

Heritage Assessment



Proposed Digital Advertisement Display Unit

**ECP Car Park
Aytoun Street
Manchester
M1 3DG**

On behalf of

City Outdoor Media Ltd

June 2024

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Cover: General view looking northwest from Aytoun Street towards the eastern side of the Euro Car Park showing the existing advertisement hoardings, with the Grade II listed Crown Court in the background*

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1 Executive Summary

Border Archaeology (BA) has been commissioned to carry out a Heritage Assessment regarding a planning application for the introduction of a digital advertisement display unit on the S side of the ECP Car Park, Aytoun Street, Manchester, M1 3DG. The results of this assessment are briefly summarised below:

Manchester Crown Court (formerly the City Police Courts): The overall impact of the proposed development on the setting of the Grade II* listed Manchester Crown Court (formerly the City Police Courts) can be assessed in overall terms as **Slight**, reflecting a cross-referencing of the **High** significance of the designated heritage asset, representing a fine example of a Late Victorian public building designed in an elaborate Venetian Gothic style by the noted architect Thomas Worthington, against the magnitude of impact, assessed as **Negligible to Minor**.

Due to its increased illumination, it is considered that conversion of the southernmost advertisement to a digital LED display will result in a slightly more prominent element in existing views looking northwest towards the listed building from Aytoun Street at the junction with Minshull Street. However, it should be noted that views of the Crown Court from this part of Aytoun Street are already obscured by the existing line of trees along the southwest flank of the car park which are not proposed for removal, and thus it may be argued that the display will not result in a noticeable change to views of the Crown Court from this specific location.

It may thus be argued that the actual degree of change to this existing view will be limited in nature and will be offset (and indeed positively enhanced) by the removal of the two smaller advertisements further to the north, opening up views of the Grade II* listed Crown Court looking west-northwest from the upper end of Aytoun Street which are currently obstructed by the existing displays and thereby enabling a greater appreciation of the designated heritage asset from this location, which may clearly be regarded as a positive improvement to its overall setting.

Rochdale Boundary Wall to Canal between Chorlton Street and Minshull Street: The overall impact of the proposed scheme on the setting of the Grade II listed boundary wall along the Rochdale Canal between Chorlton Street and Minshull Street can be assessed as **Neutral**.

This assessment reflects the **High** significance of the boundary wall as a former towpath associated with the Rochdale Canal, built in 1804-5 and representing the earliest transpennine canal to be completed, cross-referenced against the magnitude of impact, assessed as **No Change**. It is considered that the currently proposed scheme would not have a discernible effect on the canalside setting of the boundary wall or its surroundings.

Whitworth Street Conservation Area: The overall impact of the proposed development on the setting of the Whitworth Street Conservation Area can be assessed as **Slight/Neutral**, reflecting its **High** significance as one of the most important and best preserved parts of Manchester City Centre in architectural terms, with a significant number of substantial late 19th/early 20th century commercial warehouses and academic buildings, considered against the magnitude of impact, assessed as **Negligible**.

The conversion of the existing advertisement to a digital display will result in a slight change looking southwards along Aytoun Street towards the northern edge of the Conservation Area and corresponding views looking northwards towards the Crown Court from the junction of Whitworth Street and Fairfield Street, however it is considered that none of the built heritage assets within the Conservation Area would be materially affected by the current proposals.

In terms of the National Planning Policy Framework, it is considered that the level of harm resulting from the replacement of the existing advertisement with a digital display, the removal of the other two advertisements along the eastern side of the car park and other associated landscaping works may be regarded as 'less than substantial harm' and would probably fall within the **Slight** category of this spectrum of impact.

Overall Conclusion: It is considered that the overall impact in heritage terms of the proposed replacement of the existing illuminated advertisement with a digital advertisement display unit and removal of two existing advertisements can be assessed as Slight and Positive, particularly reflecting its broadly positive effect on the setting of the Grade II* listed Crown Court (especially in terms of opening up previously obscured views of the building from Aytoun Street) and the barely perceptible impact on other nearby heritage assets in the surrounding vicinity.

2 Introduction

Border Archaeology (BA) has been instructed by Mrs S. Jones on behalf of Mr. S. Smith, City Outdoor Media Ltd to undertake a Heritage Assessment with regard to a planning application for the replacement of an existing illuminated advertisement display on the E side of the Euro Car Park, Aytoun Street, Manchester M1 3DG with a digital advertisement display unit and removal of two adjoining UPVC advertisement hoardings along the E side of the car park and associated landscaping works. The existing timber 'hit and miss' fence along the E side of the car park will be replaced with a lower fence of similar type, measuring 1.25m-1.5m high and painted black.

This Heritage Assessment has been authored by Stephen Priestley MA MCIfA, who has been employed as Director: Research at Border Archaeology since 2003 and has extensive experience in the compilation of heritage impact assessments, historic building surveys, archaeological desk-based assessments, battlefield surveys (for Cadw) and research projects on Grade I Listed buildings for Historic England (including Kenwood House and Harmondsworth Great Barn) and the National Trust.

Prior to working for Border Archaeology, he was employed as a researcher for English Heritage on the Windsor Castle Fire Evaluation Project for three years and also worked as a research consultant for Cadw (Welsh Historic Monuments) and British Waterways between 2000 and 2003.

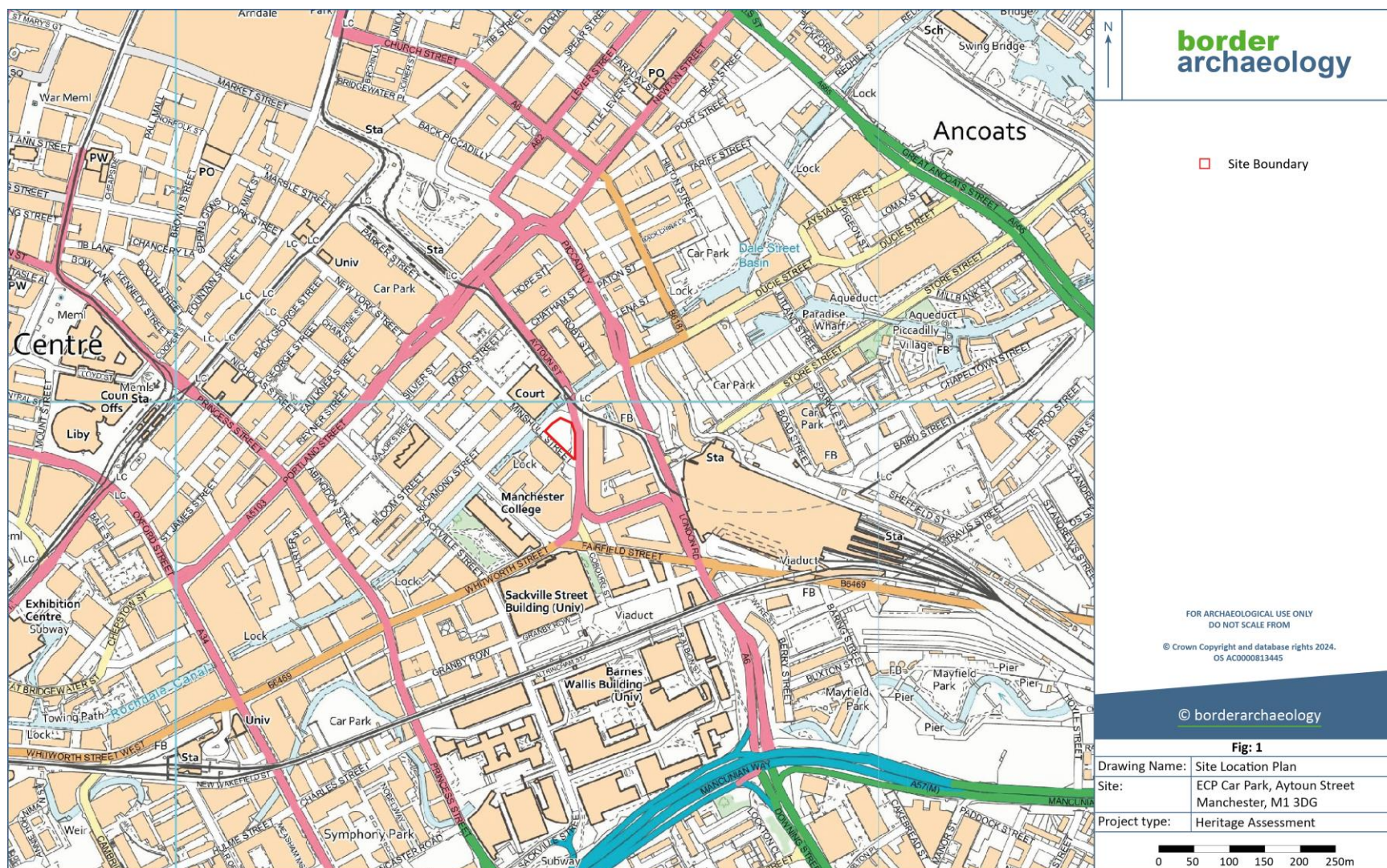
3 Site Location

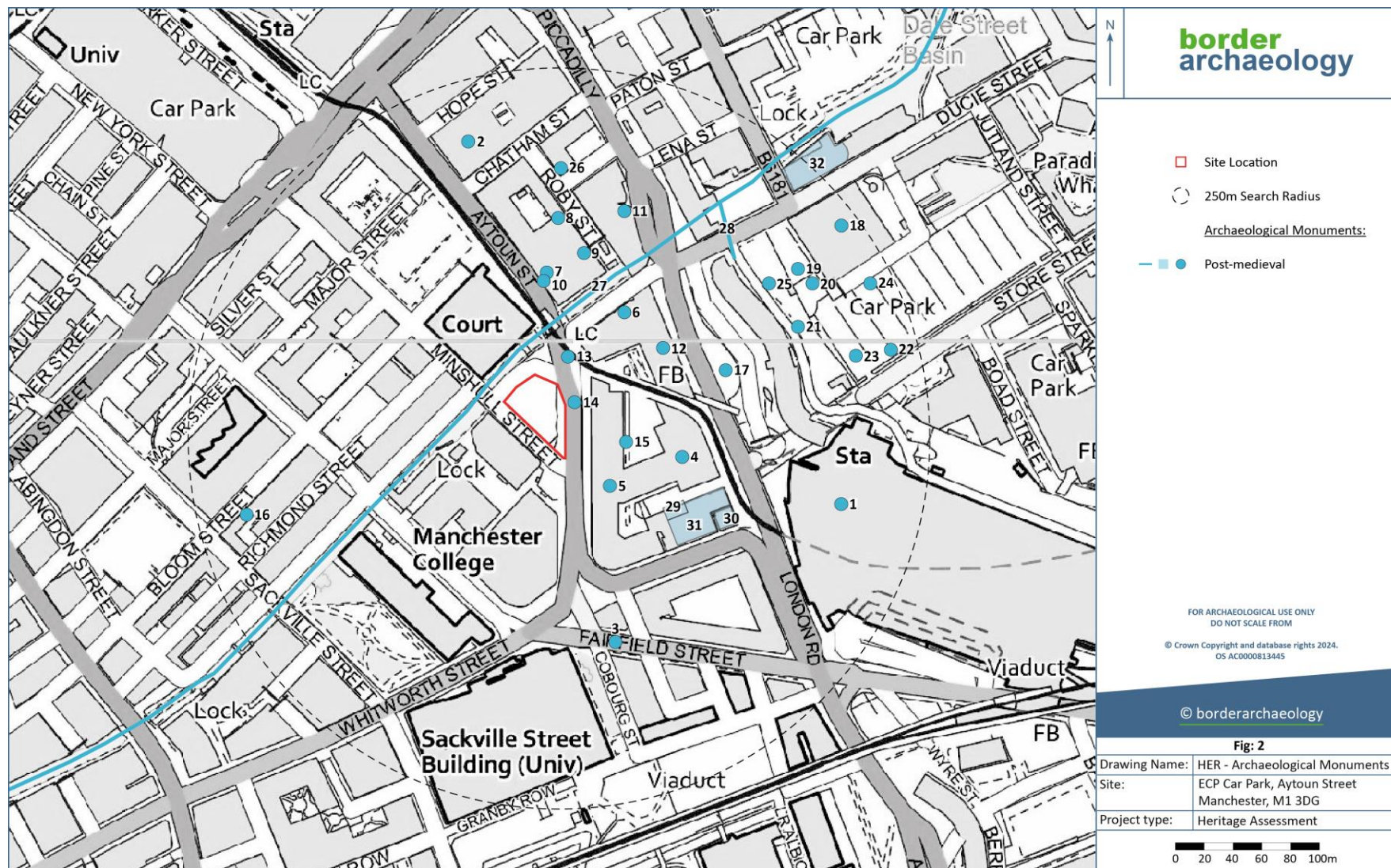
The site of the proposed digital display forming the subject of this heritage assessment is currently occupied by an existing illuminated advertisement display measuring 12m × 3.1m, the southernmost of three positioned along the E side of the Euro Car Park at Aytoun Street (*Plate 1*). The existing surface car park occupies a triangular plot of land bounded by the busy thoroughfare of Aytoun Street (A6) to the E and SE, Auburn Street to the N and NW and Minshull Street to the W and SW.

