

2-4 WHITWORTH STREET WEST MANCHESTER HERITAGE STATEMENT



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Section 1 Introduction

This Heritage Statement accompanies the full planning application for the proposed demolition of the buildings at 2 and 4 Whitworth Street West, and the proposed erection of a development rising to 44-storeys and consisting of a mix of 1, 2 and 3 bed apartments, with amenity in the lower floors and associated public realm. The proposals have been discussed in pre-application consultation with Historic England and Manchester City Council. Planning Permission (Ref: 126308/FO/2020) was approved in 2020 for the demolition of the buildings on the site and the erection of a Travelodge hotel with ground floor retail but this consent was not implemented and has since expired.

There are nine listed structures located in the immediate vicinity of the proposal site, along with Castlefield Conservation Area. Deansgate Station is a Grade II listed building located adjacent to the proposal site (to the west); the Grade II listed Manchester South Junction & Altrincham Railway Viaduct is located to the south of the site, but the arch over Rowendale Street forms part of the site; the Lock Keepers Cottage (Grade II) is located to the northwest of the proposal site, and the Castlefield Railway Viaduct (Grade II) is located to the north. There are two listed locks which are both located to the north of the site. Rochdale Canal Lock No. 91 (Grade II) is located to the east of the Lock Keepers Cottage and Rochdale Canal Lock No. 90 (Grade II) is located to the northeast of the proposal site approximately 30 metres west from Albion Bridge. Manchester Central (Grade II*) and The Midland Hotel (Grade II*) are located to the northeast of the proposal site while Deansgate Good Station and Attached Carriage Ramp (Grade II*) is located to the north. The proposal site also lies to the east of the Castlefield Conservation Area (to the west end of Whitworth Street). There are additional heritage assets at a further distance, which are also considered for the impact on views.

Although 2 and 4 Whitworth Street West were previously approved for demolition, this Heritage Statement assesses whether the two buildings meet the criteria to be considered as non-designated heritage assets, and also assesses the impact of infilling Rowendale Street. This Heritage Statement should be read in conjunction with the proposed plans and elevations, the design and access statement, and other reports submitted with the planning application.

This Heritage Statement has been prepared in accordance with the NPPF and the NPPG. It has been prepared by Kathryn Sather & Associates, Heritage Conservation Consultants. This Heritage Statement aims to provide sufficient information specific to the proposal site and its immediate surroundings. To this end the statement provides a summary of the history and development of the local area, the history of the site and a description of 2 and 4 Whitworth Street West, Manchester. It assesses the significance of the buildings, the significance of the nearby listed structures and the contribution that the buildings make to these listed structures and the contribution to the setting of the Castlefield Conservation Area. The Statement also describes the proposed works, sets out the desirability of the proposed works and assesses the impact of the proposed works upon 2 and 4 Whitworth Street West, the setting of the ten identified nearby heritage assets and the setting of the heritage assets identified further away.

Section 2 Planning Policy Context

2.1 Introduction

Both national and local planning policies and guidance affect the planning policy context for the proposal site. These include the Manchester Unitary Development Plan and Local Development Framework, the NPPF, the NPPG, Section 16, and guidance from Historic England.

2.2 Planning (Listed Buildings and Conservation Areas) Act 1990

Listed Building Consent is required for 'any works for the demolition of a listed building or for its alteration or extension in any manner which would affect its character as a building of special architectural or historic interest' (s.7). Furthermore, the decision maker, in considering any application is required to consider and 'have special regard for the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' (s. 16). The decision-making framework for giving planning permission for works affecting a listed building is based on the same principle, namely 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' (s. 66).

2.3 Local Planning Policy

Manchester Unitary Development Plan 1995 (Extant Policies)

One of the objectives of this plan was 'to protect and enhance Manchester's Victorian, Edwardian and Georgian architectural and historic heritage'. Policy DC19 on Listed Buildings within the citywide Developmental Control Policies remains valid.

DC19.1: In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Manchester Local Development Framework (LDF) 2012

The Core Strategy includes a number of policies relating to the historic environment.

Policy CC9: Design and Heritage

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

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

The Council will support high density and mixed 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 EN3: Heritage

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

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.

Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 To 2039 (Adopted 21 March 2024)

Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts. The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. The Places for Everyone Plan took effect and became part of the statutory development plan for each of the nine PforE authorities on March 21, 2024.

Policy JP-P2: Heritage

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

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

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;
2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;
3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;

4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and
5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

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

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

Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan.

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

2.4 National Planning Policy Framework and National Planning Practice Guidance

Chapter 16 of the NPPF, 'Conserving and enhancing the historic environment', provides the policy framework for the conservation of the historic environment. The following guidance is relevant to the application site.

Proposals affecting heritage 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. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

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.

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.

Considering potential impacts

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.

209. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

210. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

211. Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

212. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Recent updates to the Planning Practice Guidance on July 23, 2019 have clarified national guidance to Local Authorities on the identification of non-designated heritage assets.

Para 039:

Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets.

A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage significance to merit identification as non-designated heritage assets.

Para 040:

There are a number of processes through which non-designated heritage assets may be identified, including the local and neighbourhood plan-making processes and conservation area appraisals and reviews. Irrespective of how they are identified, it is important that the decisions to identify them as non-designated heritage assets are based on sound evidence.

Plan-making bodies should make clear and up to date information on non-designated heritage assets accessible to the public to provide greater clarity and certainty for developers and decision-makers. This includes information on the criteria used to select non-designated heritage assets and information about the location of existing assets.

It is important that all non-designated heritage assets are clearly identified as such. In this context, it can be helpful if local planning authorities keep a local list of non-designated heritage assets, incorporating any such assets which are identified by neighbourhood planning bodies. (Advice on local lists can be found on [Historic England's website](#).) They should also ensure that up to date information about non-designated heritage assets is included in the local historic environment record.

In some cases, local planning authorities may also identify non-designated heritage assets as part of the decision-making process on planning applications, for example, following archaeological investigations. It is helpful if plans note areas with potential for the discovery of non-designated heritage assets with archaeological interest. The historic environment record will be a useful indicator of archaeological potential in the area.

2.5 Other National Guidance Documents: Historic England

Several Historic England documents provide relevant guidance. These include *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning: 3* (2017), *Local Heritage Listing Historic England Advice Note 7* (2016) and *Statements of Heritage Significance: Analysing Significance in Heritage Assets Historic England Advice Note 12* (2019).

The Historic England document *The Setting of Heritage Assets* defines setting as: 'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of the asset, may affect the ability to appreciate that significance or may be neutral.'

Setting is also described as being a separate term to curtilage, character and context. Curtilage is largely a legal term referring to the extent of a property boundary, as prescribed by ownership and the character of a place depends upon a sum of all of its attributes. Setting is largely a visual term and thus the way in which an asset is experienced, can also be affected by noise, vibration, odour and other factors.

The guidance sets out a five staged process for assessing the implications of proposed developments on setting. The steps are as follows:

1: Identifying the heritage assets and their settings

The first stage of the analysis is to identify which heritage assets and associated settings are likely to be affected by the proposed development.

2: Assessing whether, how and to what degree settings make a contribution to the significance of the heritage asset

Initially, the significance of the heritage asset needs to be assessed. This assessment should be informed by both archival research and site survey. In assessing the contribution of the setting to significance, the physical surroundings of the asset should be considered, as well as the relationship with other heritage assets, the way in which the asset is experienced, the asset's associations with

people and events and patterns of use. This information will provide a baseline for establishing the effects of a proposed development on the significance of a heritage asset.

3: Assessing the effect of the proposed development on the significance of the asset

The range of effects the proposals may have on the setting and the resultant degree of harm or benefit to the significance of the heritage asset can now be considered. The guidance advises on the best approach for assessing the effects of the specific proposals on the heritage assets concerned. In general,

'The assessment should address the key attributes of the proposed development in terms of its: location and siting, form and appearance, additional effects and permanence.'

4: Maximising enhancement and minimising harm

The guidance advises that adverse effects can be limited, and the maximum advantage achieved if proposals liable to affect setting are considered from the project's inception. Further limitation of harm can be achieved by producing a well-designed scheme that will minimise detrimental impacts and identify opportunities for enhancement.

Steps to reduce the harm caused by proposals to the significance of a heritage asset include the relocation of a development or its elements, changes to the proposed designs, the creation of visual or acoustic screening, or management measures secured by planning conditions or legal agreements. When harm cannot be avoided, screening should be implemented, although the design of this should be in keeping with the surroundings and avoid having a further negative impact on the area.

5: Making and documenting the decision and monitoring outcomes

The final phase of the process is to come to the final decision about the proposals. All of the information gathered from the previous steps must be considered. It must also be considered that all heritage assets are not of equal importance and the contribution made by their setting to their significance also varies. The capacity for a setting to accommodate change must also be considered and therefore decisions are therefore made on a case-by-case basis.

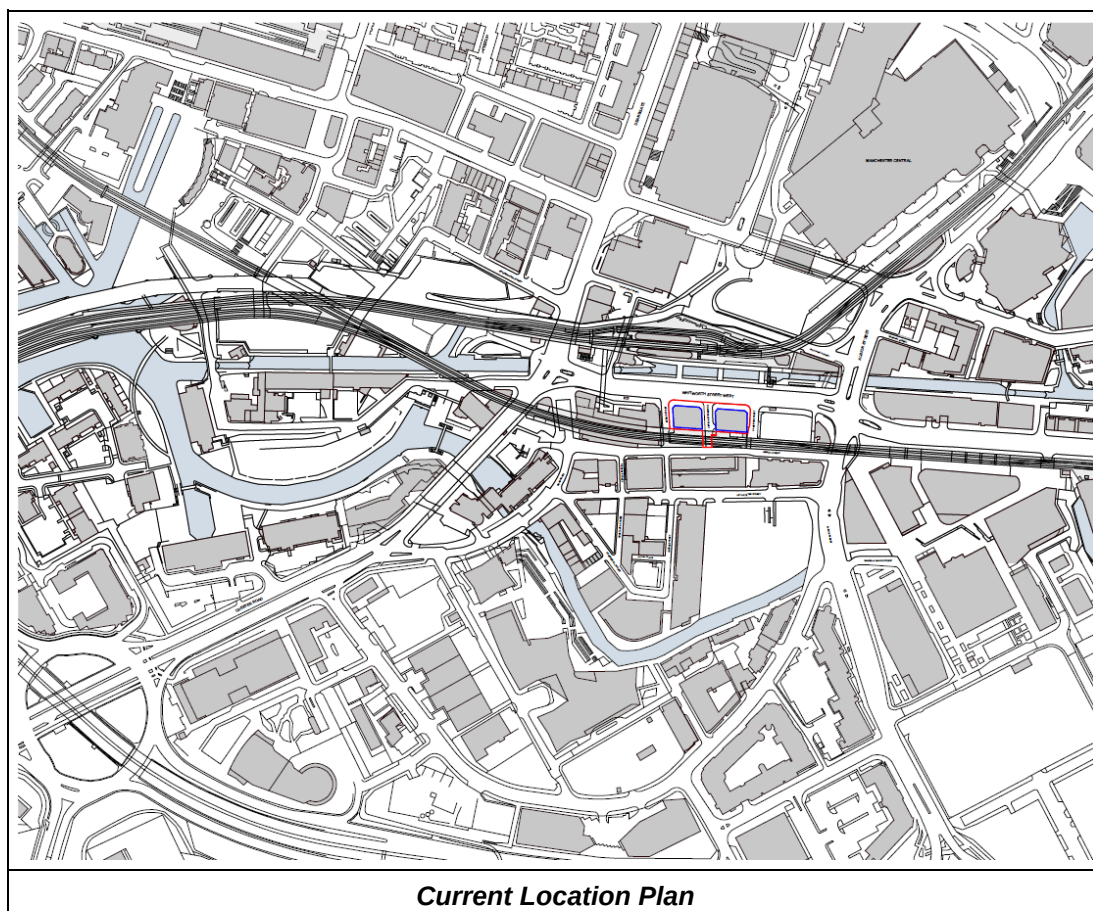
Section 3 Description of the Site

3.1 Location

Whitworth Street West (B6469) is located to the southwest of Manchester city centre in the area now known as Deansgate-Castlefield, both historically and today a place of intersecting means and routes of transport. To the east of the proposal site Whitworth Street West intersects with Oxford Road (A5103) and to the west with the Deansgate-Chester Road (A56). To the north of Whitworth Street West is the section of the Rochdale Canal known as Deansgate Locks, while the River Medlock meanders to the south of the site towards the southeast. To the north beyond Deansgate Locks is a line of railway arches (today housing a number of leisure venues), and the tram/railway line with the Deansgate Castlefield Station. To the south of the site runs another railway line, again carried on a viaduct, with Oxford Road Station to the east and Deansgate (formerly Knott Mill) Station to the west. To the west of Whitworth Street West lies the Castlefield Conservation Area. The east boundary of the Conservation Area runs along Deansgate.

The proposal site comprises two buildings: 4 Whitworth Street West, also known as Whitworth House, and 2 Whitworth Street West, also known as Wrendal House, separated by Rowendale Street. To the east of 4 Whitworth Street West is Cameron Street and beyond this a development site. To the west of 2 Whitworth Street West is Bugle Street.

The site lies within the vicinity of several listed structures, six of which are found to be particularly relevant to this report: the Lock Keeper's cottage, Rochdale Canal Lock 91 and Castlefield Railway Viaduct to the north, Manchester South Junction & Altrincham Railway Viaduct to the south, Deansgate Station to the west and Rochdale Canal Lock 90 to the northeast approximately 30 metres from Albion Bridge.



3.2 4 Whitworth Street West/Whitworth House

3.2.1 Materials

The main building is primarily of red brick with what appears to be a slate roof. There is a small amount of sandstone ashlar used for detailing on the coping of the parapet, the cills and the plinth. The doors and windows are timber framed. The building to the rear is of a poorer quality brick. The windows are timber framed and there is a modern metal roll-down door in the original loading opening to the west below a heavy stone lintel and sliding timber doors in the loading opening to the east.

3.2.2 Plan and Form

The building is a three-storey building, 2-bays deep and six bays wide, to the north of the plot and a contiguous single storey building to the south, together they occupy an island site between Cameron Street and Rowendale Street. The architect is Cyril E. Ainley who practiced from 8 Exchange Square, Manchester. The plot was historically larger but following the widening of Whitworth Street lost depth and the current buildings were designed to fit into the smaller plot. The historic plans show only one building, suggesting that the two date from the same period (1905-1928) and were considered a single development. The main building is characterised by the east and west corners of the front elevation being oblique angles rather than right angles.

On the main elevation the individual bays are separated by brick piers and the central four bays are surmounted by a brick pediment above a simple cornice. A low brick parapet runs around the rest of the building, concealing the hipped roof. The fenestration is characterised by the use of small panes of glass within the larger openings, although the windows appear to be transom windows with opening upper vents. The ground floor is thus 5 x 6 panes, with a slightly larger opening in the central bay, the first floor 4 x 6 and the second floor has semi-circular arched openings; all of the arches have brick soldier arches above them. This fenestration pattern is also on the oblique bays and the east and west elevations, although these also feature doors at ground floor with a rectangular 2-pane window above, blocked up in one case.



North Elevation Along Whitworth Street West

The building to the rear appears contemporary with the front building, with similarities in fenestration, including the soldier arches above the window openings, albeit more functional in style and using lower quality brick. The pitched corrugated roof may have been replaced. It appears to constitute a single warehouse space with loading doors to the east and west, a large window to the west and three small square windows at both ground and first floor levels on west elevation; two of the ground floor windows have been blocked or replaced with louvres for air handling. The loading to the east is a double sliding timber door while the opening to the west is narrower, with a modern roller metal door. The south elevation, opposite the railway viaduct, appears to have been recently clad in metal.



East Elevation of Whitworth House



Northeast Elevation of Whitworth House



Entrance at the Northeast



Northwest Elevation



Multi-Pane Arch Window



Entrance at the Northwest



West and South Elevation of Whitworth House

3.3 2 Whitworth Street West/Wrendal House

3.3.1 Materials

The main building is primarily of red brick with roof felt or covering on the flat roof. There is a small amount of sandstone ashlar used for detail on the arched doorway and the coping stones on the parapets and the window cills. The doors and windows are modern replacement metal framed, glazing is modern glass and the entrance is concealed behind a modern metal roller door. There is a mobile mast and communication station on the roof.

3.3.2 Plan and Form

This part of the plot is an island site between Rowendale Street to the east and Bugle Street to the west, with Whitworth Street West as the main north elevation and the barely visible functional south elevation facing the railway viaduct. The building is rectangular in shape, with six bays of unequal width on each side. It appears to have a half-basement with four floors above this to the front and five floors to the rear; the slightly projecting windows to the half basement are now concealed behind cladding. The roof is largely flat with three raised areas: the pitched roof behind the central gable above the main entrance, a small block in the southeast corner, possibly housing lifting machinery (as this is above the lifting doors) and the communications centre.

The ground floor projects forward and above it and there is a parapet with stone coping. The front north elevation is dominated by the central bay with its double height entrance featuring a semi-circular arched moulded ashlar doorway with window above. Above this are modern 4-light windows at first and second floor levels, a small, semi-circular window opening above a wide stone cill and with an ashlar keystone in the arch above at third floor level beneath the curved pediment with kneelers. Either side of this are wide bays with large window openings with segmental arches. The upper parts of the window openings have been filled in, leaving modern 4-light windows below on all four floors. The end bays form part of the corners to the building which are both slightly stepped back from the central bays and feature an oblique angle to the side elevations, with narrower 2-light windows in each section.



*Looking South Along Rowendale Street Towards
Railway Viaduct*



East and North Elevation



The east elevation (on Rowendale Street) combines a continuation of the front elevation after the corner (projecting ground floor under parapet, wide 4-light window openings and segmental arches) with the two-bay 5-storey former ancillary and loading bays, and a 4-storey, connecting bay between the two sections which has been altered in the lower floors. The rear bays feature a large double door at street level and to the south of this, a two-light window at half-basement level and a loading door above, with smaller two light windows on the floors above.



The west elevation is not identical with the east elevation but is more representational in style. After the corner treatment, there are two (not one) bays with the wide 4-light windows, which project slightly forward, as seen in the stepped parapet at the top of the building. The projecting parapet of the ground floor extends to include both these bays. To the rear are two narrower bays, each with smaller windows, with similar fenestration to those of the corner bays. The south elevation is very plain, with windows in the upper floors and large door openings on the ground floor.



South Elevation of Wrendal House

3.4 Setting

The setting of the site has historically undergone several changes and is continuing to do so, reflecting both changing transport patterns and alterations to the roads and railways, as well as in economic uses of the buildings within the area. However, it is clear from the location plan, as well as historic map sequencing, that neither occupied a corner site of one with landmark qualities and there is no suggestion that they have landmark status.

Whitworth Street West (former Gaythorn Street) was widened significantly at the beginning of the 20th century and is a busy 4-lane street connecting the ring road and routes from the west to the city centre, near a major junction near Deansgate Station to the west and with City Road to the east.

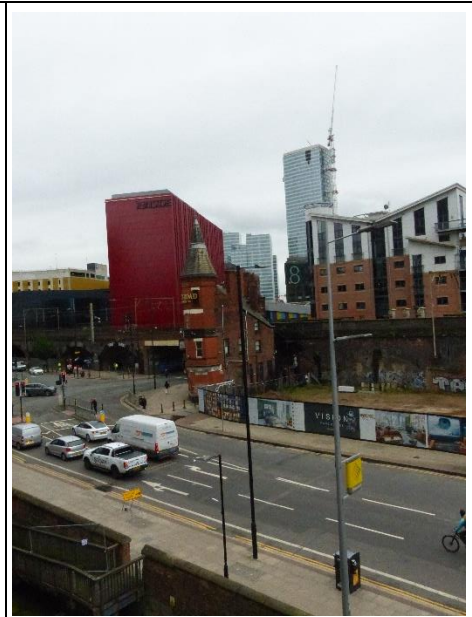
To the immediate east of the site the former building has been demolished and the site is now behind hoardings, pending redevelopment.



Looking Southwest



Adjacent Vacant Plot Awaiting Development



***City Road Inn – Corner of
Whitworth Street West and Albion
Street***

To the west of the site a pedestrian bridge spans the street connecting Deansgate-Castlefield metro stop with Deansgate Station. The ornate Grade II listed station building is at the far end of the station site; the space between has been redeveloped with a modern red brick building containing bars and in front of it the ramp to the platform level of the station.



***Looking Southeasterly - Bars and Ramp at
Deansgate Station***



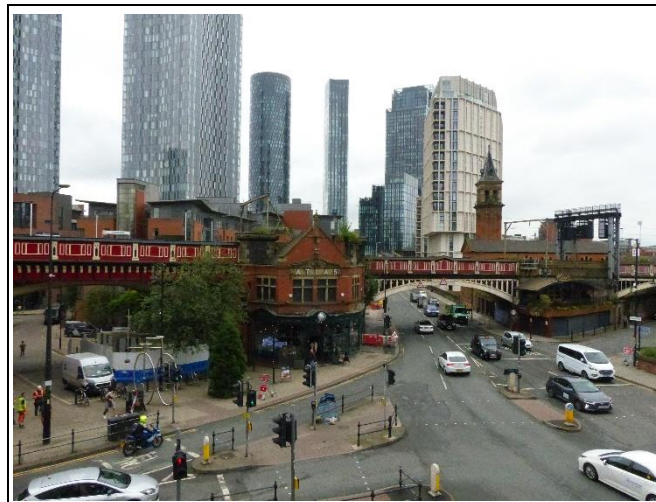
Deansgate Station



Entrance Deansgate Station

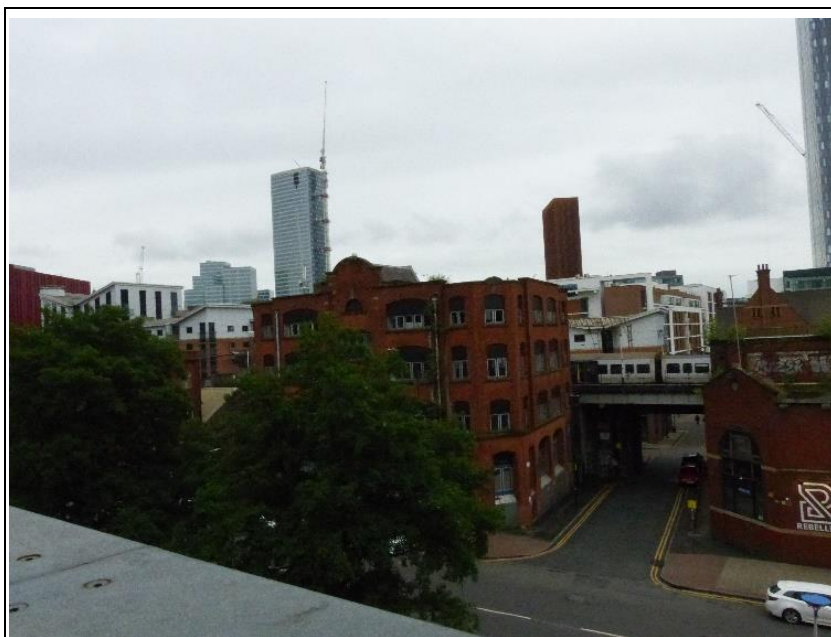


Looking East Towards Whitworth Street West from Junction at Deansgate



Looking Southwesterly at the Junction at Deansgate

To the south of the site, viewed from Whitworth Street West, runs the viaduct carrying the railway, the Grade II listed Manchester South Junction & Altrincham Railway Viaduct, and beyond this rise a number of new developments. To the west the office blocks and the Bridgewater Hall around the old canal basin; HOME, Jury's Inn and the new buildings around First Street, and larger high-rise residential blocks to the southwest.

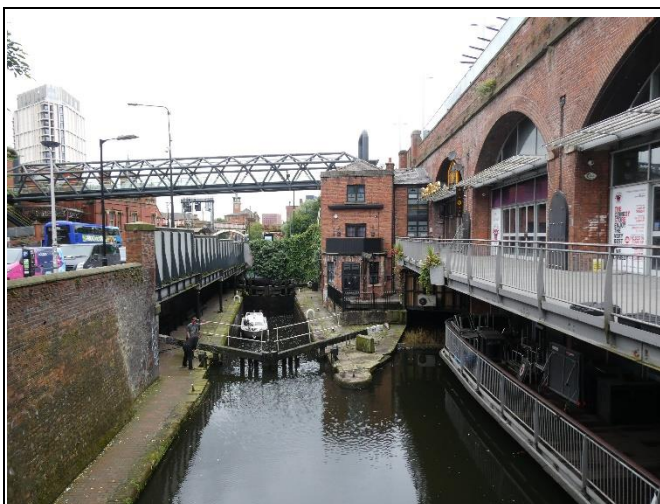


Looking South Towards Railway Viaduct



Larger High-Rise Residential Blocks

To the north the setting comprises the barrier and wall behind and below which flow the Rochdale Canal, the towpath and Deansgate Locks. There has been some tree planting to the east and a footbridge crosses the canal, giving access to steps up to the arches and the leisure units they contain, as well as steps up to the tram station. Above the arches the barriers and shelters of the tram station can be seen. At the east end of Whitworth Street West to the south of the Locks a new high rise has been constructed.



