

Factory

St Johns,
Manchester

HERITAGE STATEMENT: Significance and Impact

Prepared by:



Stephen Levrant Heritage Architecture Ltd

A: Canada House, Chepstow St., Manchester
E: info@heritagearchitecture.co.uk

Prepared for
Manchester City Council

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Factory, Manchester: Heritage Statement

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VAT GB656883581.

Registered office: 62 British Grove, London, W4 2NL.

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1 INTRODUCTION

1.1 Background

The Factory forms part of the St. John's Masterplan area in Manchester City Centre. St. John's comprises the former ITV Quay Street estate in Manchester City Centre. The site was acquired in March 2014 by Manchester Quays Limited (MQL), a joint venture between Allied London and Manchester City Council, and is the subject of long term regeneration proposals that involve both conversion of existing buildings and redevelopment of other plots to create a new neighbourhood of the City.

This report supports a revised scheme for the Factory site; Planning Permission and Listed Building Consent were granted in 2016 (see Planning Permission Ref. 114294/VO/2016).

This statement, and the preceding conservation advice to the project team, has been prepared in the context of relevant national and local heritage planning policy. In particular, the statement is presented to accord with the national policy requirement of NPPF paragraph 128, to describe the significance of the affected heritage assets and the consequent impact of the proposed development.

This statement should be read in conjunction with the drawings and Design and Access Statement by OMA, information and drawings by Buro Happold, which provide further details of the proposals.

1.2 Site Description

The proposals relate to an area located within the south western part of the St. John's Masterplan, on a site broadly bounded by the River Irwell and surface car parking (currently in use for construction of the Ordsall Chord) to the west, Grape Street and the Bonded Warehouse to the east, the Museum of Science and Industry (MSI) complex, including the 1830 Warehouse (Grade I Listed) to the south and Water Street and surface car parking to the north.

The site is approximately 1.80 ha and is currently occupied by surface car parking, the Starlight theatre and a number of structures and buildings associated with the formerly use by ITV for filming and events, Water Street and the Grade II Listed Colonnaded Railway Viaduct (in part), which was also in use by ITV for filming and storage.

The area around the Site is defined by a mix of leisure, commercial and residential uses including Spinningfields to the north, the Great Northern Warehouse and Deansgate to the east and MSI to the south. It is also situated 750m from the Deansgate / Castlefield Metrolink stop and a range of bus and Metroshuttle services.

Nearby listed buildings include the 1830 Warehouse (Grade I Listed), as well as the former Liverpool Road Station Master's House (Grade I Listed) and the Railway Bridge over the River Irwell (Grade I Listed) to the south, the MSI Warehouse to the east (Grade II Listed).

The site is located within the Castlefield Conservation area and approximately 500m to the west of the St John Street Conservation Area.

1.3 Proposals

The proposals involve the demolition of the Starlight theatre and other buildings and structures, together with works to the Grade II Listed Colonnaded Railway Viaduct, to facilitate the development of circa 13,500 sq. m. of development comprising two flexible auditorium spaces to be used for theatre, music, dance, art and other performance-related events, conferences and associated facilities, including retail and bar use, office, administrative and back of house function, training and educational facilities, servicing and access arrangements, circulation and external landscaped areas.

1.4 Research methodology

This appraisal is the result of an extensive process which synthesises literature and documentary research, building surveying and professional judgment.

The documentary research was based upon primary and secondary sources, including maps, drawings and reports.

Surveys of the site and surrounding areas were conducted in June 2016 by visual inspection, in order to map out and identify the relevant parts of the Conservation Areas and of the setting of the designated heritage assets that could be affected by the proposals. Consideration has also been given to the historical development of the area, non-designated heritage assets, building types and material and key views to the notable historic buildings which contribute to the identification of the built form and the understanding of the special interest of the area.

1.5 Structure of the report

Following this introductory section, the report is structured as follows:

- Section 2 outlines the relevant legislative and policy context regarding the site and the proposals;
- Section 3 provides a description of the site's location and statutory designations;
- Section 4 analyses the historic context of the site and its setting;

- Section 5 sets out the characterisation appraisal of the area and appraises the significance of the identified heritage assets;
- Section 6 appraises the impact of the proposed scheme;
- Section 7 tests the proposals against the heritage policies in NPPF; and
- Section 8 provides a summary and conclusion

1.6 Authorship

This report has been prepared by Stephen Levrant Heritage Architecture Ltd., an architectural practice specialising exclusively in the historic cultural environment.

Authors:

- Stephen Levrant [RIBA, AA Dip, IHBC, Dip Cons (AA), FRSA] - Principal Architect
- Kirsten McKnight [BA (Hons), MA, MSc, IHBC] – Conservation Associate

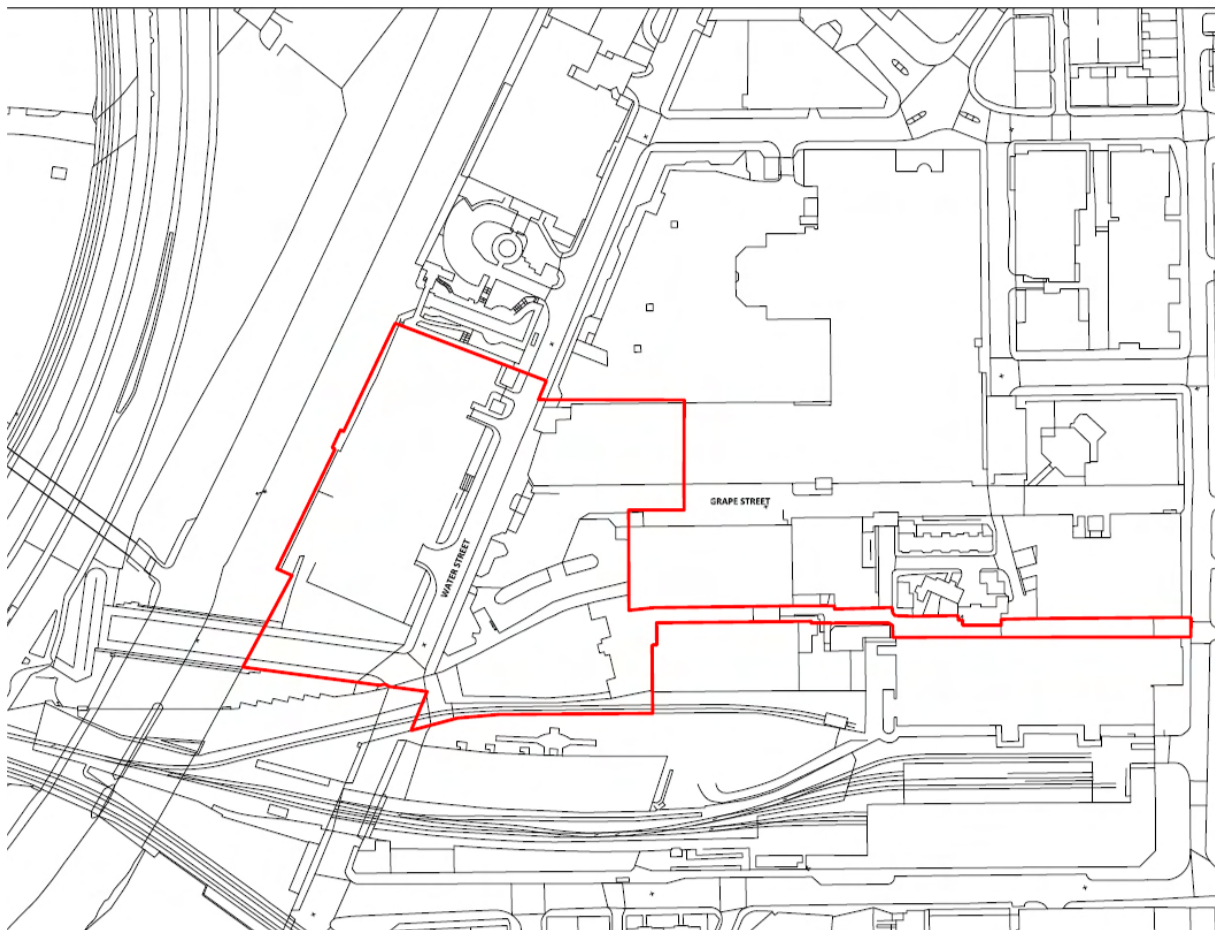


Figure 1: Site plan illustrating the red line boundary for planning.



Figure 1A: photo of the brick arches and viaduct as it exists today; the former Starlight Theatre sits on top of the viaduct.



Figure 1B: photo of the former entrance into the site, from Water Street, and the former casino to the right. These structures will be demolished as part of the proposed development

2 POLICY CONTEXT

2.1 The Planning (Listed Building and Conservation Areas) Act 1990

As the Proposed Development will require intervention into the listed viaduct structure, Listed Building Consent will be required. Section 66 of the Act requires the Local Planning Authority to “*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,*” when considering whether to grant planning permission.

As the site is also within the Castlefield Conservation Area, Section 72 of the Act is of relevance as it requires the Local Planning Authority to pay special attention to the ‘*desirability of preserving or enhancing the character and appearance*’ of the designated area. Consequently, it is important to consider the viaduct as a contributor to the townscape character of the conservation area and the impact of the proposed works on this aspect of the wider historic environment.

2.2 National Planning Policy Framework (NPPF) (2012)

The policies in the NPPF constitute the Government’s view of what sustainable development in England means in practice. In these terms, development proposals which fail to give due weight to the conservation of heritage assets are deemed not to be sustainable development, and consequently should not be supported. This is because one of the key dimensions of sustainability is protecting and enhancing our historic environment (NPPF paragraph 7). It will be clear that the proposals for the Bonded Warehouse are part of a larger Masterplan for the area which focuses on providing sustainable use for this and other heritage assets and, therefore, aims to demonstrate that it accords with the definition of sustainable development.

The focus of the Government’s planning policy guidance is to ensure that account is always taken of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses, consistent with their conservation (NPPF paragraph 126). The current proposals seek to address this policy requirement by demonstrating that the proposals will conserve the significance of the heritage asset.

It will be clear that development of a heritage asset will have some impact on its fabric or setting, and that it could be either beneficial or harmful. The fundamental design objective is to ensure that the balance of the impact on the heritage asset is demonstrably beneficial, minimising any negative impact on its significance. Consequently, development works are required to be justified by clear and convincing evidence of the impact. This report seeks to contribute to such evidence, demonstrating that the proposed works will result in either a beneficial impact or limited instances of “*less than substantial harm*” in terms of its physical or visual impact on the character and appearance of the conservation area and non-designated heritage asset.

The cumulative impact of the proposed development should, therefore, be evaluated against the substantial public benefit of maintaining a viable and sustainable use for the heritage asset, in accordance with the requirements of NPPF para. 134. This report contends that the proposal offers a substantial opportunity to both enhance and sustain the significance of the Bonded Warehouse and the Castlefield Conservation Area and therefore will be shown to accord with the national planning policy requirements.

Planning Policy Guidance: Conserving and Enhancing the Historic Environment (2014) provides further information on the implementation of the policies within the NPPF and has been utilised as part of this assessment.

2.3 Manchester City Council Core Strategy, 2012

It will be clear that relevant, local heritage planning policy maintains the same focus as the NPPF. The City Council's heritage policies focus on the fundamental importance of *"preserving or, where possible, enhancing the historic environment"*. In particular, it notes that the Council *"will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form"* (policy CC9).

This key regeneration objective is tempered by the need to ensure that, *"historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced for their own heritage merits and as part of wider heritage regeneration proposals"* (paragraph 12.21, Policy EN3). This evidently also requires development proposals to be sensitive to the inherent values of the heritage asset and clarity of evidence, in order to justify the impact.

2.4 Historic England's Good Practice Advice Notes

In 2015 Historic England released a number of 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 the Good Practice Advice Note 3 (The Setting of Heritage Assets) were utilised as part of this assessment in order to gain a full understanding of the relevant issues, alongside the NPPF and PPG.

3 THE SITE

3.1 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.

The list description for the colonnaded viaduct is as follows:

SJ8397NW LIVERPOOL ROAD 698-1/30/212 (North side) Colonnaded railway viaduct at former Liverpool Road Goods Depot

GV II

Railway viaduct. Probably c.1870. Cast-iron. A series of cast-iron columns on stone bases supports the viaduct which has cast-iron beams showing at the sides.

Listing NGR: SJ8301397907

As noted in the above listed description, the colonnaded viaduct is listed for its group value (GV) due to being part of the former Liverpool Road Station complex. Consequently, and in light of the proposals, it is considered that the Proposed Development has the potential to impact the setting and group value of the following buildings (see Figure 2):

Table 1: heritage assets within 250m radius of the subject site (number refers to Figure 2)

1) Stephenson's Bridge	Grade I
2) Liverpool Road Station Building	Grade I
3) 1830 Warehouse	Grade I
4) 1830 Viaduct	Grade II
5) Colonnaded Railway Viaduct	Grade II
6) Manchester South Junction and Altrincham Railway Viaduct	Grade II
7) Giants Basin	Grade II
8) Pair of culvert arches over River Medlock and associated overflow channel	Grade II
9) Commercial Hotel, Liverpool Road	Graded II
10) 123 Liverpool Road	Grade II
11) MSI Power Hall	Grade II
12) MSI Warehouse	Grade II

13) Great John Street Hotel	Grade II
14) Victoria and Albert Warehouse	Grade II
15) Zig-Zag viaduct	Grade II
16) Girder Bridge (Salford side)* *NB this structure was being partially demolished at the time of writing	Grade II
17) Stephenson's Bridge (Salford side)	Grade I
18) Manchester and Salford Junction Canal Tunnel	Grade II
19) Bonded Warehouse	Non-designated heritage asset

3.2 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 Castlefield Conservation Area has been designated as a Conservation Area due to the high significance and grouping of a number of structures which reflect the industrial development of this part of Manchester. Alongside this, the site is of special historic interest due to the connections with the Roman occupation of the area. The Conservation Area is one of the largest in Manchester and was designated in 1979.

Adjoining the boundary to the Castlefield Conservation Area is the St John Street Conservation Area which has been designated due to the high architectural interest of the buildings on St John Street which is the only surviving Georgian terraced street in central Manchester.

It is considered that the proposed development has the potential to impact the character and appearance of both conservation areas.

3.3 Structures within the site

The subject site also contains the perimeter wall and 1980s entrance to the former ITV Granada site, as well as a former casino and the Starlight Theatre, which is on top of the Grade II listed colonnaded viaduct.

The Starlight Theatre was built as a studio space for ITV Granada in the later 1980s, early 1990s. It was integrated with the Grade II arches below with the insertion of a lift and staircase. The perimeter wall, entrance and associated buildings, including a former casino were built in the 1980s to facilitate tours of the TV studios.

None of these modern structures are considered to yield sufficient heritage value to be considered as non-designated heritage assets. As illustrated in Figures 1A and 1B (above) they are low-quality, functional structures and demolition of them is fully justifiable.