The proposal site is not located within a Conservation Area but is situated within the area of the Aytoun Street Campus Strategic Regeneration Framework as defined by Manchester City Council (MCC 2015). It is located about 55m to the SE of the Grade II* listed Crown Court (formerly the City Police Courts), approximately 70m SE of a Grade II listed boundary wall associated with the Rochdale Canal and about 100m N of the northern boundary of the Whitworth Street Conservation Area.

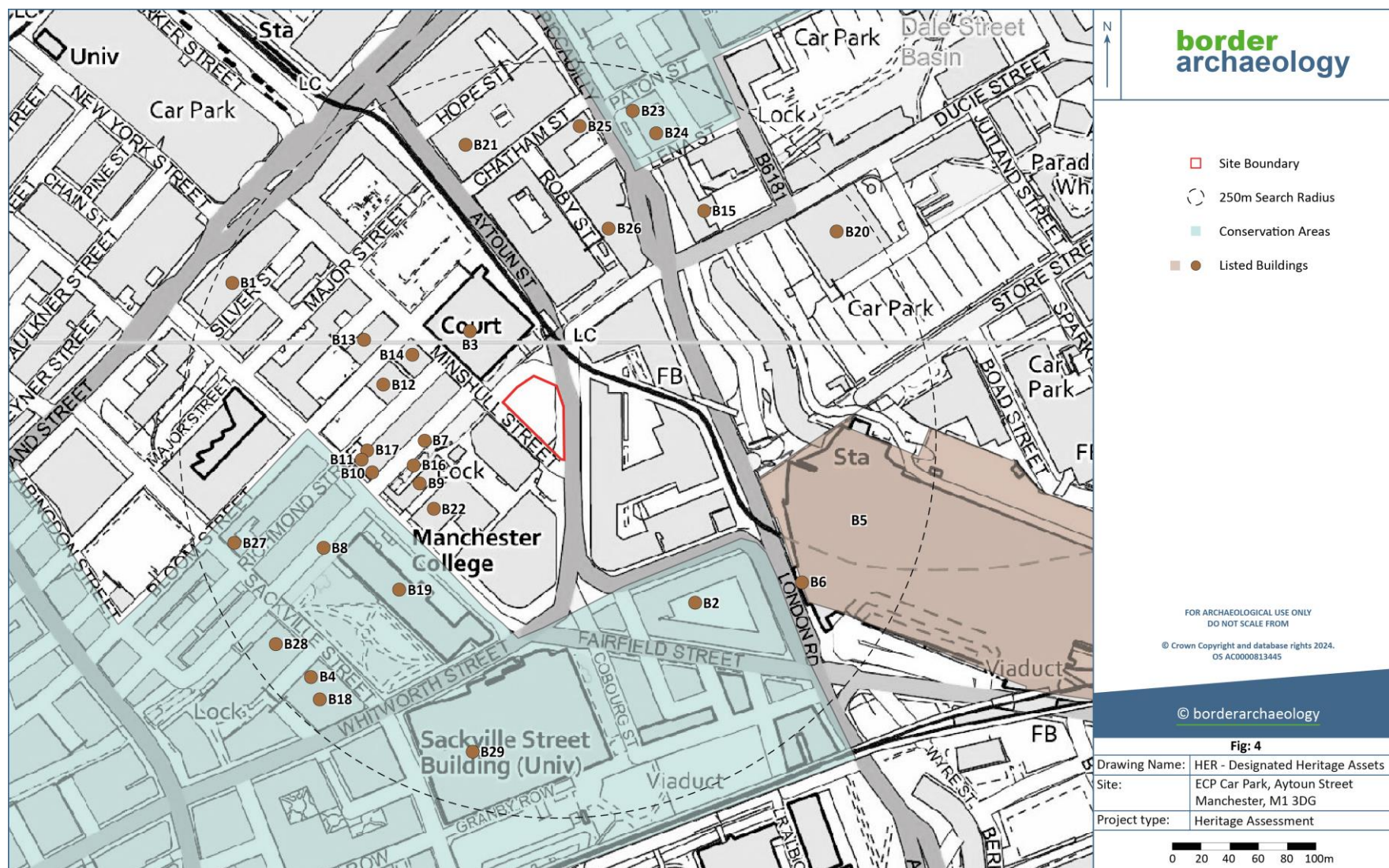
3.1 Soils & Geology

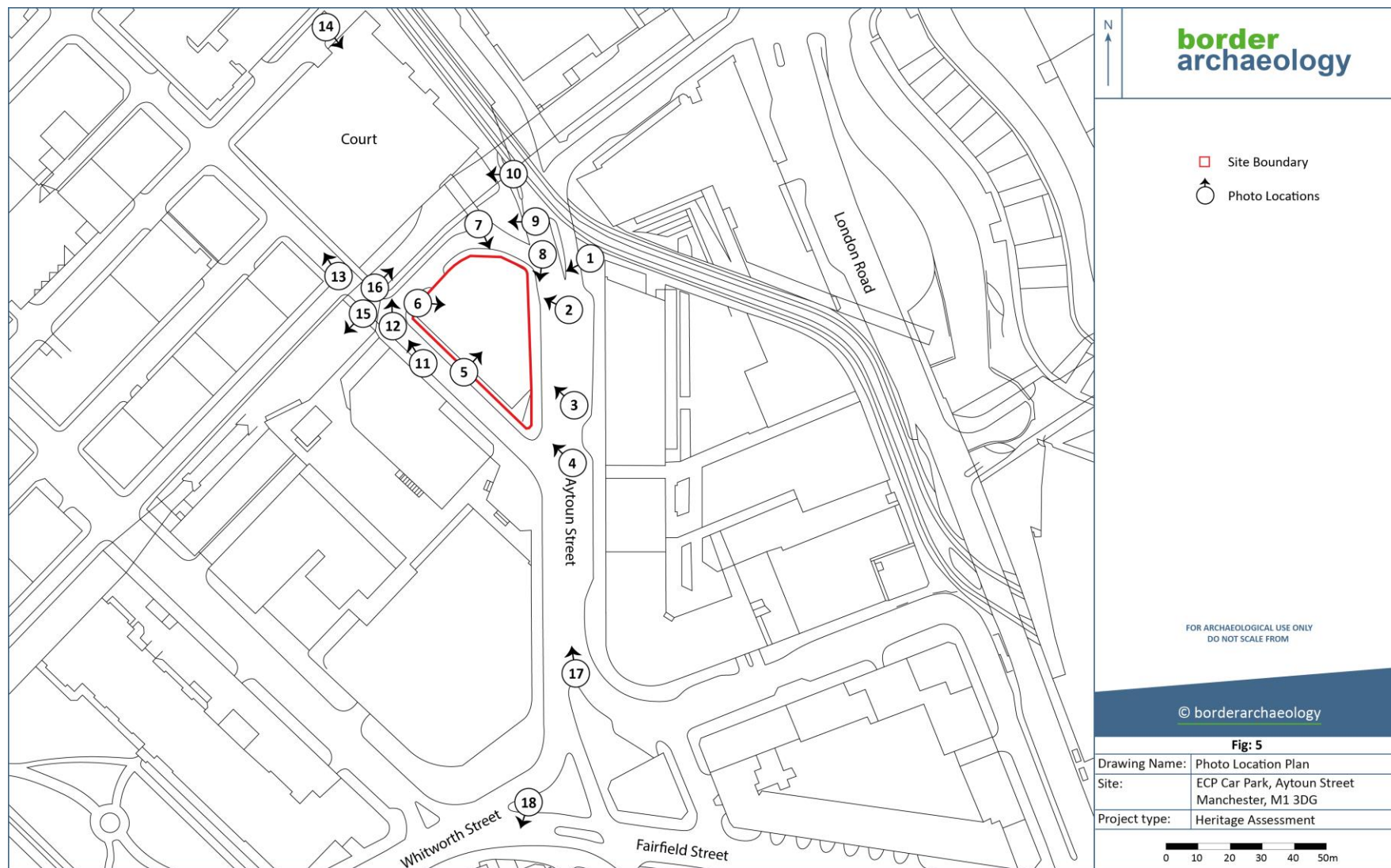
The British Geological Survey (BGS) records the underlying solid geology in the vicinity of the site as consisting of Sandstone bedrock of the Chester Formation, which formed approximately between 250 and 247.1 million years ago during the Triassic period, with overlying superficial deposits consisting of Devensian Till (Diamicton) formed between 116 and 11.8 thousand years ago during the Quaternary period (BGS 2024).











4 Methodology

4.1 Aims & Objectives

This Heritage Assessment describes those heritage assets which may be affected by the proposed development and assesses their significance, followed by a description of the application proposals and an assessment of their potential impact on heritage assets, in order to reach an overall assessment of the significance of impact upon the built heritage assets in the vicinity of the development.

4.2 Legislative Framework

BA are cognisant of the following national and local planning policy guidance and legislative information relating to the status of designated and non-designated built heritage assets and the preparation of Heritage Assessments. Listed Buildings are referred to as 'designated heritage assets' at national planning policy level and under the current National Planning Policy Framework (NPPF) published in December 2023, the following policies (in Chapter 16 paras. 200-209) are of specific relevance to the assessment of these assets.

'(200) In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary'.

(201) Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

(202) Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.'

(203) In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
 - c) the desirability of new development making a positive contribution to local character and distinctiveness*
-

(205) When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

(206) Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*

(207) Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

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

(208) Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

BA is also fully cognisant of local planning policies regarding the assessment and conservation of heritage assets (including listed and locally listed buildings) as detailed in the *Manchester's Local Development Framework Core Strategy Development Plan Document* (adopted July 2012) with particular reference to the following policies.

Policy EN1 (Design Principles and Strategic Character Areas) states that: '*opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes...*

The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and

this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes. Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.'

Policy CC 9 Design and Heritage states that: Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

The Council will support high density and mixed-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. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.'

Policy EN 3 Heritage states that: 'Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.'

4.3 Criteria

This Heritage Assessment has been informed by relevant Historic England guidance for assessing impact on heritage assets, their significance and respective settings, namely, *Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment* (Historic England 2015), *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning 3 - Second Edition* (Historic England 2017a), *Understanding Place: Historic Area Assessments: Principles and Practice* (Historic England 2017b) and *Statements of Heritage Significance: Analysing Significance in Heritage Assets Historic England Advice Note 12* (Historic England 2019).

The assessment of significance is primarily based on the criteria for the assessment of heritage assets contained in *Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment* (Historic England 2015b), which considers their significance in terms of their evidential, historical, aesthetic and communal values.

Evidential value derives from the potential of a place to yield evidence about past human activity, which tends to be diminished in proportion to the extent of its removal or replacement.

Historical value derives from the ways in which past people, events and aspects of life can be connected through a place to the present and tends to be either illustrative or associative.

Aesthetic value may be said to be derived from the ways in which people draw sensory and intellectual stimulation from a place, which can be the result of formal design or gradual, organic changes over time.

Communal value is derived from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values are closely bound up with historical (particularly associative) and aesthetic values but tend to have additional and specific aspects.

Table 1 Overall Significance of impact on heritage assets					
<u>Magnitude of impact.</u>	<u>Importance of heritage asset.</u>				
	Very High	High	Medium	Low	Negligible
No change	Neutral	Neutral	Neutral	Neutral	Neutral
Negligible	Slight	Slight	Neutral/Slight	Neutral/Slight	Neutral
Minor	Moderate/Large	Moderate/Slight	Slight	Neutral/Slight	Neutral/Slight
Moderate	Large/Very Large	Moderate/Large	Moderate	Slight	Neutral/Slight
Major	Very Large	Large/Very Large	Moderate/Large	Slight/Moderate	Slight

4.4 Consultation of Records relating to Archaeological & Built Heritage Assets

In order to fully appreciate the significance of the heritage assets and their respective settings which may be affected by the proposed development, information was collected on the known built heritage assets within a 250m study area around the area of proposed development (*fig. 2*).