Looking West Towards Lock Keepers Cottage



Looking East Along Rochdale Canal



Looking Northeast Towards Lock Keepers Cottage and Viaduct - Deansgate-Castlefield Station Above



Looking East Along Whitworth Street West

Section 4 History and Development of the Surrounding Area and the Proposal Site

4.1 History and Development of Deansgate-Castlefield

Prehistoric Period (Pre 10000 BC- 43 AD)

There are no prehistoric finds within the proposal site, however, there are finds dating to the prehistoric period in the surrounding area. At Tonman Street, to the north, a late Neolithic- early Bronze Age arrowhead was recovered. An archaeological excavation of Barton Street unearthed a Neolithic/Bronze Age flint side scraper (HER 13944.1.0), providing further evidence of prehistoric activity in the area. Evidence of prehistoric activity in the wider region is quite sparse, and there is little evidence of settlement. This may be due to the fact that later intense development destroyed any surviving archaeological evidence. However, the topography of the Castlefield area may have been conducive to settlement in the late prehistoric era, owing to its proximity to the Medlock and the Irwell.

Roman Period (43 AD - 410 AD)

The Romans established a fort at Castlefield in AD 79, close to the confluence of the rivers Medlock and Irwell. Excavations at the site of the fort and in the surrounding area have established that it was initially a wooden fort, which was later subject to a number of phases of development. The site evolved from a defensive site to an established supply depot, essential to military operations in the north of England. By the 2nd century, a substantial extra-mural settlement had been established along the line of Chester Road. Roads extended from the fort and linked Manchester with Wigan, Chester, Buxton, Castleshaw, York and Ribchester. The settlement thrived, due to good connections, the economy and security provided by the military fort, and the settlement lasted until the 3rd century AD. The limits of the settlement, as suggested by evidence from archaeological excavations, extended to the southeast along Chester Road, as far as the area around Great Jackson Street; northwards from the fort to around Quay Street; westwards for approximately 100m from the northwest corner of the fort site and eastwards across Deansgate including the area now occupied by the Hilton Hotel/ Beetham Tower. Archaeological evidence from excavations along Tonman Street, White Lion Street and Barton Street have provided evidence of a grid system of both major and minor roads that would have formed the street systems of the vicus.

Early Medieval Period (410 AD – 1066 AD)

Following the abandonment of the Roman settlement at Manchester, it is thought that the proposal site and surrounding landscape most likely reverted to agricultural use. There is very little evidence of the form of the settlement at Manchester between the 5th and 11th centuries. In 620 AD, Edwin conquered and occupied Manchester, and the settlement around the Cathedral may have been established at this time (CfAA 2016). There is a brief mention in the Anglo-Saxon Chronicle indicating that there may have been a Saxon burgh; the existence of a Saxon church is supported by the existence of what is known as the Angel Stone, dated from ca. 700, later found in the original south Porch of the Cathedral. In the year 919 AD Edward the Elder established a fortified base or 'Burh' at Manchester, although the exact site of this is still debated. Manchester is named in the Domesday Survey of 1087, as belonging to King Edward in 1066, but had been gifted to Roger de Poitu by 1086. There have been no finds recovered dating to the early medieval period within the boundary of the proposal site, or the immediate vicinity.

Late Medieval Period (1066 AD – 1540 AD)

Following the Norman Conquest, the house and castle of the Grelley family can be found recorded in 1184, about a mile north of the Roman fort. The expanding town focussed around this area and in 1223 the right to hold a weekly Saturday market and an annual fair was granted; the latter being the first in the immediate area of the Salford Hundred, held on Acres Field (later to become St. Anns Square). In the early 13th century, the area of Ancoats was called Elnecot, a name derived from the Old English 'ana cots' meaning 'lonely cottage'.¹ This may stand as a reflection of the undeveloped

¹ Oxford Archaeology North 2005.

and rural character of the area at this time. In 1301 the town was granted a charter and from this century there are documents referring to Ancoats as one of the hamlets of Manchester (there being eight at that time). The medieval parish of Manchester was both large and wealthy, covering some sixty square miles. In 1421 the parish church of St. Mary's was granted collegiate status, at which point the Lord of the manor, Thomas de la Warre granted the manor house and lands to become the accommodation for the college associated with the church. During this time the surrounding area was rural in character and the proposal site lay outside the township, presumably in an area of open fields. The Historic Environment Record does not record any finds dating to this period within the boundary of the proposal site, or the immediate vicinity.

Post Medieval Period (1540 AD – 1750 AD)

By the end of the sixteenth century Manchester was already an important centre for cloth manufacture and trade; raw materials came from some distance, including linen yarn from Ireland through Liverpool, and the finished product was sold on the London markets. Nicholas Mosley, a cloth trader who rose to become Lord Mayor of London bought the lordship of Manchester in 1595. By 1547 the college had been dissolved, but it was re-founded by the late 16th century. It had been converted by Humphrey Chetham in 1653 to a residential school and one of the first free public libraries in the country and had considerable prestige. During the seventeenth century the production of woollen, linen and fustian cloth gave way to cotton, and the town began to attract migrant workers. Between 1543 and 1773 the population is calculated to have expanded from 2,300 to 43,000, with the major expansion occurring after the end of the Civil War in the mid-17th century, unhindered by any restrictions from craft unions or guilds.²

1700s- Industrial Period (1750 AD- 1914 AD)

The 18th century saw the transition from the traditional 'putting-out' system of cottage industry to first workshops then factories, following technological innovations to the manufacturing process, which were powered first by water then by coal and steam. The water-powered mills, which were, out of necessity, close to sources of water, led to a splitting of functions, with merchant functions remaining in the city centre. The expanding textile production was destined not only for the domestic market but increasingly for export, necessitating the development of purpose-built warehouses, which were generally in the city centre, while the mills were spread further afield; even after steam power replaced waterpower.³ As a result, the centre of Manchester underwent ongoing redevelopment. According to a retrospective article in the *Builder*, 'During the early 1820's these new purpose-built warehouses spread ... the sites which they occupied were still cramped and by the end of the 1830's even these were deemed inadequate.'

The town benefitted from good transport links, soft water and a damp climate, as well as access to supplies of coal. By the late 18th century, the network of roads, packhorse routes and rivers were being expanded through the construction of canals. The Irwell and Mersey Navigation had created a navigable route from Manchester and Salford to Liverpool through improvements to the river and the construction of locks between 1724-34. Then, in 1761, the Duke of Bridgewater built a canal on the west side of the city to link his coal mines in Worsley to Manchester and Salford, with large basins at Cornbrook and Castlefield. Between 1796 and 1800, on the east side of the city, the Ashton Canal was built to bring coal from Oldham and Ashton-under-Lyme to Manchester, culminating first at the Ancoats Basin and later (by 1800), via the Store Street Aqueduct and Piccadilly Basin to connect to the Bridgewater Canal, close to the proposal site, changing the character of the area.

The population was also expanding more rapidly than anywhere else in England. In the late 18th and early 19th centuries the population rose from 43,000 in 1773 to 76,788 in 1801, 129,035 in 1821 and 316,213 in 1851. Unlike the outlying towns, these were not just textile factory workers but also workers in warehouses, retail, domestic service and trade. Building in Manchester fought to keep up and developed along different lines; the city centre was dominated by public buildings, offices, warehouses, shops and hotels while on the periphery and along the key routes, initially the canals but later the railways, the areas were given over to the movement of goods and manufacturing with

² A. Kidd, *Manchester* (Keele: Ryburn Publishing, 1993) 15.

³ P.S. Barnwell, M. Cooper, S. Taylor, *Manchester: The Warehouse Legacy* (London: English Heritage, 2002) 4.

wharves, yards, factories, foundries and so on. In between were pockets of back-to-back housing, and around Gaythorn Street was such an area.⁴

While the better off workers might live in 'through' terraced houses, with a back yard, front and back entrances and, importantly, light and air from both ends, more intense development to meet the demand for accommodation took the form of "back-to-back" housing. These were terraces of "one-up, one-downs", where each house had only door and windows to the front, resulting in very poor ventilation; water pumps and privies were shared between as many as 20 houses. Those giving on to closed courts were the worst, as disposal of refuse and night soil was problematic. Not until 1844 was their construction banned and thereafter many were converted to "through" houses.⁵

Recurrent cholera outbreaks in 1832, 1849, 1854 and 1866 did much to focus attention on the poor housing conditions and associated inadequate sanitation, although tuberculosis was also a major problem. In a report to the General Board of Health in 1849 conditions in the area were described by H.K. McKean, the Poor Law medical officer for the London Road District as, "Innumerable privies, connected with the back of long terrace ranges ... emptied themselves, mixing with the residues from the dye and chemical works. The river periodically floods". Stagnant water was plentiful. Piped water was supplied by standpipes operating only for an hour or two a day. The water from the standpipes was often contaminated by sewage from surrounding cess pits. The impact on health was not limited to the working classes, although it was only the better off who could move to the expanding suburbs connected to the city by the new railway lines. Whilst some of the worst housing was demolished to make way for new railways, it was not always accompanied with the construction of sufficient new inner-city housing, so that cramped conditions persisted for decades.⁶

The Castlefield Railway Viaduct served the former Manchester Central Station, which was built between 1875 and 1880, by the Cheshire Lines Committee. The Castlefield Railway Viaduct, also known as the Cornbrook Viaduct, was opened in 1877. The viaduct was also built by the Midland Railway for the Cheshire Lines Committee. The viaduct has several types of construction: a wrought iron truss girder viaduct and a brick arch viaduct. When the viaduct opened, it carried trains to a temporary station until the Central Station opened in 1880. Plans from 1896 document the development of the tracks. A turntable was located to the east of the viaduct section affected by the proposals. Following the redevelopment of the area, Gaythorn Street was renamed Whitworth Street West and widened. The housing was demolished and large commercial premises with warehouses were constructed.

The Manchester South Junction & Altrincham Railway was constructed 1846-49. The railway line was one of the earliest suburban railways in the country and was also the first suburban railway in Manchester, connecting the centre of Manchester to Altrincham. The 1 ¾ mile viaduct built for the railway connected the former London Road Station (now Piccadilly Station) with the Oxford Road Station and Knotts Mill Station (now Deansgate Station) and further extends to Castlefield.

1900s- Present Day (1915 AD- 2018 AD)

The area altered in the second half of the 20th century as changing transport patterns again impacted on it and new uses were found for the structures. Central Station closed in 1969, and the viaduct was disused for many years. Central Station was converted to an exhibition centre, called GMex, opening in 1982. In 1983, Greater Manchester Council proposed the construction of a regional light railway network, mainly converting existing railway lines and introducing some new cross city-centre tramlines, encouraging commuting from the suburbs. The first route was the Altrincham to Bury line. Part of the Castlefield Railway Viaduct was refurbished in 1990-1991 to carry the Metrolink trams from Altrincham. The station above Deansgate Locks opened in April 1992, named GMex, the name for the Exhibition Centre in the old Central Station. This was rebranded in 2007, becoming Manchester Central. The station was renamed Deansgate-Castlefield in 2010; in 2014-15 a second platform was added in anticipation of the addition of the second city crossing in 2016-17. The arches to the viaduct were granted planning consent in 1997 to be developed for commercial and leisure use, with new

⁴ Kidd, Alan, *Manchester* (Keele: Ryburn Publishing, 1993) 31.

⁵ Ibid, 45-6.

⁶ Ibid, 127.

access across the canal. Deansgate Locks now houses several bars and a comedy venue, attracting many visitors in the evening.

In the 21st century Manchester has continued to thrive, with redevelopment of old buildings and new build attracting people back to city living, as well as a growing number of visitors to its range of attractions. There has also been significant investment in the provision and quality of office accommodation, with older buildings in less desirable areas finding it increasingly hard to find economically viable uses.

4.2 History and Development of the Proposal Site

4.2.1 Development of the Proposal Site

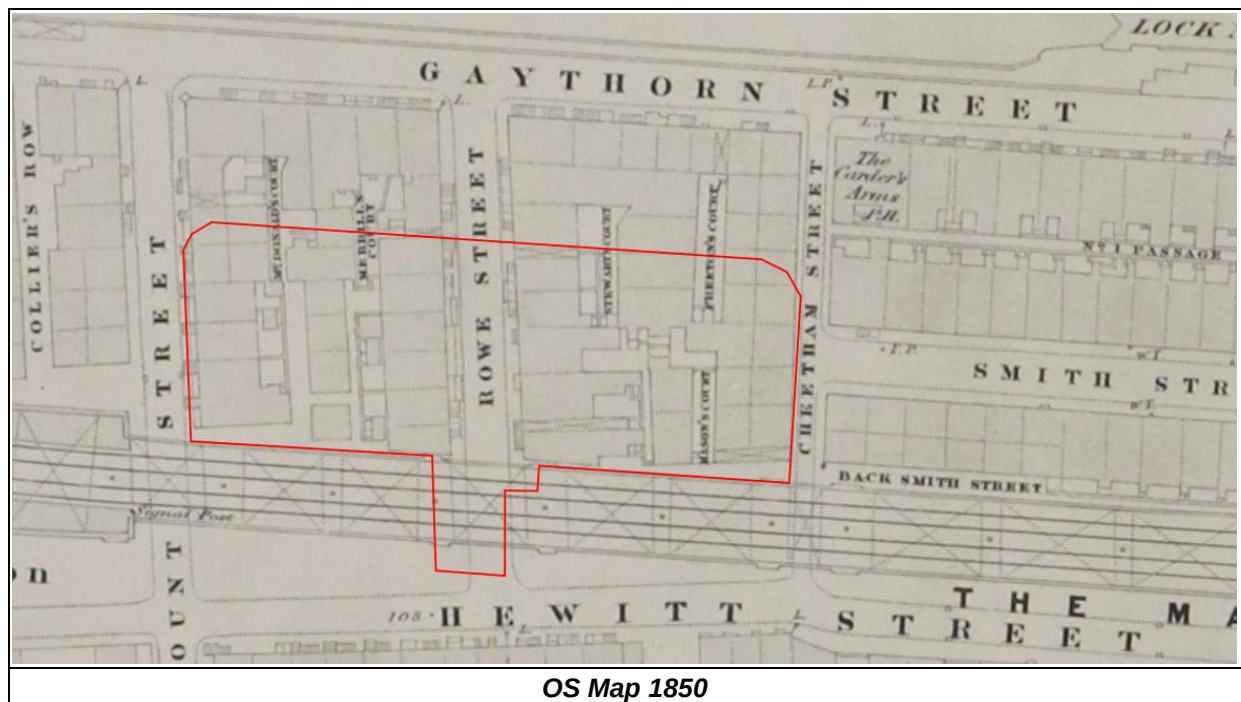
The Historic Environment record does not record any sites of archaeological interest within the proposal site. However, within a 300m radius of the proposal site, the HER records a Roman coin hoard (HER 415.4.1) that was recovered during excavations for the foundation of Deansgate Station in 1852 directly to the west of the proposal site; a lump of Sal Ammoniac and a coin of Tetrinus (AD 267-72) (HER 415.4.16); a Roman urn and 3 Roman dishes and a Samian bowl (HER 415.4.26). To the northeast of the proposal site, identified to the south of the GMEX is the line of a Roman arterial road that linked York and Chester (HER 415.6.0). In 1509 a license was given for a mill dam at Knott Mill; this is the only activity known in the area during this period.⁷ This name was later given to an industrial complex to the west of the proposal site.

Greens map of Manchester dating to 1787-94 shows that the proposal site was partially developed by this time. To the north was Gaythorn Street (running from east-west) developed with structures which may have been commercial as well as residential. Extending southwards from Gaythorn Street were Malkin Street to the western boundary of the proposal site, and Bettys Row to the centre. Both streets were developed with what appears to be terraced residential development, with areas of garden or allotment to the eastern side of Betty's Row, occupying much of the eastern side of the proposal site. There is no indication that the houses were back-to-back, the majority of the structures appear to be double depth terraces with yards and outbuildings, presumably privies. In between Betty's Row and Malkin Street there is a single row of smaller terraced residences with slender alley way behind.



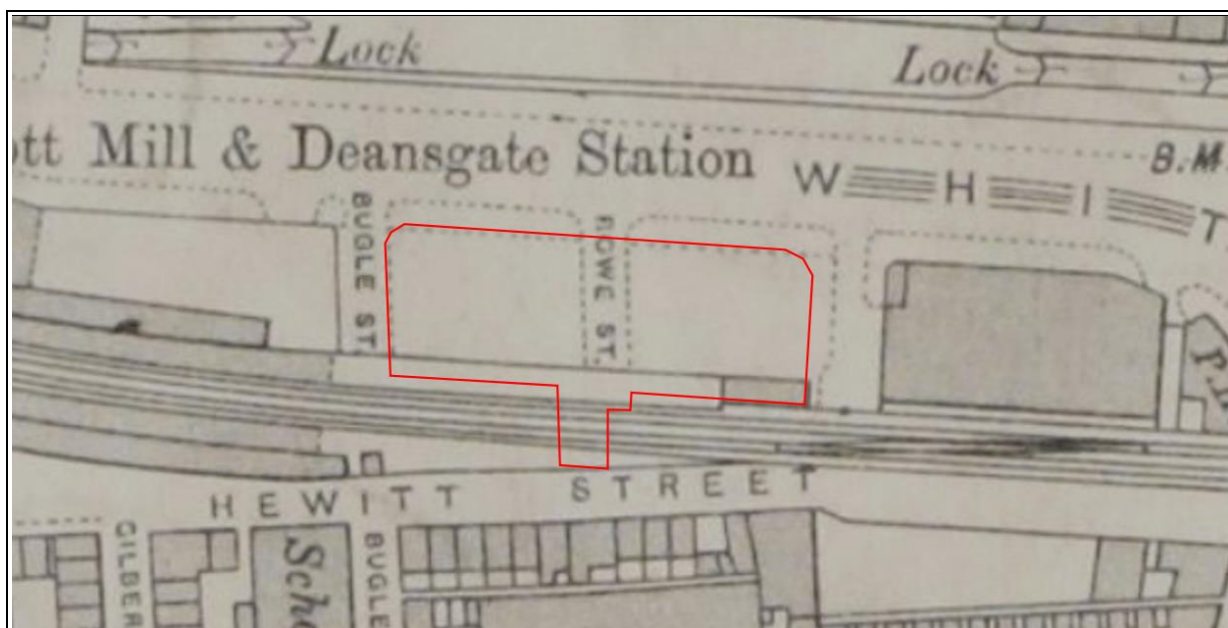
⁷ GMAU, Proposed Development at Bridgewater Wharf, Castlefield, Manchester: An Archaeological Response (1993, unpublished report).

The 1st edition of the OS, surveyed in 1845, shows the area surrounding the proposal site had been more intensely developed and the road layout had altered quite substantially by this time. By 1850 the viaduct to the south of the site appears, carrying the Manchester South Junction and Altrincham Railway, with Knott Mill Station to the west of the proposal site, cutting through the areas of housing. The addition of the viaduct changed the line of the street to the rear of the proposal site.



Cheetham Street had been laid and was lined with a continuous row of what appears to be back-to-back housing, with no outbuildings, just long slender yards called Three Tuns Court and Mason's Court to the rear. To the west side of these court yards were further small residences and outbuildings. The presence of the annotation W.T on the map indicates the presence of a communal water tap/ pump. Betty's Row had been re-named Rowe Street, and the east side of the road was still lined with larger terraced properties with associated outbuildings. The presence of steps leading to the main entrance indicates they may have had a raised ground floor and basement level. To the northern end was Stewart Court, an area that was previously garden. To the west side of what was now Rowe Street was further terraced housing, also with associated outbuildings to the rear and steps to the front entrance. This had been erected between 1778-94 and 1845. To the west of this was an alley way, then a row of smaller scale residences, which fronted onto an alley called Back Mount Street. To the far west of the proposal site, Malkin Street had been re-named Mount Street. The southern end of the road appears to be in the same form as the 18th century map, showing larger scale terraced houses without buildings. Further northwards, towards Gaythorn Street, there had been some re-development. A continuous row of larger buildings now faced onto the street and the terraced houses along east side of Mount Street had been replaced with smaller residences, including back-to-back houses.

Between 1891 and 1896 Mount Street was re-named Bugle Street, but the form of the development remained unchanged from the mid-19th century. An historic image found in the Manchester Libraries Archive shows the houses along Bugle Street, as a row of terraces with raised ground floor and basement level below accessed by steps. In the wider area, to the north side of Deansgate Locks and the canal the construction of Central Station and the large number of lines running into it, dramatically altered the area. This included the construction of the viaduct with arches to the north of the Rochdale Canal.



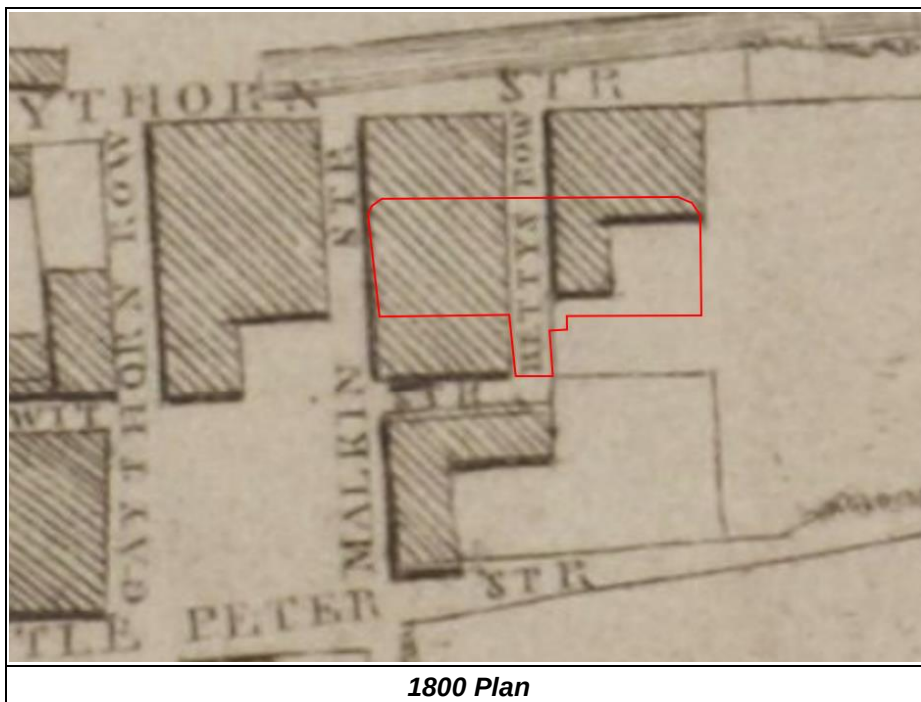
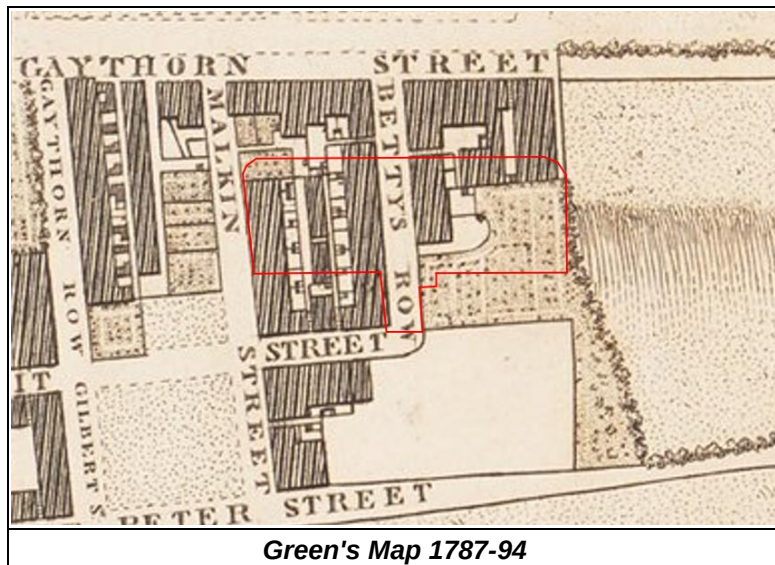
OS Map 1908

The 1908 plan shows the proposal site as two undeveloped plots - the housing has been demolished. Gaythorn Street has been renamed Whitworth Street West and the street has been widened.

Historic building control records show that 2 Whitworth Street West was designed by Henry Cox McCulloch and A. G. Andrew, architects and surveyors of 2 Victoria Street, Manchester as a warehouse for merchant Llewelyn Andrew in 1909. 4 Whitworth Street West was designed by architect Cyril E. Ainley of 8 Exchange Square in 1914 as offices and garage for Halley's Industrial Motors Ltd.

By 1923 both numbers 2 and 4 Whitworth Street West had been developed. In that year Alfred Herbert Ltd. tool makers of Coventry with a world-wide exporting business, moved the Manchester branch office from Cross Street to Wrendal House, suggesting that the conclusion of the construction was during the inter-war period. The plan of the buildings has then remained unchanged from this period onwards. The wider area has undergone more change in recent decades, discussed above (4.4) under Setting.