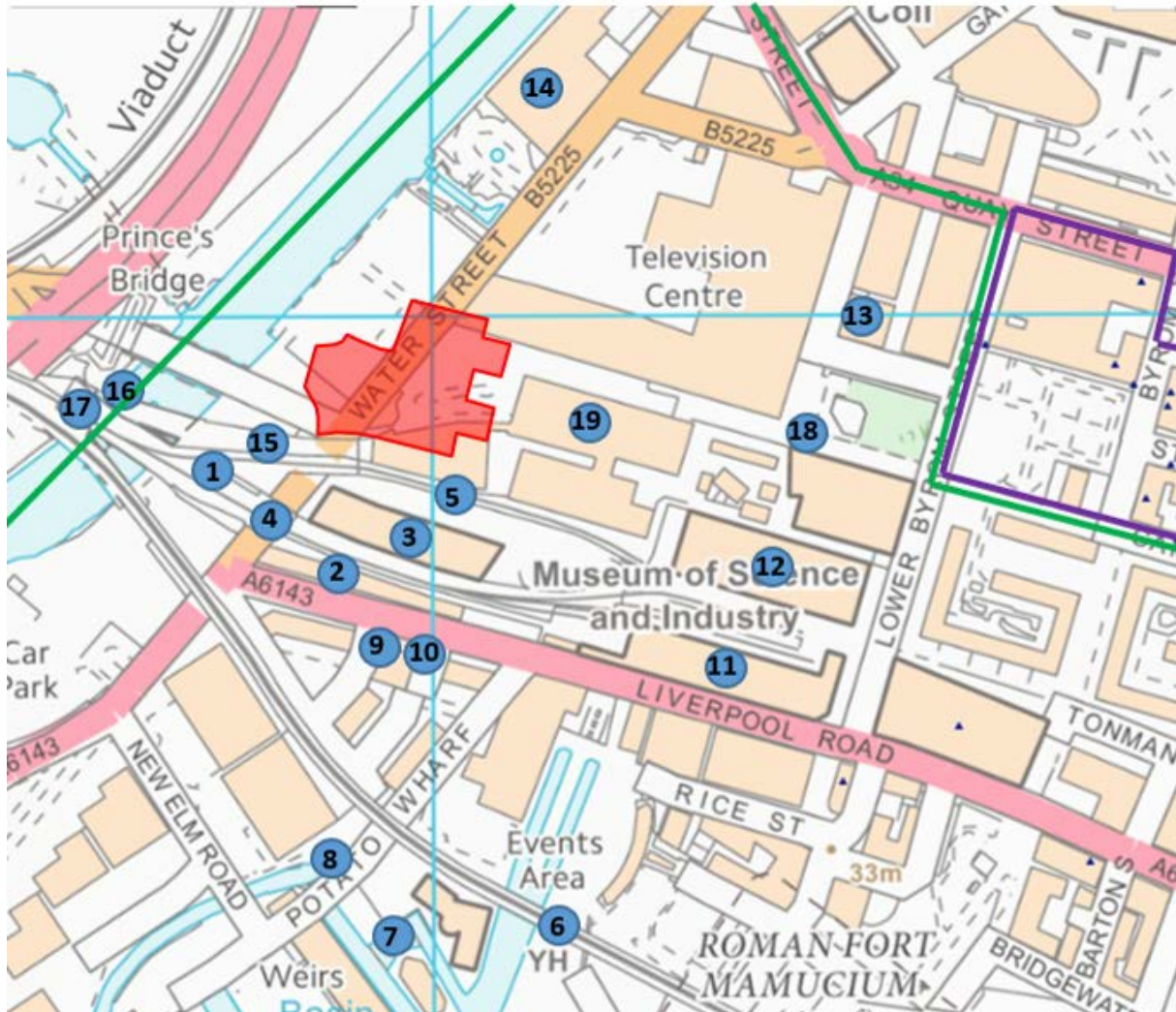


Figure 2: Site plan illustrating the designated heritage assets in and around the proposed site (red). Listed buildings are numbered in blue circles, Castlefield Conservation Area boundary is highlighted in green and St John's Conservation Area boundary is highlighted in purple

4 HISTORICAL DEVELOPMENT

4.1 Introduction

The area of the former ITV Quay Street estate contains a large and complex series of buildings, historic street patterns and history of former uses from the late-18th Century to the early-21st Century. This section will chronologically chart these phases and developments highlighting the historic context of the subject site and its surroundings.

4.2 Brief Historical Background and Development of the former ITV Quay Street estate and Liverpool Road Station

The immediate environs surrounding the former ITV Quay Street estate, as it is today, began developing following the establishment of the first of Manchester's Quay's in the late 18th century. This first quay was located at approximately the junction of Water Street and Quay Street, thus giving Quay Street its name. By the beginning of the 19th century other warehouses and wharves had been constructed and a handful of small residential roads and courts, which were interspersed with warehousing and industrial buildings, leading off Quay Street southwards into what is today the car park of the former ITV Studio.

A cluster of grander Georgian townhouses faced Water Street at the point where the canal crossed underneath Water Street, via the Irwell Bridge. These small pockets of housing were intersected by timber yards, warehousing facing the Irwell and quays with associated industrial buildings.

Land for a new canal was purchased in 1824 and in July 1836 the Salford & Manchester Junction Canal Act was passed allowing work to commence on the new Salford Junction Canal. The Act permitted the construction of a basin to be positioned parallel to Atherton Street and terminating just before Quay Street. This basin was named Brunswick Basin and served as a potato market on its sidings. By the early 1840's the canal was regarded surplus to requirements largely due to the timing of its construction coinciding with the beginnings of the railway boom. A section of the canal to the east was in-filled and was later to become the site of the Manchester Central Railway Station (now Manchester Central Conference centre) and the Great Northern Warehouse. The canal remained open, but to limited trade and closed in 1922.

By 1850 there were over 80 houses on the site which were densely concentrated mainly on the site now occupied by Stage One and the neighbouring garden/studio. The majority of these houses were back-to-backs, three-storey terraces and courtyard housing, intersected by occasional public houses.

The Brunswick Potato Market structure was open on all sides in 1851 and by 1891 the market was filled-in. Granada purchased the section of the canal that passed beneath their new studio site in 1955 with the end of the market building nearest Quay Street being shortened to accommodate the construction of Granada's first phase in 1956. This building was subsequently kept as part of the studio's reception, with the remainder of the market buildings being demolished.

Once Sidney Bernstein had purchased the Granada site, clearance of any remaining housing and streets began. It was at this time that the Junction Canal was in-filled and modern studio buildings constructed upon the site. The industrial nature of the area continued into the mid-20th century, by which time some areas of housing had been cleared and other more modern engineering works had been constructed.

In regards to the Liverpool Road Station/ MSI complex, the cutting of the Bridgewater Canal in 1765, to the south of this area, reinforced this location as a hub of transportation and industry. By 1808, the line of Liverpool Road had been laid out, and in 1810 a red-brick double-fronted town house had been erected on the corner of Water Street. In 1830 the construction of the Liverpool Road Station (Grade I Listed) saw the construction of the group of station buildings to the western end of Liverpool Road and incorporating the existing town house of 1810 into the new station as the station masters residence. The station development included the stone bridge over the Irwell (Grade I listed), a brick viaduct and a cast iron bridge over Water Street (replaced 1905 & Grade II Listed).

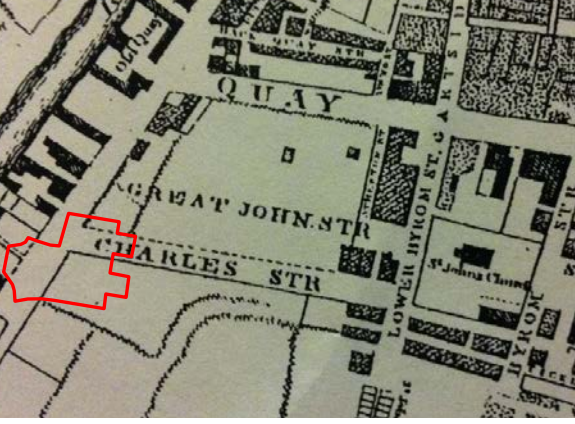
Rapid development of the railways followed including the MSJ&AR Viaduct in 1850 and the partial redevelopment of the station following a warehouse fire in 1866, by which time the station was used exclusively for transporting goods. The fire resulted in two early warehouses being replaced by a Bonded Warehouse on Grape Street in c1867, which was originally named the Charles Street Warehouse before 1888 (now part of the ITV Quay Street estate). The eastern end of Liverpool Road was characterised by blocks of three-storeyed weaver's terraces and back courtyard dwellings behind. The northern side of the street was the St Matthews Church (designed by Sir Charles Barry, demolished 1951) with its Sunday school to the southern side of the street (Grade II Listed). Two iron and glass market buildings were constructed either side of the church in the 1870's.

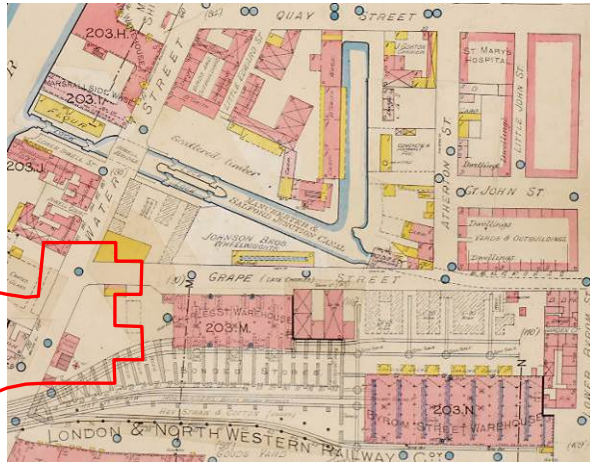
During the 1880's, developments on the station site saw the Lower Byrom Street Warehouse, which is now occupied by the Museum of Science and Industry (MSI), being constructed along with an accumulator tower to generate the good's yard machinery with hydraulic power.

Except for the areas of late-20th century residential blocks to the western end of the street, today the area largely remains unchanged as it did in the mid-19th Century. The railway buildings have been redeveloped for use as MSI and the former railway and industrial buildings form a significant grouping which can be understood and appreciated as a multi-phased railway station development.

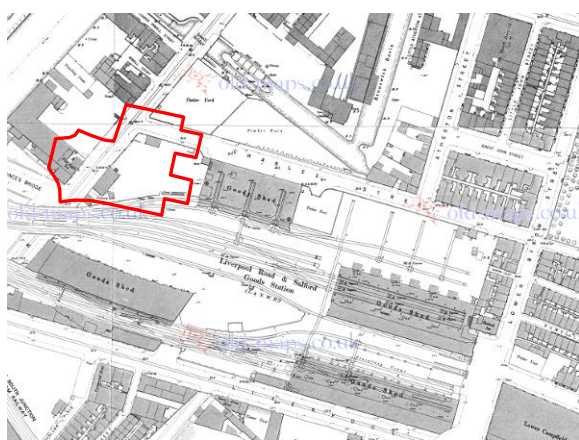
4.2.1 Map Regression

Table 2: Historic map regression (red outline indicates proposed Factory building location)

Image	Date and description
	1770 – The site was largely undeveloped by this date except for two small buildings to the east and a cluster of dwellings to the north-west. Charles Street and Great John Street has been laid out, but is yet undeveloped. Liverpool Road, to the south, and New Quay Street to the north have not been laid out yet but the quay by the river is already referred to as the 'Old Quay'.
	1800 – By 1800 no major developments had taken place in and around the site. Charles Street and Great John Street have still not been developed and the area to the south, now containing MSI and the Liverpool Road Station, is still to be laid out.
	1886 Slaters – Slaters map illustrates the Bonded Warehouse as having been built to the south of Charles Street with the train line adjoining it to the south; the colonnaded part of the viaduct does not exist at this time.



1888 Goad map – The site and its surroundings have been fully developed by the end of the 19th Century. The Bonded Warehouse (named Charles Street Warehouse on the map) appears to the south of the site upon the recently renamed 'Grape Street'. The two distinct parts of the viaduct structure, to the south of the Bonded Warehouse, can clearly be seen; this corresponds to the tracks going into the Lower Byrom Street Warehouse and the tracks that went into the Bonded Warehouse.



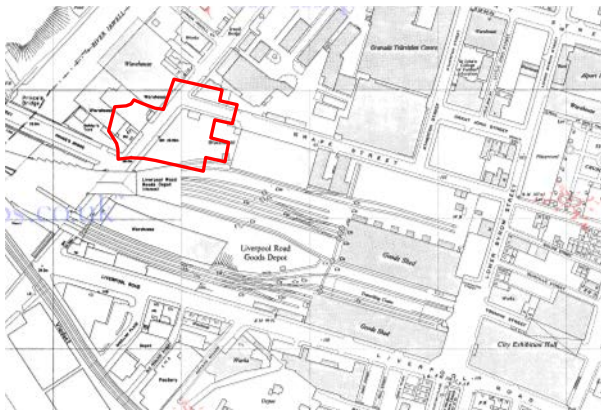
1891 OS – the 1891 OS map provides further details of the internal configuration of the railway tracks and turntables inside the Bonded Warehouse.



1909 – Historic photo of the viaduct looking north along Water Street – the building to the right is no longer present; it was offices and stables attached to the 1830 Warehouse.



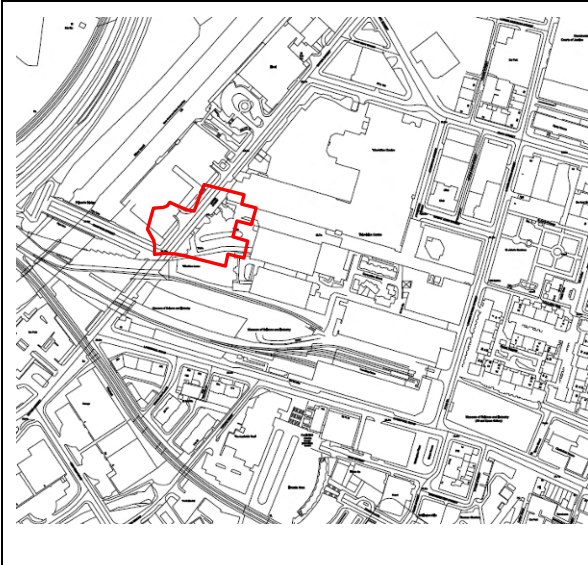
1909 – as above, but looking south



1963-5 OS– Under sixty years later, this map illustrates the transformation of the area to the north of the Bonded Warehouse; which is no longer labelled as a Goods Shed. Whilst the 'Liverpool Road Goods Depot' is still in its industrial use, the industrial character of the wider area is clearly changing, marking a clear change towards commercial uses within the city centre. *This map illustrates the completion of the last main phase of the Granada Studios development. The new Studio 8 and 12 buildings have been constructed to the south of the existing studios, resulting in any remaining structures located around and above the Salford Junction Canal tunnel opening being removed.*



1973 – historic photo of the bridge looking south



2004 OS – this OS map, from the beginning of the 21st Century illustrates the large footprints of the former ITV Quay Street estate and the extent of the MSI site. The Stage 2 building and Starlight Theatre building can both be seen in place of the former train tracks.