The research carried out for this Heritage Assessment consisted of the following elements:

- Consultation of the Greater Manchester Historic Environment Record (HER). The Greater Manchester HER includes information on archaeological and built heritage assets as well as previous archaeological investigations and historic building surveys (*figs. 2-4; Tables 2-4*).
- Historic England (National Heritage List for England) – information on statutory designations including scheduled monuments, registered parks and gardens, listed buildings and identified Heritage at Risk.
- Online collections of documentary records, census returns, post office directories and historic maps and photographs were consulted using records held by the National Archives, Greater Manchester County Record Office and the British Library
- A site visit was undertaken to assess the potential impact of the proposed development on the setting of listed and locally listed buildings in the vicinity of the proposal site, with particular reference to the Grade II* listed City Police Courts in Minshull Street, directly overlooking the site.

5 Heritage Assessment

5.1 Site Assessment

The site of the proposed digital display forming the subject of this heritage assessment is currently occupied by an existing illuminated UPVC advertisement hoarding measuring 12m × 3.1m, the southernmost of three positioned along the E side of the Euro Car Park at Aytoun Street (*Plate 1*). The existing surface car park occupies a triangular plot of land bounded by the busy thoroughfare of Aytoun Street (A6) to the E and SE, Auburn Street to the N and NW and Minshull Street to the W and SW, representing a prominent island location within the Piccadilly area of Manchester city centre which has remained in its current use since the mid-1970s. The car park is bordered to the E by a tall wooden fence, along its W side by trees and a low wooden post-and-rail fence and on its N and NE sides by a low brick wall and metal railings.



Plate 1: View looking W across Aytoun Street towards the advertisement hoardings along the E side of the Euro Car Park



Plate 2: View looking WNW from Aytoun Street towards the Manchester Crown Court (formerly City Police Courts) with the Euro Car Park in the foreground



Plate 3: View looking NW towards the Euro Car Park with the Crown Court in the background, the advertisement hoarding proposed for conversion to digital is situated in the foreground, to far left of picture

Overlooking the car park to the NW are the Grade II* listed Crown Court, a substantial two and a half storey building in elaborate Venetian Gothic style of red brick construction with sandstone dressings with steeply pitched roofs and a tall tower with belfry and spire in the NW corner, originally built as the City Police and Session Courts in 1867-73 to designs by Thomas Worthington (*Plates 2-4*). The building was remodelled and extended to the E in a simplified version of Worthington's original Gothic style to designs by Hurd Rolland Partnership in 1993-96. The listed building features prominently in views looking W from the approach to Piccadilly Station and NW from Aytoun Street and the Euro Car Park appears noticeably in the foreground to these views.



Plate 4: View looking NW towards the Euro Car Park from Aytoun Street at the junction with Minshull Street



Plate 5: View looking NE from Minshull Street across the car park showing the rear of the advertising hoardings



Plate 6: View looking SE from Auburn Street across the Euro Car Park towards Aytoun Street, lined with modern multi-storey offices and apartments (Piccadilly Place)

The car park is bordered to the E along Aytoun Street by high rise modern office buildings and apartments forming part of the Piccadilly Place development (*Plates 5 & 6*), while to the W along Minshull Street, the site is overlooked by a substantial 15-storey block (mostly apartments with a restaurant on the ground floor) forming part of the Kampus development, completed in 2020 (*Plate 7*).



Plate 7: View looking SW towards the North Block of the Kampus development, completed in 2020, overlooking the Euro Car Park site

The car park and its advertising hoardings feature obliquely in views looking southwards along Aytoun Street towards the Whitworth Street Conservation Area with its fine collection of late Victorian and Edwardian buildings, including the University of Manchester Institute of Science and Technology (UMIST) building (*Plate 8*).



Plate 8: View looking SSW along Aytoun Street towards the junction with Whitworth Street, with the Euro Car Park and its advertisements obliquely visible in the view

5.2 Specific Historical Background

The proposal site lies within the Piccadilly district of Manchester city centre, an area which appears to have remained as undeveloped land on the eastern fringes of the historic urban settlement until its rapid expansion during the late 18th century, which was fuelled by its growth both as a commercial hub and a centre for the burgeoning textile industry and facilitated by the sale of large parcels of land in and around the town centre.

The land forming the district of Piccadilly (including the proposal site) lay within the extensive landholding of Chorlton Hall, an historic estate which was sold in 1644 to an apothecary named Thomas Minshull. The Minshull family held the property until 1769 when it was acquired by Roger Aytoun, an army officer who married Barbara Minshull, widow and heiress to the Chorlton Hall estate and, after her death, subsequently sold the estate in plots for development for the sum of £70,000 in 1774.

The earliest available map to show the site in appreciable detail is William Green's map of Manchester and Salford dated 1794 (*fig. 14*) which shows that a grid of streets had been laid out in the vicinity of the site, including Minshull Street to the immediate W and three streets to the E, namely Auburn Street, Upton Street and Shepley Street. The northern half of the proposal site is shown as lying between Auburn Street and Upton Street, comprising a yard and a square outbuilding to the W of a large oblong range marked as Mr Drinkwater's Mill, also known as the Piccadilly Cotton Mill (HER 11409.1.0), while the southern half is shown as extending southwards across Upton Street (at that time undeveloped land) to a row of terraced houses along the N side of Shepley Street.

Roper's map of 1807 (*fig. 15*) shows that further development had taken place within the boundaries of the site, with the construction of two large rectangular ranges to the N and S of Upton Street, to the W of the Piccadilly Cotton Mill, which can be identified with the London Road Cotton Mill, established in about 1800 and comprising two substantial interconnected factory ranges and various ancillary buildings. To the N of the site, the line of the Rochdale Canal is shown, running parallel to and immediately N of Auburn Street. The Canal was laid out in stages between 1794 and 1806 to designs by the leading engineers John Rennie and William Jessop and represented the earliest of the transpennine canals to be built, linking the Bridgwater Canal in Manchester with the Calder and Hebble Canal in Sowerby Bridge and thus linking the ports of Liverpool and Hull on the W and E coasts respectively (Hartwell 2002, 218).

Pigot's maps of Manchester dated 1821 and 1836 (*fig. 16*) shows that the buildings of the London Road Mill had been significantly enlarged during the early 19th century, resulting in the partial truncation of the W end of both Auburn Street and Upton Street. The Ordnance Survey 1:1056 Town Plan of 1849 (*fig. 17*) provides the earliest detailed depiction of the site and shows that it was occupied by a large L-plan building (representing the W part of the London Road Cotton Mill), to the W of which was a narrow yard extending north to the Canal with a rectangular range with a gasometer in the NW corner of the site adjoining Minshull Street.

The OS 1:500 Town Plan of 1888 (*fig. 18*) shows that significant changes had occurred to the site since 1849 with the demolition of the western range of the London Road Cotton Mill including the gasometer, leaving a vacant yard bounded by a number of ancillary buildings to the S and W which appear to have been of brick and timber

construction according to Goad's Insurance Survey of 1893. A chimney and two tanks are also depicted within the S portion of the site. The eastern range of the cotton mill is shown as intact and is recorded in Goad's Survey as being occupied by a quilt factory, while the row of terraced cottages along the N side of Shepley Street is also depicted on the 1888 map. To the N of the site, the Manchester City Police Courts are marked for the first time, which had been erected in 1867-73 in Venetian Gothic style to designs by the architect Thomas Worthington on a site formerly occupied by a canal wharf and stone yards belonging to the Manchester Surveyors' of Highways Department. A photograph taken in 1902 looking eastwards from the Rochdale Canal shows the vacant yard following the demolition of the western range of the London Road Cotton Mill overlooked by the City Police Courts (*Plate A*).



Plate A: View looking E from the Rochdale Canal towpath towards the Minshull Street, with the site visible to right of picture and the City Police Courts to the left

(Reproduced by courtesy of the Greater Manchester Record Office)

Further changes appear to have taken place to the site between 1902 and 1908, based on the evidence of the OS 3rd edition map (*fig. 19*). A large sub-rectangular building is marked as occupying the northern half of the site, situated at the corner of Auburn Street and Minshull Street and bordered to the E by the Piccadilly Printing Works and to the SE by the rectangular range housing the quilt factory, while the S portion is shown as occupied by two yards adjoining the rear of the houses along the N side of Shepley Street.

This sub-rectangular building was a warehouse known as Hughes' Buildings and was destroyed by fire in June 1911 (*Manchester Courier 23 June 1911*), being rebuilt two years later as a seven-storey structure in brick and reinforced concrete on the footprint of the original building by Charles Clegg and Son, a leading designer of warehouse

architecture in Manchester during the late 19th/early 20th century. It was noteworthy as one of the tallest warehouses erected in England in reinforced concrete at the time of its completion in 1913 (Building News 22 August 1913, 246-247).

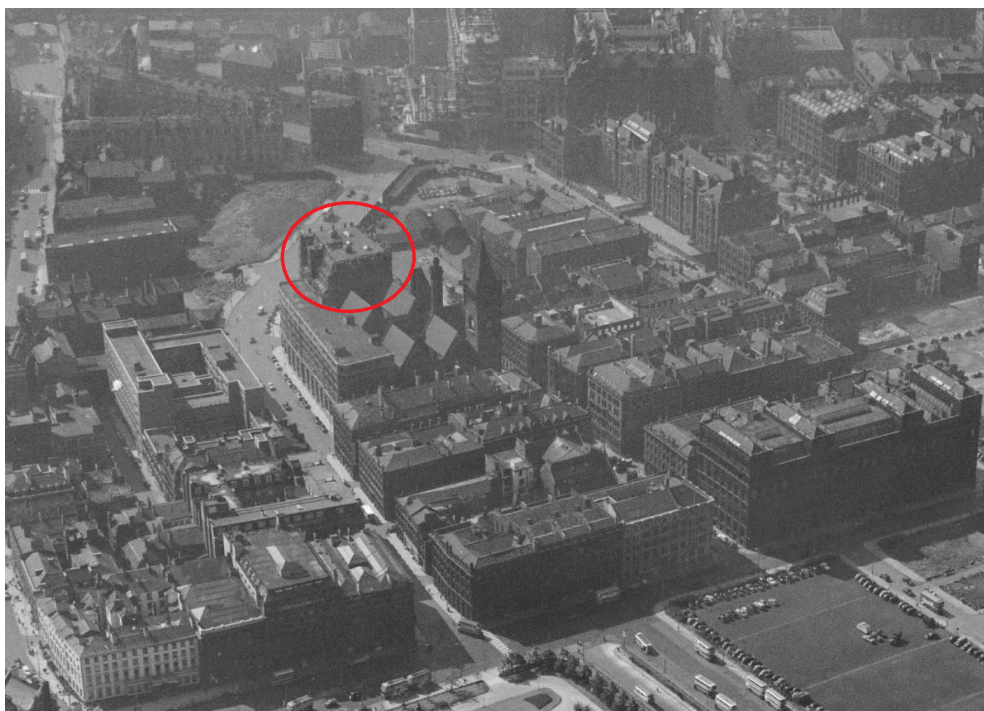
Little change to the site is indicated on the OS 4th edition map of 1922 (*fig. 20*), however the OS 5th edition map of 1936 (*fig. 21*) shows that significant changes had occurred with the laying out of Aytoun Street on its present alignment, to the E of the site in the early 1930s. The new highway of Aytoun Street (which also incorporated a tramway) cut across the old street grid represented by Auburn Street, Upton Street and Shepley Street and resulted in the demolition of the Piccadilly Cotton Mill and the 19th century terraced houses in Shepley Street; Hughes Buildings remained intact and a small yard or car park is indicated to the S of the warehouse building on an oblique aerial photograph of 1934 (*Plate B*).

The proposal site appears to have remained essentially unchanged through to the early 1970s, with Hughes Buildings indicated on an aerial photograph of 1953 (*Plate C*) and an OS 1:10000 map of 1972 although there had been development further to the S along Aytoun Street towards the junction with Whitworth Street during this period with the construction of the Manchester Polytechnic campus buildings and to the E represented by Gateway House at the approach to Piccadilly Station.

Hughes Buildings were demolished in 1974, resulting in the creation of the surface car park at Aytoun Street and substantial redevelopment of the study area took place in the late 1980s-early 1990s with the laying out of the Metrolink (opened in 1992). It may be noted that large advertisement boards along the eastern perimeter of the car park were already in existence by 1991 as visible in photographs taken at that time (*Plate D*).