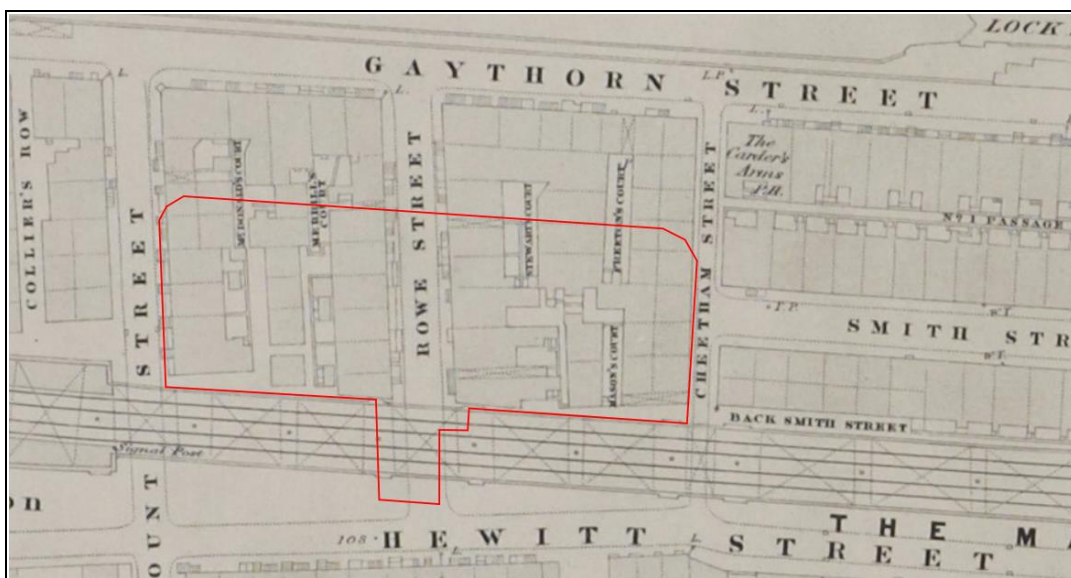
4.2.2 Sequential Development of the Site



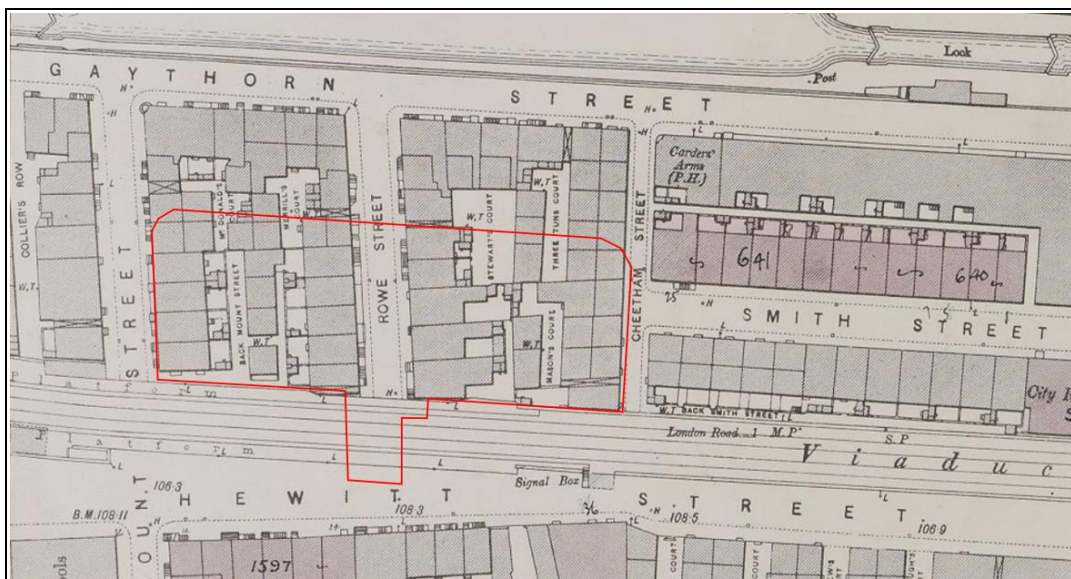
Pigot's 1819 Plan



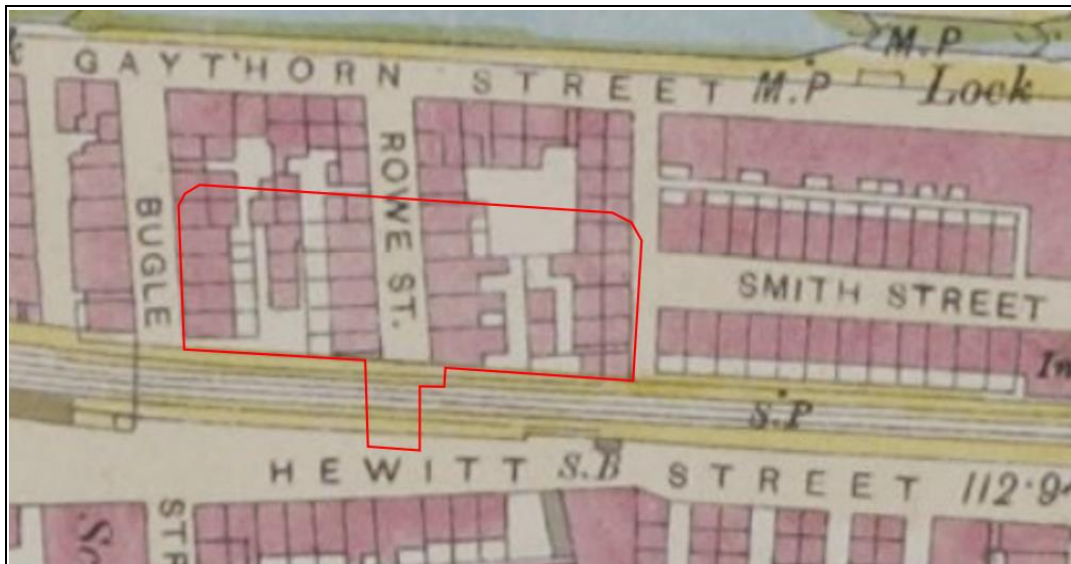
Banks & Co.'s 1832 Plan



OS Map 1850



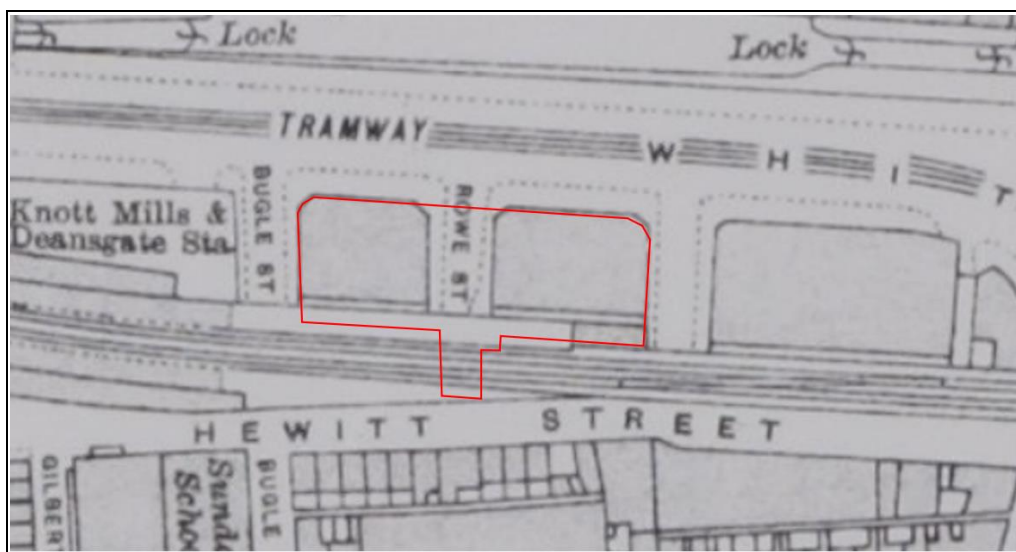
OS Map 1891



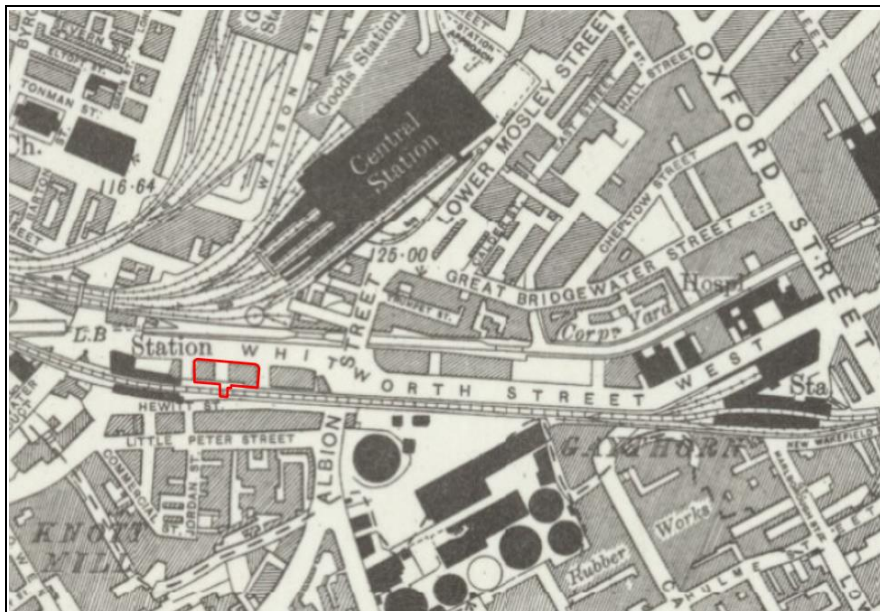
OS Map 1896



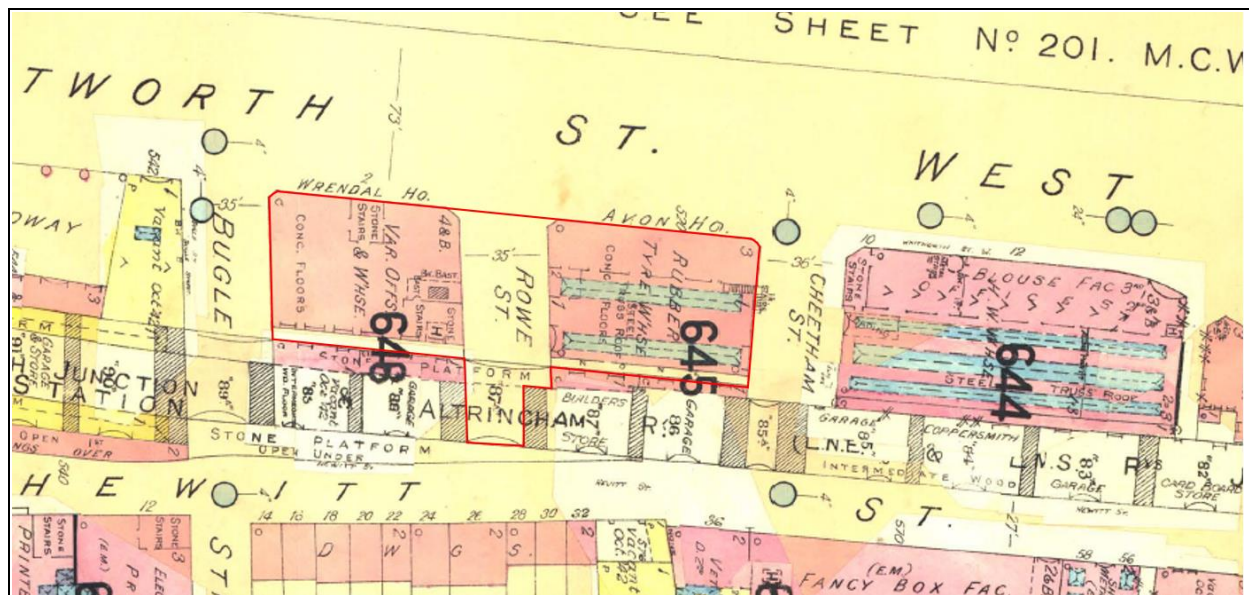
OS Map 1908



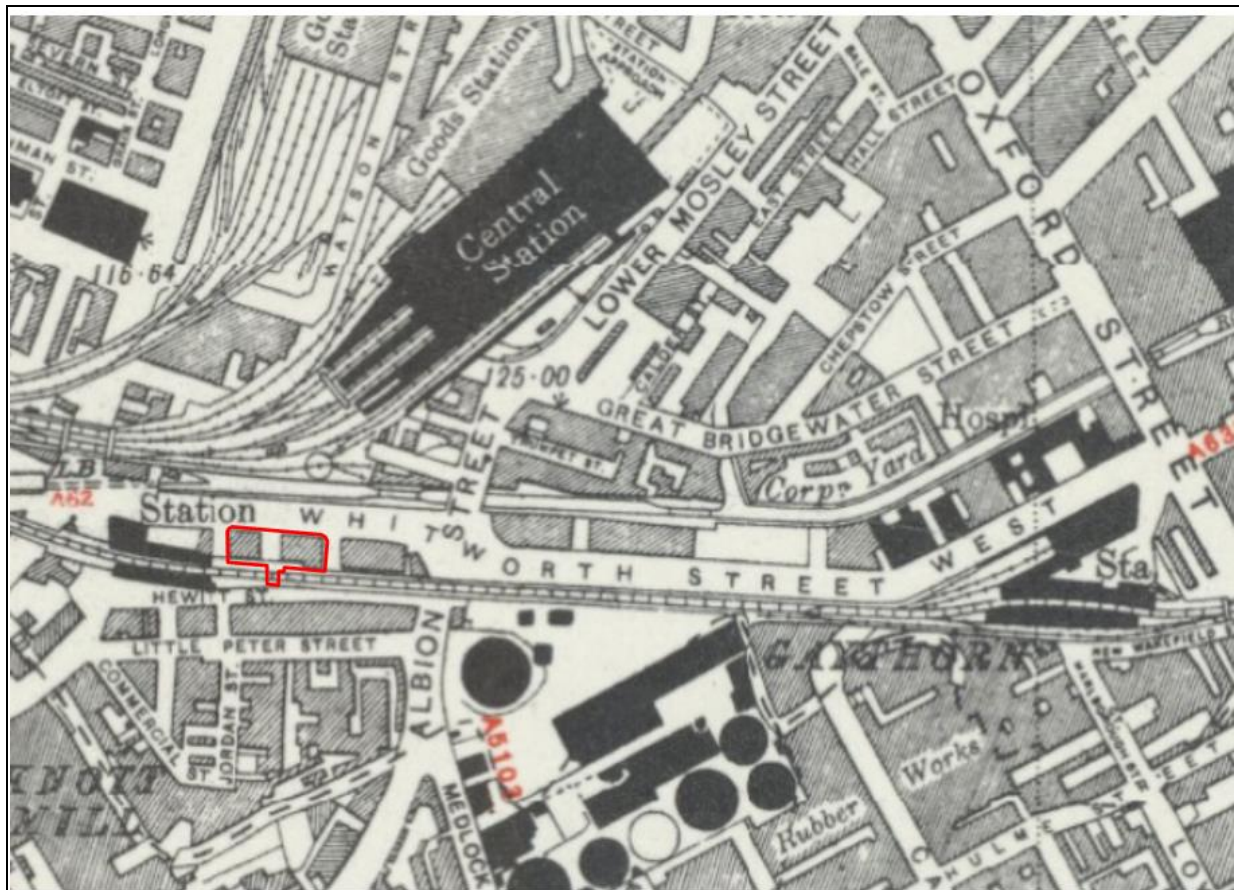
OS Map 1922



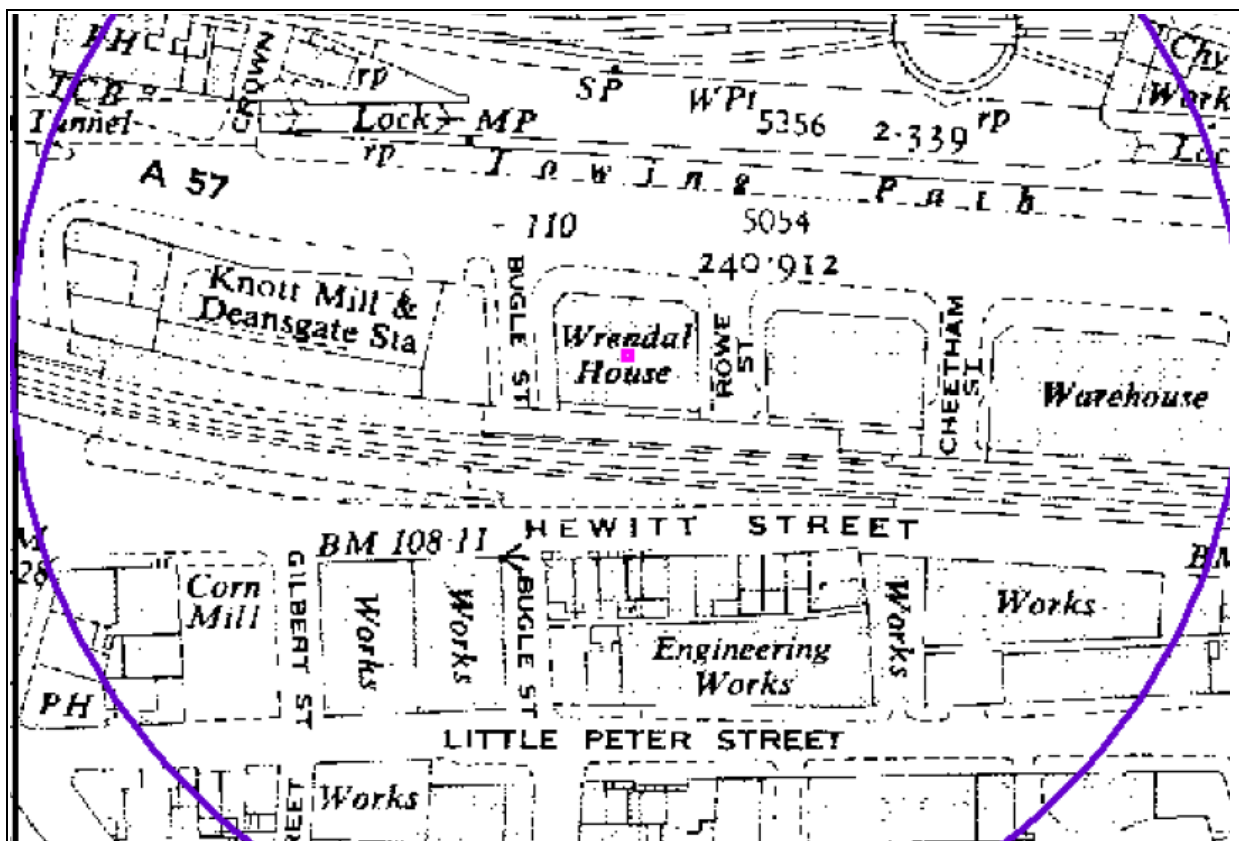
OS Map 1936



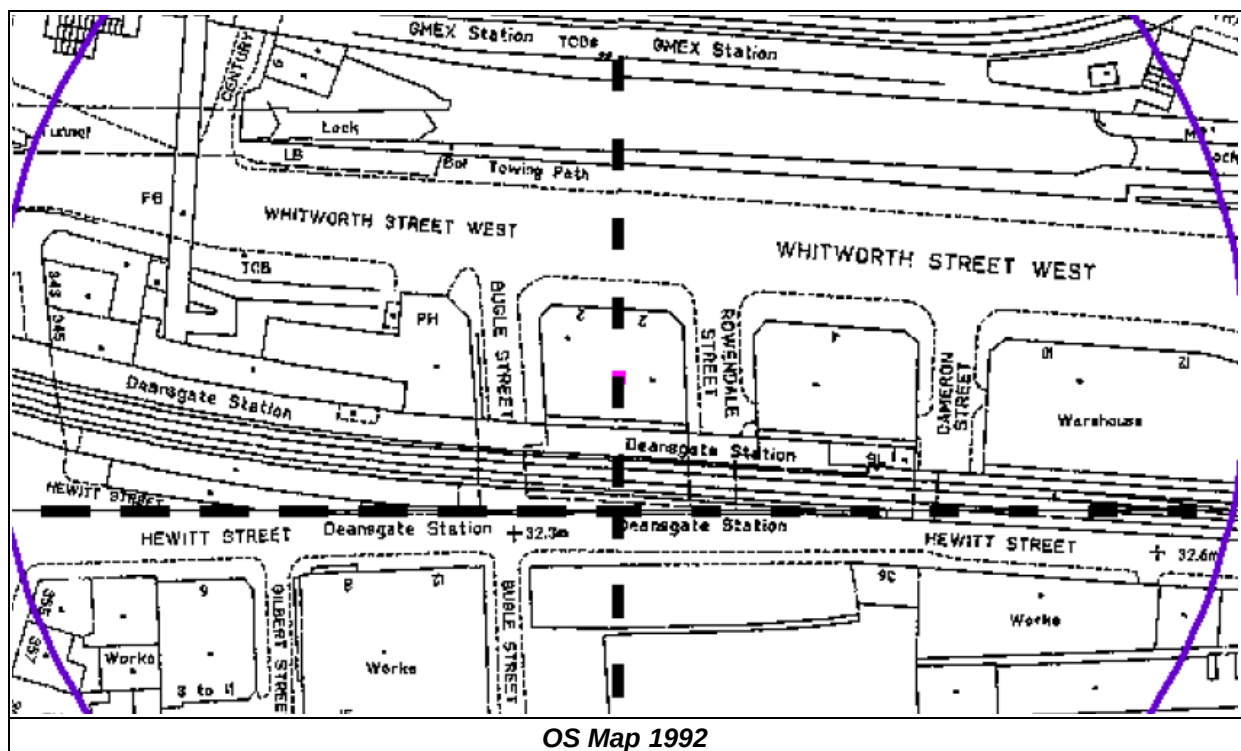
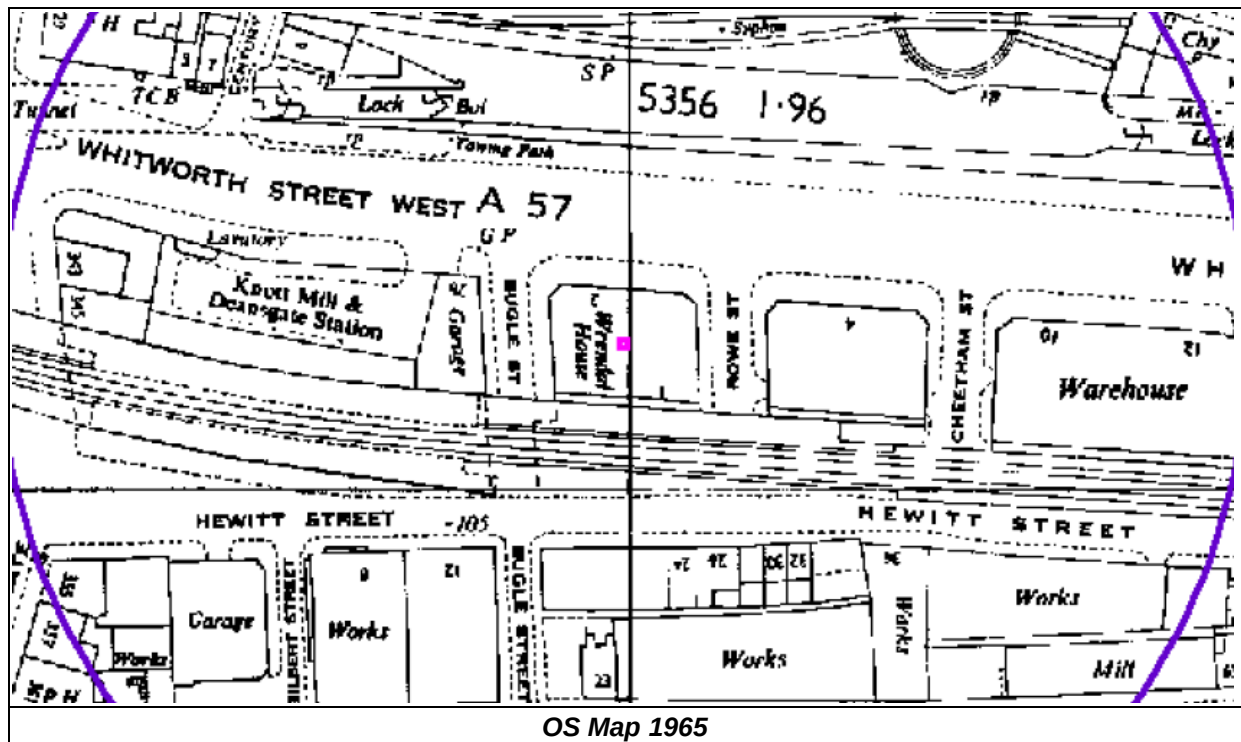
Goad's Insurance Plan of Manchester, Surveyed 1928, Revised 1942

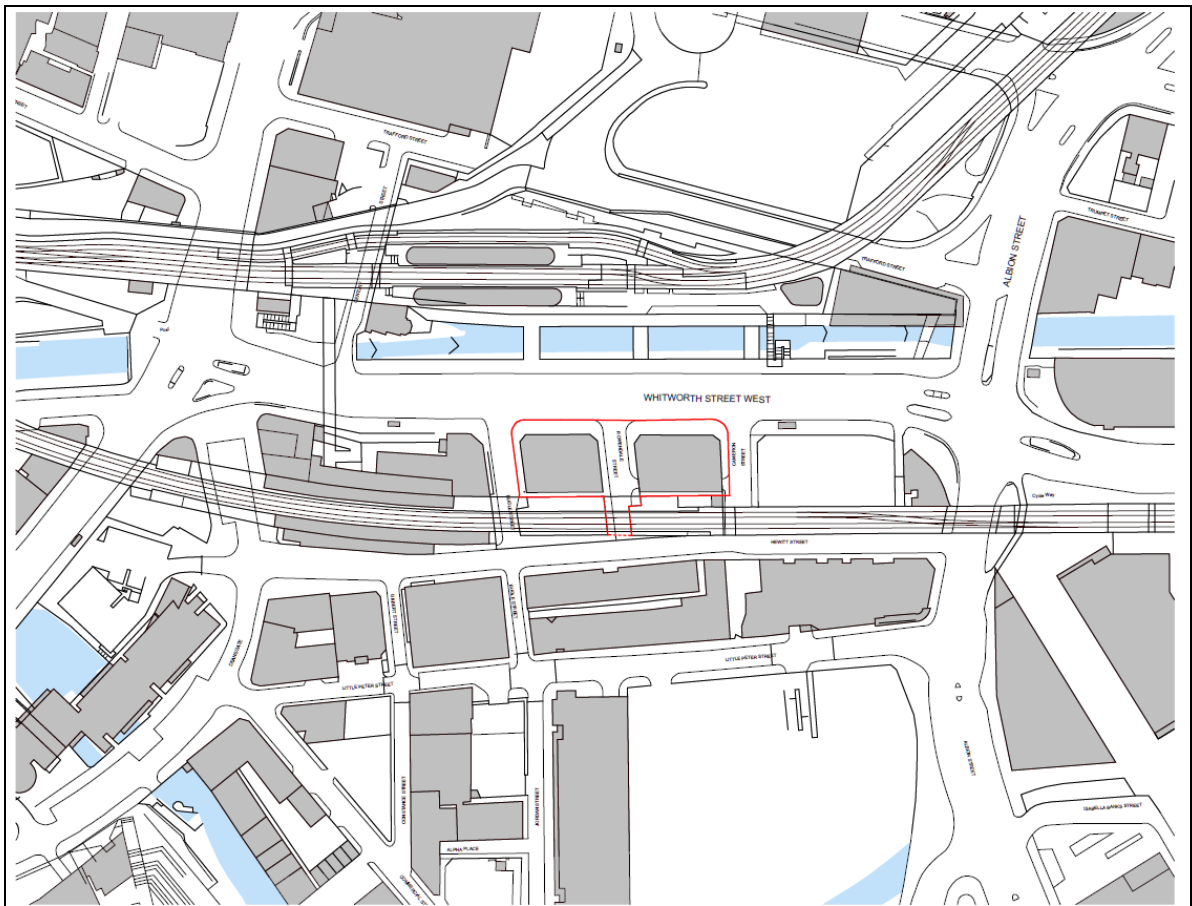


OS Map 1946



OS Map 1950





Current Site Location Plan

Section 5 Significance of the Existing Buildings to the Proposal Site

5.1 Method of Assessment

In *Local Heritage Listing Historic England Advice Note 7*, Historic England guidance recommends LPAs prepare local lists of heritage assets to identify non-designated heritage assets in their area. These local lists identify structures which are not significant enough to qualify for national designation, but which the LPA believes have some local significance. The buildings on the proposal site are not on a local list, as Manchester City Council do not have a local list, nor publicised criteria used for deciding on what structures qualify as non-designated heritage assets. This assessment has been carried out with reference to the criteria provided by Historic England's guidance for local listing, provided in Appendix 3.