5 CHARACTERISATION AND SIGNIFICANCE ASSESSMENT

5.1 Introduction

This section of the report describes the character area surrounding the subject site and assesses its relative historic and architectural importance. Following this appraisal is the assessment of the significance of the Grade II listed viaduct and the surrounding historic built environment. The characterisation appraisal and significance assessment will allow for the assessment and appraisal of the area's capacity for change.

5.2 Characterisation appraisal

The area surrounding the proposed site of the Factory building represents the boundary of two distinct character areas; the former ITV Quay Street estate to the north and the Liverpool Road/ MSI complex to the south.

Figure 3 illustrates the extent of the 2 character areas and they are discussed in turn below.

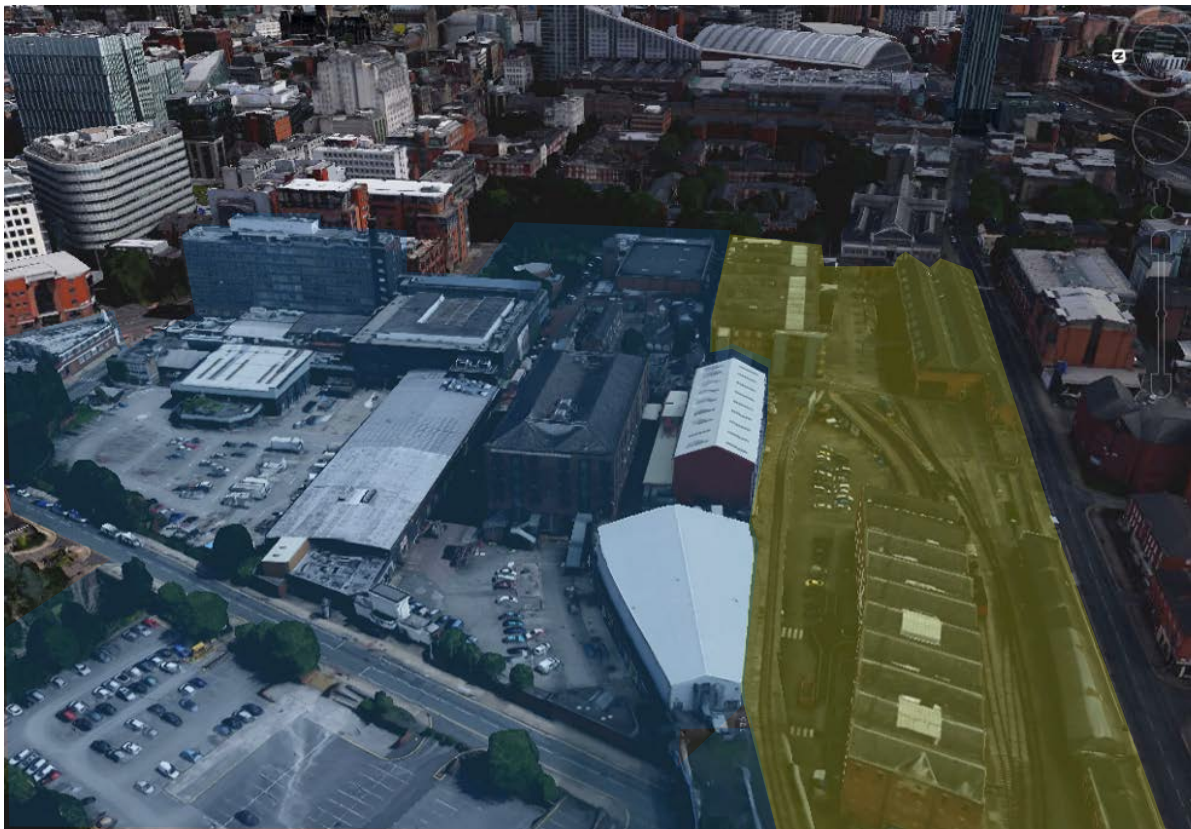


Figure 3: View of the environs to the site, looking east towards the city centre of Manchester. The area shaded in blue, to the left, is the former ITV Quay Street estate, subject to the St Johns Masterplan. To the right, shaded in yellow, is the former Liverpool Road Station/ MSI complex.

5.2.1 Granada ITV site/ St Johns Masterplan

Location

For the purposes of this report, the Character Area has been defined as the area bounded by Water Street to the west, Quay Street to the north, Lower Byrom Street to the east and the MSI site to the south.

Discussion

The prevailing former use of the area was predominately industrial in nature, with shipping and goods warehouses fronting onto the River Irwell. Small pockets of residential properties consisting of low standard courts behind grander townhouses existed by the end of the 18th century and throughout the 19th century, however these were not characteristic of the prevailing uses of the area.

Following the decline of local industry and the railways, during the mid-1950's and into the mid-1960's, the site was totally redeveloped with the construction of Granada Studios. Over several years this venture redefined this area of Manchester into the first commercial television station in Great Britain. This modern edifice became an important creative and technical hub. In the process, and in the following decades, many early warehouses along Water Street were demolished to make way for car parking associated with the studios. Following the acquisition of Grape Street, to the south of the television centre, the Bonded Warehouse and associated structures, including the former stables, train viaduct and accumulator tower were all utilised within the expansion and development of the site.

The prevailing character within the Granada Site largely focuses on the mid-20th century modern studio buildings which make up a large and sprawling proportion of the site. Spaces in and around the enclosed site are interrupted and severed by later additions and ad hoc extensions and adaptations for the exterior Coronation Street set.

The site is now largely developed with the exception of two car parking areas and a small landscaped garden containing a small modern studio. These open spaces are linked by the former public thoroughfare of Grape Street which still exists in its original late 18th century street pattern and which now forms the 'backbone' to the whole site, connecting most areas of the site and its different buildings.

This character area does not contain any public areas of green space, and historically has never had any such areas within it. Following the demolition of a block of early 19th century townhouses facing on Great John Street, Atherton Street, Grape Street and Lower Byrom Street, the space was used as a car park for Granada employees and in recent years the area was extensively planted. Today this established mature garden contains a small, modern garden studio. This green space is only visible from within the studio site as its high perimeter security walls and intruder-proof fencing closes off this open space from surrounding streets creating non-active street frontages.

A negative factor of the Granada Site focusses on the lack of active street frontages resulting from the high and impenetrable security walls erected around the entire site. These large areas of blank walling are somewhat softened by planting but do still dominate the surrounding streetscapes and views creating a non-active and closed-in appearance when viewed from surrounding streets.

Along with the early buildings upon the Granada site, other more utilitarian buildings and structures were constructed in more recent years to accommodate the workings of the studio and its tours. These structures did not follow nor match Ralph Tubbs original design concept or vision for the site and were substandard in their execution. They do not enhance the setting of any of the identified heritage assets within the site.

The loss of historic built form towards the southern end of Water Street has drastically altered the nature and historic streetscape of Grape Street and Water Street. The remaining unbuilt plots backing onto the River Irwell on Water Street were previously used for Granada Tour's car parking and today form a large open expanse which is underutilised and would benefit from redevelopment.

5.2.2 Liverpool Road

Location

For the purposes of the study, the Liverpool Road Corridor Character Area has been defined as the area bounded by Water Street to the west, Deansgate to the east, the ITV Quay Street estate to the north and the southern aspect of Liverpool Road to the south.

Discussion

The area was laid out in the 18th Century due to its proximity to the River Irwell. The cutting of the Bridgewater Canal in 1765, to the south of this area, reinforced this location as a hub of transportation and industry. By 1808, the line of Liverpool Road had been laid out, and in 1810 a red-brick double-fronted town house had been erected on the corner of Water Street. In 1830 the construction of the Liverpool Road Station (Grade I Listed) saw the construction of the group of station buildings to the western end of Liverpool Road and incorporating the existing town house of 1810 into the new station as the station masters residence. The station development included the stone bridge over the Irwell (Grade I listed), a brick viaduct and a cast iron bridge over Water Street (replaced 1905 & Grade II Listed).

Rapid development of the railways followed including the MSJ&AR Viaduct in 1850 and the partial redevelopment of the station following a warehouse fire in 1866, by which time the station was used exclusively for transporting goods. The fire resulted in two early warehouses being replaced by a Bonded Warehouse on Grape Street, which was originally named the Charles Street Warehouse, before 1888 (now part of the former ITV Quay Street estate). The eastern end of Liverpool Road was characterised by blocks of three-storeyed weaver's terraces and back courtyard dwellings behind. Two Grade II listed iron and glass market buildings were constructed to the north side of the street in

the 1870's. During the 1880's, developments on the station site saw the Grade II Lower Byrom Street Warehouse, which is now occupied by the Museum of Science and Industry (MSI), being constructed.

Except for the areas of late-20th century residential blocks to the western end of the street, today the area largely remains unchanged as it did in the mid-19th Century. The railway buildings have been redeveloped for use as MSI and the former railway and industrial buildings form a significant grouping which can be understood and appreciated as a multi-phased railway station development.

The main historic qualities of the area relate to the unique survival and relationship of the Liverpool Road Station site, its associated warehouses and infrastructure including bridges and viaducts which all represent the changing demands and requirements of the world's first passenger railway. This specific element of the character area contributes greatly to the area's historic and innovative past.

The streetscape of Liverpool Road is a varied one, with low range classical station buildings to the west and highly decorative mid-Victorian glazed market buildings with high pitched roofs and gables. In-between are simple early 19th Century terraced houses and public houses which make up a diverse mix of different building types, ages and former uses.

Historically, the building stock in the area was predominantly built of red-brick with some stone sill, quoin and keystone detailing. During the 1830's Liverpool Road Station's red-brick buildings were applied with coursed painted render to their ground floor level. Other building materials appeared later in the 19th Century in the form of decorative Gothic cast iron market buildings with large areas of glazing. Modern residential buildings constructed approximately 15 years have also used red-brick with stone dressings, with later restaurants and apartment buildings to the east also constructed using red-brick but with larger areas of plain glazing.

Views of this Character Area are largely limited to the enclosed urban form of Liverpool Road, but kinetic views moving south open into the lower areas of Potato Wharf and the Castlefield Basin to the south-west, reveal the association with this adjacent canal transport infrastructure and industrial character.

The long wide view looking eastwards along Liverpool Road towards Deansgate terminates with the massive and dominant Beetham Tower terminating the view. The dominant characteristic of the western end of Liverpool Road is the relatively continuous tight urban grain and back of pavement construction. The slight incline towards Deansgate allows views west towards the River Irwell and above the high perimeter wall of the Liverpool Road Station, allowing interesting glimpses of the Grade I Listed Goods Warehouse within the station yard.

Historically the character area has not had any form of green space nor any natural elements within it. Although the River Irwell is situated at the western end of Liverpool Road, it has been largely obstructed by various bridge and viaduct structures leading to Liverpool Road Station providing only a distant fleeting view when viewed from the Water Street/Liverpool Road junction.

Parts of the area have been demolished during the latter half of the 20th Century and modern buildings built in their place. Architecturally these recent buildings, to a large extent, adhere to the historic building materials and massing of former and existing historic buildings of the area. Areas of buildings towards the eastern end of Liverpool Road show obvious signs of no maintenance and neglect, these include both Campfield Market halls and the row of 7 weaver's cottages, with several being uninhabited for some time and falling into disrepair.

5.3 Viaduct description

The Bonded Warehouse (originally known as the Charles Street Warehouse pre 1891) was constructed in 1869, with a railway line passing over Water Street directly into the building for securely storing goods such as alcohol and tobacco; the brick arched side of the viaduct corresponds to this original railway line (area highlighted in green in Figure 4).

Two warehouses for storing cotton and a transit shed were constructed to the south of Grape Street as part of the Liverpool Road Station complex in 1831. However in 1866 a serious fire gutted one warehouse and severely damaged the other, and these in turn were subsequently demolished and replaced by the Bonded Warehouse.

The Warehouse had three internal track turntables and an internal railway line which ran through its southern side; this had a further parallel line outside the building which was also fitted with turntables in order to direct trains at right angles into the warehouse's three large goods entrances.

The Lower Byrom Street Warehouse, and tracks into this building, were then constructed alongside the tracks into the Bonded Warehouse shortly afterwards and form the southern, colonnaded part of the viaduct (area highlighted in yellow in Figure 4).

The former track beds to the south of the warehouse have been removed. Low quality structures, associated with the development of the former ITV Quay Street estate, have been constructed on top of the viaduct adjacent to the Warehouse which have no architectural or historic interest and adversely affect the setting of the surrounding heritage assets; these are the Stage 2 building and the Starlight Theatre building.

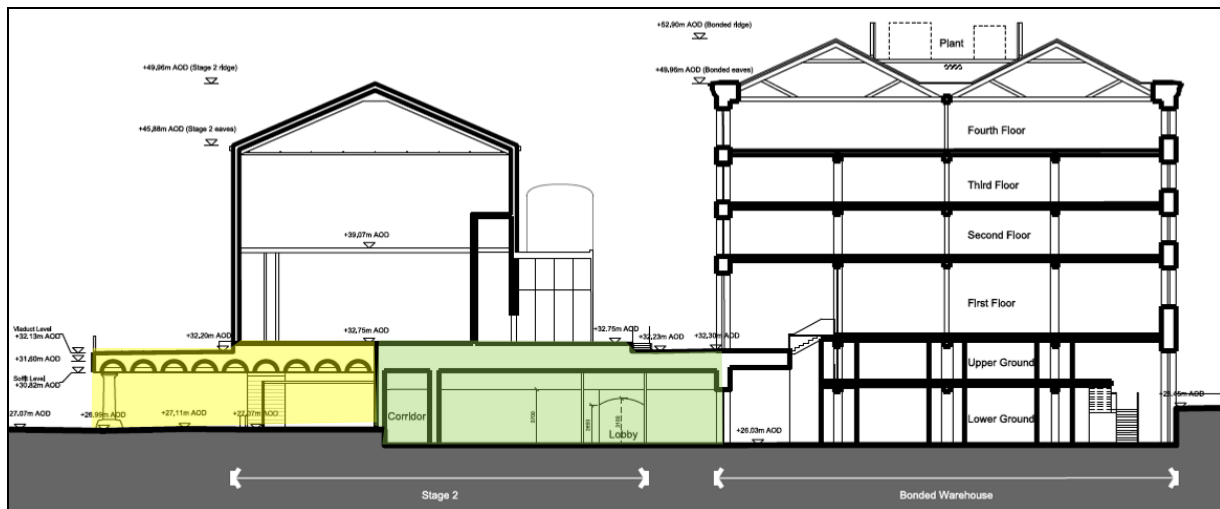


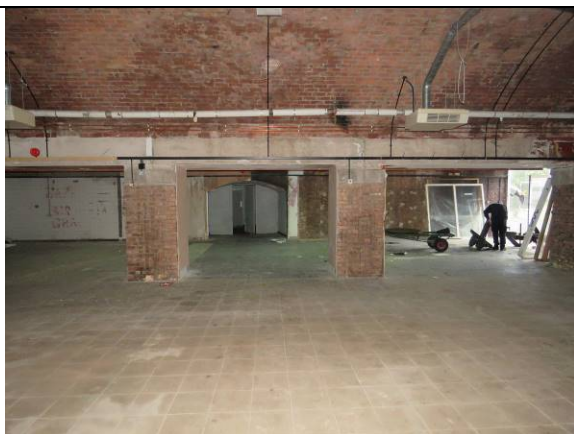
Figure 4: Cross Section as existing illustrating the two phases of the viaduct construction; area shaded yellow is the colonnaded section, with brick arches that carried the train track into the Lower Byrom Street Warehouse. Area shaded green is the brick arched section which carried the train track into the Bonded Warehouse, and the area subject to the current proposals.