*Plate B: Extract from an oblique aerial photograph looking NW dated 1934 with the site shown as occupied by Hughes Buildings with a small yard to the S (circled in red)
(Reproduced by courtesy of the Historic England Archive)*



*Plate C: Extract from an oblique aerial photograph looking SE dated 1953 looking SE along Aytoun Street, with Hughes Buildings shown to the SE of the City Police Courts (circled in red)
(Reproduced by courtesy of the Historic England Archive)*



*Plate D: Photograph taken looking WNW along Aytoun Street towards the City Police Courts prior to its extension in the mid-1990s, with the car park with advertisement hoardings visible in foreground along the E side of the car park
(Reproduced by courtesy of the Greater Manchester Record Office)*

#	MonUID	PrefRef	Name	Date	NGR
1	MGM1926	1391.1.0	Piccadilly Station (former London Road Station)	Post-medieval	SJ 8475 9788
2	MGM9494	8282.1.1	Fever Hospital (site of)	Post-medieval	SJ 8450 9813
3	MGM12416	11412.1.0	Minshull Mill (site of)	Post-medieval	SJ 8460 9779
4	MGM13574	12342.1.0	Cotton Mill (site of)	Post-medieval	SJ 8464 9791
5	MGM13576	12344.1.0	Bank Top Tunnel (Duke's Tunnel)	Post-medieval	SJ 845 979
6	MGM13577	12345.1.0	Factory/ Warehousing (site of)	Post-medieval	SJ 8460 9801
7	MGM15669	14732.1.0	Building (site of), Aytoun Street	Post-medieval	SJ 84556 98047
8	MGM15670	14733.1.0	House (site of), Aytoun Street	Post-medieval	SJ 84564 98085
9	MGM15677	14735.1.0	Stores, Stabling and Offices (site of), Aytoun Street	Post-medieval	SJ 84582 98061
10	MGM15679	14736.1.0	Building (site of), Aytoun Street	Post-medieval	SJ 84554 98041
11	MGM9783	8549.1.0	Imperial Hotel (site of) (30 Piccadilly)	Post-medieval	SJ 8460 9808
12	MGM13575	12343.1.0	81-114 London Road (site of)	Post-medieval	SJ 8463 9799
13	MGM12413	11409.1.0	Piccadilly Mill (site of)	Post-medieval	SJ 8457 9798
14	MGM12414	11410.1.0	London Road Mill (site of)	Post-medieval	SJ 8457 9795
15	MGM12415	11411.1.0	Shepley Street Mill (site of)	Post-medieval	SJ 8461 9793
16	MGM12854	11752.1.0	The Goose public house (formerly 'Paddys Goose'; formerly Kingston public house)	Post-medieval	SJ 8434 9788
17	MGM19066	16915.1.0	Bank Top Coal Wharf (site of)	Post-medieval	SJ 8468 9797
18	MGM19070	16918.1.0	Warehouse (site of)	Post-medieval	SJ 8476 9808
19	MGM19071	16919.1.0	Warehouse (site of)	Post-medieval	SJ 8472 9804
20	MGM19072	16920.1.0	Warehouse (site of)	Post-medieval	SJ 8473 9804
21	MGM19073	16921.1.0	Warehouse (site of)	Post-medieval	SJ 8472 9801
22	MGM19076	16922.1.0	Warehouse (site of)	Post-medieval	SJ 8479 9799
23	MGM19077	16922.1.1	Tunnel	Post-medieval	SJ 8477 9798
24	MGM19075	1385.1.1	Warehouse (site of)	Post-medieval	SJ 8477 9804
25	MGM19078	16924.1.0	Goods Shed (site of)	Post-medieval	SJ 8470 9804
26	MGM19134	16973.1.0	The Waldorf public house	Post-medieval	SJ 8456 9811
27	MGM1921	1386.2.0	Rochdale Canal	Post-medieval	SJ 8422 9816
28	MGM19079	16925.1.0	Rochdale Canal Arm (site of)	Post-medieval	SJ 8468 9807
29	MGM13578	12346.1.0	Cotton mill and possible smithy (site of)	Post-medieval	SJ 8464 9788
30	MGM13579	12347.1.0	Monroes public house (36 London Road)	Post-medieval	SJ 8467 9787
31	MGM18566	16527.1.0	6 Whitworth Street to 34 London Road (former buildings at)	Post-medieval	SJ 8466 9787
32	MGM19641	17340.1.0	81 Dale Street (site of)	Post-medieval	SJ 8474 9812

Table 2: Gazetteer of archaeological monuments recorded within a 250m radius of the site, based on consultation of the Greater Manchester Historic Environment Record

#	EvUID	RecordType	Name	Date	NGR
E1	EGM3198	Building Recording	46 Sackville Street	1997	SJ 8439 9776
E2	EGM3359	Building Recording	38 Whitworth Street	1997-1998	SJ 8440 9775
E3	EGM3356	Desk Based Assessment	Ashton Canal Corridor	2001	SJ 8558 9829
E4	EGM3334	Desk Based Assessment	Piccadilly Triangle	2002	SJ 8463 9793
E5	EGM3706	Building Recording	81 Dale Street	2003	SJ 84741 9812
E6	EGM4223	Desk Based Assessment	Land off Ducie Street	2004	SJ 8480 9804
E7	EGM3553	Desk Based Assessment	Land at Aytoun Street	2004-2005	SJ 8456 9805
E8	EGM3728	Evaluation	Piccadilly Mill	2005	SJ 8459 9800
E9	EGM3792	Excavation	Piccadilly Place	2006	SJ 8463 9792
E10	EGM4784	Heritage Statement	London Road Fire Station	2010-2017	SJ 8466 9782
E11	EGM4528	Desk Based Assessment	London Road Fire Station	2011	SJ 8466 9782
E12	EGM4125	Desk Based Assessment	Motel One	2012	SJ 8465 9787
E13	EGM4126	Building Recording	Motel One	2012	SJ 8465 9787
E14	EGM4708	Heritage Statement	34 London Road and 4, 6 & 8 Whitworth Street	2012	SJ 8465 9787
E15	EGM4127	Excavation	Motel One	2013	SJ 8463 9787
E16	EGM4216	Desk Based Assessment	Aytoun Street	2013	SJ 8456 9805
E17	EGM4228	Desk Based Assessment	12-16 Piccadilly	2013	SJ 8457 9814
E18	EGM4229	Desk Based Assessment	Northern Hub Piccadilly/ Oxford Road	2013-2014	SJ 8446 9762
E19	EGM4674	Heritage Impact Assessment	Kampus, Aytoun Street	2016	SJ 8450 9788
E20	EGM4612	Desk Based Assessment	London Road Fire Station	2016-2017	SJ 8466 9782
E21	EGM4744	Heritage Statement	Minshull House	2016-2017	SJ 8449 9788
E22	EGM4742	Heritage Statement	Minto & Turner Building	2017	SJ 8446 9790
E23	EGM4832	Desk Based Assessment	Toyoko Inn	2017	SJ 8457 9814
E24	EGM4855	Desk Based Assessment	Echo Street	2017	SJ 8467 9770
E25	EGM4885	Watching Brief	Aytoun Street	2017	SJ 8450 9788
E26	EGM5241	Desk Based Assessment	London Road Fire Station	2019	SJ 8466 9782
E27	EGM5573	Heritage Statement	39-41 Richmond Street	2023	SJ 8433 9782
E28	EGM5611	Desk Based Assessment	Room2 Hometel Piccadilly	2023	SJ 8457 9814
E29	EGM5612	Heritage Statement	12-16 Piccadilly	2023	SJ 8457 9814

Table 3: Gazetteer of archaeological events recorded within a 250m radius of the site, based on consultation of the Greater Manchester Historic Environment Record

#	MonUID	PrefRef	List Entry	Name	Grade	NGR
B1	MGM1916	1382.1.0	1246952	Britannia Hotel (former S & J Watts Warehouse)	II*	SJ 8433 9804
B2	MGM9691	8464.1.0	1197918	Police and Fire Station (former)	II*	SJ 8465 9781
B3	MGM9706	8478.1.0	1219894	The Court House [Police and Sessions Courts]	II*	SJ 8450 9800
B4	MGM12294	11311.1.0	1247608	46 Sackville Street	II	SJ 8439 9776
B5	MGM12409	11407.1.0	1283014	Train Shed, Piccadilly Station	II	SJ 8490 9785
B6	MGM12410	11407.1.1	1197919	Former Goods Offices, Piccadilly Station	II	SJ 8473 9783
B7	MGM12787	11683.1.0	1247478	Boundary Wall to Rochdale Canal (between Chorlton Street and Minshull Street)	II	SJ 8447 9793
B8	MGM12830	11730.1.0	1270837	Boundary Wall to Rochdale Canal (between Sackville Street and Chorlton Street)	II	SJ 8440 9785
B9	MGM12832	11732.1.0	1197759	Mintierna House	II	SJ 8446 9790
B10	MGM12833	11733.1.0	1283091	39 Chorlton Street	II	SJ 84436 97910
B11	MGM12834	11734.1.0	1197758	The Churchill public house	II	SJ 8442 9791
B12	MGM12838	11738.1.0	1208005	11 Bloom Street	II	SJ 8444 9797
B13	MGM12848	11748.1.0	1219858	8 Minshull Street	II	SJ 8443 9800
B14	MGM12849	11749.1.0	1197926	Mindel House	II	SJ 8446 9799
B15	MGM13254	12089.3.0	1247480	Rochdale Canal Lock No.85 (in tunnel between Piccadilly and Dale Street)	II	SJ 8466 9809
B16	MGM13255	12089.4.0	1247481	Lock No.86 (to east of Chorlton Street)	II	SJ 8446 9791
B17	MGM13292	12119.1.0	1247476	9 Richmond Street	II	SJ 8443 9792
B18	MGM13351	12147.1.0	1254835	Regency House with Barclays Bank	II	SJ 8439 9775
B19	MGM13353	12149.1.0	1270607	The Shena Simon 6th Form College	II	SJ 8445 9782
B20	MGM1919	1385.1.0	1217858	The Place Aparthotel (former London Warehouse)	II	SJ 8475 9807
B21	MGM9493	8282.1.0	1197797	The Grand (former Grand Hotel)	II	SJ 8450 9813
B22	MGM9557	8340.1.0	1283092	Minshull House	II	SJ 8447 9788
B23	MGM9777	8542.1.0	1271113	Brunswick Hotel	II	SJ 8461 9816
B24	MGM9778	8543.1.0	1246944	107 Piccadilly (now Abode Manchester)	II	SJ 8463 9814
B25	MGM9782	8548.1.0	1246668	Former Barclays Bank	II	SJ 8457 9815
B26	MGM9784	8550.1.0	1271127	Joshua Hoyle Building	II	SJ 8459 9807
B27	MGM9847	8608.1.0	1247607	27 Sackville Street (formerly Baa Bar)	II	SJ 8434 9786
B28	MGM9848	8609.1.0	1270791	42 and 44 Sackville Street	II	SJ 8436 9779
B29	MGM9849	8610.1.0	1247609	Institute of Science and Technology (University of Manchester Sackville Street Building)	II	SJ 8450 9771

Table 4: Gazetteer of listed buildings recorded within a 250m radius of the site, based on consultation of the Greater Manchester Historic Environment Record and the National Heritage List for England

5.3 Identification of Built Heritage Assets, Settings & Significance

This section of the Heritage Assessment comprises an identification and description of those heritage assets (and their respective settings) which may be affected by the proposed development and an assessment of their relative significance in heritage terms, based on Historic England criteria previously outlined in Section 4.3.

An initial trawl of relevant heritage datasets held by the National Heritage List for England and the Greater Manchester Historic Environment Record, identified a total of 29 listed buildings within a 250m radius of the site (*fig. 4; Table 4*).

Following the site visit, it was determined at an early stage that there are three designated heritage assets that could be potentially impacted by the proposed digital display, namely the following:

- 1/ Manchester Crown Court, formerly the City Police Courts (Grade II* listed)
- 2/ The Rochdale Canal Boundary Wall to Canal Between Chorlton Street and Minshull Street (Grade II listed)
- 3/ Whitworth Street Conservation Area

The following section will describe the abovementioned heritage assets and assess their significance, followed by an assessment of the magnitude of impact resulting from the proposed development on the assets and their respective settings.

5.4 Description of Heritage Assets & Assessment of Significance -

5.4.1 Manchester Crown Court, formerly the City Police Courts (Grade II*)

- *Description*

Located about 55m NW of the proposed display site and overlooking the Euro Car Park, Manchester Crown Court is a Grade II* listed building prominently situated between Aytoun Street to the E and Minshull Street to the W, its N extent defined by Bloom Street while to the S it is bordered by the Rochdale Canal and Auburn Street (List Entry No. 1219894).

