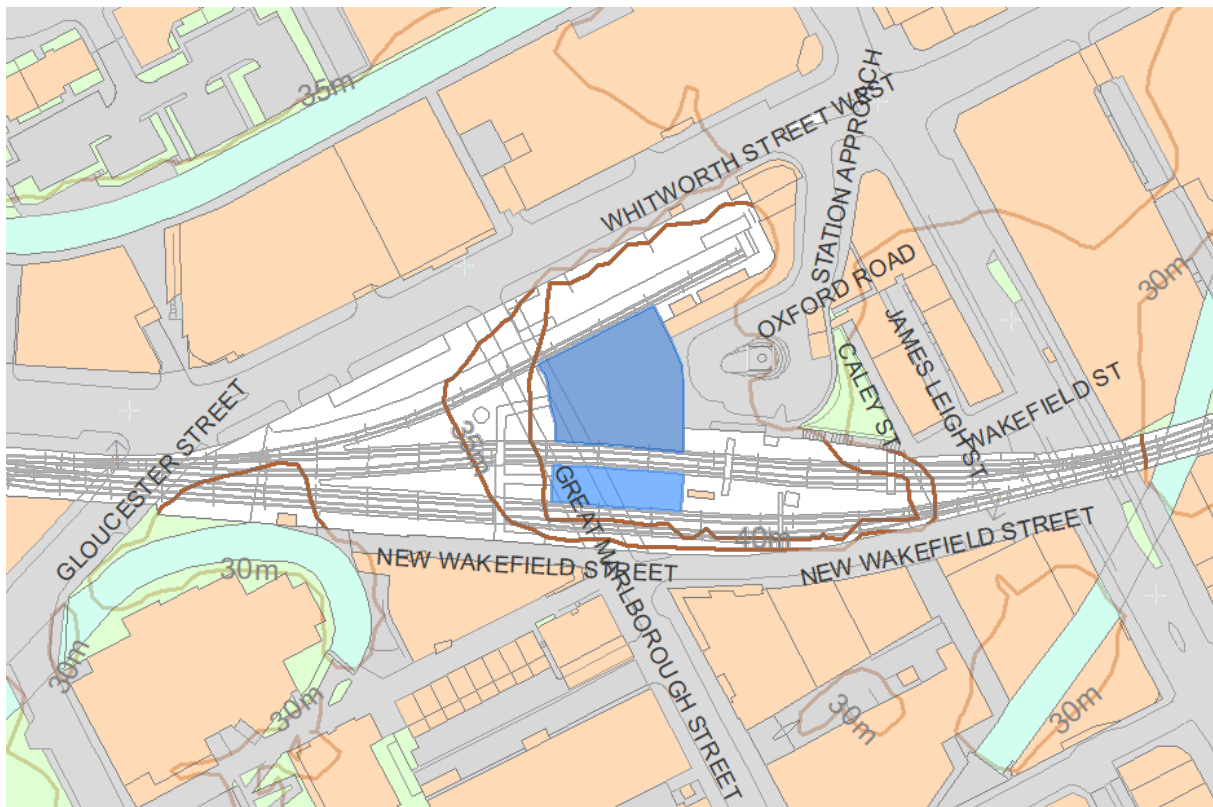
Websites

A Guide to Civil Engineering in Manchester. Manchester Oxford Road Railway Station, accessed from <http://maceserv.mace.man.ac.uk/apache2-default/trail/xml/Features/oxford%20road%20station.html>

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.





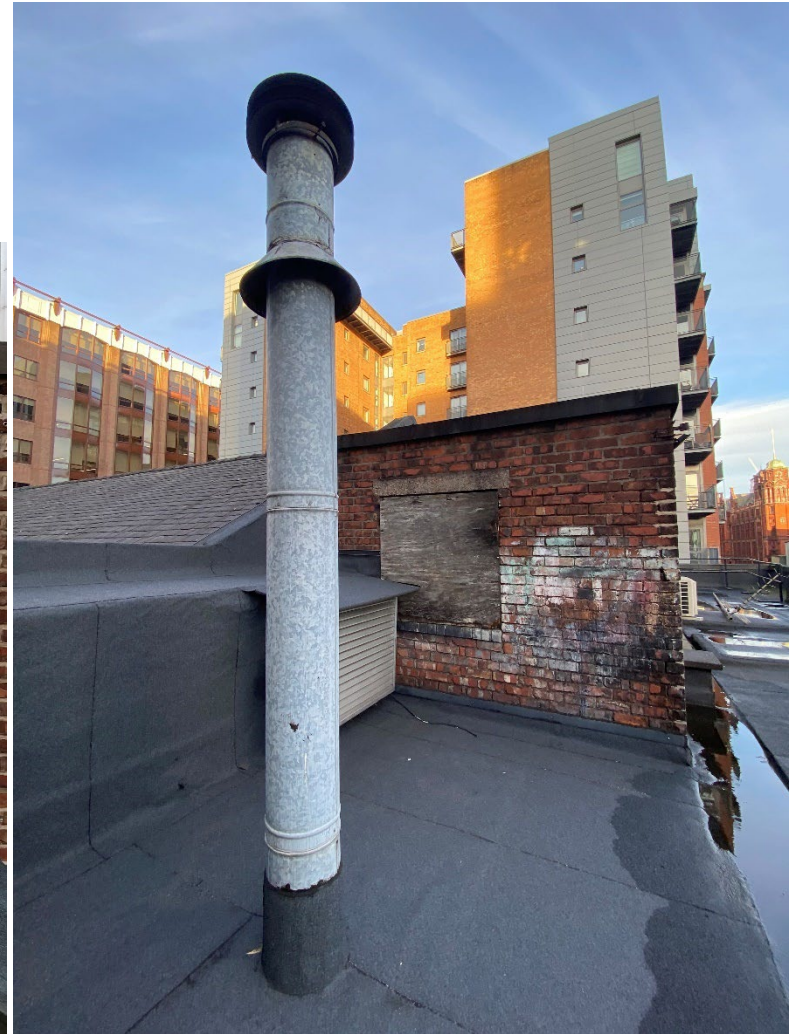
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End of official list entry



Appendix C Photographs of the Site





Design, Access and Heritage Statement