The Planning Practice Guidance regarding non-designated heritage assets was recently updated (July 23 2019) and also provides guidance on the selection of non-designated heritage assets. One of the points is: 'Only a minority have enough heritage significance to merit identification as non-designated heritage assets.' It is therefore clear that there must be some selectivity. Additionally, the Planning Practice Guidance states: 'Irrespective of how they are identified, it is important that the decisions to identify them as non-designated heritage assets are based on sound evidence.' In the pre-application consultation, Historic England commented that: 'We consider that these buildings should be treated as non-designated heritage assets.' The reasoning from Historic England for this assessment is: 'They are of a similar scale to other historic buildings in the locality and enhance the street scene by being in keeping with the railway infrastructure and industrial character of this part of the city.' This comment was made as part of the pre-application consultation, prior to the decision-making process on planning applications, but not as a result of an archaeological investigation or any other new evidence-based study. Beyond the above comment, there is no further evidence offered to justify a decision to consider the structures as non-designated heritage assets or to support the very limited rationale for the comment, let alone to directly counter the specific evidence already submitted in the Heritage Statement with the previous planning application. At present, there is no further evidence or investigation that would contribute to demonstrate that the two buildings meet the criteria to be considered non-designated heritage assets. This Heritage Statement presents evidence that 2 and 4 Whitworth Street West do not qualify as non-designated heritage assets.

5.2 Assessment Against Criteria

5.2.1 Introduction

There is sufficient evidence to assess that 2 and 4 Whitworth Street West do not meet what could be considered reasonable criteria to be considered non-designated heritage assets, such as criteria recommended by Historic England (age, rarity, aesthetic interest, group value, archival interest, landmark status, social and communal value).

5.2.2 Age and Rarity

The two buildings were designed in 1909 and 1914 and built by 1922. With buildings of this age (post 1840), Historic England selection criteria states that there should be selectivity for buildings. The age of the buildings is also not related to the age of the heritage assets in the vicinity. The two buildings are neither rare, nor of sufficient quality to distinguish them from other buildings of that period. The buildings are neither particularly old nor are they rare examples of pre-war Manchester commercial buildings.

5.2.3 Aesthetic Interest

Historic England guidance defines aesthetic interest as: ‘the intrinsic design value of an asset relating to local styles, materials or any other distinctive local characteristics.’ The primary materials of slate and red brick are common to this period in Manchester as are commercial buildings from the pre-and inter-war period.

Whitworth House (4 Whitworth Street West) was designed by architect Cyril E. Ainley of 8 Exchange Square in 1914 as offices and garage for Halley’s Industrial Motors Ltd. and while the design of the building shows a competent use of the awkwardly shaped narrow site, featuring the oblique angles, this has regard only for the Whitworth Street West elevation. Even this has lacks technical or decorative features of an intrinsic design value (neither technical, aesthetic nor locally distinctive in nature).

Wrendal House (2 Whitworth Street West) was designed by Henry Cox McCulloch and A. G. Andrew, architects and surveyors of 2 Victoria Street, Manchester as a warehouse for merchant Llewelyn Andrew in 1909. The building has a grand entrance, enhanced by the raised central gable, but the doorway is now marred by a steel roller door; the large arched window openings on all three elevations which are a further characteristic of the buildings have all undergone alteration. The building has no decorative or technical features, and the use of red brick is not sufficient to justify a locally distinctive design.

Taken together, the buildings have no special features or intrinsic design value; there is no local style or distinctive local characteristics. The buildings do not have innovative design and or distinguishing character. Following Historic England and Planning Practice guidance, the materials on their own are not sufficient to identify the structures as NDHAs as only a minority of structures have sufficient heritage significance to qualify a NDHAs, yet the majority of buildings in Manchester city centre are built of brick.

A peer review of this assessment carried out by Kirsten McKnight BA (Hons), MA, MSc, IHBC of Heritage Architecture Ltd in November 2020 states:

‘Having researched the careers of both McCulloch and Ainley, it is clear that neither architect had particularly notable careers, indeed both buildings were designed by the respective architects at the beginning of their careers. Consequently, this additional information on the buildings further confirms the lack of heritage interest of the existing buildings on the site.’

5.2.4 Group Value

Historic England guidance defines group value as ‘groupings of assets with a clear visual design or historic relationship.’ Although the two buildings are relatively contemporary, they were designed as individual buildings and have no group value together. Additionally, contrary to previous comments by Manchester City Council Planning, there is no historic relationship between the two buildings on the site and either Knott Mill Station or the viaduct. The aforementioned comments refers to correspondence and a meeting in May and June 2020 between Senior Planner David Bretell and Jones Lang La Salle. In order to qualify as having group value, the group of assets would need to have a ‘clear visual design’. The viaduct, Knott Mill Station and the two buildings on the proposal site do not have a clear visual design, but are of different styles, ages and design. These structures are all built of brick, but this in itself is not sufficient to warrant identification as NDHA as the Planning Policy Guidance states that ‘Only a minority have enough heritage significance to merit identification as non-designated heritage assets.’ The earlier MCC comments also mention the contribution to the setting of the heritage assets in the vicinity. The impact on setting is not a reason for identification as a NDHA; separate guidance from Historic England provides the approved model for assessing impact on setting. This guidance has been followed and is presented within this Heritage Statement.

5.2.5 Archival Interest and Historical Association

Very limited archival material relating to the buildings, their owners or occupants was identified, such that they do not appear to be of archival interest. No records have been identified which link the buildings to events, people or enterprises of significant historical association.

5.2.6 Landmark Status

The two buildings do not have landmark status.

5.2.7 Social and Communal Value

No records have been identified which link the buildings to events, people or enterprises of either social or communal significance.

5.3 Summary

When assessed using Historic England guidance, neither building has sufficient historic or architectural interest to be considered a non-designated heritage asset. Following the Historic England criteria for identifying potential Non-Designated Heritage Assets, 2 and 4 Whitworth Street West do not meet the criteria. Their age is such that some selectivity must be applied; there are many such examples of commercial buildings from this period in Manchester. The use of red brick as the primary building material is typical of buildings of this period in Manchester; this on its own is not sufficient. They do not have group value nor are they the work of well-known architects of local or national importance. Neither building includes any unusual decorative features or innovative or unusual technical design element, or characteristics of local distinctiveness. Designating every building from the Edwardian and post-WWI eras regardless of the actual historic or architectural interest devalues those buildings from this time period which do have architectural and historic interest. In the absence of evidence to the contrary, as set out in 2019 Planning Practice Guidance regarding the identification of non-designated heritage assets, 2 & 4 Whitworth Street are not deemed of sufficient interest to be classified as Non-Designated Heritage Assets. This assessment is consistent with the application in 2020 which approved the demolition of 2 and 4 Whitworth Street and no new evidence or information has since been uncovered to change that earlier assessment.

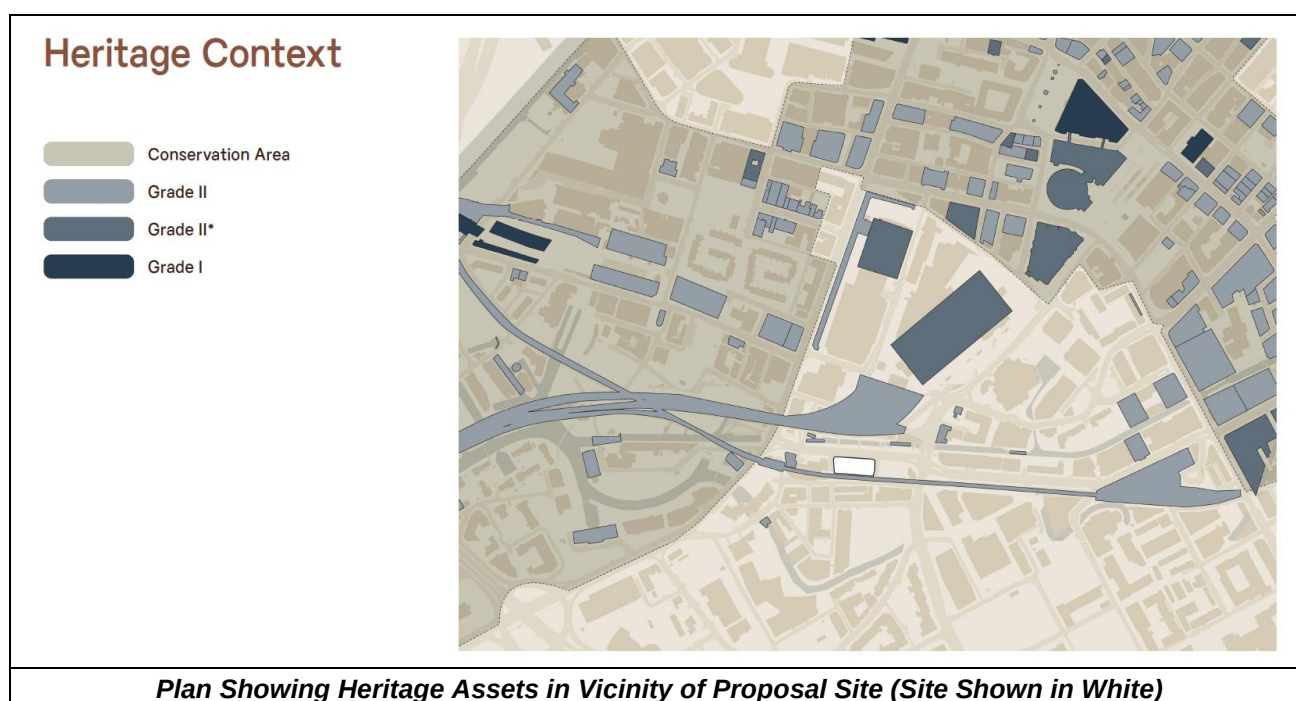
Section 6 Contribution of the Proposal Site to the Significance and Setting of the Listed Buildings

6.1 Methodology

This section contains a Statement of Significance which addresses the significance of the historic buildings affected by the proposals. There are nine listed buildings within the immediate vicinity of the proposal site which may be impacted by the proposed works. The Lock Keepers Cottage, Rochdale Canal Lock No. 91 (at east end of Gaythorn Tunnel) and Castlefield Railway Viaduct are found to the north of the site, Manchester South Junction & Altrincham Railway Viaduct is located to the south of the site and Deansgate Station (formerly named Knott Mill Station) is located to the west. Rochdale Canal Lock No. 90 (approximately 30 metres from Albion Bridge) is located to the northeast of the site. Also to the northeast is Manchester Central and The Midland Hotel as well as Deansgate Good Station and Attached Carriage Ramp which is located the north of the site. There are other heritage assets further away that may be impacted but not to any significant degree. The visual impact on the setting of these heritage assets in the wider area will be considered in the heritage impact section with reference to views of the proposed development which include the heritage assets, or viewpoints from the heritage assets towards the Proposed Development.

This section of the Heritage Statement has been compiled using the values outlined in Historic England's *Statements of Heritage Significance: Analysing Significance in Heritage Assets* (2019). These values are archaeological interest, historic interest, artistic and architectural interest. The July 2021 'Principles of Cultural Heritage Impact Assessment in the UK' document, published jointly by ClfA, IHBC and IEMA, sets as a prerequisite the need to identify the significance of the asset, through an analysis of what is valued about the asset, leading to a statement of cultural significance and to place this in a framework which communicates its relative importance, relating this to the level of protection that the asset merits in planning policy and cultural heritage legislation. In the summary, this is related to a framework for importance based on listing categories. The framework for assessing the level of significance of the assets is high for Grade I and Grade II*, medium for Grade II/Conservation Areas and Low for non-designated heritage assets.

6.2 Identification of the Listed Structures Near the Proposal Site



Lock Keepers Cottage

The Lock Keepers Cottage is a Grade II listed building located to the northwest of the proposal site. It was built circa 1805. It is of red brick in Flemish bond with sandstone dressings, stone parapet and a hipped slate roof. The structure rises to three storeys, with a full height 'basement' level and the ground floor above is level with Whitworth Street West. The building is rectangular with single depth, double fronted plan. The basement protrudes to the east providing an access deck from the canal level, which is surrounded by iron railings.



West Elevation



South Elevation

East Elevation

Rochdale Canal Lock Number 91 at East End of Gaythorn Tunnel

The Rochdale Canal Lock Number 91 is a Grade II listed structure located to the northwest of the proposal site adjacent to Gaythorn Tunnel to the south of Lock Keepers Cottage. It was built in 1804-5 for the Rochdale Canal Company. The lock has been restored and is in working order and is eighth in a series of nine locks on an extension linking the former Rochdale Canal basin in Dale Street with the Bridgewater Canal Basin at Castlefield. The lock is constructed from coursed square sandstone. The chamber is 14 feet wide with pairs of wooden gates located at both ends. There is a ladder at the centre of the north side. There is a towpath 'island' on the south side which has a curved stone staircase at the lower end. Lock No. 91 forms part of a group with Lock Keeper's Cottage.



Rochdale Canal Lock No. 91

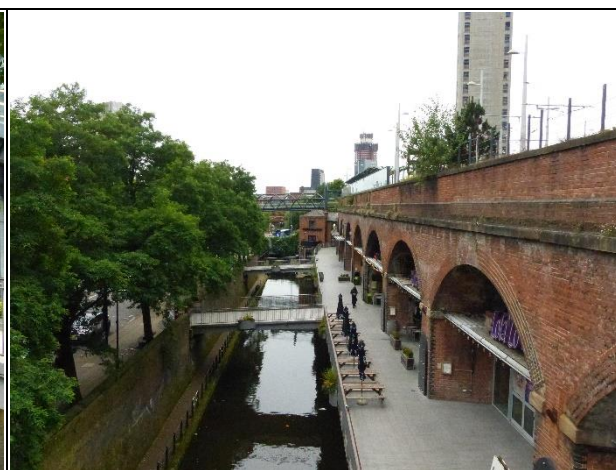
Castlefield Railway Viaduct

The Railway Viaduct is a Grade II listed structure, a section of which lies to the north of the proposal site. It runs southwest from the former central station, near to the proposal site, before travelling westwards and dividing into two over Castlefield. The viaduct then rejoins west of River Medlock.

Externally, the Deansgate Locks section of the viaduct has eleven arches. The exterior detail of the arches is formed by five courses of bricks. There is a sandstone impost at the spring of the arch. The viaduct has a brick parapet with sandstone copings. The upper level of the viaduct now carries the Metrolink track and associated platforms. An external staircase has been added between Units 10 and 11, giving access from Whitworth Street West to the Manchester Central Metrolink platforms. The front openings of the arches have been enclosed with glazing. A metal structure, inserted just below the arches, provides a framework for the modern signage and lighting for each unit. Internally, the brick arches form the walls and ceilings. The floor finishes and fit outs are modern additions.



Castlefield Railway Viaduct Looking East

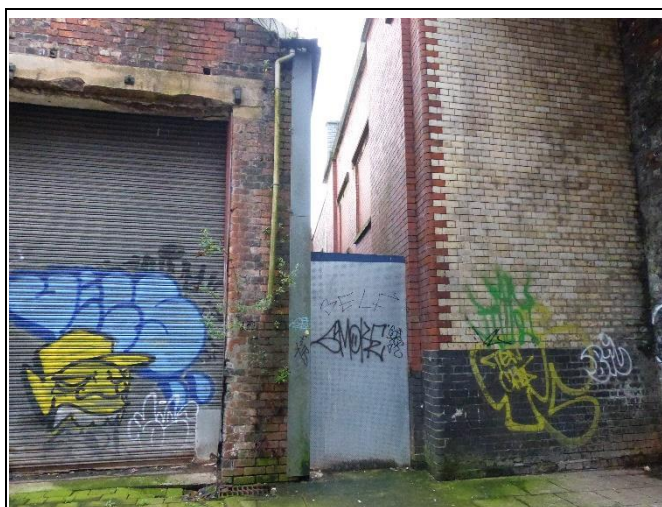


Castlefield Railway Viaduct Looking West

Manchester South Junction & Altrincham Railway Viaduct

The Railway Viaduct is a Grade II listed structure, dating from 1845-50, which stretches 1¾ miles from Piccadilly Station to Deansgate Station. The viaduct runs to the rear of the proposal site. The short road, Rowendale Street, which is located between Whitworth House and Wrendal House, extends underneath the viaduct. Although the viaduct itself is a listed structure, the area underneath the viaduct arch, including the section of Rowendale Street under the viaduct, is not part of the listed structure. At this point, the reveals of the viaduct are built with white glazed brick. The majority of the viaduct is constructed out of red brick, with blue engineering bricks and sandstone dressings. The viaduct is characterised by a series of large arches, many of which are infilled with commercial

premises. The viaduct also includes several cast-iron bridges, some of which have detailed gothic style designs and castellated towers.



MSJ&A Viaduct to South of Wrendal House



MSJ&A Viaduct to South Whitworth House



Rowendale Street and the MSJ&A Viaduct

Deansgate Station

Deansgate Station is a Grade II listed building located to the west of the proposal site. The building was erected in 1896. It is a two-storey structure, constructed of red brick with blue brick bands and stone and terracotta dressings. The roof is of slate. The building is Baronial in style, the doorways are under pointed arches, with mock portcullises and gabled heads on colonettes. To the corner, a stone scroll with the original name of the station 'Knott Mill Station' remains in situ as well as a shield with the building's date of 1896. The first floor has a dual window over the two entrance doors, and single windows either side. The right of the station has two framed shop fronts with later windows added.

Knott Mill was a medieval corn mill, documented in 1509. The area rose to prominence in the late 18th century as the location of the Manchester terminus for the Bridgewater Canal; a bridge was built here and a cotton mill named Knott Mill was present in 1792, part of a wider industrial complex. The Station opened in 1849 as a stop along the Manchester South Junction and Altrincham Railway Line. The railway line was jointly owned by the London and North Western Railway and the Manchester, Sheffield and Lincolnshire Railway companies. The station building was partly rebuilt in 1896 by Robert Neil and Son and was renamed Deansgate Station in 1974.



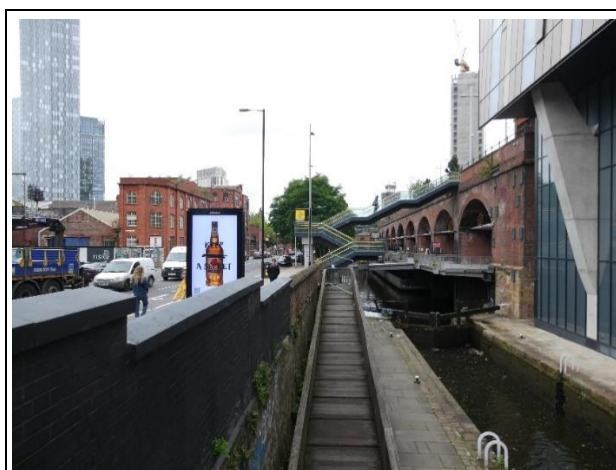
North Elevation



Northwest Elevation

Rochdale Canal Lock Number 90 (Approximately 30 metres from Albion Bridge)

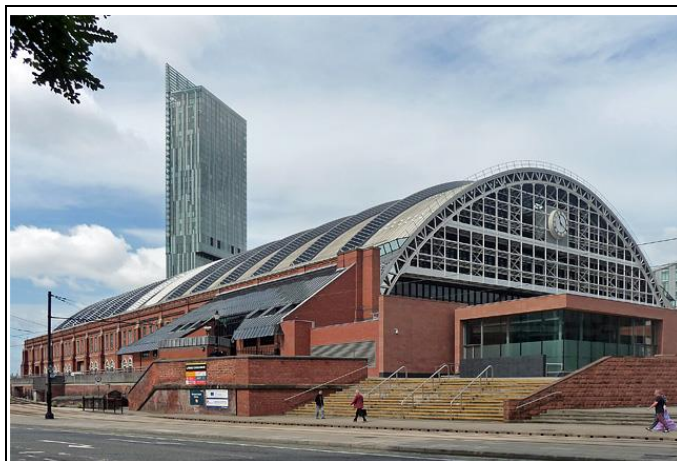
The Rochdale Canal Lock Number 90 is a Grade II listed structure and located to the northeast of the proposal site. It was built in 1804-5 for the Rochdale Canal Company. The lock has been restored and is in working order and is seventh in a series of nine locks on an extension linking the former Rochdale Canal basin in Dale Street with Bridgewater Canal Basin at Castlefield. The lock is constructed from coursed square sandstone. The chamber is 14 feet wide with pairs of wooden gates located at both ends. There is a ladder at the centre of the north side. Lock No. 90 forms part of a group with Lock No. 91 and Lock Keepers Cottage to the west and Albion Street Bridge to the east.



Rochdale Canal Lock No. 90

Manchester Central

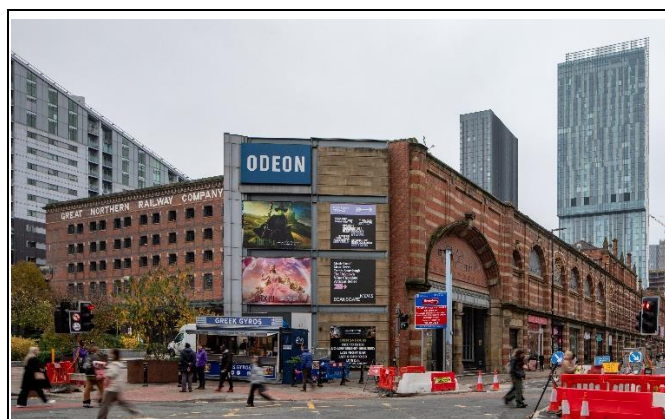
Manchester Central (GMEX) is a Grade II* listed structure located to the northeast of the proposal site. It was built as train station in 1876-9 by Sir John Fowler for the Midland Railway Company. Now it is an exhibition hall and car park. It is constructed of iron and glass on a brick undercroft, with brick side walls. The single segmental-vaulted vessel of 15 bays with 210-foot span are built on extensive undercrofts with 2 storey pilastered on the south side. A 20th century glazed canopy was contrasted to form the entrance at north end.



Manchester Central

Deansgate Good Station and Attached Carriage Ramp

The Good station and warehouse is a Grade II* listed building built in 1885-96 and 1899 for the Great Northern Railway Company, the name which remains as a frieze with lettering in white brick at the front façade of the building. It is a steel framed building with red and blue brick band and a slate roof. The building stands at five storeys with segmental headed windows with cast iron glazing bars. The façade at Watson Street has five cart entrances at the ground floor with deep iron lintels. The construction of the carriage ramp was completed in 1899 of brick, iron and steel and paved with granite setts. The building is now a carpark.