It was originally built as the City Police and Sessions Courts in 1867-73 to the designs of Thomas Worthington (1826-1909), a noted architect who was responsible for designing several important public buildings in Manchester (and other cities in North West England) during the late Victorian period. Other noteworthy buildings by Worthington include the Albert Memorial of 1862-67 and the Memorial Hall (1863-65), both in Albert Square, Manchester, which, like the Crown Court, are designed in an elaborate Italian (or Venetian) Gothic style strongly influenced by the principles of John Ruskin, the prominent English architectural writer and art critic.

The Crown Courts occupy a somewhat cramped corner site between Aytoun Street and Minshull Street and these constraints are reflected in the asymmetrical composition of the building, the main block being two and a half storeys high, constructed of red brick with sandstone dressings with a basement storey of millstone grit (Hartwell, 2002, 172; *Plates 9-12*).



Plate 9: View looking NW from Piccadilly Place across Aytoun Street towards the S-facing elevation of the Crown Court with the car park visible to left of picture

The fenestration of the first two storeys consists of ranks of narrow pointed-arched windows with polychrome brick and stone dressings, the detailing of the S-facing elevation, overlooking the canal and the car park is less elaborate compared to the W and N elevations which have a greater number of windows and recessed arched doorways at ground floor level with elaborate sculptural detailing (*Plates 13-14*). This relative lack of detail may reflect that, at the time of its construction, it directly faced the canal and a series of textile factories and warehouse buildings and it was thus not a principal entrance frontage in comparison to Minshull Street and Bloom Street.



Plate 10: View looking WNW across Aytoun Street towards the Crown Court, showing the eastern extension added in 1993-96. Two digital advertisement displays are visible to the E and SE of the listed building

Above the machicolated stone parapet the decoration becomes much more profusely detailed, with steeply pitched gables with recessed arches set with roundel windows, topped by elongated stone finials with carvings of owls, with a three-storey tower with steeply pitched roof in the SW corner and a taller NW clock tower with a pyramidal slate roof with an arcaded belfry embellished with corner tourelles and elaborately carved gargoyles. The roof was originally entirely slated but is now partially glazed, although the tall, thin octagonal chimney remains intact, resembling an Italian campanile with its arcaded upper stage exhibiting elaborate sculpted detailing. The roofline represents a particularly varied and picturesque composition, with its series of gables, towers and turrets.



Plate 11: View looking NNW from Minshull Street across the car park towards the Crown Court

A substantial remodelling of the building took place in 1993-96 to designs by James Stevenson of the Hurd Rolland Partnership, with the addition of a two and a half storey extension to E, fronting onto Aytoun Street, to accommodate two new courts and a new entrance to the Crown Court, the glazing over of the open interior courtyard and the construction of four new courts at ground level (Hartwell, 2002, 173). The extension is designed in a simplified version of the Venetian Gothic style originally employed by Worthington but in terms of its form, proportions and building materials it respects the character of the original building. Bailey-Parkinson, in his architectural history of Manchester, states that ‘the new work is sympathetic to Worthington’s original building without being a pastiche, and although the final design is unmistakably contemporary it accepts the dominance of the original building’ (Parkinson-Bailey 2000, 237-8).

The listing description for the Crown Court dates from 3rd October 1974 and is clearly in need of updating to reflect the 1990s remodelling and extension of the original building. The description reads as follows:

‘City police courts. 1868-71, by Thomas Worthington. Red brick with sandstone dressings, steeply-pitched slate roofs. Rectangular plan on corner site. Italian Gothic style. Two-and-a-half storeys over basement, plus tower at north-west corner, 1:3:3:3:1 bays, the centre gabled, the left end formed by the tower and the right-hand end with

a turret; with moulded stone plinth, impost bands, enriched 1st-floor sill-band, Lombard frieze, and stone parapet stepped up to the centre gable with tourelles at the corners of this. Central 2-centred arched doorway with gabled surround including shafts with carved crocket caps; three 2-centred arched 2-light windows above the doorway, and arcaded 5-light attic window in gable; 2, 3 and 2-light windows to both floors of the side ranges, with shafts and 2-centred arched lights with linked hoodmoulds; another doorway to the right-hand end, which has slightly different fenestration to the main floors, arcaded 7-light attic window, and saddle-back roof. Very tall octagonal chimney behind ridge. Tall square tower to left, with bands, 3-light window to 1st floor with balcony, 2 small lancets to next stage, clockface in arched surround, elaborate stone top stage with corner tourelles and arcaded belfry, and slated pyramidal roof. Left return (to Bloom Street) in similar style, with central doorway, windows of 3, 3, 2, 3 and 3 lights, and 2 large gables each with a 2-centred blank arch containing two 2-light windows. Interior not inspected, but probably contains features of equivalent quality'.



Plate 12: Oblique view looking N towards the S-facing elevation of the Crown Court with the car park to right of picture

In terms of its wider setting, the Crown Court features prominently in views from various locations approaching along Aytoun Street and in particular the key gateway approach from Manchester Piccadilly railway station. It is bordered to the SE by the Rochdale Canal and to the W and SW by a series of tall 19th century warehouse buildings to the W along Minshull Street, while to the E, SW and SE there has been significant regeneration since the 1990s represented by the Metrolink, the Piccadilly Place and Kampus developments.

The existing surface car park represents an island of relatively undeveloped land which, while its extent was slightly altered by the creation of the Metrolink in the early 1990s, has remained essentially unchanged since the demolition of the Hughes Building in the mid-1970s. The car park, in its current condition, may be considered to represent a visually unappealing site in the foreground to existing views of the listed building, which currently detracts from its overall setting. Moreover, the existing advertisement displays obstruct views of the listed building, particularly as experienced looking NW and WNW from various viewpoints along Aytoun Street, detracting from its wider setting to a certain degree.

In terms of more recent street furniture in the vicinity of the Crown Court, it may be noted that there is a digital advertisement display to the immediate SE of the listed building at the corner of Auburn Street and Aytoun Street and another to the NE of the site, on the E side of Aytoun Street, which appear to have a neutral effect in terms of appreciation of the listed building (*Plates 9 & 10*).



Plate 13: View looking NNW along Minshull Street showing the W-facing elevation of the Crown Court



Plate 14: View looking SE towards Bloom Street and the rear of the Crown Court building

- *Assessment of Significance*

The Crown Court may be regarded as a building of **High** significance, representing a particular fine example of a Late Victorian public building in Manchester, designed in a vigorous Venetian Gothic style by the noted architect Thomas Worthington, a leading designer of public buildings in late 19th century Manchester and North West England. It may be regarded as one of his most important works, exemplified by its asymmetrical composition, high-quality architectural detailing (including the use of polychromy and elaborate detailing of the doors, window openings and gables) and particularly its picturesque, varied roofline with steep gables, a tall campanile chimney and a prominent NW tower with an especially ornate arcaded belfry.

The Aytoun Street extension added in 1993-96 appears to respond sympathetically to the form, proportions and character of Worthington's original building and does not detract from its overall significance in architectural terms. The intrinsic importance of the building is enhanced by its prominent corner position overlooking the busy City centre thoroughfare of Aytoun Street, featuring noticeably in gateway views from Piccadilly Station to the E and also approaching from Whitworth Street to the S.

5.4.2 Rochdale Canal Boundary Wall to Canal between Chorlton Street & Minshull Street (Grade II)

- *Description*

Located about 70m NW of the proposed digital display is a stretch of an historic boundary wall constructed from millstone grit slabs running along the top of the brick revetment wall of the Rochdale Canal, extending SW-NE and running parallel to Canal Street from Chorlton Street up to Minshull Street (*Plate 15*). This stretch of wall is designated as a Grade II listed structure and dates from 1804-5 when this section of the Canal was completed; it appears to have originally functioned as a towpath along the Canal. The wall adjoins Lock 86 on the Canal (also Grade II listed) and is overlooked by converted 19th century warehouses (including the Grade II listed Minterna shipping warehouse of mid-late 19th century date) and more recent high-rise development.



Plate 15: View looking SW from Minshull Street along the Rochdale Canal towards Lock 86 with the boundary wall running along Canal Street to right of picture

The listing description for the boundary wall, extracted from the National Heritage List for England (List Entry No. 1247478), reads as follows: *'Boundary wall between canal and Canal Street, which served as towpath on this section. 1804. Millstone grit slabs, with rounded top.'*

It should be noted that the listing does not include the existing single-span arched bridge of brick construction with stone coping carrying Minshull Street over the Rochdale Canal, which was built in 1905 (*Plate 16*).



Plate 16: View looking NE towards Minshull Bridge across the Rochdale Canal (built in 1905), with car park to right of picture

- *Assessment of Significance*

The Boundary Wall may be assessed as being of **High** significance, reflecting its status as a Grade II listed structure closely associated with the Rochdale Canal, a waterway of historic importance as the first transpennine canal to be completed, to designs by the noted canal engineers John Rennie and William Jessop, linking the Bridgewater Canal in Manchester with the Calder and Hebble Canal at Sowerby Bridge and thus providing a link between the major coastal ports of Liverpool and Hull.

It forms one of a series of surviving historic structures in this specific locality associated with the Rochdale Canal and reflecting its usage as an industrial waterway, including Lock 86 and the Minterna warehouse, both of which are Grade II listed.

5.4.3 Whitworth Street Conservation Area

- *Description*

Located about 100m S of the proposal site is the N extent of the Whitworth Street Conservation Area, where Aytoun Street intersects with Whitworth Street and Fairfield Street. First designated in 1974 by Manchester City Council, the boundaries of the Conservation Area are defined by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the Piccadilly to Oxford Road railway viaduct, with an extension added in June 1985 to include an area bounded by Whitworth Street, London Road and the railway viaduct.

The Conservation Area contains some of the most important buildings in Manchester, including a fine collection of substantial 19th/early 20th century commercial warehouse buildings attesting to the burgeoning prosperity of Manchester during this period, fuelled by the massive growth of the cotton textile industry (Hartwell 2002, 205-7).

There is also an important grouping of large academic buildings of late 19th/early 20th century date at the W end of Whitworth Street, including the Grade II listed main building of the University of Manchester Institute of Science and Technology, originally built in 1895-1912 in French Renaissance style with a substantial, taller extension added to the E which was begun in 1927 and not completed until thirty years later (*Plate 18*; Hartwell 2002, 122).

The extension to the UMIST building is visible in views looking S from Aytoun Street towards Whitworth Street, with the Euro Car Park featuring on the periphery of these views (*Plate 8*). It appears from the description in the National Heritage List for England (Listing 1247609) that the listing for the UMIST main building does not currently include the 1927-57 extension, although it may possibly be curtilage listed with the original building.



Plate 17: View looking NNW along Aytoun Street from the junction with Whitworth Street and Fairfield Street, with the Euro Car Park distantly visible in the centre background