The last active use the brick arches of the viaduct had were as film sets for the filming of Coronation Street. Internally, the arches of the viaduct retain their original openings, which link all the arches together; in some locations these openings have been altered either by being enlarged or enclosed.

Table 3 provides further details of the internal condition of the arches and the external brickwork.

Figure 5 and Table 4 illustrate the existing context/ setting of the viaduct.

Table 3: Details of the interior condition of the arches



To the east end of the viaduct, the spine wall has been substantially altered; at this end of the viaduct it links through into the basement of the Bonded Warehouse and may have been altered to accommodate larger set pieces.



In the middle section of the arches the original spatial qualities have been retained; original openings have been blocked in with light-weight partitions. M&E services have been service mounted throughout the arches. Brickwork to these central arches appears to have been repointed and well maintained



Moving further west, towards the Water Street end of the viaduct, the brickwork has been less heavily repaired/ restored and shows sign of efflorescence. This is indicative of greater water ingress



The western most arch, that is accessible, has been painted in white paint and is showing signs of water ingress and efflorescence.



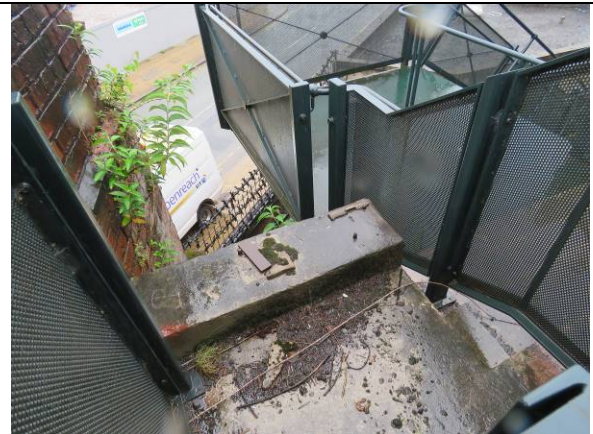
To the east of the middle of the viaduct is a modern staircase and lift structure that have been inserted within one of the arches to provide access to the Starlight Theatre above.



This photo illustrates the infill to the arches along the north face of the structure. They are all from film sets.



This photo illustrates the alterations to the original parapet which has been removed and replaced by the green metal railing and the heavily repointed brickwork to the north face of the arches



This photo illustrates the small remaining section of the stone parapet to the west end of the viaduct adjacent to the brick pier/ bridge over Water Street (left) and the inserted access stair (right)

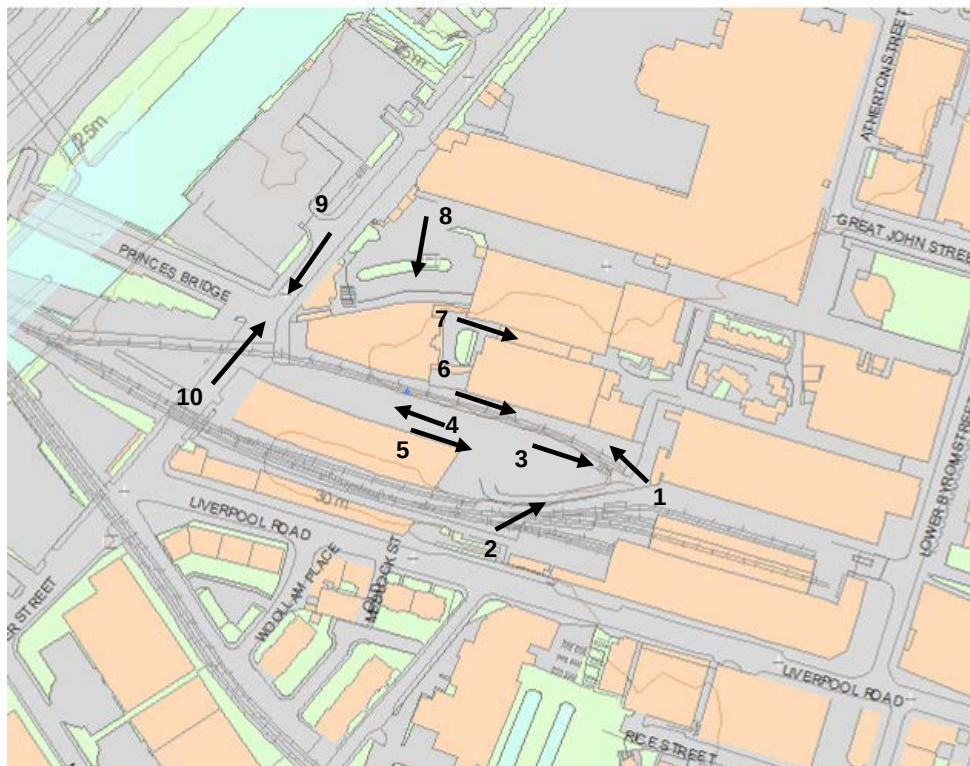


Figure 5: Existing context views – see Table 4 below.

Table 4: Views of the existing context as illustrated in Figure 3.

View 1: elevated view looking west across the MSI site from the west end of the Lower Byrom Street Warehouse building. The Stage 2 building, with its painted southern elevation, and associated extensions, dominates the view to the right; the Starlight Theatre building can be seen beyond it. The Grade I listed 1830s Warehouse is seen to the left hand side. This view illustrates the industrial character of the site. The low quality, functional form and materiality of the Stage 2 building can be understood and appreciated from this view – its low quality appearance makes it appear like a temporary structure.



View 2: this view is a kinetic view from that of view 1, having moved across the MSI site to the west. Still from an elevated position, this view is taken looking towards the north-east. The painted southern elevation of the Stage 2 building can be seen to the left and the Grade II listed Lower Byrom Street Warehouse, with its glazed extensions, can be seen to the right. This view illustrates the industrial character of the site. The low quality, functional form and materiality of the Stage 2 building can be understood and appreciated from this view – its low quality appearance makes it appear like a temporary structure.



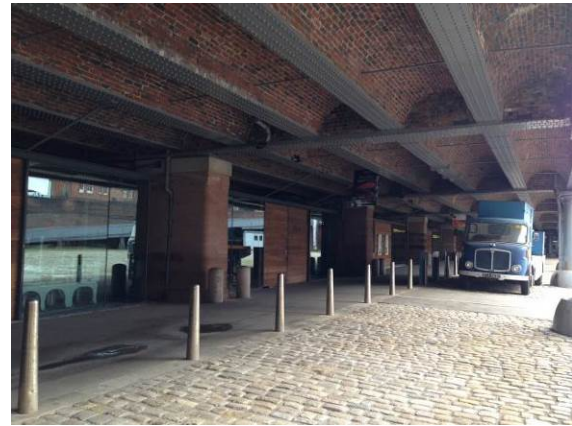
View 3: this view is taken from 'street level' within the MSI site looking east towards the Grade II listed Lower Byrom Street Warehouse (left) and the Grade II Power Hall (right). The Grade II listed colonnaded viaduct is seen to the left, and the painted southern elevation of the Stage 2 buildings is seen above it. The Beetham Tower is seen to the middle of the view signifying the city beyond.



View 4: this view is from the same position as view 3 but looking west. The Grade I listed 1830s Warehouse is seen to the left and the Grade II listed colonnaded viaduct is seen to the right. The painted southern elevation of the Stage 2 building can just be seen to the top right of the photo. This view illustrates the group value of the listed structures.



View 5: this view is a kinetic view from that seen in View 3; this view is taken from the ramp of the Grade I 1830 Warehouse, on its north side, looking in a north-easterly direction. This view reveals the extent of the Stage 2 building in relation to the Grade II listed colonnaded viaduct and the relationship to the Grade II Lower Byrom Street Warehouse which terminates the view.



View 6: this view is taken from underneath the colonnaded viaduct, looking east. The structure has been infilled with glazing to provide ancillary uses for the MSI complex. This view demonstrates the structural expression of the viaduct with its brick jack-arches and cast iron beams.



View 7: this view is taken from the top of the colonnaded viaduct, between the Bonded Warehouse (left) and the Stage 2 building (right), looking east. The functional, low quality Stage building has created a 'back of house' area between the Bonded Warehouse and presents 'visual clutter' to the view.



View 8: this view is taken from street level within the former car park of the former ITV Quay Street estate looking south at the northern side of the viaduct. The Bonded Warehouse is out of shot to the left. The view is dominated by the Starlight Theatre building which sits on top of the viaduct. The brick arch construction of the viaduct, on this north side, can be seen; the arches have been infilled and were used for filming sets and storage latterly.



View 9: this view is taken from Water Street looking south towards the north side of the Grade II listed viaduct. The setting of the viaduct is undermined by the existing brick boundary wall to the streetscape and the lack of activity to the street. The existing interventions into the viaduct; Starlight Theatre, access stairs etc. also have a detrimental impact on the heritage values of the structure.



View 10: this view is taken from Water Street looking north towards the south side of the Grade II listed viaduct. As with view 9, the lack of activity at street level, and lack of maintenance to the structure, have a negative impact on the setting of the listed structure

5.4 Significance assessment

This significance appraisal is structured to provide an objective description of the listed viaduct and the significance of the settings to the surrounding heritage assets.

The assessment of significance accords with the requirements of the NPPF and uses English Heritage's methodology outlined in its 2008 document, *"Conservation Principles, Policies and Guidance"*.

Consequently, the designated heritage asset's significance is determined by an analysis of the relevant aspects of the following:

- Evidential Value – this relates to the potential of the place to yield primary evidence about past human activity;
- Historical Value – relevant to ways in which the present can be connected through a place to past people, events and aspects of life;
- Aesthetic Value – focusing on the ways in which sensory and intellectual stimulation is derived from the place;
- Communal Value – relating to the meaning the Bonded Warehouse has for the people of Manchester and the collective experience of memory they hold.

The key criteria for listing are special historic or architectural interest. Consequently, in order to determine the significance of a certain component of a heritage asset the sum of its architectural, historic, artistic or archaeological value needs to be disaggregated and determined.

The analysis of the significance allows for an assessment of the current integrity and authenticity of the listed viaduct. This has been used to inform and justify their capacity for change. The focus is on

providing necessary and proportional amount of information, in order to justify the proposed alterations, based on the perceived level of heritage significance.

The assessment of the significance is based on both desktop research and on-site visual surveys.

High significance relates to those parts or elements of the structure deemed to be of particularly special interest. These components are *fundamental* to the understanding of the architectural design concept, and play a major role in reflecting their evidential, historic, aesthetic or communal values. The loss of such elements (through demolition, removals, or alterations) could potentially cause a highly adverse impact on the special interest of the building and has been largely been avoided in the proposed development.

Considerable significance relates to those components of the structure deemed to be of special interest. They are *important* to the understanding of the architectural design concept, and play a considerable role in reflecting the buildings' evidential, historic, aesthetic or communal values. The loss of such elements (through demolition, removals, and/or alterations) could potentially cause a moderate adverse impact on the special interest of the buildings.

Low significance relates to those components of the structure deemed to be of more modest interest. They provide a *minor contribution* to the understanding of the architectural design concept and a modest role in revealing the buildings' evidential, historic, aesthetic or communal values. The loss of such elements (through demolition, removal, or alteration) may cause a minor adverse or neutral impact on the special interest of the building.

None/Detrimental features and elements that do not contain any special interest. These can *detract from* the significance of the building and maybe evidence of poor craftsmanship or ad-hoc refurbishments. The loss of such elements (through demolition, removal or alteration) could potentially have a beneficial impact on the special interest of the building.

Section 5.4.1 provides a statement of significance for the Grade II listed viaduct. Table 6 provides details of the significance of the setting to the surrounding heritage assets that could be impacted by the proposals.

5.4.1 Statement of significance

The Grade II colonnaded viaduct was clearly built in two phases, demonstrated by the different structural forms on each side; the colonnaded viaduct is, as the name suggests, an open structure constructed with brick jack arches on large brick piers (see Figure 4 above). The viaduct structure to the north, and the part of the viaduct structure that will be physically impacted by the proposals, is of brick arch construction with a series of closed round arches expressed on the north face. As has been explained, the two sides of the viaduct structure have been, and still are, in separate uses and this has resulted in a number of alterations to the structure. Notwithstanding the removal of the track beds and the subsequent numerous resurfacing materials, that are now on top of the structure, the

colonnaded side of the viaduct (south, within MSI) has been infilled to the back (north) side with glazed partitions whilst the brick arches to the north side have all been infilled and contain numerous penetrations and openings, in association with its former use as a studio space. The viaduct is of **considerable significance** due to the extent and survival of its structure (evidential) and its historic interest. Architectural interest is also yielded through the group value of the structure in association with the adjacent listed industrial buildings/ structures.

The significance of the colonnaded viaduct, 1830s Warehouse, Lower Byrom Street Warehouse, Power Hall, Liverpool Road Station buildings and associated bridges and viaducts over Water Street have all been recognised by the statutory listing designations. Table 5 provides further details of the significance of the settings of these buildings/ structures.