Deansgate Good Station and Carriage Ramp

The Midland Hotel

The Midland Hotel is a Grade II* listed building located to the northeast of the proposal site. The building was constructed in 1898-1903 by Charles Trubshaw for the Midland Railway Company. The five storey Baroque style building has steel frame with brown polished granite cladding, red brick and buff and brown glazed terracotta roof. The façade to Peter Street has 2:4:2 symmetrical bays and cornice and balustraded parapet over the ground floor and round headed arched to next three floors. The recessed central entrance under semicircular arches at the ground floor is constructed of polished granite. The building represents the cosmopolitan wealth and taste of late 19th century Manchester, with its' 400 bedrooms, palm court, concert hall, winter gardens, roof garden and Russian and Turkish baths.



The Midland Hotel

6.3 Significance of the Listed Buildings

6.3.1 Significance of the Castlefield Railway Viaduct

Historic Interest

- The viaduct provides evidence of the development of the railways in this part of the city during the late 19th C.
- The construction of the viaduct through the complicated intersection of the canals, roads and two other railway viaducts in Castlefield provides evidence of Victorian railway engineering design.
- The remaining historic fabric provides evidence of bridge and viaduct construction techniques.
- The impressive length of the viaduct structure, from Dawson Street to the former Central Station, including bridges and a high-level iron viaduct as well as the traditional brick arch sections, is illustrative of the investment in railway infrastructure in late 19th century Manchester.
- Some of the remaining external historic architectural details such as the castellation evident in the sections of high-level lattice girders are illustrative of the status afforded to railway engineering at the zenith of railway development in Manchester. The internal areas, created by enclosing the viaduct arches, do not have any significant illustrative value.
- The Castlefield Railway Viaduct is associated with three important railway companies: the Midland Railway, which built the viaduct, the Great Northern Railway and the Manchester, Sheffield and Lincolnshire Railway.
- The structure is associated with the former Central Station, an imposing former railway station now used as a conference and exhibition venue, listed Grade II*.

Architectural Interest

- Some sections of the railway viaduct were designed with an aesthetic intention, such as the castellated brick and iron piers. In these sections, the retention of the original decorative detail gives a high level of aesthetic value.
- The sections of plainer brick arches supporting the viaduct do not display a conscious aesthetic design, but a simpler engineering solution which gives a low level of design value.

Summary

As a Grade II listed structure, the Castlefield Railway Viaduct is of national significance. The remaining historic fabric to the iron bridges and the exterior of the brick arches provides a high level of historic and architectural interest, as well as retaining the original design intention. The castellated details of the iron bridges, which are not near the proposal site but on a separate section of the viaduct

over Castlefield, also retain a high level of aesthetic value. The structure also retains a level of historic interest as it is associated with both a significant transportation hub in the Manchester area and significant railway companies. With reference to heritage impact guidance, this listed structure would be assessed a significance level of medium.

6.3.2 Significance of Rochdale Canal Lock Keepers Cottage

Historic Interest

- The structure has retained historic fabric that provides evidence of historic building and decorative techniques.
- The location of the cottage provides evidence of the interconnectedness of the cottage and the lock.
- The building is illustrative of the importance of the Rochdale Canal in the development of the area.
- Although most closely associated with Lock 91, the cottage is associated with the Rochdale Canal, and all of the associated structures of the canal.

Architectural Interest

- The simple unadorned style is appropriate for a utilitarian building, but the window proportions and stone parapet and low hipped roofs are evidence of late Georgian design values.

Summary

As a Grade II listed building the Lock Keepers Cottage is of national significance. Externally the building retains features of late Georgian utilitarian architecture, providing evidence of preferred architectural styles during this period. With reference to heritage impact guidance, this listed structure would be assessed a significance level of medium.

6.3.3 Significance of Rochdale Canal Lock Number 91

Historic Interest

- The lock was built in 1804-5 for the Rochdale Canal Company. The lock has been restored and is in working order and is eighth in a series of nine locks on an extension linking the former Rochdale Canal basin in Dale Street with the Bridgewater Canal Basin at Castlefield.
- The structure has retained historic fabric that provides evidence of historic building and engineering techniques and development.
- The lock forms a group with the Lock Keepers Cottage
- The structure is illustrative of the importance of the Rochdale Canal in the development of the area.

Architectural Interest

- The lock is an example of canal design and the associated engineering solutions on a large scale to addresses changes in land levels.

Summary

As a Grade II listed structure, restored and in working order, Lock 91 is of national significance. It is of historic significance, illustrating the successful engineering of man-made waterways to connect industrial sites and transport raw and finished materials. With reference to heritage impact guidance, this listed structure would be afforded a significance level of medium.

6.3.4 Significance of the Manchester South Junction & Altrincham Railway Viaduct

Historic Interest

- The viaduct provides evidence of the development of the railways in this part of the city during the mid-19th C.
- The construction of the viaduct through the city centre provides evidence of Victorian railway engineering design.
- The remaining historic fabric provides evidence of bridge and viaduct construction techniques.
- Some of the remaining external historic architectural details such as the gothic cast iron details of the bridges are illustrative of the status afforded to railway engineering at the zenith of railway development in Manchester. The internal areas, created by enclosing the viaduct arches, do not have any significant illustrative value.
- The viaduct dates from the second phase of railway development, 1841-50, and is an early example of a railway viaduct
- The Manchester South Junction & Altrincham Railway was one of the country's earliest suburban railways and Manchester's first suburban railway. The viaduct is an integral element of the railway line.

Architectural Interest

- Some sections of the railway viaduct were designed with an aesthetic intention, such as the gothic design of the cast-iron bridges. In these sections, the retention the original decorative detail gives a high level of aesthetic value.
- The sections of plainer brick arches supporting the viaduct do not display a conscious aesthetic design, but a simpler engineering solution which gives a low level of design value.
- The viaduct has a strong group value with the other railway structures in the vicinity including two other railway bridges crossing the River Irwell, Castlefield Viaduct, Manchester Oxford Road Station, Deansgate Station and the former goods offices and train shed at Manchester Piccadilly Station.

Summary

As a Grade II listed structure, the Manchester South Junction & Altrincham Railway Viaduct is of national significance. The remaining historic fabric to the cast iron bridges and the exterior of the brick arches provides a high level of historic and architectural interest, as well as retaining the original design intention. The gothic cast-iron details of the bridges, which are not near the proposal site, also retain a high level of aesthetic value. The structure also retains a level of historic interest as it is one of the earliest suburban railway lines in the country. With reference to heritage impact guidance, this listed structure would be assessed a significance level of medium.

6.3.5 Significance of Deansgate Station

Historic Interest

- The building illustrates the evolution of transport links through the area, and the importance of transport to the development of the city and its suburbs.
- The structure has retained historic fabric that provides evidence of historic building and decorative techniques.
- The station was integral to Manchester's early and rapidly expanding rail network.
- The structure still denotes the original name of the station 'Knott Mill Station' on a stone scroll on the corner.
- The station, through its first name incorporated in the structure, is associated with both the medieval and early industrial periods of Manchester and the evolution of the local area.
- The station is associated with two important railway companies: the London and North Western Railway and the Manchester, Sheffield and Lincolnshire Railway.

Architectural Interest

- The station is an example of Baronial style architecture, which began to go into decline around the time that the station was constructed. It is one of the few examples of this style in the area.

Summary

As a Grade II listed building, Deansgate Station is of national significance. Externally the building retains features of Baronial style architecture, providing one of the few examples of the style in the area. The building also retains evidence of the original name of the station, one of the few visible links to the medieval and 18th century history of the area. With reference to the heritage impact assessment guidance, this listed structure would be afforded a significance level of medium.

6.3.6 Significance of Rochdale Canal Lock Number 90

Historic Interest

- The lock was built in 1804-5 for the Rochdale Canal Company. The lock has been restored and is in working order and is seventh in a series of nine locks on an extension linking the former Rochdale Canal basin in Dale Street with Bridgewater Canal Basin at Castlefield.
- The structure has retained historic fabric that provides evidence of historic building and engineering techniques and development.
- The lock forms a group with the Lock Keepers Cottage, Lock Number 91 and Albion Street Bridge.
- The structure is illustrative of the importance of the Rochdale Canal in the development of the area.

Architectural Interest

- The lock is an example of canal design and the associated engineering solutions on a large scale to addresses changes in land levels.

Summary

As a Grade II listed structure, restored and in working order, Lock 90 is of national significance. It is of historic significance, illustrating the successful engineering of man-made waterways to connect industrial sites and transport raw and finished materials. With reference to heritage impact guidance, this listed structure would be afforded a significance level of medium.

6.3.7 Significance of Manchester Central (GMEX)

Historic Interest

- Built as a railway station for the Midland Railway Company in 1876-9 by Sir John Fowler.
- A 20th Century glazed canopy has been added to the entrance at the north end.
- The structure has retained historic fabric that provides evidence of historic building and engineering techniques and development.
- The structure is illustrative of the importance of the railways in the development of the area.

Architectural Interest

- The structure is constructed of iron and glass on a brick undercroft with brick side walls. The undercroft is extensive with vaulted ceiling and intersecting tunnel vaults.
- The intended entrance block at the north end was never realised.

Summary

As a Grade II* listed structure, GMEX is of national significance. The structure retains a level of historic interest as it is associated with both a significant transportation hub in the Manchester area

and a significant railway company. With reference to heritage impact guidance, this listed structure would be assessed a significance level of high.

6.3.8 Significance of Deansgate Goods Station and Attached Carriage Ramp

Historic Interest

- Built as a goods station and warehouse, and attached carriage ramp, in 1885-96, and 1899, for Great Northern Railway Company.
- Now used as a car park.
- A unique survival of a 3-way railway goods exchange station, serving the railway, canal and road networks of the Manchester region, incorporating a complex system of hydraulic haulage between the subterranean canal access to the building, the street level access, and the other storage levels.
- Built to be fully fireproof, it was considered in its day to be one of the most advanced railway goods exchanges in the country.
- The structure has retained historic fabric that provides evidence of historic building and engineering techniques and development.
- The structure is illustrative of the importance of the railways in the development of the area.

Architectural Interest

- The goods station is a steel-framed construction, clad in red brick with blue brick bands and a slate roof.
- Rectangular in plan, it is 267 feet long and 217 feet wide and five storeys high. A frieze with lettering in white brick: "GREAT NORTHERN RAILWAY COMPANY'S GOODS WAREHOUSE" (on all four sides).
- The east facade (to Watson Street) has five wide cart entrances at ground floor with deep iron lintels, and the north end has three similar entrances. The west side and south end have similar entrances at 1st-floor level: two where the carriage ramp enters at the north end of the west side, and three offset to the left in the south end where the former railway viaduct enters. In addition, the west side has four bays of tiered segmental-headed loading doorways with cast-iron surrounds, separated by two pairs of windows.
- The Carriage Ramp to the upper floor of the goods station is to the west side at its north end, and was completed in 1899. It is constructed of brick, iron and steel, and paved with granite setts.

Summary

As a Grade II* listed structure, Deansgate Goods Station and Attached Carriage Ramp is of national significance. The structure retains a level of historic interest as it is associated with both a significant transportation hub in the Manchester area and a significant railway company. With reference to heritage impact guidance, this listed structure would be assessed a significance level of high.

6.3.9 Significance of the Midland Hotel

Historic Interest

- Built in 1898-1903, by Charles Trubshaw, for the Midland Railway Company.
- Historically the building had a palm court, concert hall, winter gardens, Russian and Turkish baths, roof garden, 23 lifts, three and a half miles of corridors and 400 bedrooms.
- The building is a representative of the cosmopolitan wealth and taste of late C19 Manchester.

Architectural Interest

- The building has a steel frame, with cladding of brown polished granite, red brick and much buff and brown glazed terracotta.

- It's built in an eclectic Baroque style with five diminishing storeys as well as cellars and attics.
- The facade to Peter Street has 2:4:2 symmetrical bays, plus a 3-bay portion to the left slightly canted back as well as a 3-sided corners to both ends.
- The façade also has paired bays bounded on the inner side by fenestrated 3-sided pilasters finished as turrets and surmounted by elaborate attic gables.
- There is a cornice and balustraded parapet over ground floor and giant round-headed arches to the first, second and third floors.
- The fourth floor has small coupled round-headed arches and a bracketed cornice and pierced parapet and gabled attic dormers over the centre.
- The ground floor is of polished granite with a recessed central entrance under 2 massive semi-circular arches. Between the arches is a roundel containing a wyvern and a convex frieze above with raised lettering "MIDLAND HOTEL".
- The basement is protected by bowed wrought-iron railings in Art Nouveau style.

Summary

As a Grade II* listed structure, the Midland Hotel is of national significance. The structure retains a level of historic interest as it is a reflection of the wealth in Manchester in the late 19 century. The building retains its' elaborate eclectic baroque style. With reference to heritage impact guidance, this listed structure would be assessed a significance level of high.

6.4 Contribution of the Proposal Site to the Significance and Setting of the Listed Structures

6.4.1 Methodology

Due to proximity, the proposal site could affect the setting of the heritage assets described above. When assessing the contribution of the setting to the significance of a heritage asset, Historic England guidance recommends considering the physical surroundings of the listed structure and how the listed structure is experienced. There is no historic functional or associative relationship between the proposal site and any of the heritage assets. This assessment considers the six closest listed structures, as the proposal site does not contribute to those further away due to the distances. A table of the identified heritage assets and distance from the proposal site is included in appendix 4.

6.4.2 The Physical Surroundings of the Listed Structures

The attributes of the physical surroundings of the listed structures help determine the contribution the setting makes to the significance of the heritage assets.

- Four of the listed structures, the Lock Keeper's Cottage, the Castlefield Railway Viaduct, Rochdale Canal Lock 90 and Rochdale Canal Lock 91 are closely associated with the Rochdale Canal, which forms the immediate setting to both structures. More specifically, the footpath next to the canal and the footpath on Whitworth Street West form part of the immediate setting of both structures.
- The Manchester South Junction & Altrincham Railway Viaduct extends for 1 ¾ miles but is generally surrounded by urban development of varying dates, materials and heights. Within the vicinity of the proposal site, the physical surroundings of the viaduct include Deansgate Station, the functional rear elevations of all the buildings to the north along Whitworth Street West, and those to the south of the viaduct, which include a number of substantial new buildings on Hewitt Street and the tall red rectangular block of Inside.
- Deansgate Station's immediate and significant setting comes from its position on a west facing corner site at the junction of Deansgate, with one viaduct immediately behind it and views of the Castlefield Viaduct crossing Deansgate to its north. Looking south along Whitworth Street West the view is framed by the modern footbridge and dominated by the new tall building beyond. To one side are the arches of the viaduct and the footpath on Whitworth Street West, on the other is the modern extension of the station building with its ramp and Rebellion venue with the proposal

site beyond. The historic west-facing corner elevations of Deansgate Station are not visible from the east.

- Manchester Central, the Midland Hotel and Deansgate Goods Station are all surrounded by urban development, of many similar sized buildings including the Manchester Central Library and the Town Hall Extension.

The wider setting of all of the assets is formed by the urban mixed-use development of the wider area of Deansgate and Whitworth Street West. There is no historic functional relationship or other associative attributes connecting the listed structures and the proposal site.

6.4.3 How the Heritage Assets are Experienced

The way in which the setting of a heritage asset contributes to the experience of the heritage asset can help establish the contribution made by the setting.

- The former Lock Keepers Cottage is now a bar and restaurant and can be experienced internally, as well as externally. The primary façade of the structure faces onto Whitworth Street West but another significant view of the listed building is from the canal side. The former Lock Keepers Cottage can also be experienced from the east from the existing footbridges and the raised walkway along the front of the Deansgate Locks arches. The area around the Deansgate Locks Arches has a modern, urban character created by the additions of subtle glazed fronts to the arches and the modern signage of the commercial premises. These arches can be experienced externally and internally like the Lock Keeper's Cottage.
- Rochdale Canal Lock 90 and Lock 91 can be experienced from the pedestrian bridges across the Canal, from the Rochdale Canal towpath and from various establishment windows.
- Views of the Manchester South Junction & Altrincham Railway Viaduct are unconstrained from along Hewitt Street whereas views from the north are constrained by the buildings which back onto the viaduct.
- Deansgate Station is still in use as a railway station so can also be experienced internally and externally. The primary facade of the station is on Whitworth Street West, facing west, however it can also be viewed looking south down Deansgate Road and looking east from along Castle Street. From the east one experiences the modern extensions and ramp access to the station but not the historic elevations.
- Manchester Central and The Midland Hotel can be experienced from Lower Mosley Street.
- Deansgate Goods Station can be experienced from Deansgate and Quay Street as well as from the Great Northern Square.

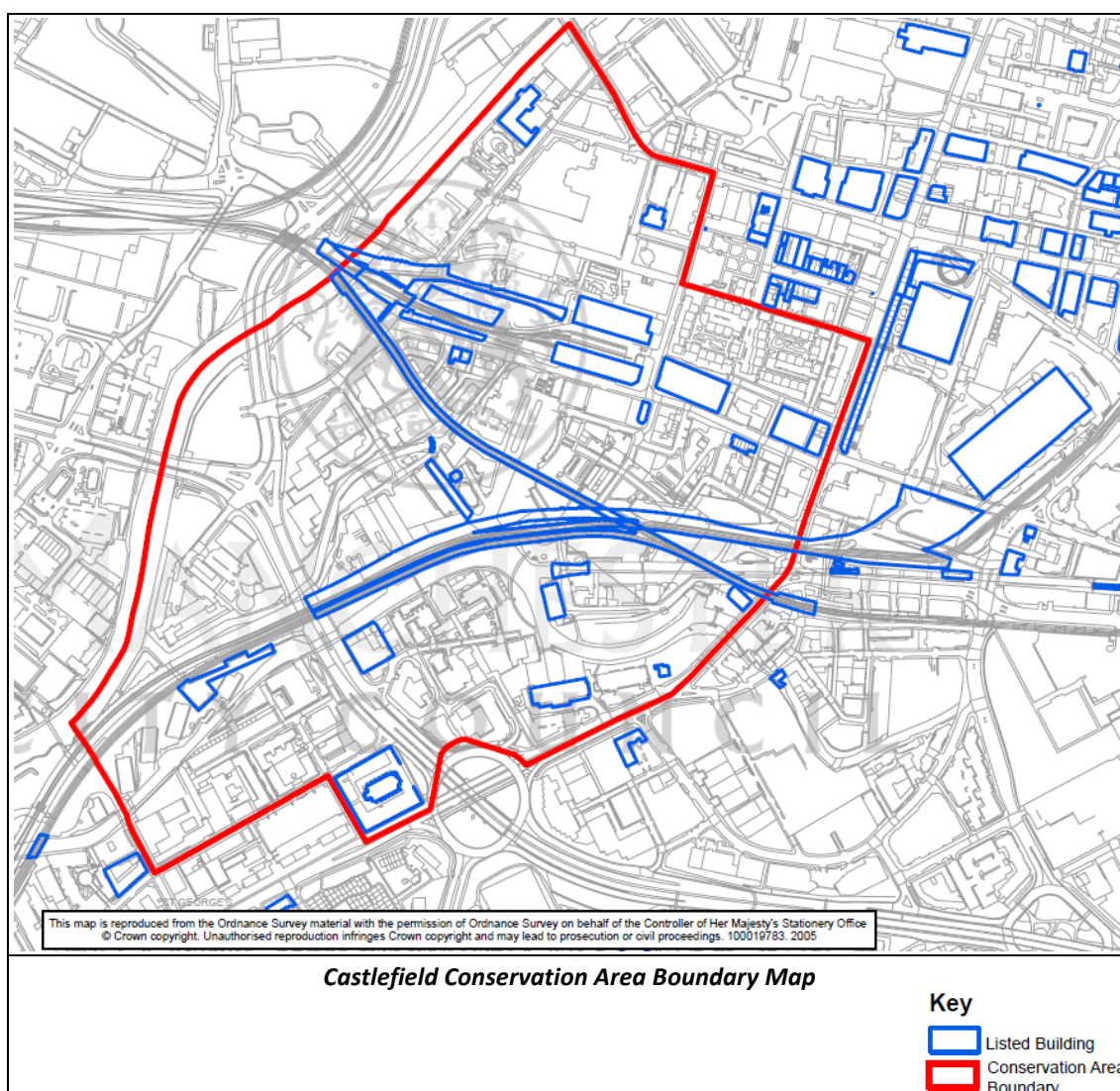
Section 7 Contribution of the Proposal Site to the Setting of Castlefield Conservation Area

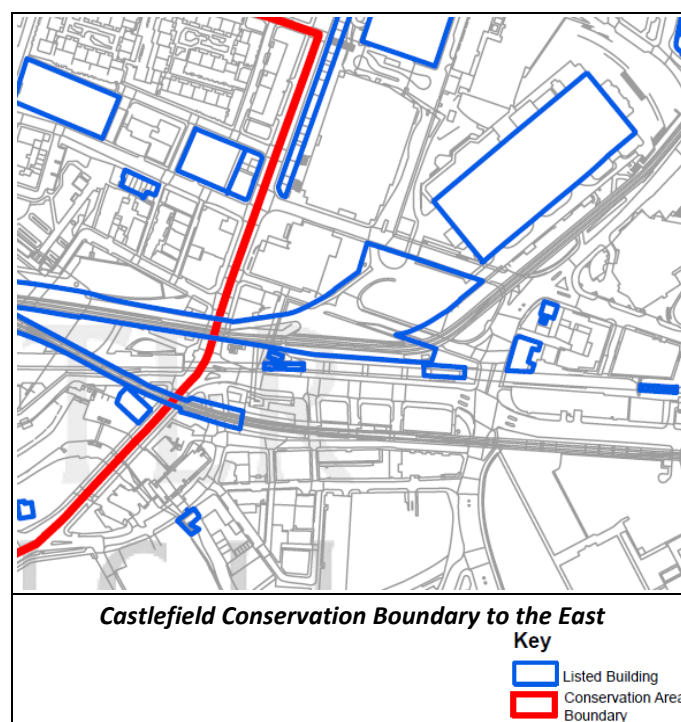
7.1 Introduction

Due to proximity, the proposal site has the potential to affect the setting of the Castlefield Conservation Area. There are several other Conservation Areas in the wider area, including St. Peter's Square, George Street, Deansgate, Albert Square and Whitworth Street. However, these Conservation Areas are quite a bit farther away, and the potential impact on these Conservation Areas is limited to the impact of the tower on more distant views looking out from the Conservation Area towards the Site. The impact of the Proposed Development on the settings of these Conservation Areas has been assessed in section 9.4. When assessing the contribution to the setting of a heritage asset, Historic England guidance recommends considering the physical surroundings of the asset and how the heritage asset is experienced.

7.2 Conservation Area Near the Proposal Site

The Castlefield Conservation Area was designated on 13 October 1979. On 26 June 1985 the area was extended to the southwest. The proposal site is located to the east of the Conservation Area a short distance from the Conservation Area's eastern boundary which runs along Deansgate.





7.3 The Physical Surrounding of the Castlefield Conservation Area

Castlefield Conservation Area is one of the largest conservation areas in Manchester. The area of Castlefield is situated to the southwest of the city centre and is the focus of a Roman fort from which its name is derived from 'castle-in-the-field'. Before the area was designated a conservation area there was an intention by the Department of Environment (now called the Department of Culture, Media and Sport) to designate the area the status of an outstanding conservation area. This was confirmed in January 1980. Although this status has since been abolished nationally it does provide evidence of the area's importance.

The area has evolved over a very long period assisted by the availability of natural resources and innovation. The Romans built their fort on elevated ground in part to protect the rivers Irwell and Medlock. Canals were dug along natural water courses in order to divert water to maintain water levels and canal basins and wharves were so numerous at the time the railways were built the only means of introducing railway transport to the area was by building viaducts. The result of these innovations is a multi-level environment which is considered unique in the world.

The Conservation Area has evidence of a variety of building materials. The area is described as being 'more rugged and industrial in character' than other parts of the city centre. Stone, brick and slate are used extensively in addition to the impressive massive cast-iron columns supporting the railway viaducts. The railway viaducts themselves are constructed of iron lattice beams. Granite setts were used at the surrounding quays and canal branches as these were the most durable material at the time.

The Conservation Area's boundary follows that of the city along the river Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. On 26 June 1985 the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

Distinct zones were devoted to housing, warehouses and transport by the 1850s. Liverpool Road at this time was an important highway. The area occupied by the Roman road had been redeveloped

for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road small scale buildings were used for housing, most buildings were converted to commercial uses. The late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing.