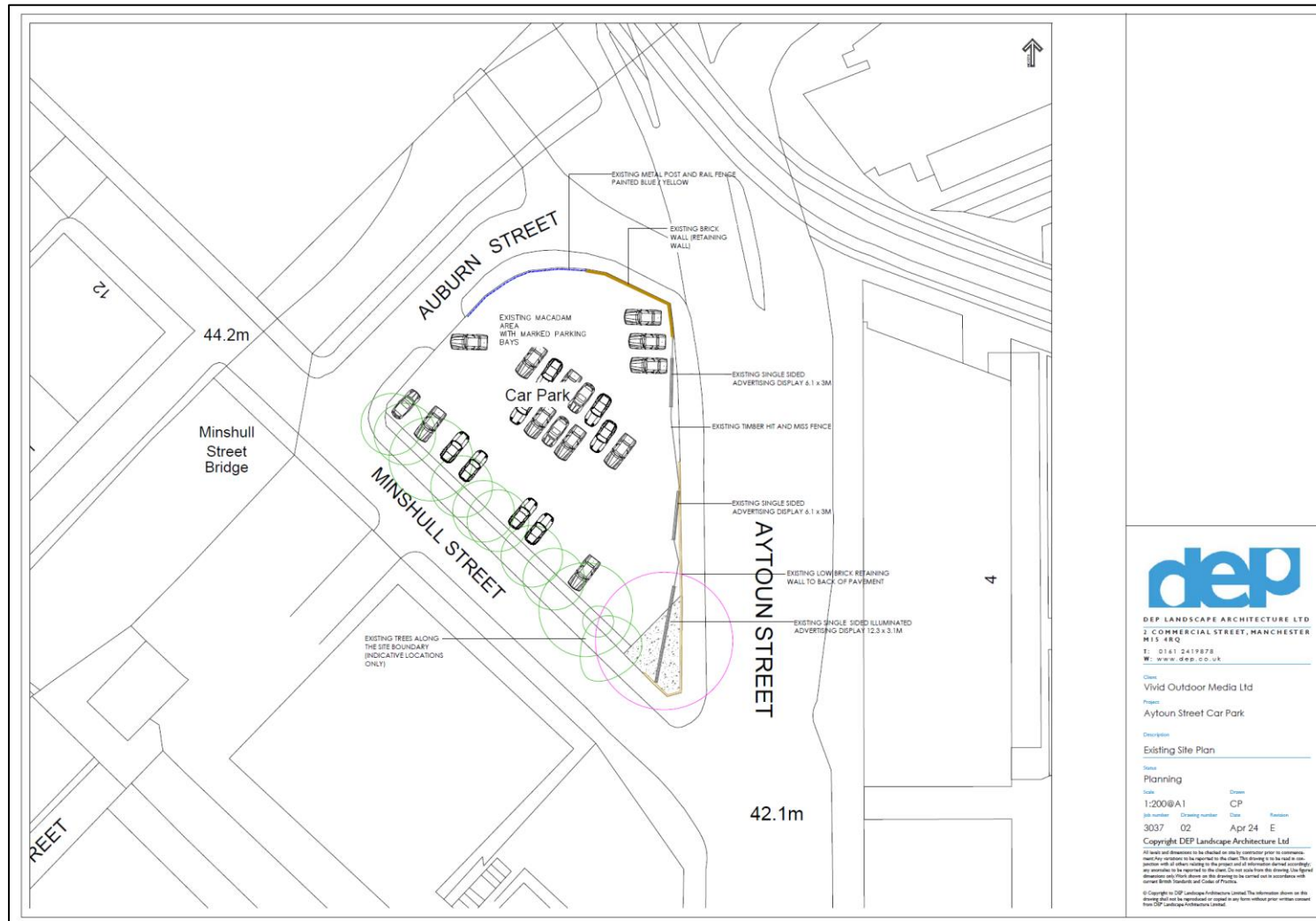


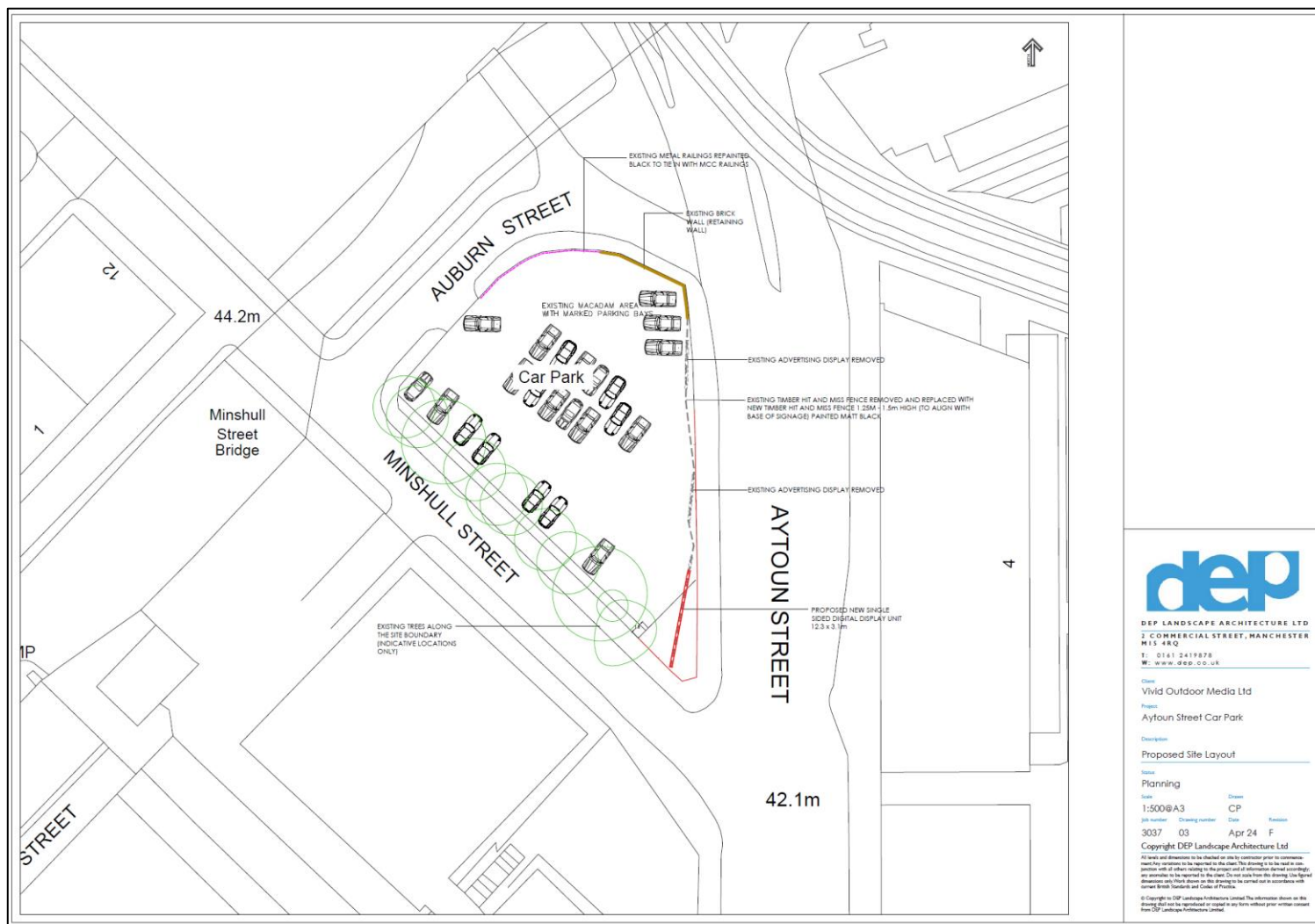
Plate 18: View looking SW towards the UMIST extension of 1927-57 with the original main building, constructed in 1895-1912 visible to right of picture

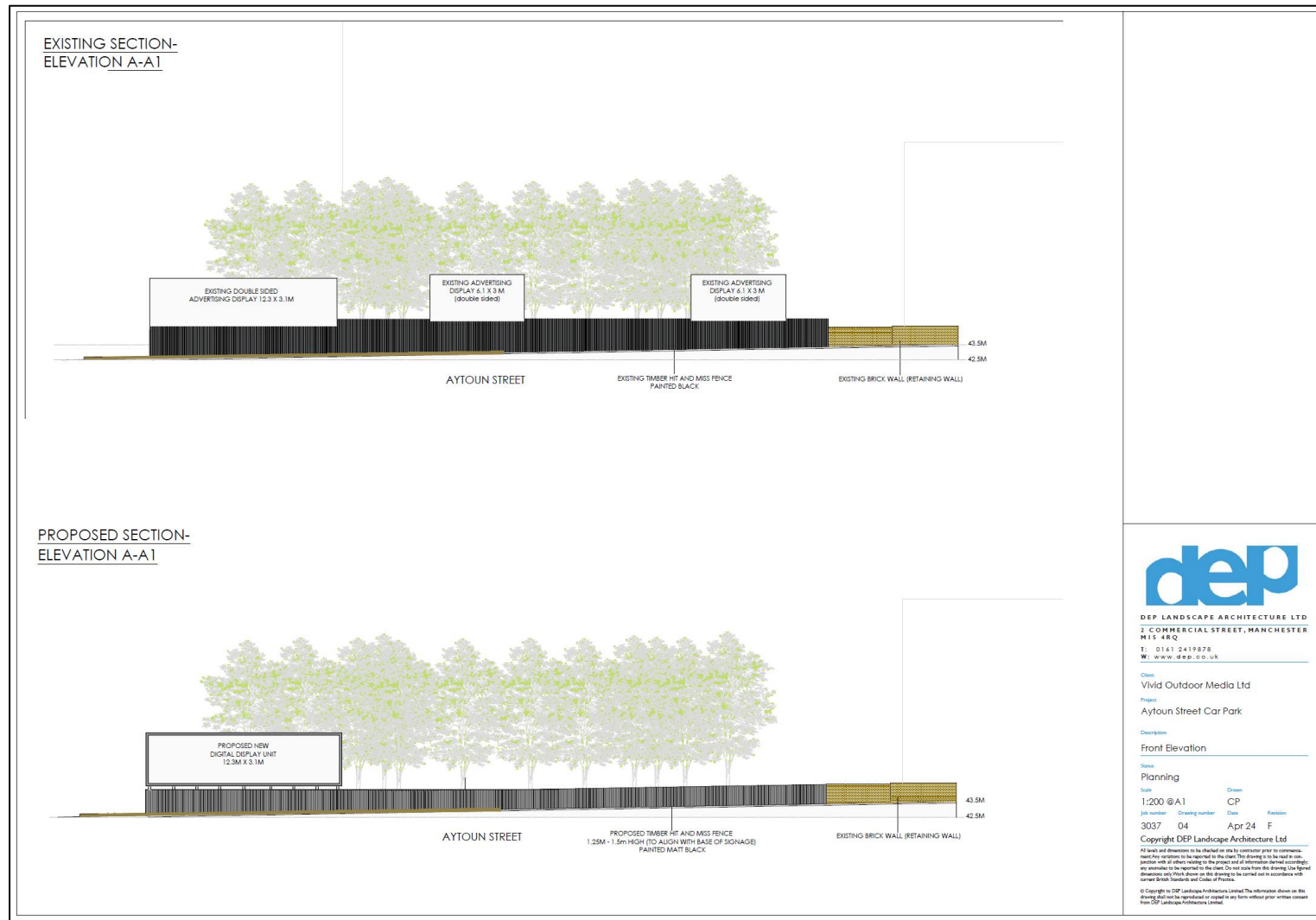
- *Assessment of Significance*

The Whitworth Street Conservation Area may be justifiably assessed as being of **High** importance as representing in architectural and historical terms one of the most important streets in Manchester city centre, with a substantial number of well-preserved, large warehouse buildings attesting to the growth of the cotton textile industry in the city during the late 19th/early 20th century. It therefore may be regarded as an area of considerable interest both in terms of the commercial history and industrial heritage of Manchester.

At the western end of Whitworth Street, close to the junction with Aytoun Street, there is a complex of substantial academic buildings of late 19th/ early 20th century date associated with the University of Manchester Institute for Science and Technology, several of which are Grade II listed and attest to the significant growth of educational institutions in Manchester from the Late Victorian period onwards.







*Fig. 8: Existing and Proposed Front Elevation
(Reproduced by courtesy of the client)*