TABLE 5: Significance of setting to surrounding listed buildings

Listed Building Name and No. on Fig 2	Grade	Summary	Significance of setting
1) Stephenson's Bridge (Manchester)	I	Railway bridge carrying former Liverpool to Manchester railway over the River Irwell. Designed in 1830 by George Stephenson, 2 segmental arches with central pier in stone.	The significance of the setting of the bridge is in relation to its relationship and group value with the adjacent girder bridge and MSJ&AR viaduct which all converge to the west, Salford side of the River. The bridge has high historic value due to its association with the development of the railways in Manchester.
2) Liverpool Road Station	I	Former passenger railway station at terminus of Liverpool and Manchester railway, now part of museum complex. 1830 by George Stephenson with attached house of 1808, formerly occupied by the station agent. Oldest surviving passenger railway station in the world. Ceased to handle passenger traffic in 1844 but continued in use as a goods station until 1975.	The significance of the setting to the former station building is in its group value with the Old Warehouse and the adjacent bridge and viaduct structures. The building is experienced along the entire length of Liverpool Road where it forms a continuous frontage up to Lower Byrom Street. Short-range views of the building are also experienced from Water Street. Due to the modest height of the buildings and the urban form in this area it is not experienced from outside of the immediate streetscape.
3) 1830 Warehouse	I	Railway warehouse, 1830, by George Stephenson. Red brick with sandstone dressing and slate roofs. Long slightly curved plan, convex to the railway line and concave to the rear. 3 storeys, 10 individually gabled bays arranged in pairs with slotted pilasters between each pair at both ends.	The warehouse building is experienced from within the former Liverpool Road Station complex and its setting is understood as part of this grouping of buildings.
4) Railway viaduct to Liverpool Road Station	II	Railway viaduct with attached animal ramp at east end of south side, including bridge carrying railway line over Water Street to former Liverpool Road Station. 1830 with bridge rebuilt 1905. Brick viaduct, iron bridge.	The significance of the setting of the bridge is in relation to its relationship and group value with the adjacent former Liverpool Road Station, its warehouse and the 2 bridges and viaducts immediately to the south. The viaduct has high historic value due to its association with the development of

TABLE 5: Significance of setting to surrounding listed buildings

Listed Building Name and No. on Fig 2	Grade	Summary	Significance of setting
			the railways in Manchester.
5) Colonnaded railway viaduct	II	Railway viaduct. Probably c.1870. Cast-iron. A series of cast-iron columns on stone bases supports the viaduct which has cast-iron beams showing at the sides.	The significance of the setting of the bridge is in relation to its relationship and group value with the adjacent former Liverpool Road Station, its warehouse and the 2 bridges and viaducts immediately to the south. The viaduct has high historic value due to its association with the development of the railways in Manchester.
6) MSJ&AR Viaduct	II	1846-9 by David Bellhouse Jnr in red brick with sandstone dressings and cast iron bridges. Early example of a 1 ¾ mile long urban viaduct incorporating a series of well detailed bridges. The MSJ&AR line is one of the earliest suburban railways and was the first in Manchester.	The viaduct has group value with the associated railway structures and buildings from Piccadilly Station to the Liverpool Road Station and the bridges that cross the River Irwell. Due to the length of the structure it has several different settings; these are understood as being different depending on the urban form and or context of the viaduct in the particular location. In the context of the subject site, the significance of the setting is best represented within the Castlefield area where the viaduct forms part of the multi-level environment, adjacent to associated railway viaducts and bridges.
7) Giants Basin	II	Circular weir. Probably 1765, by James Brindley, for Duke of Bridgewater, altered in C19. Coursed squared sandstone. Circular structure approx.10m in diameter, with 2-course sloped lip. Part of hydraulic system by which the Bridgewater Canal terminus basin exploited the course of the River Medlock, which was diverted through a culvert running from east of Deansgate at Knott Mill to Potato Wharf, and the canal overflow was returned to the river via this weir.	Forms group with canal basin at Potato Wharf, and with Castelfield Railway Viaduct, and Culvert arches, New Elm Road; associated with Floodgate, Deansgate.
8) Pair of culvert arches of River Medlock and associated overflow channel	II	Pair of culvert arches. Probably 1765, by James Brindley, for Duke of Bridgewater. Coursed squared sandstone. Two low segmental spans at an angle, over the outflows from the River Medlock culvert and the overflow culvert from the Giant's Basin, that on the right lower and with a plain arch-band.	Forms group with canal basin at Potato Wharf, and with Castelfield Railway Viaduct, and Giants Weir, New Elm Road; associated with Floodgate, Deansgate.
9) Commercial Hotel, Liverpool Road	II	Hotel. Early to mid C19, altered. Red brick in Flemish bond, with some sandstone dressings, slate roof. Double-depth double-fronted plan, with rear wing	The significance of the streetscape setting of the listed building is intrinsic to its architectural and historic interest. Forming part of the historic streetscape of Liverpool Road, alongside Nos. 123 and opposite the Liverpool Road

TABLE 5: Significance of setting to surrounding listed buildings

Listed Building Name and No. on Fig 2	Grade	Summary	Significance of setting
			complex, means the setting of the building is limited to the ability to understand and appreciate it from the street.
10) 123 Liverpool Road	II	Pair of town houses, now office. Early to mid C19, altered. Red brick in Flemish bond with some sandstone dressings and slate roof. Double-depth plan with back extension.	123 Liverpool Road is listed due to its group value; as such the significance of the streetscape setting of the listed building is intrinsic to its architectural and historic interest. Forming part of the historic streetscape of Liverpool Road, alongside the Commercial Hotel and opposite the Liverpool Road complex, means the setting of the building is limited to the ability to understand and appreciate it from the street.
11) Power Hall of MSI	II	Railway goods transfer shed, now museum exhibition hall. 1855, for London and North Western Railway. Red brick with some sandstone dressings, hipped slate roof. High group value with other railway buildings.	The setting of the Power Hall is enhanced with the survival of a number of similar dates and uses of former railway architecture that are located within the MSI site.
12) MSI Warehouse	II	Large three storey and basement Railway goods warehouse, now part of museum complex. 1880. Red brick with dressings of red brick and some sandstone, slate and glass roof. Large rectangular plan. Forms a group with other railway buildings.	The warehouse setting is enhanced with the survival of a number of similar dates and uses of former railway architecture that are located within the MSI site.
13) Great John Street Hotel	II	School, now college of further education. Late C19, altered. Stock brick with dressings of red brick and sandstone. Notable for its flat roof which formerly served as school playground.	The former school building largely lost its original setting over the past 50 years with the demolition of all historic buildings and former courts around the building.
14) Victoria and Albert Warehouse	II	Warehouses. Early to mid C19, altered. Red brick with sandstone dressings and slate roof; quay of very large dressed stone blocks. Victoria Warehouse L-plan with one range at right-angles to street and the other parallel to the quay, and Albert Warehouse continued from north end of this. Five storeys.	The significance of the setting of the Warehouse has been affected by the erosion of development along the riverside over the last c.50 years. The warehouse is largely horn of its historic context and its setting is therefore understood against its relationship with the river and the warehouses in the wider area. Having been converted into a hotel, with associated landscaping exclusively for the hotel users, there is the capacity to extend and enhance the setting of the warehouse.
15) Zig-Zag viaduct	II	Railway viaduct carrying railway line over River Irwell and Water Street to former Lower Byrom Street Warehouse of former Liverpool Road Goods Station. Late 19th	The significance of the setting of the bridge is in relation to its relationship and group value with the adjacent former Liverpool Road Station, its warehouse and the 2 bridges and

TABLE 5: Significance of setting to surrounding listed buildings

Listed Building Name and No. on Fig 2	Grade	Summary	Significance of setting
		Century, red brick. Forms part of group of railway structures at this site.	viaducts immediately to the south. The viaduct has high historic value due to its association with the development of the railways in Manchester.
16) Girder Bridge* *NB – this structure was in the process of being partially demolished at the time of writing	II	1860s bridge leading to railway viaduct over River Irwell. Built at an angle over the river to abut the 1830 stone bridge on its south side, enabling the railway lines the two bridges carried to converge on the west, Salford side of the river. Brick viaduct with zig-zag north wall. Integral component to the Liverpool Road Station.	The significance of the setting of the bridge is in relation to its relationship and group value with the adjacent stone bridge and MSJ&AR viaduct which all converge to the west, Salford side of the River. The bridge has high historic value due to its association with the development of the railways in Manchester.
17) Railway Bridge (Salford)	I	Railway bridge carrying former Liverpool to Manchester railway over the River Irwell. Designed in 1830 by George Stephenson, 2 segmental arches with central pier in stone.	The significance of the setting of the bridge is in relation to its relationship and group value with the adjacent girder bridge and MSJ&AR viaduct which all converge to the west, Salford side of the River. The bridge has high historic value due to its association with the development of the railways in Manchester.
18) Manchester and Salford Junction Canal Tunnel	II	Extensive canal tunnel constructed in the 1830's from the River Irwell in the west, to approximately Whitworth Street West to the east. Canal structure is only now visible from within tunnel itself, retains large-scale air raid shelters dating to the Second World War.	The canal tunnel is only viewable from within the tunnel itself where its setting can only be recognised, no remnants of its original external portal entrances or basins survive. The tunnels are notable for their extensive air raid shelters which survive within.
19) Bonded Warehouse	Non-designated	c.1869, the building is constructed of red-brick with blue engineering brick banding and quoins. Large battened timber doors are located to the base of each loading bay with half glazed doors to each loophole and the remains of hoists and their associated brackets to the top of most. All windows are metal framed and louvre opening and are largely original.	The Warehouse is an integral part of the multi-phased development of the former Liverpool Road Goods Station, reflecting the former rail network in the area. The Warehouse is also understood as being part of the former ITV Granada site and thus group value is afforded to the relationship of the building to the mid-20 th Century buildings to the north. Consequently, the setting of the building is the significance of its group value and the ability to visually appreciate the building in conjunction with the surrounding buildings.

6 IMPACT ASSESSMENT

6.1 Proposals

The proposals involve the demolition of the Starlight theatre and other buildings and structures, together with works to the Grade II Listed Colonnaded Railway Viaduct, to facilitate the development of circa 13,000 sq. m. of development comprising two flexible auditorium spaces to be used for theatre, music, dance, art and other performance-related events and potentially conferences and associated facilities, including retail and restaurant use, office, administrative and back of house function, training and educational facilities, servicing and access arrangements, circulation and external landscaped areas.

The proposed Factory building will abutt the north side of the Grade II listed colonnaded railway viaduct and over-sail the upper deck. In order to support the structure X6 columns will be inserted through the brick arches. New foundations will be required for the proposed columns; piling solutions would be of an augured nature and not installed with any percussive equipment to ensure that the viaduct is not damaged. Pad foundations are the preferred solution; however the depth of rock head may exclude this as a possibility. The installation of pads or the pile caps may require some temporary works to be installed to ensure the existing foundations are not undermined.

Other works to the listed arches include removal of existing structures and finishes (e.g. existing lift and stairs that link through to the Starlight theatre above) and repair works to the brickwork. Following the removal of the Starlight theatre, and installation of new structural columns, a new waterproofing system will be installed at deck level.

Reference should be made to drawings by OMA and Buro Happold for more details.

6.2 Impact assessment

The aim is to demonstrate the impact of the proposed alterations are necessary to provide the optimum viable use of the heritage asset and that these will not result in harm to the significance of the heritage asset.

The assessment is informed by the understanding of heritage significance set out above. It identifies the impact of the proposed development on the key components of the heritage asset, evaluating the results and justifying the proposed interventions by demonstrating an overall beneficial outcome.

The key purpose of the impact assessment is to ensure that the proposals demonstrably balance the degree of change, to ensure the proposed new uses are sustainable and lead to the long-term maintenance of the building. The basic objective is to provide the evidence to facilitate clear, transparent and practical planning decisions.

There is no recognised standard methodology for the appraisal of impact on listed buildings. Therefore, the method used is based on the Historic England's guidance in "*Conservation Principles*", 2008 and. The development proposals aim to minimise the loss or compromise of significance.

The effects of the proposed development on the integrity and authenticity of the heritage assets and their significant components may be measured as: **adverse; neutral; or beneficial.**

The scale of the overall impact of the proposed works on the significance of the heritage assets is evaluated as:

- **negligible** – no material change;
- **minor** - changes that only make a small difference to the ability to understand and appreciate the heritage assets or their setting, and may be either adverse or beneficial. Such changes will impact on components which are of modest significance and sensitivity which are exposed to change of a slight to minor magnitude.
- **moderate** - a change that makes an appreciable difference to the ability to understand the heritage assets or their setting, either adverse or beneficial. Such changes will impact on components of moderate significance and sensitivity which are exposed to alteration of a large magnitude, or highly sensitive receptors exposed to change of a minor magnitude.
- **substantial** – these will be fundamental changes in the appreciation of the heritage asset or its setting, either adverse or beneficial. A substantial impact may be defined as the result of highly sensitive components exposed to change of a large magnitude.

As the effect of proposals can be neutral, beneficial or adverse, mitigation measures will normally be identified in the development of the proposals to reduce or balance any potential harm to the heritage assets. The over-arching aim is to demonstrate that the development positively contributes to the long-term protection and enhancement of the heritage assets, in accordance with the requirements of both national and local planning policy.

As the effect of proposals can be neutral, beneficial or adverse, mitigation measures will normally be identified in the development of the proposals to reduce or balance any potential harm to the heritage assets. The over-arching aim is to demonstrate that the development positively contributes to the long-term protection and enhancement of the heritage assets, in accordance with the requirements of both national and local planning policy.

Impacts of the physical and visual impacts are considered below. Reference should be made to the accompanying drawings and reports by OMA and Buro Happold which provide further details of the proposals.

6.2.1 Assessment of the physical impact on the fabric of the Grade II listed viaduct

The specific impact on the fabric of the listed building is considered below in Table 6.

The table must be read in conjunction with the “Schedule of Works” document and associated drawings prepared by OMA (architects). The Design and Access Statement, by OMA, and supporting information by Buro Happold provides the rationale and justification for the proposed interventions, as well as method statements for how the works will be undertaken to ensure the historic fabric not subject to intervention, will be protected.

Table 6: Impact assessment - fabric

Works Number (refer to drawings by OMA)	Description of proposed work	Heritage significance	Impact & mitigation
DEM. E01	Removal of Starlight Theatre	None	None – method statement to ensure historic fabric not impacted by works
DEM. E02 – 06	Removal of external stairs, handrails and fence	None	None – method statement to ensure historic fabric not impacted by works
DEM. E07-E34	Removal of all modern infills to facades and internal partitions, including modern structures.	None	None – method statement to ensure historic fabric not impacted by works
DEM. E37 -E43	Removal of rainwater goods, trenches in floors, brick and masonry to accommodate new openings/ structure	Negligible	None – method statement to ensure historic fabric not impacted by works. In addition areas of brick parapet, previously altered internal brickwork to be rebuilt.
DEM. F01 – F06	Removal of all modern wall finishes and ceiling finishes	None	None – method statement to ensure historic fabric not impacted by works
Proposed (DEM. E36)	X6 core drilled holes through the brick arches to allow for structural columns to be inserted (x1 of the proposed 6 columns in total to utilise existing opening where staircase is to be removed). Diameter of cores will be 850mm-1500mm.	Considerable – will affect historic fabric of Grade II brick arches	Minor adverse – amount of historic fabric proposed for removal is minimal and will not affect the character of the structure overall. Method statement to ensure surrounding historic fabric will not be affected.
Proposed	Foundations for proposed new structural columns and trench for duct work.	Low – floor of arches is modern screed, but may contain historic fabric in localised areas	Negligible – detailed design subject to results of intrusive surveys and design development. Method statement to ensure adjacent historic fabric will not be impacted by works.
Proposed	Waterproofing of deck level.	None	Beneficial impact -works will ensure historic fabric is not adversely impacted by water ingress. Details to be confirmed.

Proposed	Installation of new infills to facades, toilet facilities and associated M&E	Low – infills to arches, replacing existing and internal fixtures will be fixed floors/ require min fixings to brickwork	Negligible - detailed design subject to results of intrusive surveys and design development. Method statement to ensure adjacent historic fabric will not be impacted by works.
Proposed	Alteration of the existing internal arched openings to allow for increased head height.	Considerable – will affect historic fabric and original feature of the structure	Moderate adverse - To recreate the load bearing arch link at the proposed higher level exposes the existing vaults to an increased risk of destabilisation. The temporary works needed to achieve this would require the removal of large amounts of the listed fabric to install substantial temporary props to ensure that a safe load path is maintained throughout the construction process. As such a less intrusive approach has been considered where the temporary works holes are utilised as the space for the proposed new structural lintel. It is considered that leaving the newly inserted lintel exposed will allow the intervention to be understood and appreciated as a contemporary insertion.