There are a 31 Listed Buildings/Structures within the Conservation Area, these are:

- 29-41 Liverpool Road, Grade II
- Former Market Hall, Liverpool Road, Grade II
- Castlefield Information Centre, Liverpool Road, Grade II
- K6 Telephone Kiosk beside Southwest Corner of No. 330 Deansgate, Grade II
- Museum of Science and Industry, Air and Space Museum, Liverpool Road, Grade II
- Former St Matthews Sunday School, Wellington Place/Liverpool Road, Grade II
- Power Hall of Museum of Science and Industry, Liverpool Road, Grade II
- Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse, Grade II
- St Johns College of Further Education, Great John Street, Grade II
- Albert Warehouse, Quay on the west side fronting river Irwell, Victoria Warehouse, Grade II
- Colonnaded Railway Viaduct at Former Liverpool Road Goods Depot, Grade II
- Old Warehouse to North of Former of Liverpool Road Railway Station, Grade I
- Former Liverpool Road Station, Station Masters House, Grade I
- Railway Viaduct Linking Bridge over Irwell to Liverpool Road Station, Grade II
- Former Commercial Hotel, Liverpool Road, Grade II
- 123 Liverpool Road, Grade II
- Railway Viaduct over River Irwell leading to Lower Byrom Street Warehouse, Grade II
- Railway Bridge over River Irwell to former Liverpool Road Station, Grade I
- Pair of Culvert Arches over River Medlock and Associated Overflow Channel, Potato Wharf, Grade II
- The Giants Basin, Potato Wharf, Grade II
- Bridgewater Canal Basin at Potato Wharf, Grade II
- Castlefield Railway Viaduct from G-MEX to Dawson Street, Grade II
- Rochdale Canal Lock Number 92 and Castle Street Bridge, Grade II
- Merchants Warehouse, Bridgewater Canal, Grade II
- Middle Warehouse, at Former Castle Field Goods Yard, Bridgewater Canal, Grade II
- Electricity Junction Box on Castle Street. Manchester, Grade II
- Former Congregational Chapel, Deansgate, Grade II
- Former Canal Flour Mills, Egerton Street, Grade II
- Hulme Lock Branch Canal, Bridgewater Canal, Grade II
- Church of St George, Chester Road/Arundel Street, Grade II*
- Churchyard Walls, Gate Piers and Gates at St George, Grade II

7.4 How the Castlefield Conservation Area is Experienced

The Castlefield Conservation Area is primarily experienced along its roads including Deansgate and Quay Street which border the Conservation Area and Liverpool Road, Trinity Way and Egerton Street (A57M) within the Conservation Area. Views of the side elevations and rear elevations of buildings are possible from small side roads and alleys between the buildings. The Area is also experienced from the railway and canal which run through the Conservation Area and from the River Irwell at its west boundary. St John's Gardens and the Castlefield Urban Heritage Park on the site of the Roman fort provide green spaces within the Conservation Area and the areas around the canal in the south of the Conservation Area, although enclosed by the railway viaducts and tall buildings, have a more spacious feel than the very built-up northern section. As there is no Conservation Area Appraisal, important views into and out of the Conservation Area have not been identified but would include views along main streets and shorter views between the buildings. A main focal point of the Conservation Area is the former Liverpool Road Station which now houses the Museum of Science and Industry.

	
<i>Looking Towards Castlefield Basin</i>	<i>Grade II, Former Congregational Chapel, Deansgate</i>

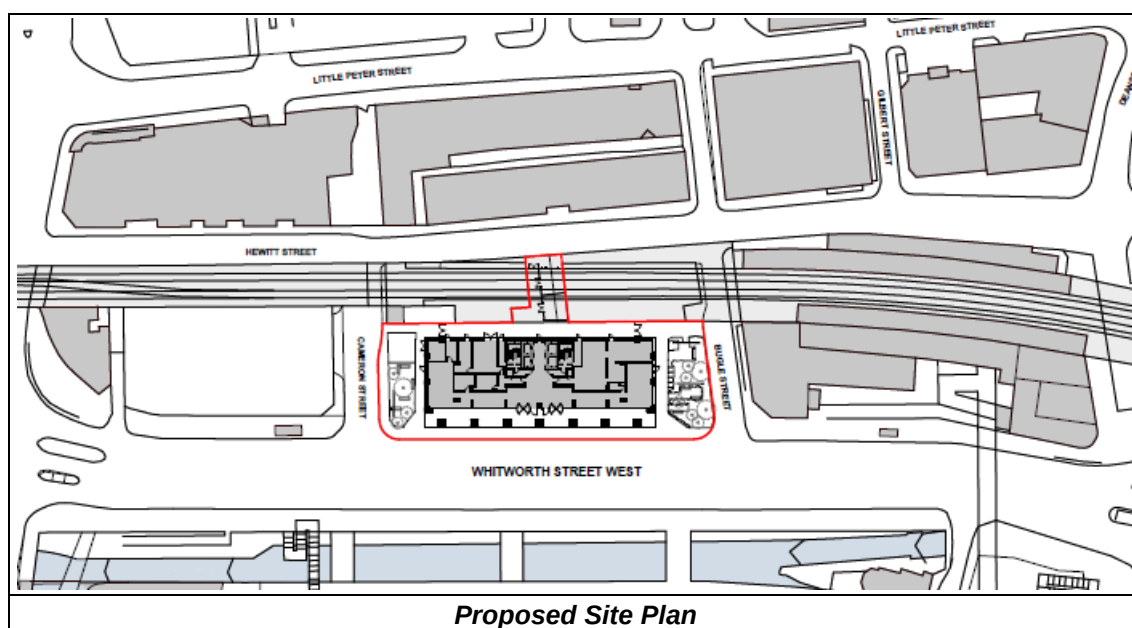
7.5 Contribution of the Proposal Site to the Setting of the Conservation Area

The proposal site is separated from the Conservation Area by Deansgate Station, a footbridge over the road between the railway station and the Metrolink tram platforms, and the main road junction between Whitworth Street West and Deansgate. The proposal site does not form part of any identified views into or out of the Conservation Area and is not historically linked to the focal points of the Conservation Area; the former Roman fort and the former Liverpool Road railway station which now houses the Museum of Science and Industry. The proposal site does not make any significant contribution to the setting of the Conservation Area.

Section 8 Proposed Works

8.1 Overview

The Proposed Development comprises the demolition of existing buildings on-site, infilling Rowendale Street, and the delivery of 364 residential apartments in a new development rising to 44-storeys and consisting of a mix of 1, 2 and 3 bed apartments. Entrance into the building will be from Whitworth Street West into the Ground Floor residents' amenity space, which also occupies Levels 1 and 2. 182 secure cycle parking spaces and residents' bin storage will be provided at the Ground Floor and further residents' bin storage is proposed underneath the Viaduct, with a secure boundary and access point to the bin storage from the Hewitt Street elevation. Plant equipment will be provided internally at Ground Floor and Level 1. The proposals include new public realm comprising hard and soft landscape including rain gardens, associated seating and lighting.

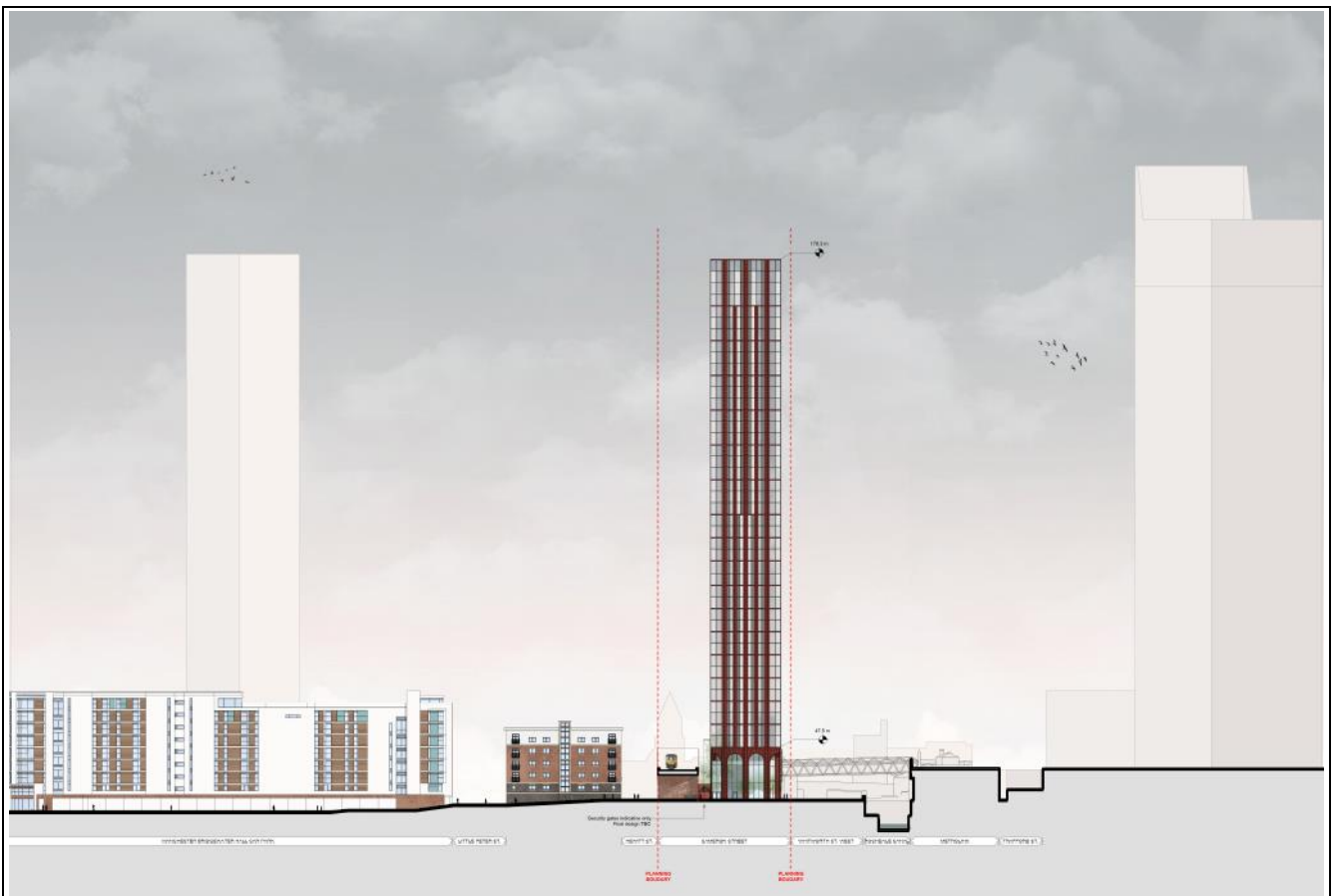


8.2 Proposed Design and Materials

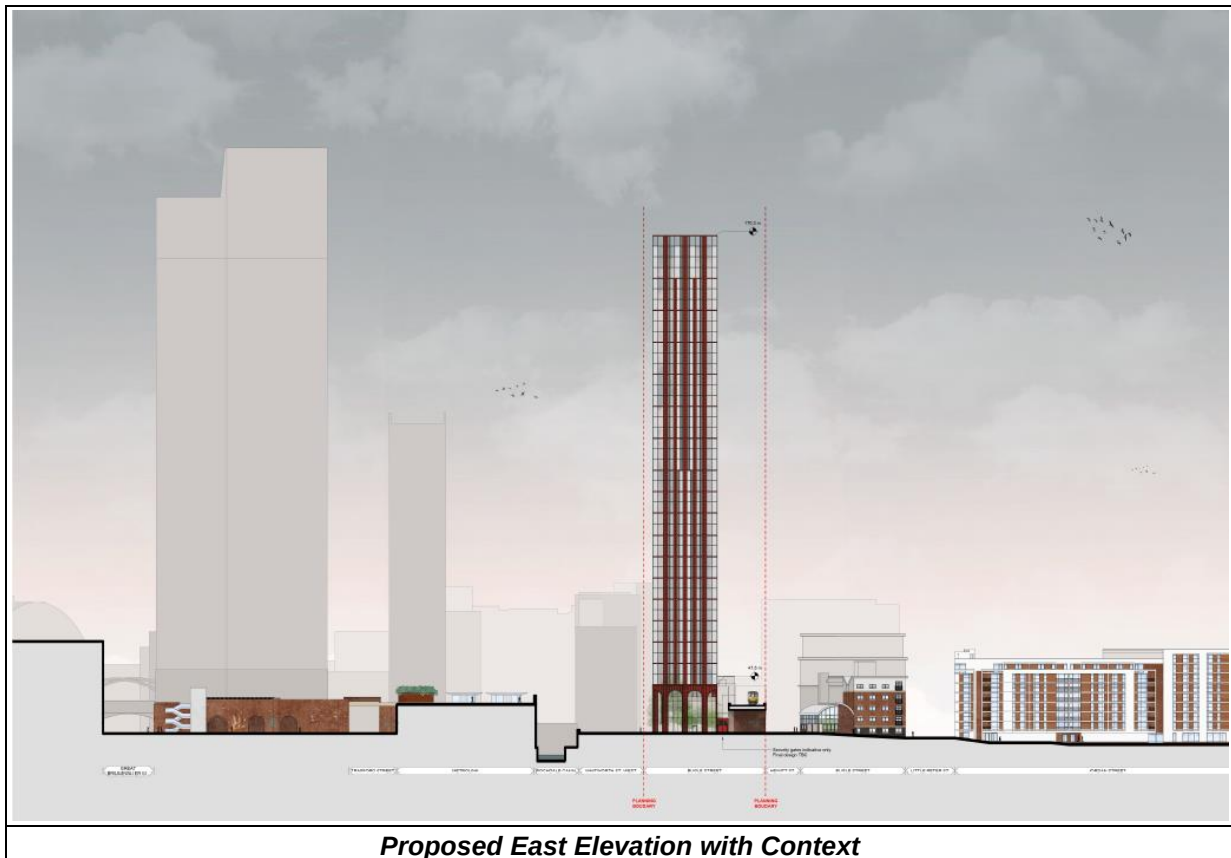
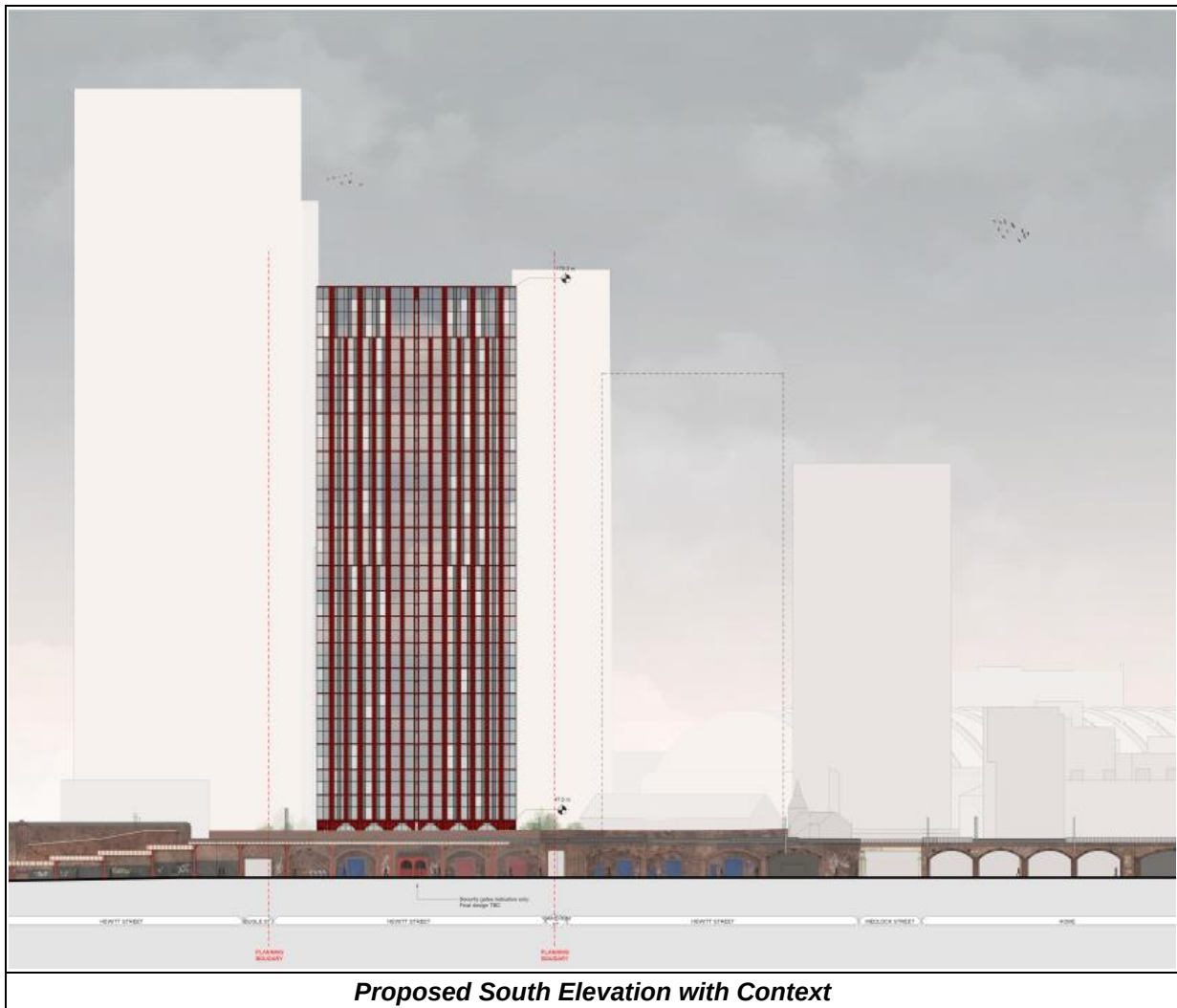
The proposed development will consist of a 44-storey tower with a total of 364 1-, 2- and 3-bedroom apartments to the top 41 floors, with ancillary and amenity space in the lower 3 floors to include flexible workspaces, gym, studios/lounges and will have new high quality public realm surrounding the base of the building. The tower will be of rectangular plan with arched colonnades around a central core at ground floor level, with the primary access from Whitworth Street West and secondary access from the public realm to the east and west of the building. The plant structures on the roof will be hidden behind the continuation of the facades of the building. Access to the bin and bike store, which will be located beneath the viaduct centrally, will be at the rear of the building. The proposed design for the tower seeks to deliver a cohesive architectural response to the site, reflecting the existing streetscape and frontage of Whitworth Street West while creating a positive addition to Manchester's evolving skyline. Proposed materials are profiled dark red terracotta cladding and vertical glazed panels.



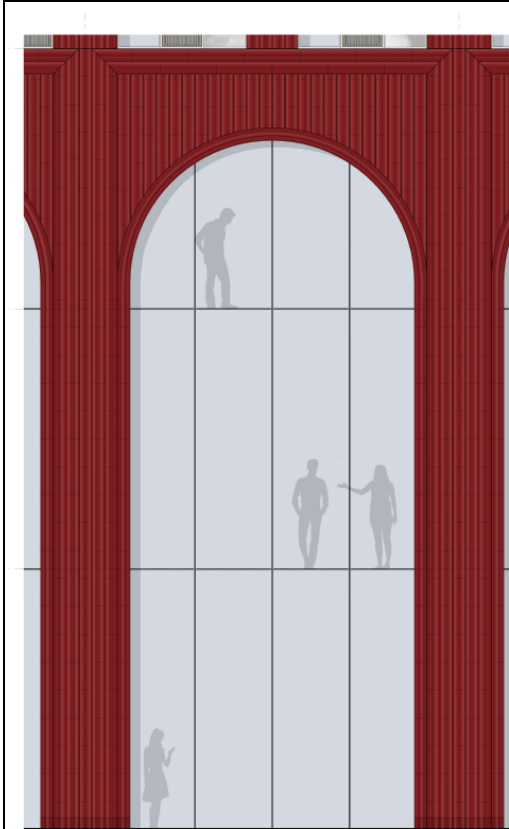
Proposed North Elevation with Context



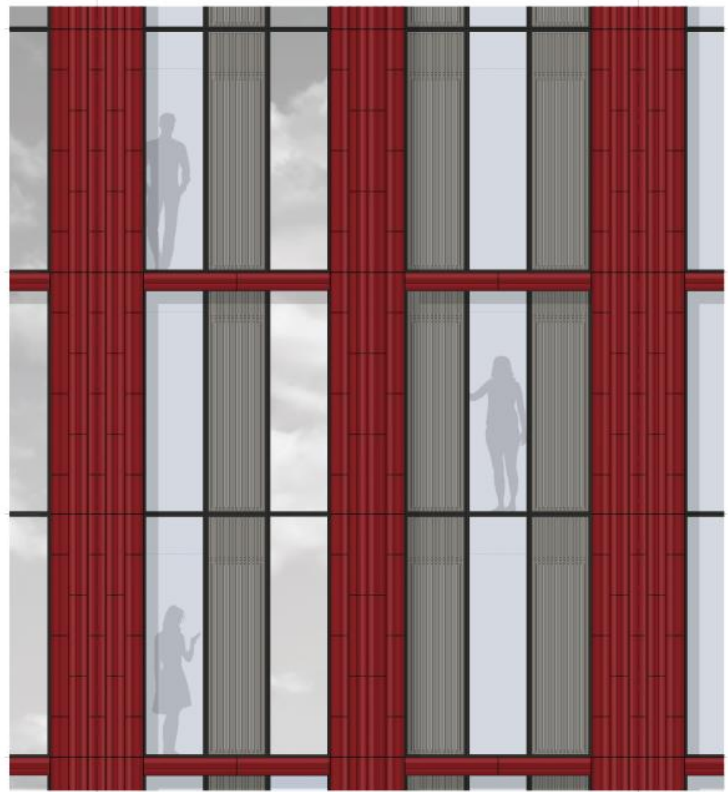
Proposed West Elevation with Context



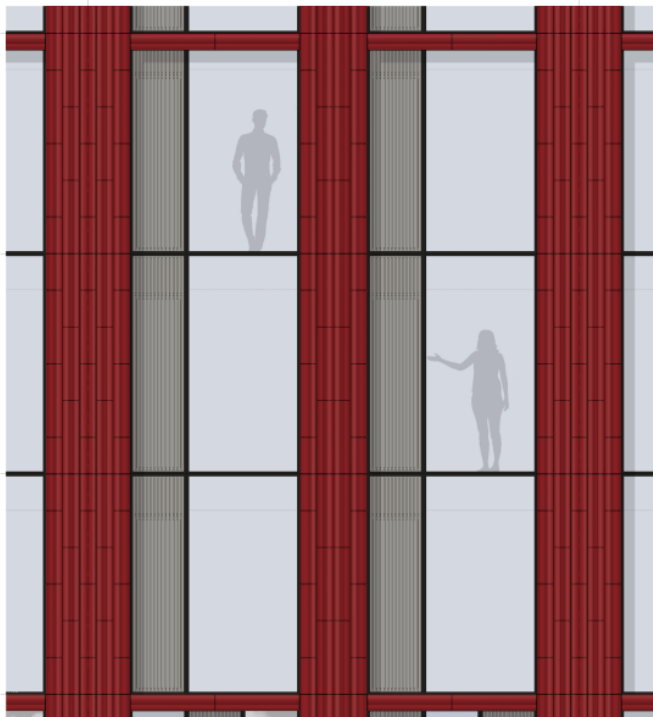
Typical Façade Bays



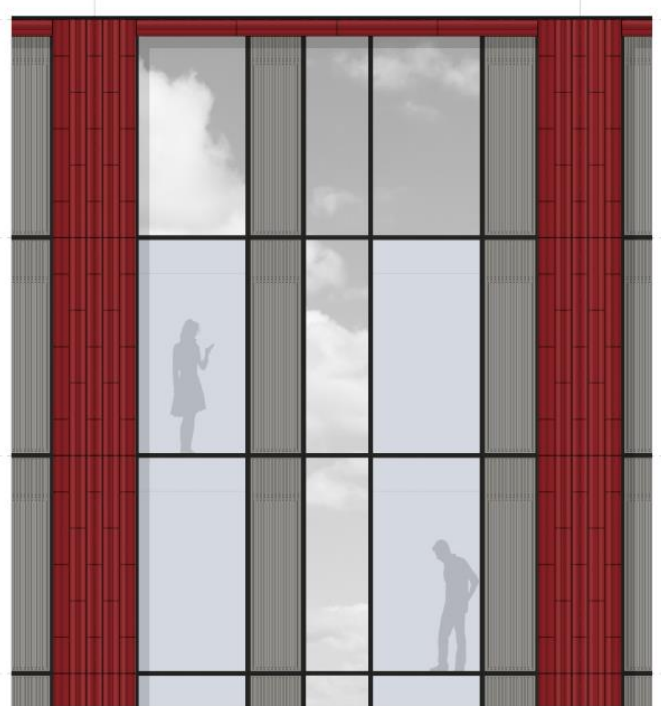
Ground to Second Floors



Ground to Second Floors Type 01 Levels 3 - 22



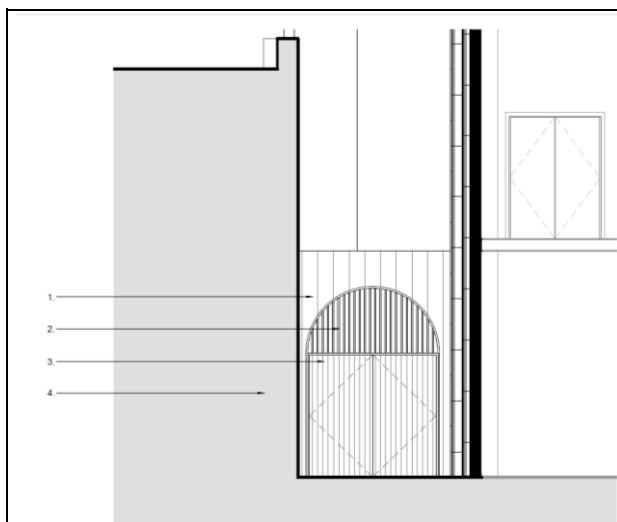
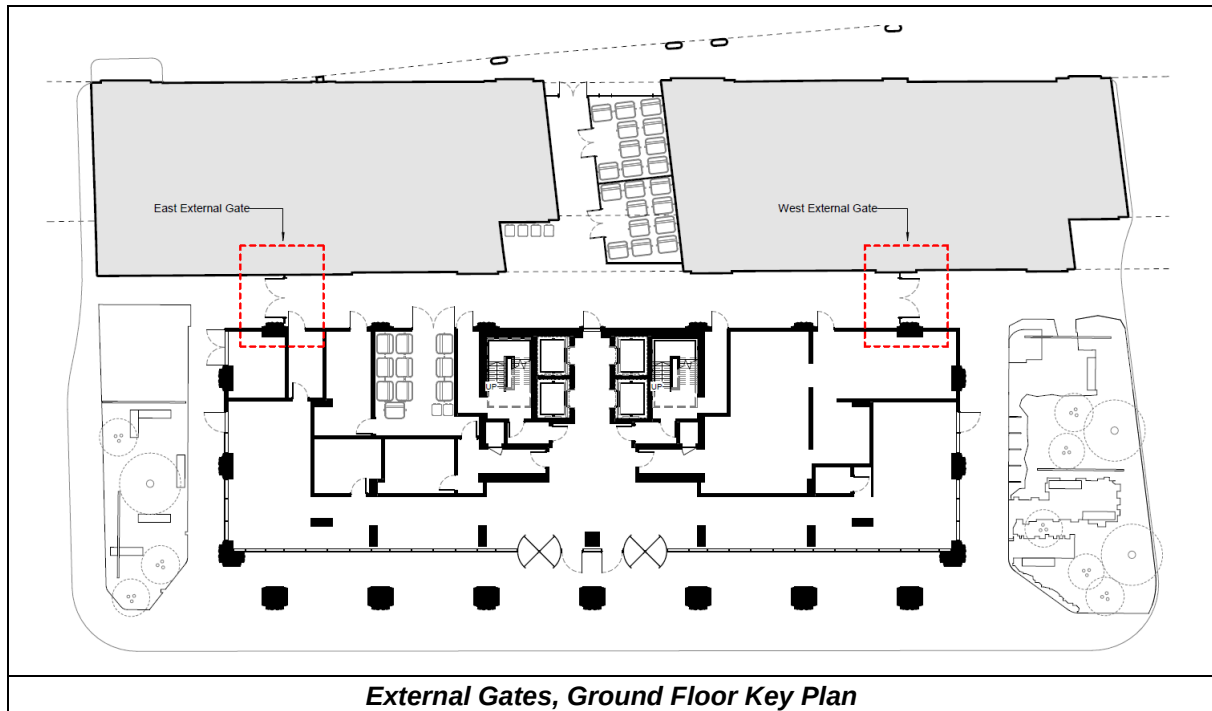
Type 02 Levels 22 - 40