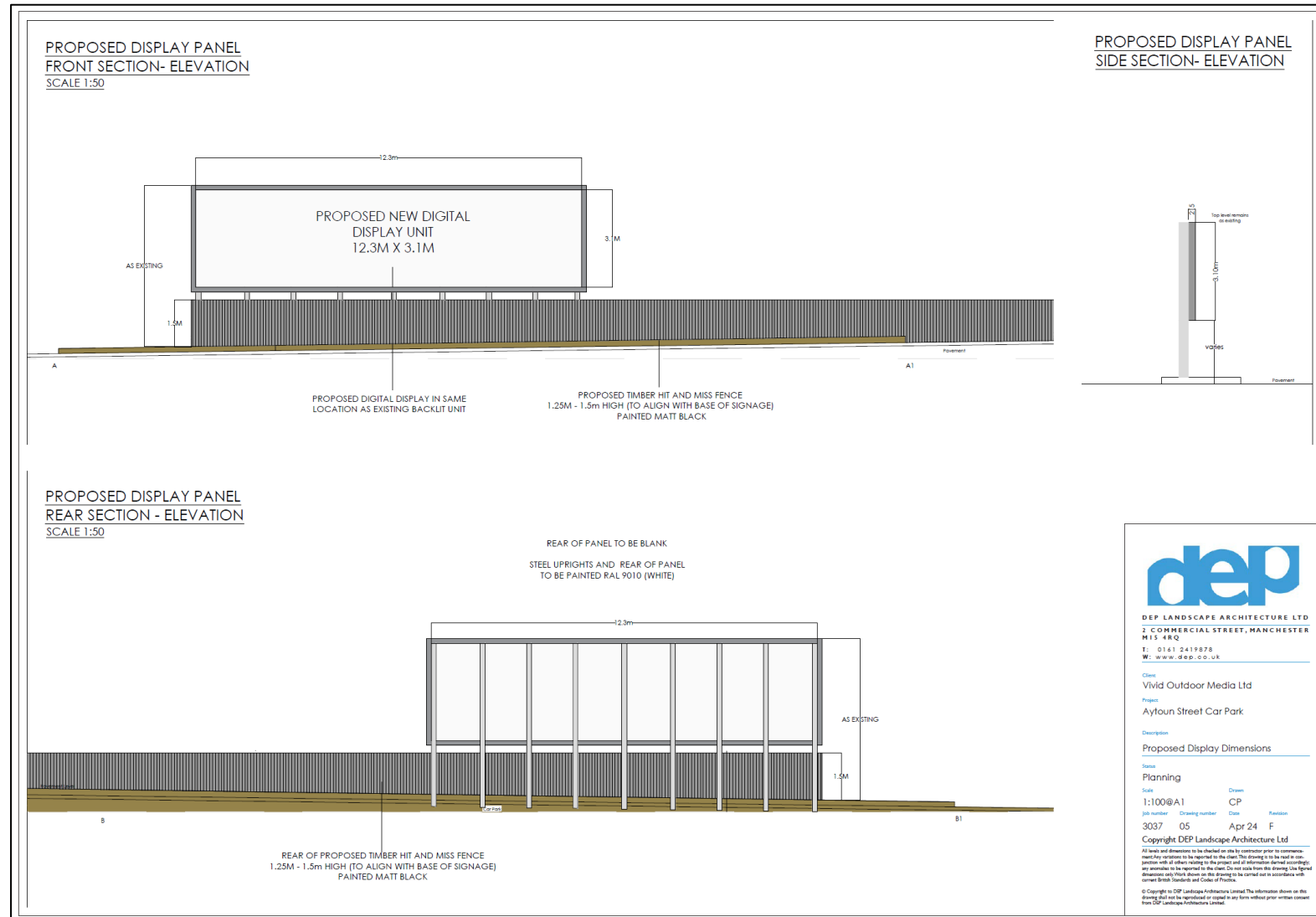


Fig. 9: Proposed Display Dimensions
(Reproduced by courtesy of the client)



*Fig. 10: Existing View 1
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Client:
Vivid Outdoor Media Ltd

Project:
Aytoun Street Car Park

Description:
Existing View 1

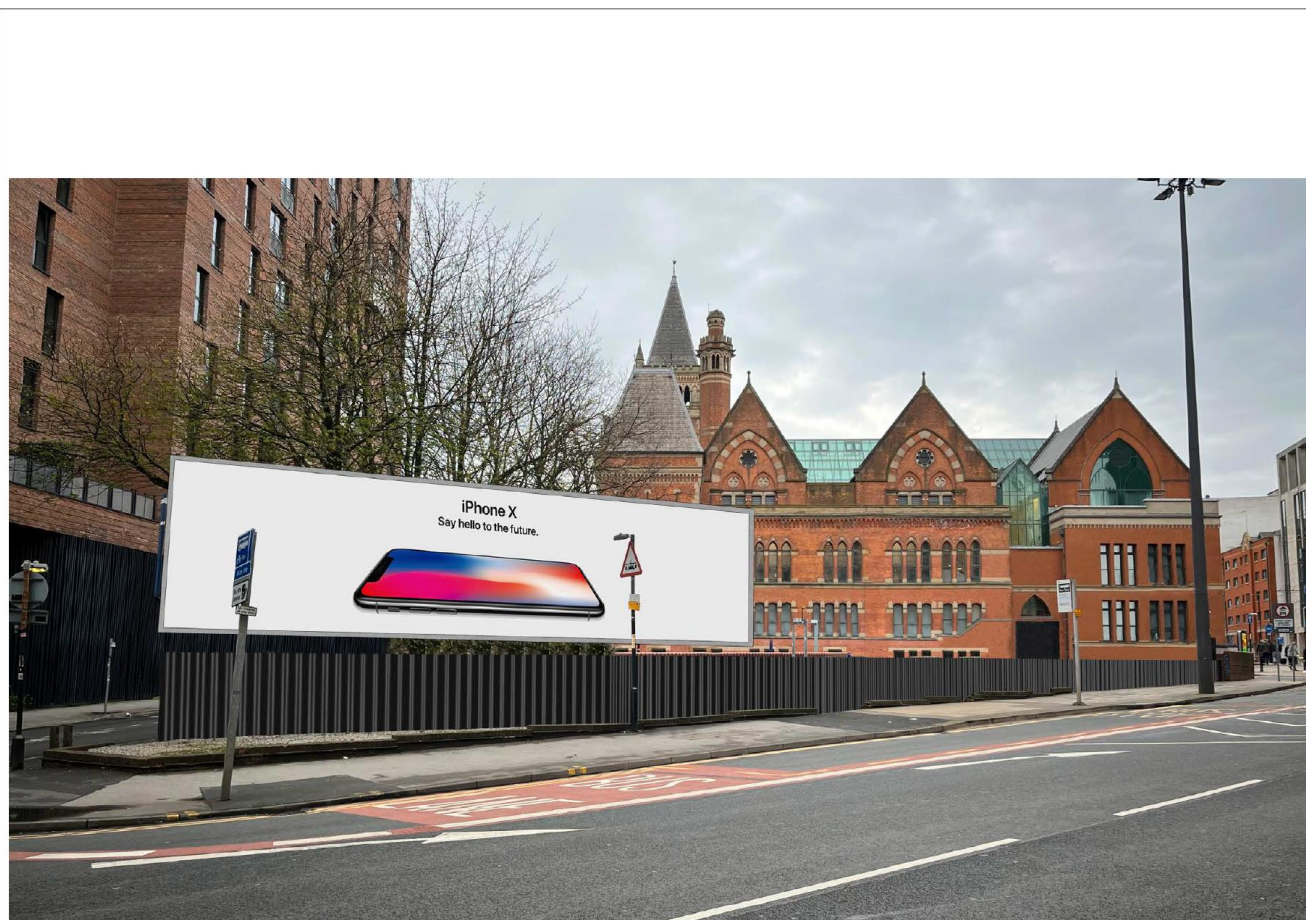
Notes:
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*Fig. 11: Proposed View 1
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Project:
Aytoun Street Car Park

Description:
Proposed View 1

Drawn:
Planning

Scale	Drawn		
NTS	EM		
Job number	Drawing number	Date	Revision
3037	IMG2	Mar 24	C

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*Fig. 12: Existing View 2
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Project:
Aytoun Street Car Park

Description:
Existing View 2

Client:
Planning

Scale	Drawn
NTS	MI
Job number	Drawing number
3037	IMG3
Client	Revision
Mar 24	A

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*Fig. 13: Proposed View 2
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Client:
Vivid Outdoor Media Ltd

Project:
Aytoun Street Car Park

Description:
Proposed View 2

Stage:
Planning

Scale	Drawn		
NTS	MI		
Job number	Drawing number	Date	Revision
3037	IMG4	Mar 24	B

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6 Description of Proposals and Magnitude of Impact

6.1 Summary Description of Proposals

The following summary description of the development is based on design drawings and visuals supplied by Susan Jones on behalf of the client in April 2024 (*figs. 6-13*). Subsequent publication of revised proposals and specifications for the proposed development, together with updated plans and elevation drawings, may necessitate revisions to this report and the conclusions reached.

The proposed application seeks to replace the southernmost illuminated (98-sheet) advertising display along the E side of the car park, measuring 12m × 3.1m, with a single-sided digital advertisement display unit of identical dimensions and to remove the two existing 48-sheet advertising displays further to the N, both measuring 6.1m × 3m and the replacement of the existing tall timber 'hit and miss' fence with a lower fence of similar type, measuring 1.25m-1.5m high and painted black.

The existing low brick wall demarcating the N and NE perimeter of the car park will be retained but the blue railings along the NW extent will be painted black to match with the appearance of other nearby Council railings.

6.2 Assessment of Magnitude of Impact

6.2.1 Manchester Crown Court, formerly the City Police Courts (Grade II*)

The magnitude of impact resulting from the proposed development on the Grade II* listed Crown Court can be assessed as **Negligible to Minor** in scope.

The conversion of the southernmost advertisement to a digital LED display will, due to its increased illumination, result in a slightly more prominent element in existing views looking NW towards the listed building from Aytoun Street at the junction with Minshull Street (*fig. 11*); however, it is important to note that the actual dimensions of the display will remain unchanged.

Moreover, views from this specific location on Aytoun Street towards the Crown Court are already obscured by the existing line of trees along the SW side of the car park which are not proposed for removal (*Plate 3*). Consequently, it may be argued that the actual degree of change to this existing view will be limited in nature.

It is considered, however, that the impact of the proposed digital display will be significantly offset by the removal of the two smaller advertisements to the N of the display proposed for conversion to digital, which will considerably open up views of the Grade II* listed Crown Court looking WNW from the upper end of Aytoun Street which are currently obstructed by the existing displays, thereby enabling a much greater appreciation of the designated heritage asset from this particular location.

It may be argued that, were proposals to be mooted for the construction of a tall multi-storey building within the location of the Euro Car Park, as suggested in the Aytoun Street Campus SRF document (MCC 2015), this would evidently have an adverse impact on the setting of the Grade II* listed building by blocking or restricting those views of the asset which can currently be appreciated from Aytoun Street and from the approach to Piccadilly Station. However, it may be noted that, historically there were tall warehouse/factory buildings to the immediate S of the Crown Court in the 19th/20th centuries, such as the Piccadilly and London Road Cotton Mills and Hughes Warehouse (of seven-storeys in height).

6.2.2 Rochdale Canal Boundary Wall to Canal between Chorlton Street & Minshull Street (Grade II)

It is considered that the impact of the proposed digital advertisement display and associated works on the setting of the Grade II listed boundary wall along the Rochdale Canal can be assessed as **No Change**. Although there are views looking SE from the boundary wall at the Minshull Street end towards the car park and the rear of the advertisement display (partially obscured by trees along the SW flank of the car park) these would not be materially changed by the proposals.

However, were a tall multi-storey building to be erected within the Euro Car Park (of comparable scale to the recently-built north block of the Kampus development) it is evident that there would be a discernible impact on the setting of the boundary wall and other nearby designated heritage assets further to the SW along the canal.

6.2.3 Whitworth Street Conservation Area

It is considered that the proposed conversion of the southernmost advertisement hoarding to a digital display and associated works would, due to the increased illumination of the LED display, result in a slight change to existing views looking SSW along Aytoun Street towards the northern edge of the Whitworth Street Conservation Area, in which the display features as an oblique element on the periphery of these views (*Plate 8*).

For the same reason, it is considered that proposed LED display would result in a minimal change to distant oblique views looking northwards from the junction of Whitworth Street and Fairfield Street (at the N tip of the Whitworth Street Conservation Area) towards the Euro Car Park site and the Crown Court beyond.

The settings of specific heritage assets within the Conservation Area, with particular reference to the UMIST building prominently situated the junction of Whitworth Street and Fairfield Street, would not be noticeably affected by the proposed LED display and on this basis, it is considered that the impact of the proposals on the setting of the Conservation Area can be assessed as **Negligible** in scope.

It may be argued that, were proposals to be advanced for the construction of a tall multi-storey building within the Euro Car Park, that this would result in a noticeable change to existing views looking SSW along Aytoun Street towards the Whitworth Street Conservation Area, in which the UMIST building features prominently. Corresponding distant views looking northwards from the Conservation Area along Aytoun Street towards the Crown Court would also be affected by the construction of a high-rise development in this location.

7 Overall Significance of Impact & Conclusion

Having determined the intrinsic significance of the heritage assets considered for the purposes of this study, and assessed the magnitude of impact of the proposed development on these designated heritage assets, it is now possible to reach an informed overall assessment of developmental impacts by means of cross-referencing the significance of the heritage assets against the magnitude of impact, which may be briefly summarised thus:

Manchester Crown Court (formerly the City Police Courts): The overall impact of the proposed development on the setting of the Grade II* listed Manchester Crown Court (formerly the City Police Courts) can be assessed in overall terms as **Slight**, reflecting a cross-referencing of the **High** significance of the designated heritage as a fine example of a Late Victorian public building designed in an elaborate Venetian Gothic style by the noted architect Thomas Worthington, against the magnitude of impact, assessed as **Negligible to Minor**.

The conversion of the southernmost advertisement to a digital LED display will, due to its increased illumination, result in a slightly more prominent element in existing views looking NW towards the listed building from Aytoun Street at the junction with Minshull Street; however, it may be noted that these views from this location are already obscured by the existing line of trees along the SW side of the car park which are not proposed for removal.