6.2.2 Visual Impact assessment

The visual impact assessment utilises the guidance and evaluation criteria as set out in Historic England's *Seeing the History in the View: A Method for Assessing Heritage Significance Within Views* (May 2011), and *Good Practice Advice Note 3 (The Setting of Heritage Assets)*, (2015).

The impact assessment criteria utilises a series of matrices to determine overall impact. Full details of the definitions of the values and matrices used are produced in Appendix i.

Identifying the importance of the assets and the view

The detailed visual appraisal of the impact of proposed development has been made using CGI perspectives. A description of the baseline is provided to identify the importance of the assets and the view.

- Value/ importance of individual heritage assets identified within the view and the value/ importance of the view as a whole are measured as being **high, moderate** or **low**

Assessing the magnitude of the impact

The assessment of magnitude of impact attempts to be objective and quantifiable as far as possible and descriptions are given to demonstrate the reasons for arriving at the level of impact. The extent to which heritage significance within a view may be changed or affected by the proposal as a result of its location and/or design is also considered. The extent to which specific design parameters influence

the impact of the proposal on the heritage significance within a view is relevant. Aspects of design such as scale, mass, silhouette, and materiality/ reflectivity may be relevant to impact on heritage significance within a view. Impacts may be beneficial or adverse. If changes are proposed which enhance heritage values then the impact on heritage significance within the view will be deemed to be beneficial; however, if changes are proposed which fail to sustain heritage values then the impact on heritage significance within the view will be deemed adverse.

- Assessing the magnitude of impact on heritage significance within a view is measured as being **high beneficial, moderate beneficial, low beneficial, imperceptible/none, low adverse, moderate adverse** or **high adverse**.

Determining the overall impact

No formal guidance exists for the assessment of significance of effects on heritage assets or heritage significance within views. However, the severity of the effect on heritage assets and heritage significance within views may depend on both the magnitude of impact and the value and importance of the resource; this is how the overall impact of the proposed development is determined.

- Determining the overall impact measures the magnitude of impact against the value. This results in a **major effect, moderate effect, minor effect** or **negligible effect**

Mitigation

This impact assessment, alongside the design development of the proposed scheme, has been an iterative process in order to avoid harm to heritage significance of individual assets and within views.

Mitigation in respect of any impact upon settings of listed buildings and the conservation area, as a whole, is formulated upon the overall benefits of the proposed development as a whole. Benefits relate to both the place in which the development will be constructed, as well as benefits to the wider community or society as a whole. That the architectural design is of the highest quality is proposed as a given value, and is not offered as mitigation. The design is considered to be outstanding and this may be offered as part of the justification process.

Key view points

The key viewpoints within Figure 6 have been identified following discussion with the design team and Historic England.

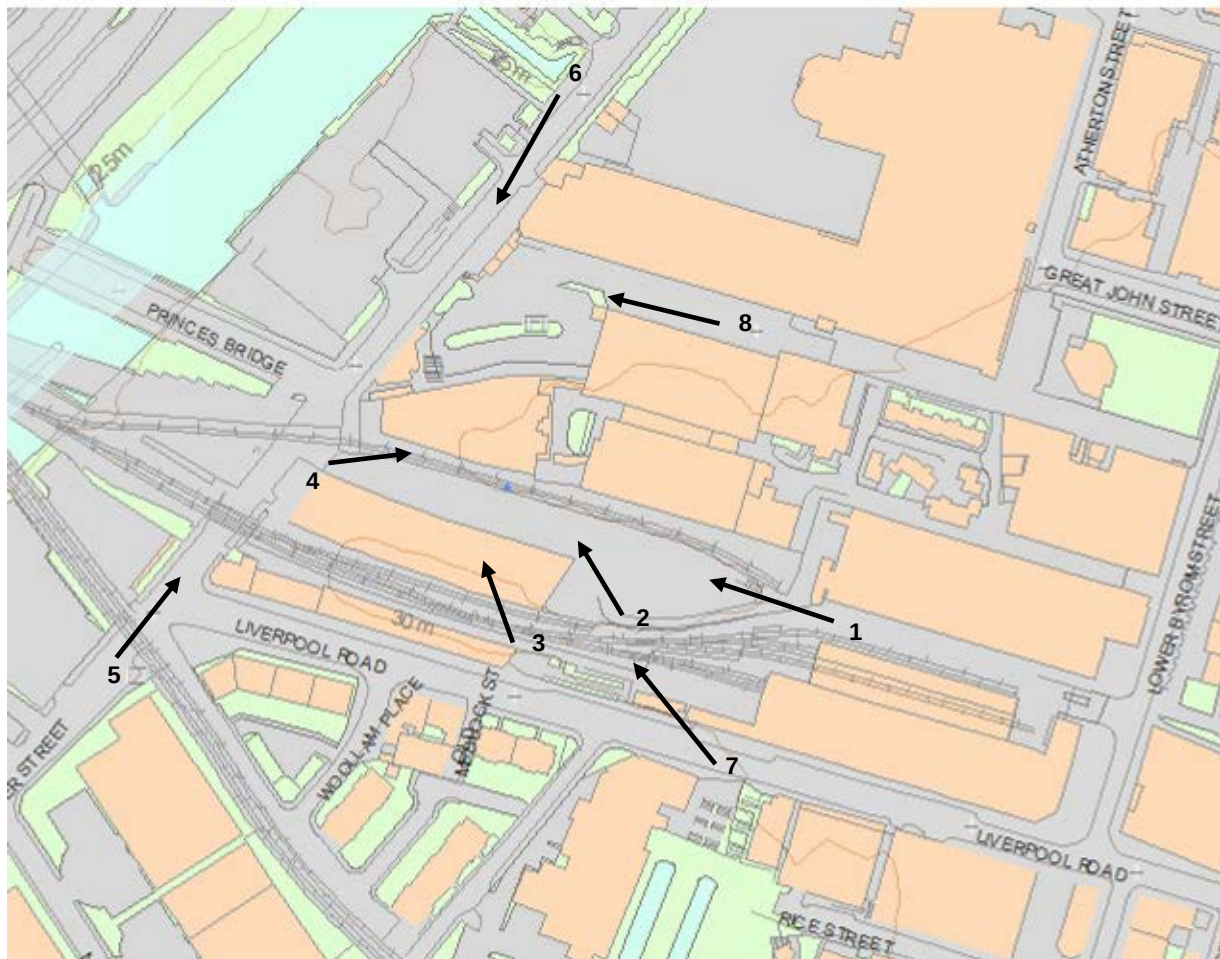


Figure 6: key viewpoint locations.

6.2.3 The assessment

(N.B. Refer to Appendix i for Historic England's *Seeing the History in the View* matrix tables for full definitions).

Viewpoint 1 – baseline

This view is experienced from within the Museum of Science and Industry's site (MSI), at the upper level of the former goods yard. The viewpoint looks west towards the subject site (Figure 7A).

To the left of the view is the Grade II listed Power Hall. To the right of the view is the modern glass staircase structure to the south side of Grade II former Lower Byrom Street Warehouse. In the foreground is the cobbled yard where once the numerous train tracks would have fed these buildings; to the middle ground the tracks are still evident and these lead the eye to the western side of the site where the Grade I listed former Station building is (to the left) and the Grade I 1830s Warehouse (to the middle).

To the right of the view is the Stage 2 building and Starlight Theatre building which define the boundary of the former ITV Granada site; these buildings sit on top of the Grade II listed colonnaded viaduct and mark the location of the train lines that fed the Lower Byrom Street Warehouse and Bonded Warehouse beyond.

Beyond the confines of the MSI site, new development and cranes punctuate the skyline, reflecting the continuation of the city and Salford beyond; in particular, the Wilburn Basin scheme now provides a dominant visual termination to the view of the highly significant group of listed buildings within the MSI site. This has changed the setting and context of the group of listed buildings by placing them within a contemporary back-drop.

This viewing place well represents the heritage values of the heritage assets and the ability to appreciate them as a cohesive complex, **the combined value and importance of the heritage assets and the view as a whole is high.**

Viewpoint 1 – impact assessment

The Proposed Development will be visible from this viewpoint above and to the side of the Stage 2 building (Figure 7B).

The different forms and materiality of the Proposed Development are legible from this viewpoint and will be understood and appreciated as a contemporary form. The materiality of the tower element of the Proposed Development takes its cue from the industrial character within the MSI complex thereby creating a form that whilst innovative and contemporary does not compete with the heritage values of the heritage assets in this view. Consequently, **the overall impact of the Proposed Development will be negligible.**

Figure 7C demonstrates the cumulative impact of the proposed St Johns scheme (red wireline) and Trinity Islands (green wireline) and the introduction of a new skyline to this part of the city, offering a clear juxtapose to the largely horizontal, open and linear forms within the view.

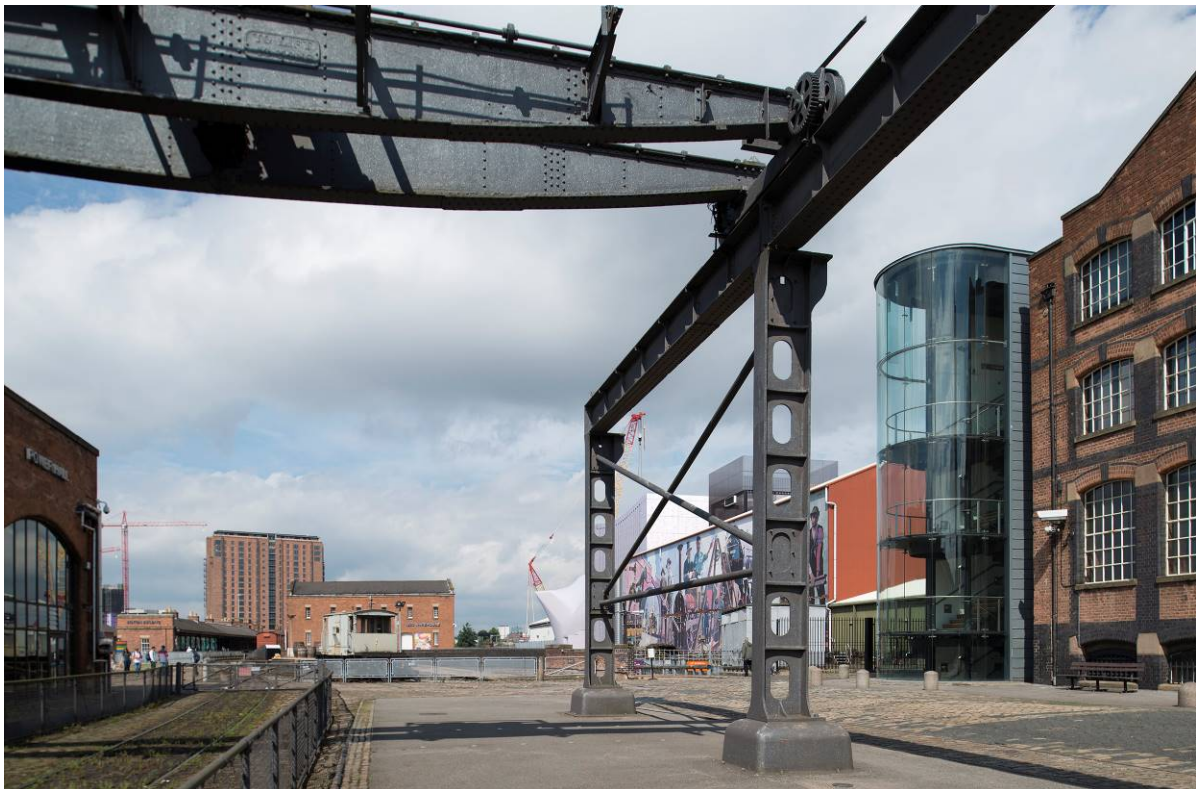
From this viewpoint it is considered that the proposed cumulative development will still be understood and appreciated as a contemporary backdrop to the established roofline of the buildings within the MSI site. Kinetic views, moving west from this viewpoint, across the site, will diminish the predominance of the cumulative development.

It will be clear that whilst the proposed development does not affect the ability to understand and appreciate the heritage values of the identified heritage assets within this view individually, a key element to their significance as heritage assets is their group value. It is considered that the proposed cumulative development will erode to minor extent the ability to appreciate the values of the view as a whole and consequently the **overall impact of the Proposed Development will be moderate adverse.**



Figure 7A, above. Viewpoint 1 as existing.

Figure 7B, below. Viewpoint 1 as proposed



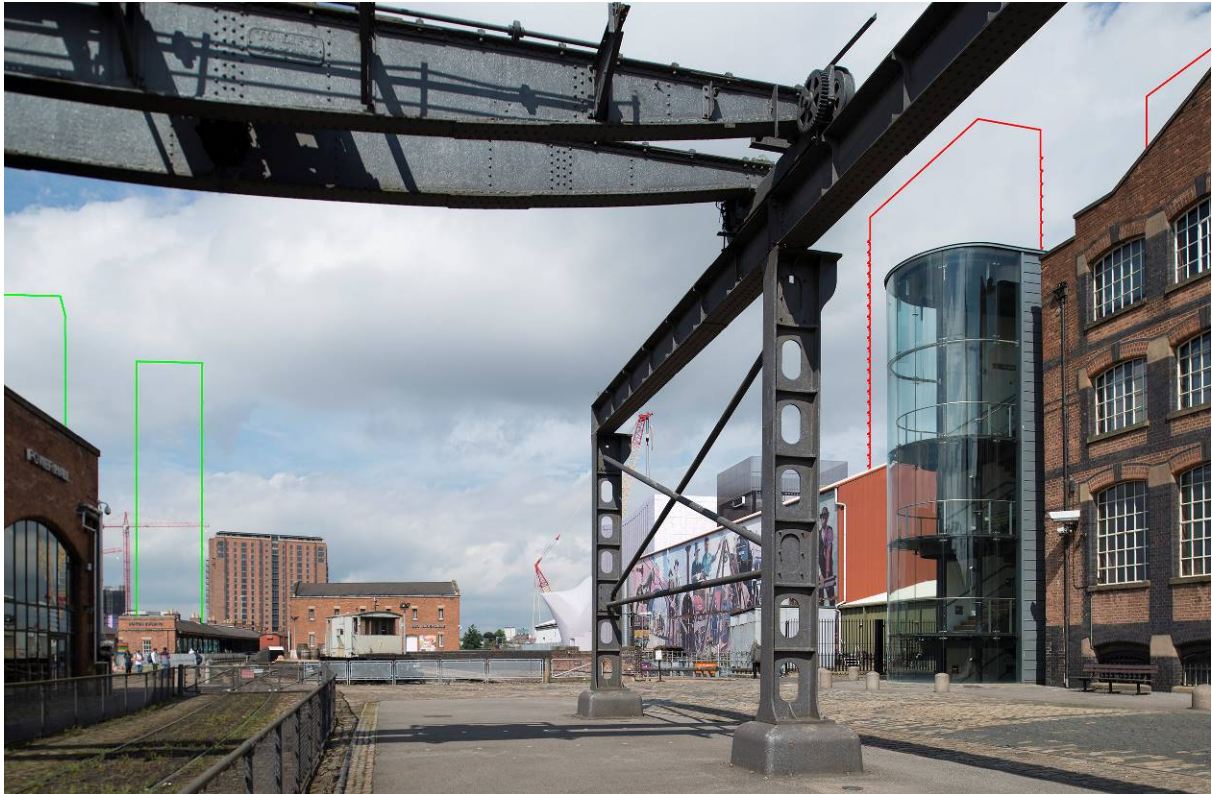


Figure 7C, above. Viewpoint 1 as proposed - cumulative

Viewpoint 2 – baseline

This view is experienced from the lower yard within the MSI complex, looking north-west towards the subject site (Figure 8A).