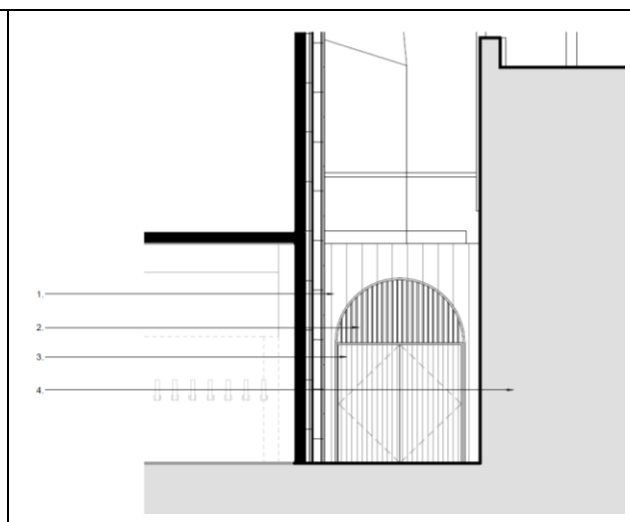
Type 03 Levels 41 - 44

8.3 Proposed Works to Grade II Listed Railway Viaduct

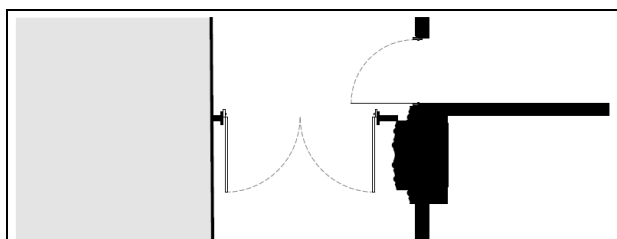
Gates are proposed at each end of the building between the rear elevation and the north elevation of the viaduct. A gate is also proposed to the south end of the space under the viaduct, to Hewitt Street, which is to house the bike and bin store. Additional fixings for the bike and bin store structure may be required. The gates are proposed to be constructed from metal set within a profiled and perforated metal screen or security. The details of the design of the gate to Hewitt Street and the fixings of the gates to the railway viaduct structure can be conditioned.



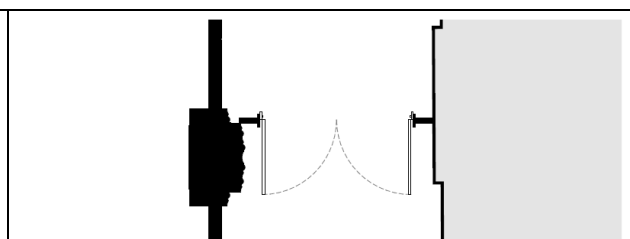
East External Gate- Indicative Elevation



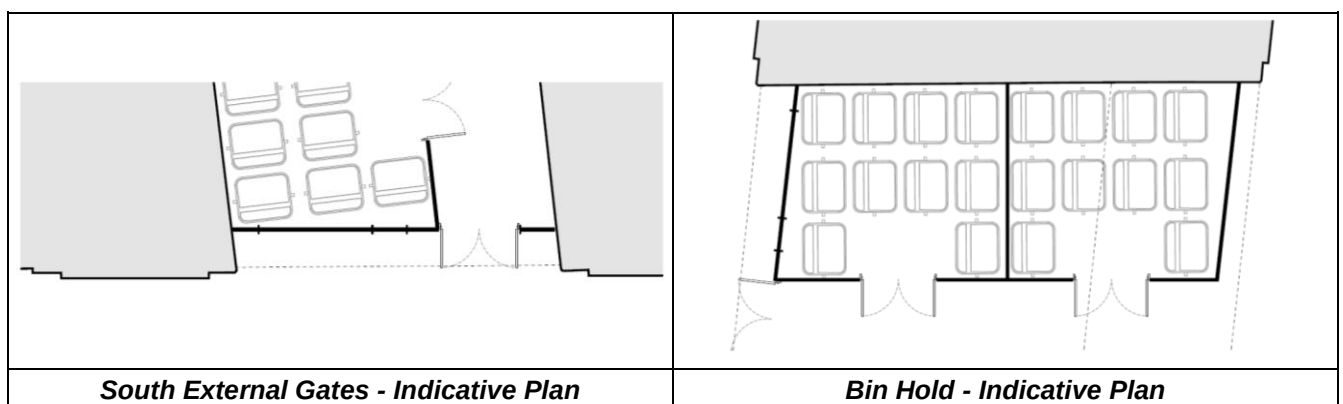
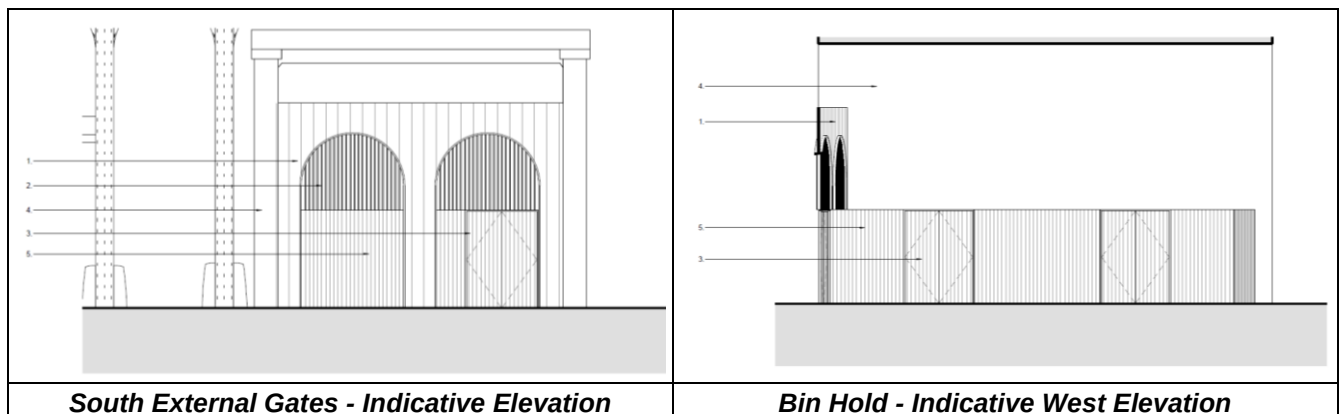
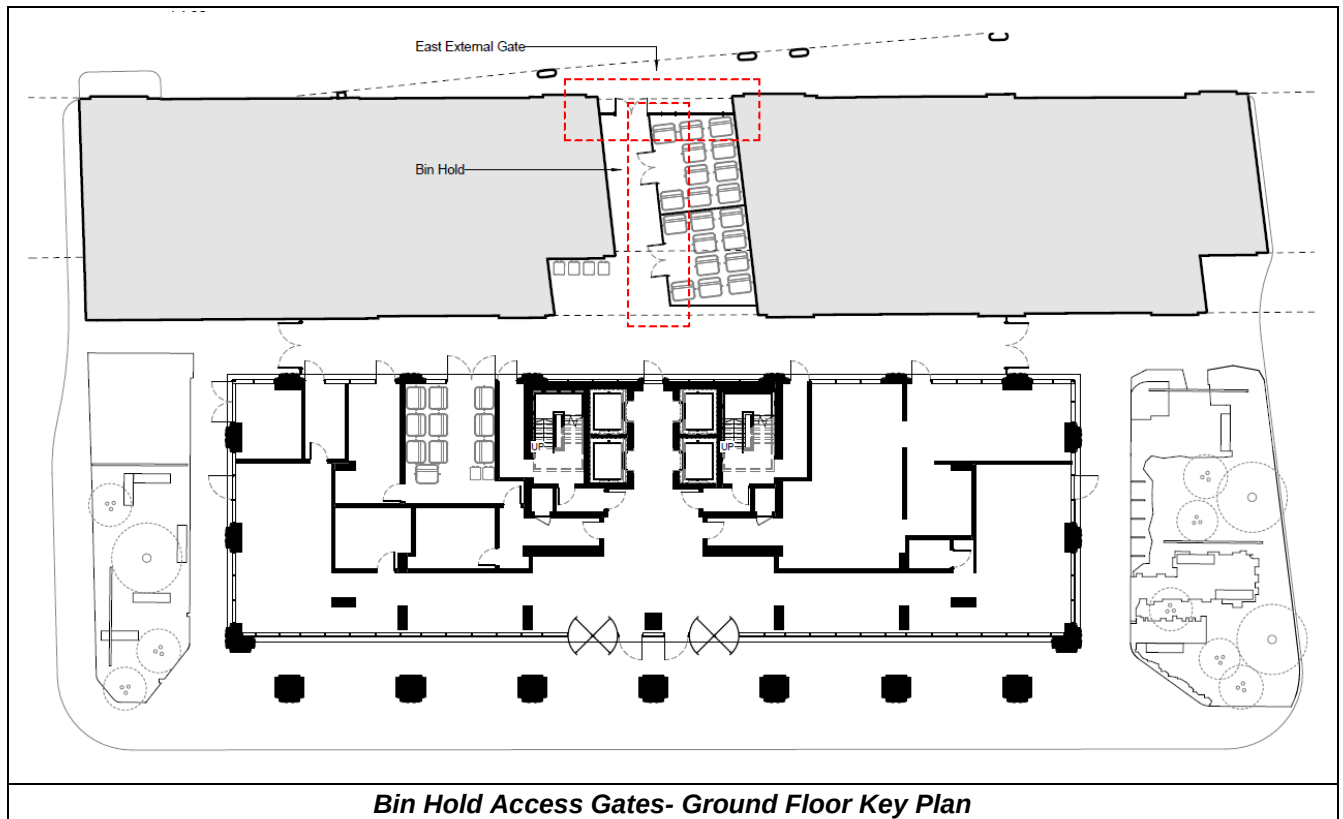
West External Gate - Indicative Elevation



East External Gate- Indicative Plan

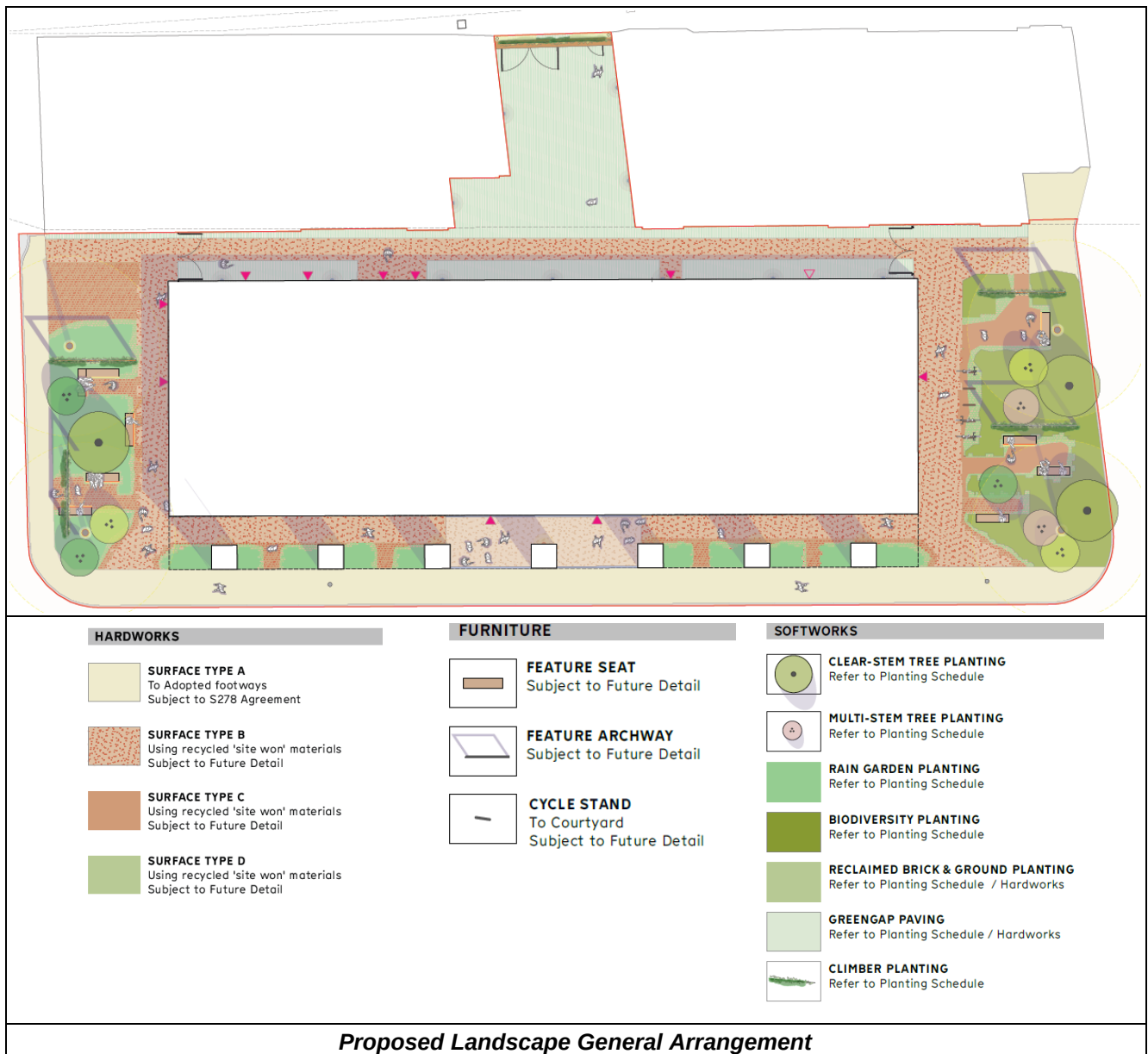


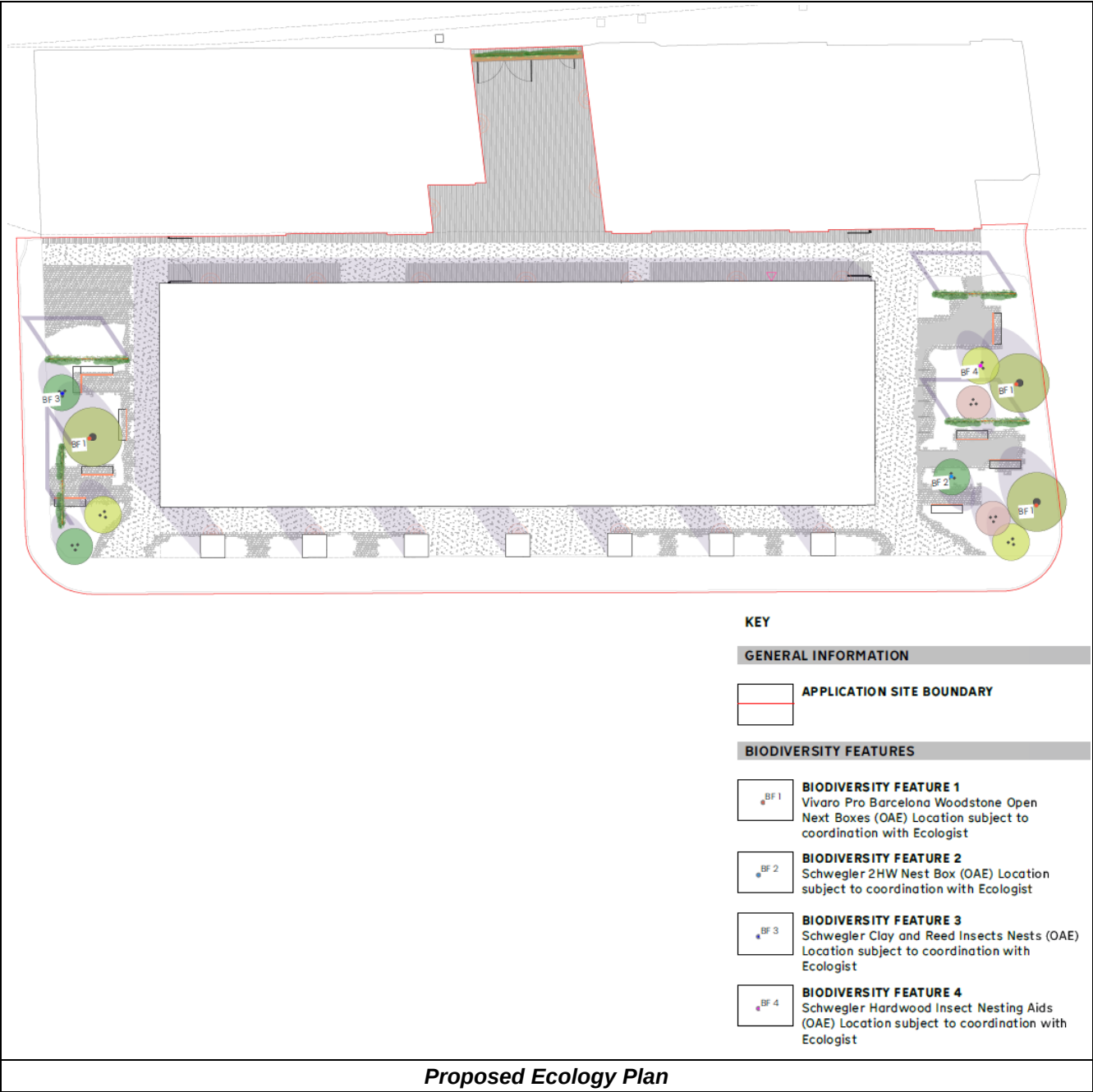
West External Gate - Indicative Plan

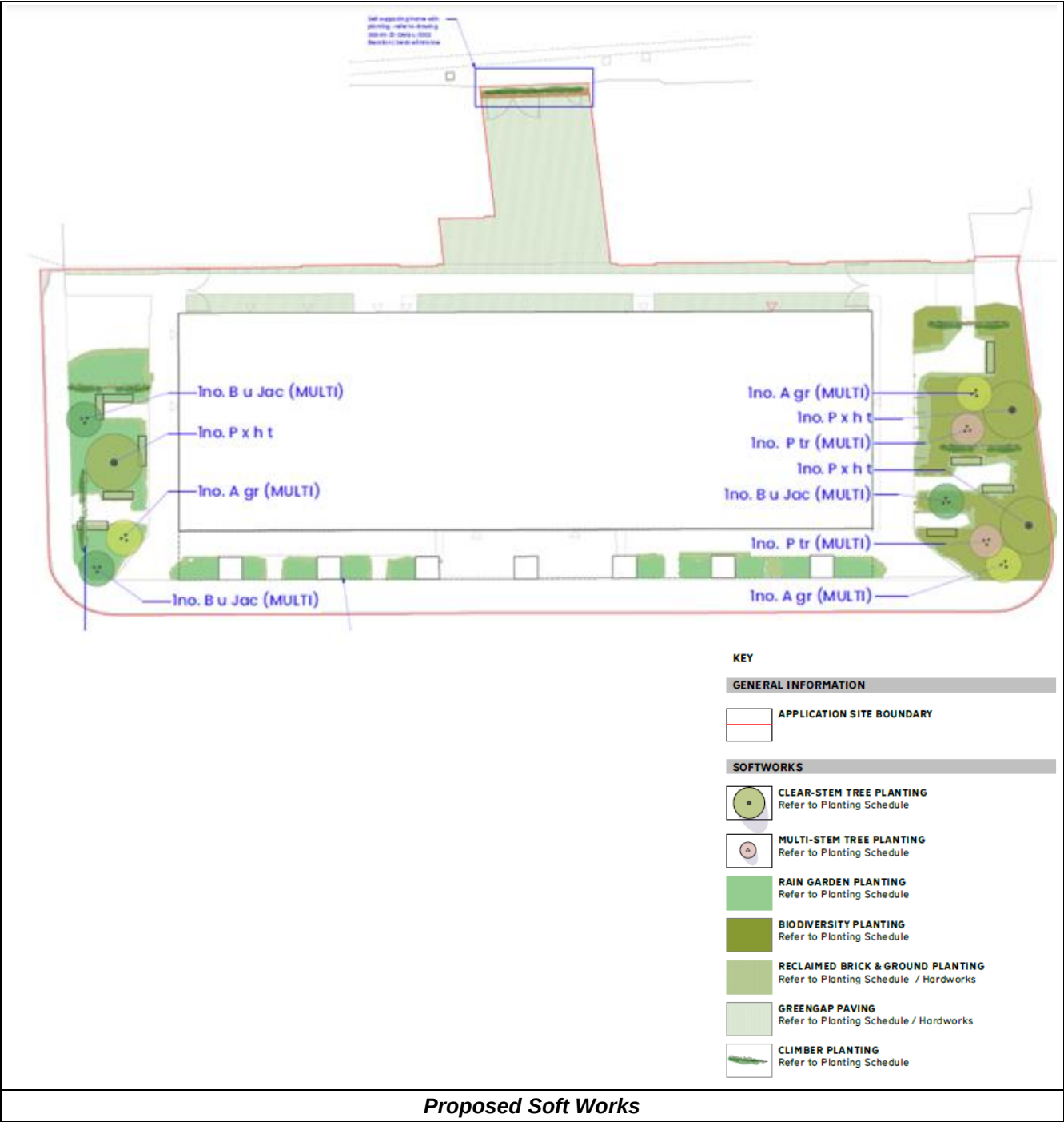


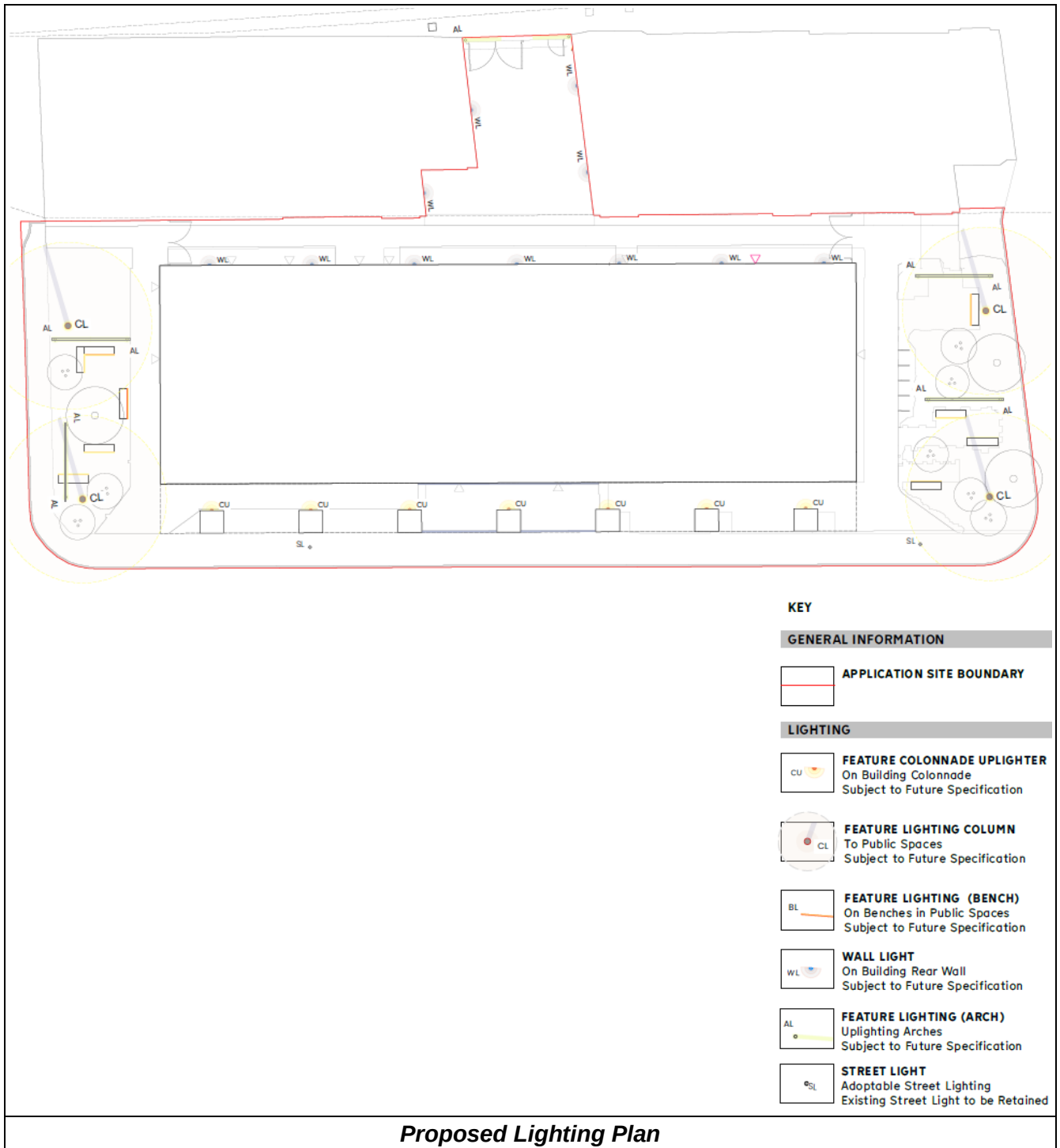
8.4 Landscaping and Public Realm

The proposals include new public realm comprising hard and soft landscape including rain gardens, associated seating and lighting. Several types of single stem and multi-stem trees are proposed as well as lower level planting and climbers. There are biodiversity features proposed, including insect nest boxes and biodiversity planting. Three types of recycled 'site won' materials are proposed for hardstanding, as well as additional material for the footways. Several feature archways and feature seats are also proposed. Lighting is also proposed including to the colonnade, feature arches, walls, benches and columns. Additionally, there will be a self-supporting frame with planting at the service entrance to the south.