Consequently, it may be argued that the actual degree of change to this existing view of the listed building will clearly be limited in scope and will be offset considerably by the removal of the two smaller advertisements further to the N, revealing views of the Grade II* listed Crown Court looking WNW from the upper end of Aytoun Street which are currently obstructed by the existing displays and thereby enabling a greater appreciation of the heritage asset from this location which may be regarded as clearly a positive improvement to its overall setting.

Rochdale Boundary Wall to Canal between Chorlton Street and Minshull Street: The overall impact of the proposed scheme on the setting of the Grade II listed boundary wall along the Rochdale Canal between Chorlton Street and Minshull Street can be assessed as **Neutral**, which takes into account the **High** significance of the boundary wall as a former towpath associated with the Rochdale Canal, built in 1804-5 and representing the earliest transpennine canal to be completed, cross-referenced against the magnitude of impact, assessed as **No Change**. It is considered that the currently proposed scheme would not have a discernible effect on the canalside setting of the boundary wall.

Whitworth Street Conservation Area: The overall impact of the proposed development on the setting of the Whitworth Street Conservation Area can be assessed as **Slight/Neutral**, reflecting its **High** significance as one of the most important and best preserved parts of the City Centre in architectural terms, with a significant collection of substantial late 19th/early 20th century commercial warehouses and academic buildings, considered against the magnitude of impact, assessed as **Negligible**. The conversion of the existing advertisement to a digital display will result in a slight change looking southwards along Aytoun Street towards the northern edge of the Conservation Area and corresponding views looking northwards towards the Crown Court from the junction of Whitworth Street and Fairfield Street, however it is considered that none of the built heritage assets within the Conservation Area would be affected by the proposals.

In terms of the National Planning Policy Framework, it is considered that the level of harm resulting from the replacement of the existing advertisement with a digital display, the removal of the other two advertisements along the E side of the car park and other associated landscaping works may be regarded as 'less than substantial harm' and would probably fall within the **Slight** category of this spectrum of impact.

Overall Conclusion: It is considered that the overall impact in heritage terms of the proposed replacement of the existing illuminated advertisement with a digital display and removal of the two adjoining advertisements can be assessed as Slight and Positive, reflecting its broadly positive effect on the setting of the Grade II* listed Crown Court in terms of opening up hitherto obscured views of the building from Aytoun Street and the barely perceptible impact on other nearby heritage assets in the surrounding vicinity.

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9 References

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(Local newspaper records and trade directories were consulted using records held at the Greater Manchester County Record Office)

10 Cartography

(All maps were obtained from the Greater Manchester Record Office unless otherwise stated)

1794: Green's Map of Manchester and Salford

1807: Roper's Map of Manchester

1821: Pigot's Map of Manchester

1836: Pigot's Map of Manchester

1849: OS 1st Edition 1:1056 Town Plan

1888: OS 1:500 Town Plan

1893: Goad's Insurance Plan of Manchester

1908: OS 3rd Edition 25-inch Map

1922: OS 4th edition 25-inch map

1936: OS 5th edition 25-inch Map

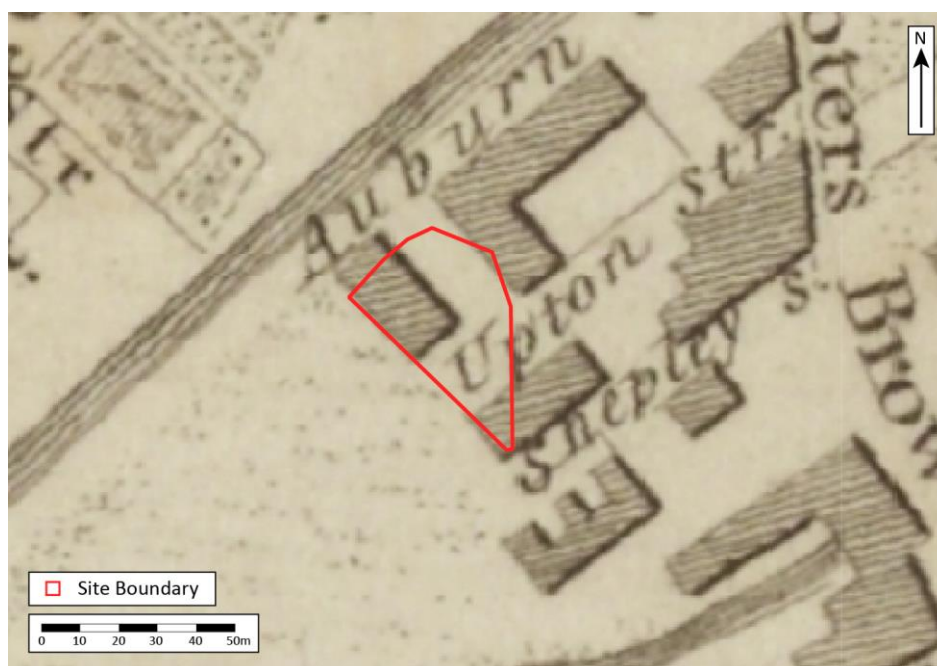
1972: OS 1:10000 Scale National Survey

(Historic illustrations of the study area dating back to the 19th century were consulted using records held at the Greater Manchester County Record Office)

11 Appendix 1: Historic Maps



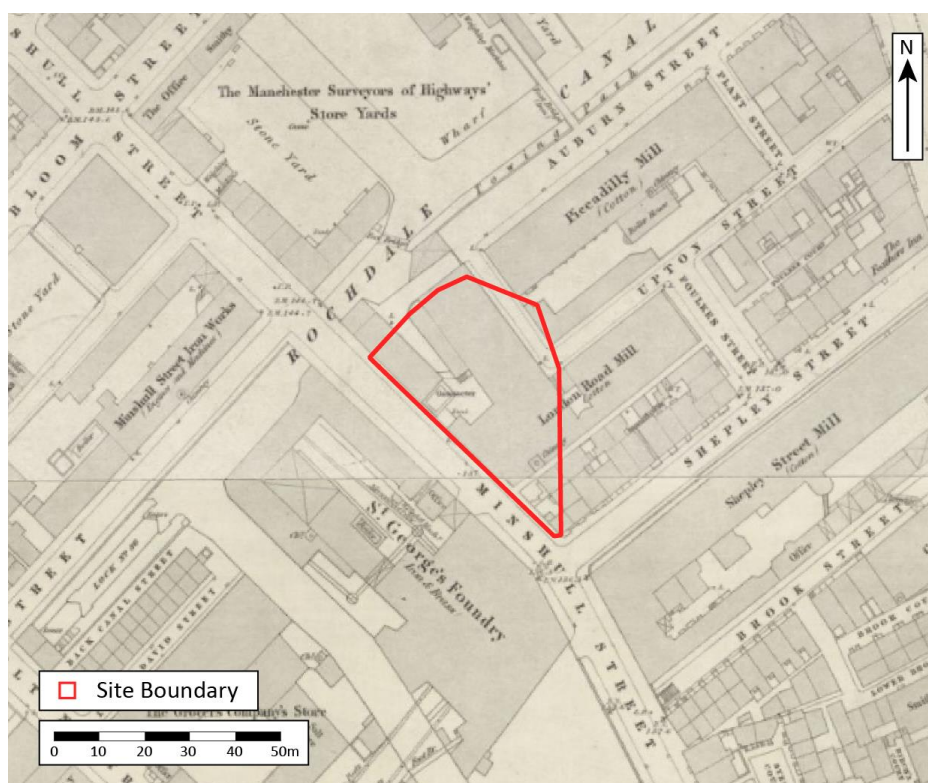
*Fig. 14: Extract from William Green's Map of Manchester and Salford (1794)
(Reproduced courtesy of the Greater Manchester County Record Office)*



*Fig. 15: Extract from Roper's Map of Manchester (1807)
(Reproduced courtesy of the Greater Manchester County Record Office)*



*Fig. 16: Extract from Pigot's Map of Manchester (1836)
(Reproduced courtesy of the Greater Manchester County Record Office)*



*Fig. 17: Extract from the OS 1st edition 1:1056 Town Plan (1849)
(Reproduced courtesy of the National Archives)*

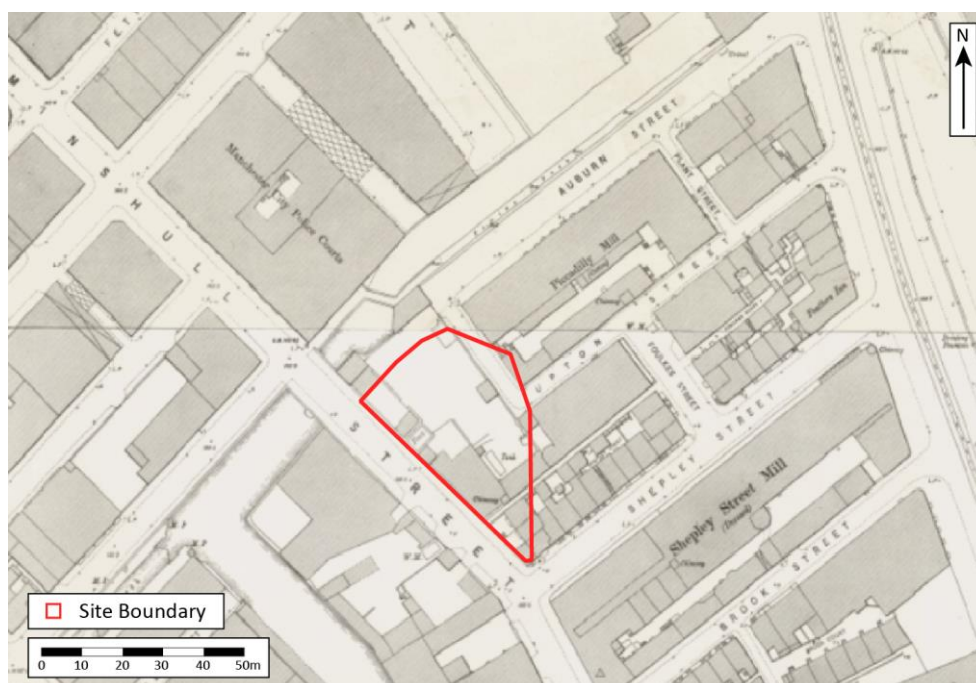


Fig.18: Extract from the OS 1:500 Town Plan (1888)
(Reproduced courtesy of the National Archives)



Fig. 19: Extract from the OS 3rd edition 25-inch map of 1908
(Reproduced by courtesy of the National Archives)



Fig. 20: Extract from the OS 4th edition 25-inch map (1922)
(Reproduced courtesy of the Greater Manchester County Record Office)

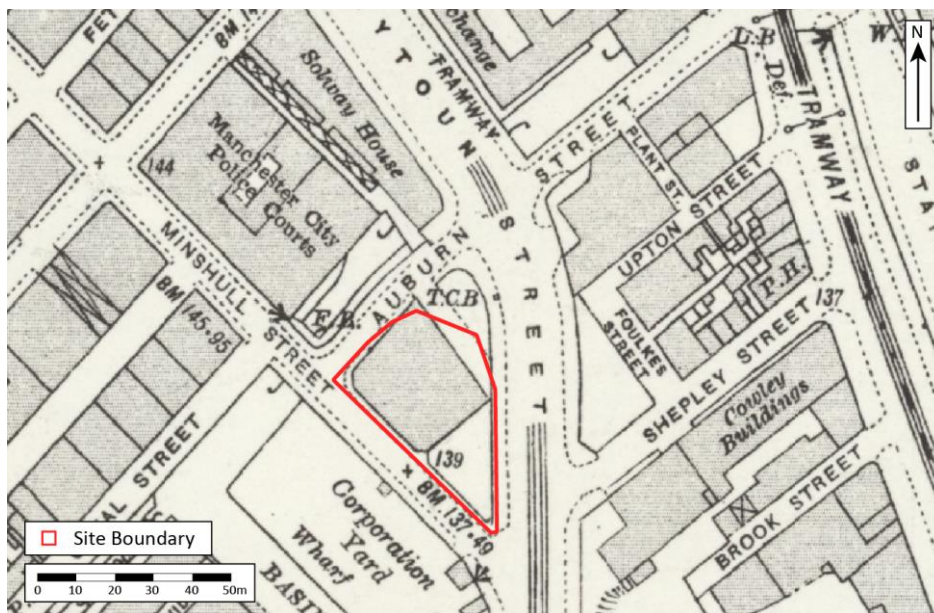


Fig. 21: Extract from the OS 5th edition 25-inch map (1936)
(Reproduced courtesy of the Greater Manchester County Record Office)

Document Title		Document Reference	
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