This view is dominated by the Grade I listed 1830s Warehouse and the Grade II listed colonnaded viaduct. The structures on top of the viaduct; the Starlight Theatre and Stage 2 building; mark the boundary of the former ITV Granada site. These buildings are of no heritage interest and are of low quality.

This view has been selected to demonstrate the importance of short range views of the Proposed Development in relation to this important group of Grade I and Grade II listed buildings. The viewing place represents well the heritage values of the heritage assets and consequently **the combined value and importance of the heritage assets and the view as a whole is high.**

Viewpoint 2 – impact assessment

The Proposed Development will be clearly visible from this viewpoint, replacing the Starlight Theatre building with three distinct forms; the auditorium, the warehouse and towers (Figure 8B).

Whilst presenting three very distinct and contemporary forms, the height, scale and massing of the Proposed Development will still remain subservient to the robust form of the Grade I listed Warehouse building.

The Proposed Development will encourage movement across the MSI site, by introducing a dynamic form that will provide a high level of activity and synergy between the two sites.

Figure 8C illustrates the cumulative impact of the wider St Johns scheme, from this viewpoint, which will be understood and appreciated as a backdrop to the Proposed Development and an extension of the city beyond.

It is considered that the **overall impact of the Proposed Development, and the cumulative development, will be negligible.**



Figure 8A, above. Viewpoint 2 as existing.

Figure 8B, below. Viewpoint 2 as proposed





Figure 8C, above. Viewpoint 1 as proposed – cumulative

Viewpoint 3 – baseline

This view is experienced platform of the Grade I listed former Station building looking north-west towards the subject site. (Figure 9A).

This enclosed view is dominated by the Grade I listed 1830s Warehouse. This view has been selected as it is a key view of the former Liverpool Road Station buildings. The viewing place represents well the heritage values of the heritage assets and consequently **the combined value and importance of the heritage assets and the view as a whole is high.**

Viewpoint 3 – impact assessment

The Proposed Development will not be visible from this viewpoint and will have no impact. Figure 9B illustrates the cumulative impact of the wider St Johns development which will be glimpsed above the roofline of the Grade I listed warehouse. The **overall impact of the cumulative development will be negligible.**



Figure 9A, above. Viewpoint 3 as existing. cumulative

Figure 9B, below. Viewpoint 3 as proposed -



Viewpoint 4 – baseline

This view is experienced from the west end of the MSI site, looking north-east towards the subject site. (Figure 10A).

As with viewpoint 2, this viewpoint demonstrates the setting and group value of the Grade I listed 1830s Warehouse (to the right) and the Grade II listed colonnaded viaduct (to the left), but also provides a greater understanding and appreciation of the wider MSI site by providing views back to the Grade II listed Lower Byrom Street Warehouse and Power Hall.

Again, as with viewpoint 2, the contemporary structures of the Stage 2 building and the Starlight Theatre can be seen on top of the viaduct.

This view has been selected to demonstrate the importance of short-range range views of this important group of Grade I and Grade II listed buildings. The viewing place represents well the heritage values of the heritage assets and consequently **the combined value and importance of the heritage assets and the view as a whole is high.**

Viewpoint 4 – impact assessment

The auditorium element of the Proposed Development will be clearly visible from this viewpoint, set back from the edge of the viaduct (Figure 10B).

Due to the positioning, alignment, height, form and materiality of the auditorium it will not affect the ability to appreciate the heritage values of heritage assets or the view a whole. **The overall impact of the Proposed Development will be negligible.**



Figure 10A, above. Viewpoint 4 as existing. **Figure 10B**, below. Viewpoint 4 as proposed



Viewpoint 5 – baseline

This view is experienced from the western end of Liverpool Road, at the junction with Water Street, looking north (Figure 11A).

The view is dominated by the continuous elevation of the Grade I listed former Liverpool Road Station building which encloses the streetscape along the north side of Liverpool Road.

To the left of the view are a series of bridges and viaducts that cross Water Street and aid the understanding and appreciation of the former industrial use of the complex of historic buildings. The first bridge is the Grade I listed former railway bridge that served the train station, which then leads onto the Grade II viaduct within the site. Behind this is the Grade II railway bridge and viaduct. Kinetic views to the west would illustrate the wider network of listed structures that cross the river over to Salford. Due to the historic interest and group value of this complex of buildings, this view forms a positive contribution to the character of the Castlefield Conservation Area.

This view has been selected to demonstrate the importance of short range views of the subject site in relation to this important group of Grade I and Grade II listed early railway buildings/structures. The viewing place represents the heritage values of the heritage assets and consequently **the combined value and importance of the heritage assets and the view as a whole is high.**

Viewpoint 5 – impact assessment

The dynamic and contemporary forms of the Proposed Development will be visible from this viewpoint beyond the historic bridge structures (Figure 11B).

Due to the robust nature of the group of heritage assets within this view it is considered that the proposed development will be understood and appreciated as being located within the distance, signalling the continuation of the city beyond. As a new landmark feature to the wider townscape it will introduce variety and dynamism to the skyline.

Figure 11C illustrates the cumulative impact of the tower elements within the proposed St Johns development. The towers, which are all set back from the group of listed station buildings, provide a tall vertical element to the end of Liverpool Road, and will be in stark contrast to the historically horizontal form of the Grade I and Grade II listed former Liverpool Road Railway Station buildings, which retain their early 19th Century domestic scale; the proposed development will provide a 'bookend' to the Beetham tower to the east and together are understood and appreciated as contemporary development to the periphery of the historic area.

The Proposed Development will provide new landmarks to the skyline in an area that has, in recent years, been underutilised. The Proposed Development will enhance the urban cohesion of the area encouraging movement and permeability which is considered beneficial to the sustainability of the historic environment.

The materiality, form, height and articulation of the Proposed Development maintains the dominant architectural expression of the heritage assets in this view and consequently they are read as a backdrop to the former railway complex. As described above, the understanding and appreciation of the heritage values of the Grade I and Grade II listed group of railway buildings/ structures will still be clearly represented in this view **and consequently the overall impact of the Proposed Development, and the cumulative impact, will be negligible.**



Figure 11A, above. Viewpoint 5 as existing.

Figure 11B, below. Viewpoint 5 as proposed



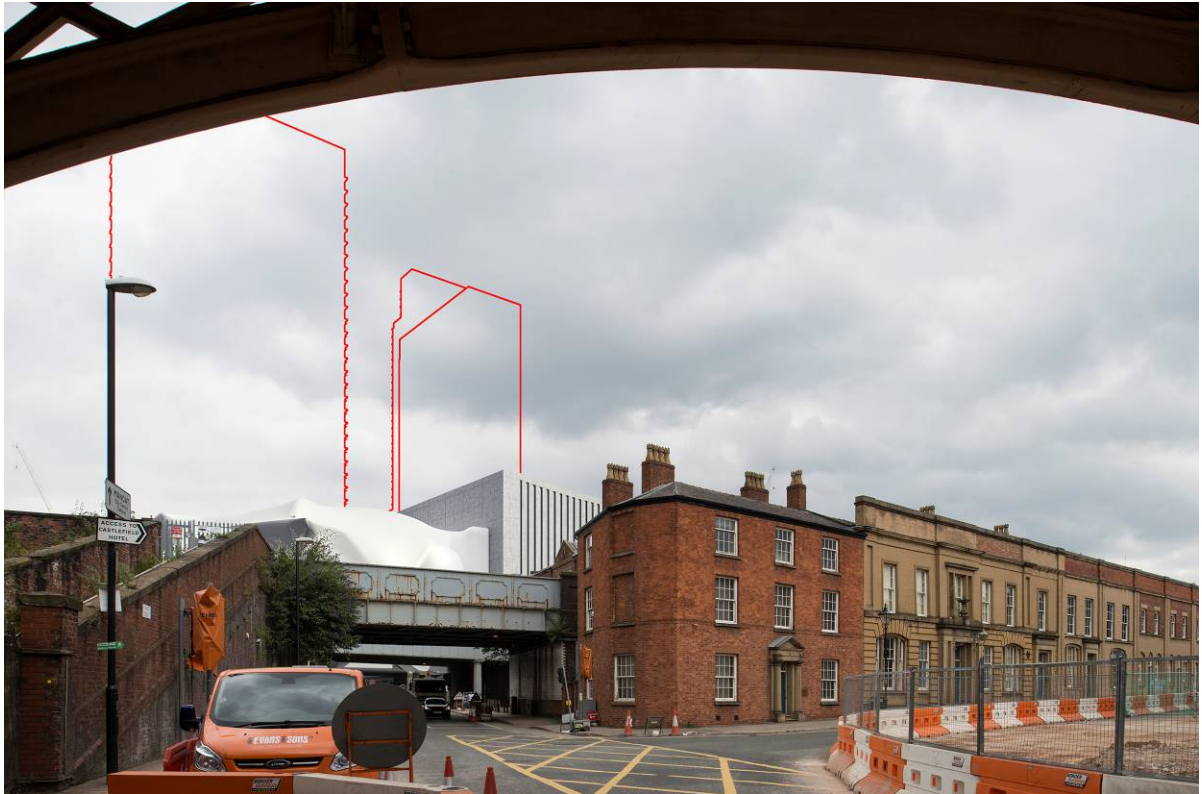


Figure 11C, above. Viewpoint 5 as proposed - cumulative

Viewpoint 6 – baseline

This view is experienced from the north side of Water Street looking south west towards the subject site (Figure 12A).

Out of shot, to the right of the view is the Grade II listed Victoria and Albert Warehouse (Marriott Hotel) and glimpsed behind the trees to the left of the view is the Bonded Warehouse (non-designated heritage asset). Terminating the view is the bridge connecting the Grade II listed colonnaded viaduct and the Grade II zig-zag viaduct.

This view illustrates a medium range view from the north end of Water Street and demonstrates the lack of vitality and built form along Water Street which in turn detracts from the character and appearance of the Castlefield Conservation Area.

Despite the presence of the identified heritage assets within this view, this viewing place does not best represent the heritage values of any of the heritage assets. **As a locally valued view, the combined value and importance of the heritage assets and the view as a whole is low.**

Viewpoint 6 – impact assessment

The proposed development will be highly visible within this view transforming it to provide a new streetscape and urban form (Figure 12B).

The contemporary forms of the different elements of the proposed development will be clearly understood; the central warehouse which will straddle the street clearly articulates the entrance and focal point for the pedestrian, whilst the dynamic and animated walkway under the building encourages pedestrian movement and permeability through the space.

Although the proposed development will provide a new termination to Water Street, and block view of the listed bridges, it is considered that the benefits the proposed development will bring, in terms of activity and appreciation of the bridges; through being encouraged to walk along Water Street; will mitigate any perceived harm.

Overall, it is considered that the proposed development will have a **minor beneficial impact** in terms of enhancing this part of the conservation area.



Figure 12A, above. Viewpoint 6 as existing.

Figure 12B, below. Viewpoint 6 as proposed



Viewpoint 7 – baseline

This view is experienced from the south side of Liverpool Road, at the junction with Potato Wharf, looking north-west. (Figure 13A).

This view is dominated by the continuous façade of the Grade I listed former Liverpool Road Station building which encloses the streetscape to the north side of Liverpool Road. Rather than providing a vista down the streetscape, this viewpoint provides a short-range view into the MSI site and allows views of the Grade I listed 1830 Warehouse. Kinetic views looking north and east from this viewpoint provide a fuller understanding and appreciation of the group value of the complex of Grade I and Grade II listed buildings. Due to the historic interest and group value of this complex of buildings, this view forms a positive contribution to the character of the Castlefield Conservation Area.

This view has been selected to demonstrate the importance of short range views of the proposed development of the subject site in relation to this important group of Grade I and Grade II listed buildings. The viewing place represents well the heritage values of the heritage assets and consequently **the combined value and importance of the heritage assets and the view as a whole is high.**

Viewpoint 7 – impact assessment

The top of the Warehouse element of the Proposed Development will be glimpsed from this viewpoint, extending above the established roofline (Figure 13B).

As a contemporary form, the Proposed Development will be understood and appreciated as a backdrop to the robust, horizontal forms of the MSI complex.

The overall impact of the Proposed Development will be negligible.

Figure 13C illustrates the cumulative impact of the wider St Johns and Trinity Islands developments.

The towers provide a strong vertical emphasis within an entirely low-rise, horizontal streetscape and despite being understood and appreciated as a backdrop to the historic industrial complex, it is considered that the proposed development will erode to a minor extent the ability to appreciate the heritage values of the view as a whole and consequently the **overall impact of the cumulative development will be moderate adverse.**



Figure 13A, above. Viewpoint 7 as existing.

Figure 13B, below. Viewpoint 7 as proposed





Figure 13C, above. Viewpoint 7 as proposed - cumulative

Viewpoint 8 – baseline

This view is experienced from the north side of the Bonded Warehouse, to the east of the subject site (Figure 14A).

This view demonstrates the current lack of activity within and surrounding the subject site. The Bonded Warehouse is a non-designated heritage asset, but the ability to appreciate and understand its heritage values are currently undermined by the temporary hoarding, poor quality low-rise buildings surrounding it and the lack of use to the building.

The combined value and importance of the heritage assets and the view as a whole is low.

Viewpoint 8 – impact assessment

The Proposed Development will articulate the historic street of Grape Street, which is proposed to be reinstated as part of the wider proposals for the site/ area (Figure 14B). In demarcating the form of the street, the Proposed Development, alongside the cumulative development (Figure 14C), encloses the streetscape and provides a coherent urban form.

The Proposed Development provides an overtly innovative and dynamic form which clearly takes its cue from the industrial character of the area.

The Proposed Development will encourage movement and activity and will thus allow for a greater understanding and appreciation of the area. Consequently, **overall impact of the Proposed Development will be minor beneficial.**



Figure 14A, above. Viewpoint 8 as existing.

Figure 14B, below. Viewpoint 8 as proposed

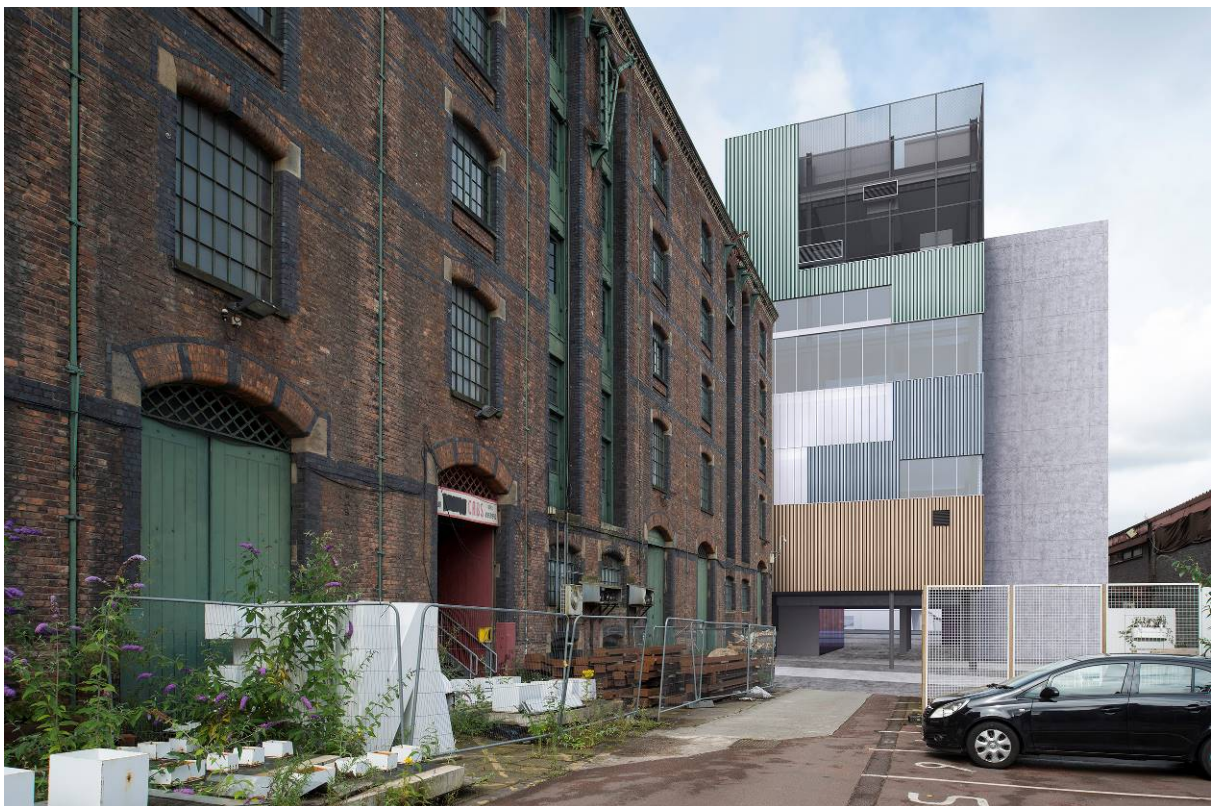




Figure 14C, above. Viewpoint 8 as proposed - cumulative

6.2 Impact Assessment Summary

- The physical impact assessment has demonstrated the proposed development will result in limited instances of adverse impact as a result of the removal of historic fabric. The proposed development will also have beneficial impacts by introducing a new waterproof membrane to the deck level of the structure thereby preventing further deterioration of the historic fabric.
- The visual impact assessment has assessed eight (8no.) views; 6 views will result in negligible impacts and 2 views will result in beneficial impacts.
- The cumulative visual impact will result in two instances of moderate adverse harm. These instances of adverse impact are in relation to the visual impact on the understanding and appreciation of the setting of the MSI complex (including views along Liverpool Road and Water Street).
- It is considered that the Proposed Development will result in overall beneficial impacts.

7 NPPF JUSTIFICATION AND PLANNING POLICY COMPLIANCE STATEMENT

7.1 Introduction

The National Planning Policy Framework, 2012, sets out the Government's planning policies for England and how these are expected to be applied. The relevant local plan policies contained within the Manchester Core Strategy have also been considered.

7.2 National Planning Policy Framework (NPPF)

This statement addresses the relevant policies within the NPPF concerned with the historic environment (principally Section 12).

It is a fundamental requirement of the NPPF that planning proposals contribute to the achievement of “*sustainable development*” (NPPF. Para. 7). The fundamental planning objective is, therefore, to ensure that the development of the heritage asset contributes to the stimulation of a thriving historic environment. This requires a clear and proportionate evaluation of the significance of the affected heritage assets, as has been outlined above.

In this context, the analysis of the Grade II listed colonnaded viaduct and the heritage assets surrounding the subject site has led to informed and sensitive development proposals, which minimise conflict with the conservation of the heritage asset, ensuring that the application clearly meets the requirements of the **NPPF, paragraphs 128 and 129**.

As set out in **paragraph 128**, the Heritage Statement describes the significance of the identified heritage assets. The setting of the identified heritage assets has been addressed sufficiently to understand the potential impact of the proposals.

The Heritage Statement provides information proportionate to the identified heritage assets' importance; whilst there will be instances of adverse impact on the historic fabric of the Grade II listed colonnaded viaduct structure, the visual impact assessment demonstrates that the impact of the proposals will result in overall beneficial impacts. It is considered that the instances of adverse impact are mitigated by the substantial public benefits of the scheme and will lead to “*less than substantial harm*” to the significance of the identified heritage assets (**paragraph 134**).

As expounded in the accompanying Planning Statement, by Deloitte Real Estate, this harm is outweighed by the public benefits of the scheme, which include:

Economic

- Increase numbers of visitors to Manchester and the North
- Provide new employment opportunities in the creative sector, which is an important area of growth for the city region.

- Deliver benefits for a range of other businesses that will work with Factory.
- Grow St. John's as creative hub linked to current clusters at MediaCity and The Sharp Project.
- Within a decade help create directly or indirectly, the equivalent of 2,453 full time jobs and add £137.7m a year to the economy.

Skills and Training

- Play a significant role in supporting the skills, training and employability for the developing creative industries sector in Greater Manchester and the North
- Present a unique setting in which to inspire and nurture a new creative generation.
- Present opportunities for engagement with young people, apprenticeships and volunteering.
- Together with the opportunity to develop a creative enterprise zone at St. John's, Factory will ensure that Manchester will continue to strengthen as a place where talented creatives look to work.

Cultural and audience impact

- Create new work for new and existing audiences.
- Meet and grow audience demand for new experiences.
- Encourage a great number of people to engage with the arts.
- Continue to improve the culture offer of the North.

Environmental impact

- Provide a world-class arts and culture space, designed by OMA, an internationally renowned architectural practice.
- Deliver a new venue that works with the heritage assets close to the site.
- Provide high quality new public space, which connects well to the City Centre and Castlefield.
- Be accessible to all.
- The proposals will provide a cultural anchor to St. John's, which in turn seeks to open up the former ITV site and re-connect it to the City Centre and Castlefield. In particular, the proposals will help to enliven Water Street and connect the core St. John's site with the riverside area, linking through to the River Irwell.

- In addition, there are opportunities to potentially make new connections into MSI, at upper and lower level.

Careful consideration of the alignment, scale, massing and materiality of the proposed development, as expounded in the accompanying Design and Access Statement, supports **paragraphs 56 – 68** of the NPPF which emphasises the need for the integration of new development into the built and historic environment (paragraph 61). The proposed development responds to the context of the site's surroundings in regards to the variety in massing, scale, alignment and materiality of the buildings surrounding the site. The proposed development has also responded to the local character and history and reflects the diversity of the local identity, building styles and materials. Importantly, the design of the proposed development is appropriately innovative continuing the history of independence and variety and place shaping, addressing connections between people and places (**paragraph 58**, point 4).

As will be evident, the proposals for the site herald further investment in this part of Manchester. The proposals will clearly make a positive contribution to the vitality of this part of the city and therefore enhance the character and distinctiveness of the setting of the identified heritage assets surrounding the site.

The NPPF does not specifically define '*good architecture*' but puts great weight on the delivery of contextual design (*paragraph 64*) which takes the opportunities available for improving the character and quality of an area and the way it functions. The emphasis of the proposed development is thus on providing architectural space for the delivery of new accommodation, taking advantage of the complexity of the site in urban design terms and responding accordingly.

The NPPF stresses that '*great weight*' should be given to the objective of conserving listed buildings (*paragraph 132*), emphasising the need to avoid substantial harm to such designated heritage assets. Given this conservation objective, any perceived harm, from demolition to visual compromise (resulting from insensitive development within the setting of a designated heritage asset) should be avoided and at least require '*clear and convincing justification*'. It has been demonstrated that the accompanying D&A Statement details the extensive process of design development and review in order to respond to the context of the site.

It will be noted that the NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising designated heritage assets, such that any potential '*substantial harm*' from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (*paragraph 133*). In this instance we contend that the proposed development does not cause substantial harm to the special interest of the designated heritage assets, and actually complements the wider historic environment by enhancing the urban form and streetscape of the adjacent heritage assets.

The NPPF Planning Practice Guide (2014) emphasises that, in general terms, "*substantial harm is a high test, so it may not arise in many cases*". Thus when determining whether a proposed

development within the setting of a listed building would result in substantial harm, a key consideration is whether or not the impact seriously affects an important element of its “*special architectural or historic interest*”. This impact could include its setting.

It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The current proposals do not affect the character of the listed colonnaded viaduct, as a building of special architectural or historic interest, physically or visually. Nor do the proposals impact on the identified heritage assets or detract entirely from key views of them. Consequently, there can be no such harm. It has been demonstrated that the proposed development will have no measurable detrimental impact on the heritage assets, and indeed makes a substantial beneficial contribution to the cohesion of this part of the city.

The cumulative impact of the proposed new development should, therefore, be evaluated against the positive contribution to local character and distinctiveness, in accordance with the requirements of the NPPF, in particular paragraph 134.

This report contends that the proposal offers a substantial opportunity to enhance the vitality and complement the character of the site, thereby fully complying with the national planning policy requirements as established in the NPPF.

Consequently, the proposed development is demonstrably consistent with the desirability of new development making a positive contribution to local character and distinctiveness and therefore accords with the requirements of the **NPPF, paragraph 131**.

7.3 Local Planning Policy – Saved UDP

Policy CC9: Design and Heritage:

“Design of new buildings will need to be of the highest standard in terms of appearance and function [...] Development in Manchester City Centre should preserve or enhance the heritage assets.”

Policy EN3: Heritage:

“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 [...] listed buildings [and] conservation areas.”

As propounded in these policies, the proposed development has been designed with due regard to principles of scale, height, massing, alignment, material and use, within a contemporary architectural idiom, which is consistent with contemporary development in this area and also the character and appearance of the wider townscape. Reference to the accompanying Design and Access Statement should be made for further details.

The proposed development gives rise to significant regeneration benefits, including; the bringing back into full economic use a gap site and significant enhancements to the streetscape and wider townscape.

8 SUMMARY AND CONCLUSION

- The proposals seek to maintain a sustainable, viable use for the listed Viaduct structure by better revealing its heritage values and allowing for continual maintenance and repair.
- The proposals cannot be considered to result in anything more than limited instances of “*less than substantial harm*,” due to the fact that the special architectural interest of the listed buildings will not be fundamentally compromised.
- The beneficial impacts of the proposals, alongside heritage and public benefits, are considered to outweigh any instances of less than substantial harm.
- The proposals comply with national and local planning policy.

8 APPENDICES

8.1 Appendix i: Visual assessment criteria

VALUE/ IMPORTANCE	DEFINITION
HIGH	The asset will normally be a World Heritage Site, grade I or II* listed building, scheduled monument, grade I or II* historic park and garden or historic battlefield which is a central focus of the view and whose significance is well represented in the view. The Viewing Place (and/or Assessment Point) is a good place to view the asset or the only place from which to view that particular asset.
MEDIUM	The asset will normally be a grade II listed building, grade II historic park and garden, conservation area, locally listed building or other locally identified heritage resource which is a central focus of the view and whose significance is well represented in the view. The Viewing Place (and/or Assessment Point) is a good place to view the asset and may be the only place from which to view that particular asset. The asset may also be a World Heritage Site, grade I or II* listed building, scheduled monument, grade I or II* historic park and garden or historic battlefield which does not form a main focus of the view but whose significance is still well represented in the view. In this case the Viewing Place (and/or Assessment Point) may be a good, but not the best or only place to view the heritage asset.
LOW	The asset may be a grade II listed building, grade II historic park and garden, conservation area, locally listed building or other locally identified heritage resource which does not form a main focus of the view but whose significance is still well represented in the view. In this case the Viewing Place (and/or Assessment Point) may not be the best or only place to view the heritage asset.

Table 1: Value/ importance of individual heritage assets identified within the view.

VALUE/ IMPORTANCE	DEFINITION
High	The view is likely to be a nationally or regionally important view (e.g. views in the LVME, a view identified in a World Heritage Site management plan or designed views within grade I or II* historic parks or gardens) and/or contain heritage assets such as World Heritage Sites, grade I or II* listed buildings, scheduled monuments, grade I or II* historic parks or gardens or historic battlefields whose heritage significance is well represented in the view and which benefit from being seen in combination with each other.
Medium	The view is likely to be of importance at the county, borough or district level (e.g. Metropolitan Views defined by London boroughs or designed views within grade II historic parks or gardens) and/or contain heritage assets such as grade II listed buildings, grade II historic parks or gardens, conservation areas, locally listed buildings or other locally identified heritage resources whose heritage significance is well represented in the view and which benefit from being seen in combination with each other. It may also be a view that contains heritage assets such as World Heritage Sites, grade I or II* listed buildings, scheduled monuments, grade I or II* historic parks or gardens, or historic battlefields whose heritage significance is clearly readable, but not best represented, in this particular view.
Low	The view is likely to be a locally valued view and contain heritage assets such as grade II listed buildings, grade II historic parks or gardens, conservation areas, locally listed buildings or other locally identified heritage resources whose heritage significance is clearly readable, but not best represented, in this particular view.

Table 2: Value/ importance of the view as a whole

MAGNITUDE OF IMPACT	DEFINITION
High beneficial	The development considerably enhances the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Medium beneficial	The development enhances to a clearly discernable extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Low beneficial	The development enhances to a minor extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Imperceptible/None	The development does not affect the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Low adverse	The development erodes to a minor extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Medium adverse	The development erodes to a clearly discernable extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
High adverse	The development severely erodes the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.

Table 3: Criteria for determining magnitude of impact on heritage significance within a view

	WITH HIGH VALUE	WITH MEDIUM VALUE	WITH LOW VALUE
With high magnitude of impact	Major effect	Major effect	Moderate effect
With medium magnitude of impact	Major effect	Moderate effect	Minor effect
With low magnitude of impact	Moderate effect	Minor effect	Negligible effect
Negligible/neutral impact	Negligible effect	Negligible effect	Negligible effect

Table 4: Overall impact: magnitude of impact against value

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