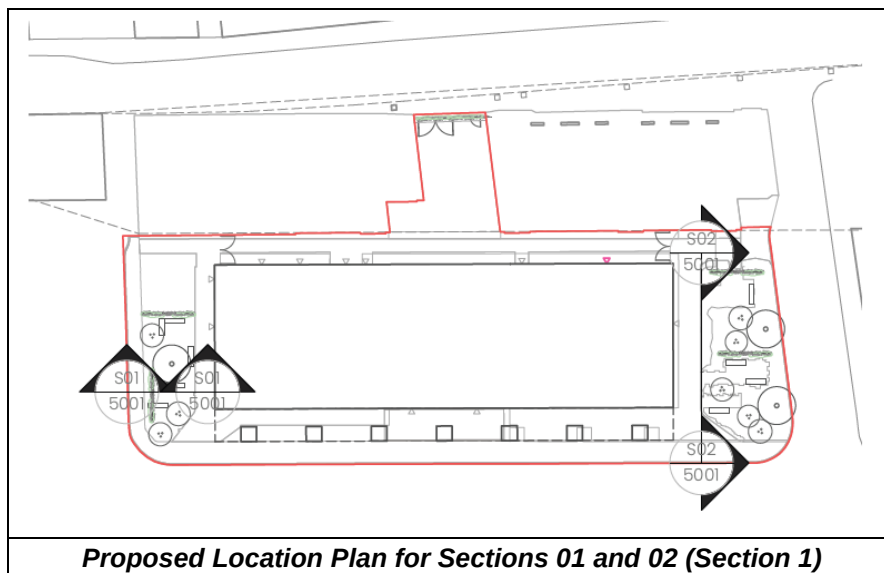
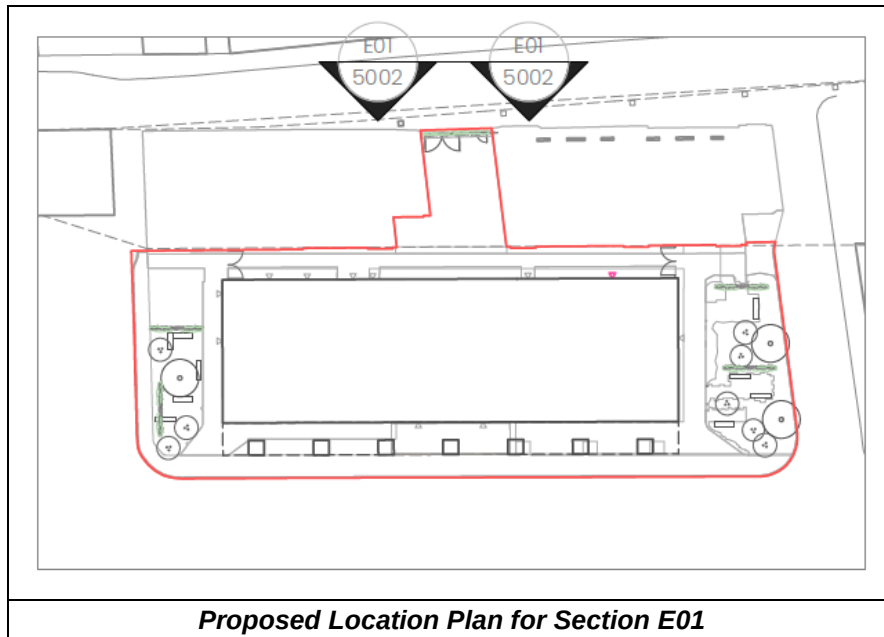








Proposed Sections

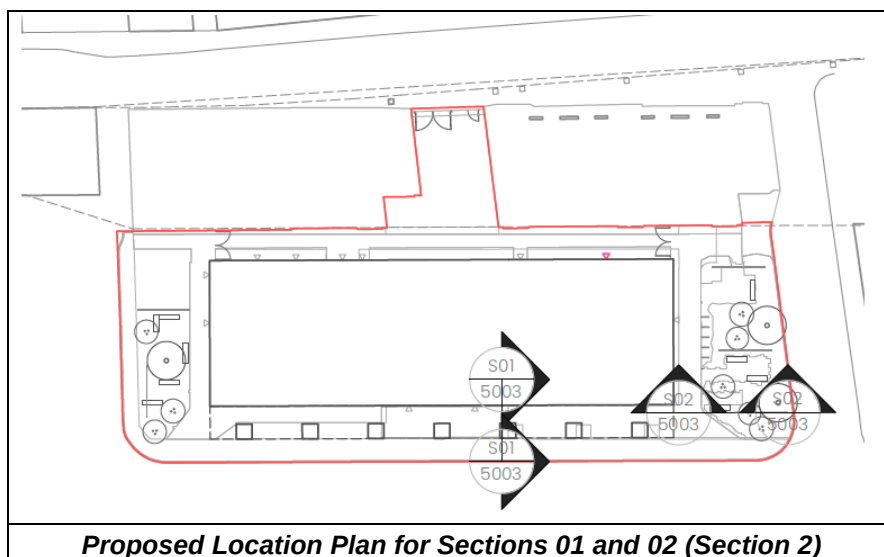




Proposed Section S01



Proposed Section S02



Proposed Location Plan for Sections 01 and 02 (Section 2)



Section 9 Impact of the Proposed Works on the Heritage Assets

9.1 Method of Assessment

The following assessment identifies the impact of the new proposals on the significance of the heritage assets. The potential impact of the proposals are assessed differently depending on the type of heritage assets affected. As there is potentially very minor physical impact on the Viaduct to the rear of the site, the potential impact is assessed using Historic England guidance including: *Statements of Heritage Significance: Analysing Significance in Heritage Assets*. Relevant case law is also considered in assessing the impact of the proposals.

As the proposed development is within the setting of a range of heritage assets, the development could potentially impact upon to the setting of the heritage assets. The potential impact on ten of the closest heritage assets are considered in section 9.3 below. The below assessment identifies the impact of the proposals on the setting and significance of those heritage assets following Historic England guidance on the Setting of Heritage Assets. This assessment will consider the potential attributes of the proposed development in relation to the setting of the heritage assets and consider the potential impact upon how the heritage assets are experienced and understood.

Section 9.4 assesses the potential impact of the Proposed Development on the heritage assets sited at a further distance. These potential impacts are limited to views from the heritage assets towards the Proposed Development, or views which include the heritage asset with the Proposed Development in the distance. These views are assessed with reference to the potential impact of the views in the distance.

The impact of the proposed works has also been assessed using a cultural heritage impact assessment methodology based upon the ClfA/ IHBC/ IEMA guidance, *Principles of Cultural Heritage Impact Assessment in the UK* of July 2021, a methodology commonly used to assess heritage impact which is endorsed by several professional heritage organisations. This methodology sets out three stages of evaluating the consequences of change:

- Understanding change (a factual statement of how a proposal would change a cultural heritage asset or its setting, including how it is experienced).
- Assessing impact (an assessment of the degree to which any change would impact cultural significance).
- Weighting the effect (a conclusion regarding whether an impact matters, reflecting the importance of the affected cultural heritage asset).

A brief explanation of the HIA methodology is set out in Appendix 2.

9.2 Direct Impact on the Heritage Asset and Other Direct Impacts

The proposed development will have a direct impact on the Manchester South Junction and Altrincham Railway Viaduct, sited directly to the south, with the site also extending through the arch of the viaduct. The proposed direct impacts are minor, limited to some potential attachments of gates and partitions to the viaduct. The specific details of the connections and the detailed design of the gate to Hewitt Street, which require listed building consent, can be conditioned. Considering the impact of the proposed connections on the viaduct as a whole, the proposed alterations have a negligible magnitude of change due to the utilitarian character of the viaduct, the character of which includes numerous similar connections of signage, gantries, and other attachments. Additionally, the proposed gate to Hewitt Street is not a solid enclosure, and the existing opening will remain visible. There are a variety of enclosed former openings along the viaduct, as well as several openings which remain such as that to Bugle Street. The addition of a gate to the Hewitt Street end of Rowendale Street, under the arch, will not harm the significance of the viaduct. Therefore, the very minor proposed connections and addition of a gate to Hewitt Street end of the arch are assessed to have a negligible impact on the significance of the viaduct.

The proposed development will also have an impact on Rowendale Street, by infilling the existing street. The street is not considered a non-designated heritage asset, and the street is not sited in a Conservation Area. The impact on the settings of heritage assets close to the street is considered below. Therefore, the impact of infilling Rowendale Street is not assessed as significant as it is not considered as a non-designated heritage asset. However, a photographic recording of the street is offered as mitigation.

The demolition of 2 and 4 Whitworth Street West is an obvious major impact on the buildings themselves. However, it has been assessed that the two structures do not meet the criteria to be considered non-designated heritage assets. This assessment aligns with the heritage assessment submitted and approved under Planning Permission (Ref: 126308/FO/2020) which concluded that the buildings do not meet the threshold for NDHAs and approved the demolition of both buildings. The two structures are not sited within a Conservation Area. The impact of the demolition of the two structures on the settings of the heritage assets in the immediate vicinity is considered below. Photographic recording is also proposed as mitigation.

9.3 Impact on Setting of Nearest Heritage Assets

9.3.1 Identification of the Nearest Heritage Assets

There are ten heritage assets identified for assessment, which are sited closest to the proposal site. All of the structures are listed at Grade II or II*. These are:

Manchester South Junction and Altrincham Railway Viaduct, Grade II

Rochdale Canal Lock Number 91, Grade II

Rochdale Canal Lock Keepers Cottage, Grade II

Rochdale Canal Lock Number 90, Grade II

Castlefield Railway Viaduct, Grade II

Deansgate Station, Grade II

Manchester Central, Grade II*

Deansgate Goods Station and Attached Carriage Ramp, Grade II*

The Midland Hotel, Grade II*

Castlefield Conservation Area.

9.3.2 Location and Siting of the Development

The proposed development is located on the south side of Whitworth Street West, within the proximity of several heritage assets. The proposal site is not included within key views of these heritage assets. The Lock Keepers Cottage is best viewed from the south, southeast and southwest, and from along the canal footpath. The Castlefield Railway Viaduct is best viewed from the south, along Whitworth Street West. The Manchester South Junction & Altrincham Railway Viaduct is best viewed from the south along Hewitt Street, with some glimpses along Whitworth Street West, but is also viewed from the elevated position of the tram station to the rear of Central Station. The most prominent elevation of Deansgate Station is best viewed from the northwest. The Rochdale Canal Locks 90 and 91 are viewed from the towpath and the pedestrian bridges over the Canal. Manchester Central and the Midland Hotel lie to the northeast of the proposal site, Deansgate Goods Station is north of the proposal site. The aforementioned three buildings are not viewed from the proposal site. The proposal site lies to the east of the Castlefield Conservation Area. There are no identified views along Whitworth Street West into or out of the Conservation Area. The new building will not physically or visually isolate the heritage assets.

9.3.3 The Form and Appearance of the Development

Details of the form and appearance of the development are outlined in the Design and Access Statement that accompanies the application. The intention of the design is to create a new building using materials, form and appearance which respect the historic Manchester warehouses. In

particular, the use of terracotta, and the design details are an appropriate design response that respects the wider historic character of Manchester.

Although the development rises to 44 floors, this will not compete with or distract from the heritage assets in the immediate vicinity. The listed structures associated with Rochdale Canal, the two Locks and the Lock Keepers Cottage, are experienced in a very local area and are not adversely impacted by the form and appearance of the proposed development, as the structure will not appear dominant, conspicuous or a distraction within the setting of these heritage assets.

In the pre-application response, Historic England stated:

'The height of the proposed building and its proximity to the Manchester South Junction and Altrincham Railway Viaduct means that it will tower over the railway viaduct structure and dominate it, accentuated by the thin shape of the site. It will serve to further sever the viaduct from the other railway infrastructure in the area and alter the character of the area.'

Both railway viaducts are lengthy and imposing structures which have a conspicuous presence in the streetscape and form the backdrop to the structures in the area. Although the proposed development rises to 44 floors, the two viaducts will remain prominent, and the new development will not be a distraction or appear overly dominant within the settings of the viaducts. Considering the Manchester South Junction and Altrincham Railway Viaduct in particular, this assessment refutes this comment from Historic England. Although the tower is sited adjacent to the viaduct, the viaduct is itself 1¾ miles long, and the assessment of impact on the setting needs to consider the impact on the listed structure as a whole, not just a very small section of it. The tower will certainly be highly visible within views of the viaduct in the local area, but the proposed development will not dominate the viaduct as a whole. The area has a number of tall buildings, with more approved but not yet constructed. The proposed development, although visible, will not harm the cultural significance of the viaduct. Additionally, the historic functional relationships between the railway infrastructure, such as Deansgate Station and the Castlefield Viaduct will still be understandable and the experience of these historic structures within their settings will not be adversely impacted. The character of the area will remain one of imposing railway viaducts either side of Whitworth Street West.

Deansgate Station is itself sited on a prominent corner site and is also experienced from the attached railway viaduct and the raised areas of Central Station and the tram stop. The proposed development will be visible within the setting of Deansgate Station, and is a change within this setting, but the development will be appreciated as part of the urban setting and will not detract from the setting of Deansgate Station. The proposed development will be visible in some areas near Manchester Central, the Midland Hotel and the Deansgate Station as part of an existing cluster tall buildings.

The proposed dimensions, scale, massing and proportions of the development have been carefully considered. These are appropriate to the urban character of the area, and from the immediate area, the proposed development will certainly be a change to the setting of the heritage assets, but the significance of the heritage assets are not dependent on the proposal site. At present there is visual permeability of the site through Rowendale Street and the connected viaduct arch to the south. This view, which includes the viaduct above the arch, is not considered a significant view of the viaduct.

The proposed development will introduce additional movement and activity to a city centre location, which will not have any impact on the significance of the heritage assets in the immediate vicinity. The proposed works will not have an adverse impact upon any of the significant views of the heritage assets within the wider setting.

9.3.4 The Wider Effects of the Development

Due to the height of the proposed building, it will be viewed from further distances adding to the modern contemporary Manchester skyline. The high quality sympathetic design and contextual materials can be considered additional mitigation for the loss of the existing buildings, the infilling of Rowendale Street and the impacts on views of the viaduct. The proposed public areas and high quality landscaping will be a beneficial change to the proposal site. The proposed development will alter the current uses of the site. However, the significance of the heritage assets is not dependent

on the use of the proposal site. There is no historic association between the proposal site and the heritage assets, and the significant views of the heritage assets will remain unaltered by the proposed works. The development will not impact upon the ways in which the assets are experienced to any significant effect. The construction period may temporarily increase noise, odour, vibration and dust near the heritage assets, but planning conditions should be able to keep these to an acceptable level. Therefore, there will be minor adverse albeit temporary effect on the Heritage Assets during the construction phase. Infilling Rowendale Street will slightly alter the local road layout, but this does not have any significant adverse impact on the significance of the heritage assets and the street pattern has undergone substantial change at several times during the historical development of the area.

9.3.5 The Permanence of the Development

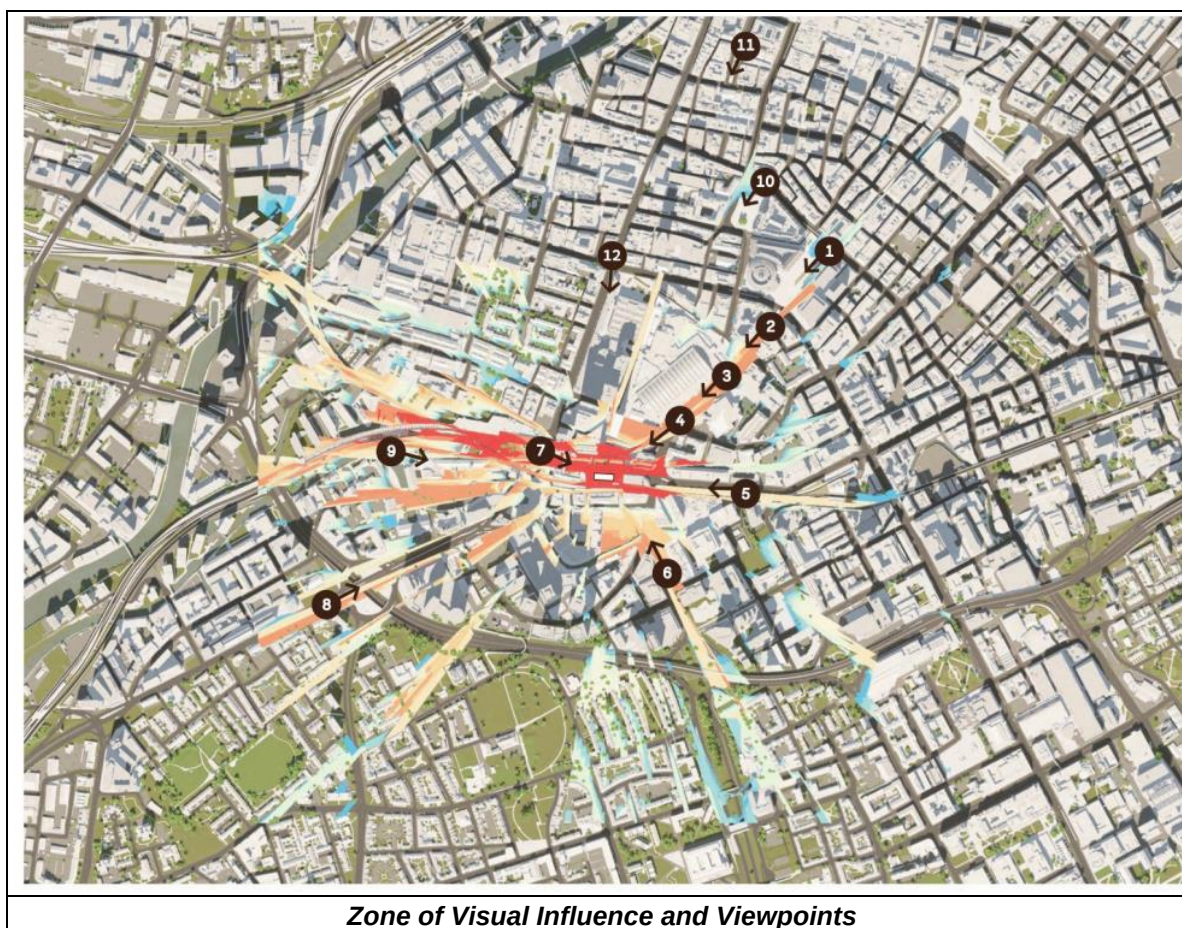
The development is not considered reversible. The proposed development will become a permanent feature of the site.

9.4 Impact on Setting of Further Heritage Assets

9.4.1 Viewpoints

A townscape and visual impact statement has been prepared by Layer studio to accompany the application. Photographs have been taken of the viewpoints identified in consultation with Historic England which may have the potential for being affected by the proposed new development. These visualisations show three scenarios: Scenario 1: the baseline view, Scenario 2: the proposed view and Scenario 3: a projection of the cumulative impact of other yet to be constructed committed developments in the area.

Below is an illustration of the of the 12 viewpoints, set out onto the Zone of Visual Influence. Of these, 8 viewpoints were identified as key heritage views which are assessed below.



9.4.2 Cumulative Schemes

This assessment of the potential impact on the heritage assets in the wider setting follows the Heritage Impact Assessment excerpted in Appendix 2. This guidance states:

'An impact is a change in a cultural heritage asset or the experience of an asset in its setting that affects its cultural significance. This impact could be a positive or negative outcome. It is not a measure of the reach or extent of the proposal. Therefore, it is essential that the CHIA presents an understanding of how the proposed change relates to cultural significance and not the cultural heritage asset in its entirety.'

The main point of consideration is that a change is not necessarily an adverse impact. The construction of the Proposed Development will certainly be a change within the settings of the heritage assets, and will be more or less prominent in the chosen viewpoints which include these heritage assets. However, to be considered an adverse impact, the Proposed Development would need to have an effect on the cultural significance of these heritage assets. Although the proposed development will be a tall building, it will be viewed in a cluster of existing and consented tall buildings. The views are assessed in consideration of the cultural significance of the heritage assets, and the potential impact on the additional tall building within the view, following the national guidance.

Amongst the heritage assets in the wider area, those listed below are included in the views prepared.

Albion Wharf, Grade II: Medium

The Britons Protection Public House, Grade II: Medium

Former Congregational Chapel, Grade II: Medium

Deansgate Conservation Area: Medium

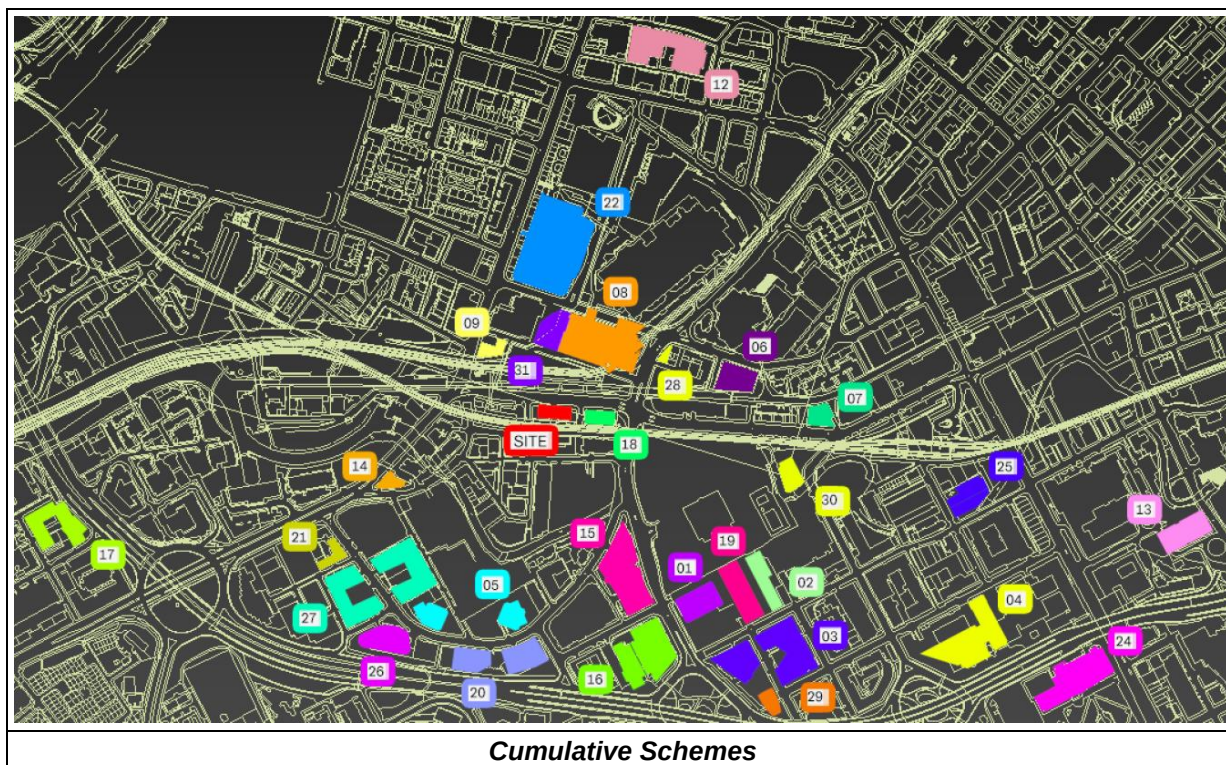
Whitworth Street Conservation Area: Medium

St. Peter's Square Conservation Area: Medium

George Street Conservation Area: Medium

Albert Square Conservation Area: Medium

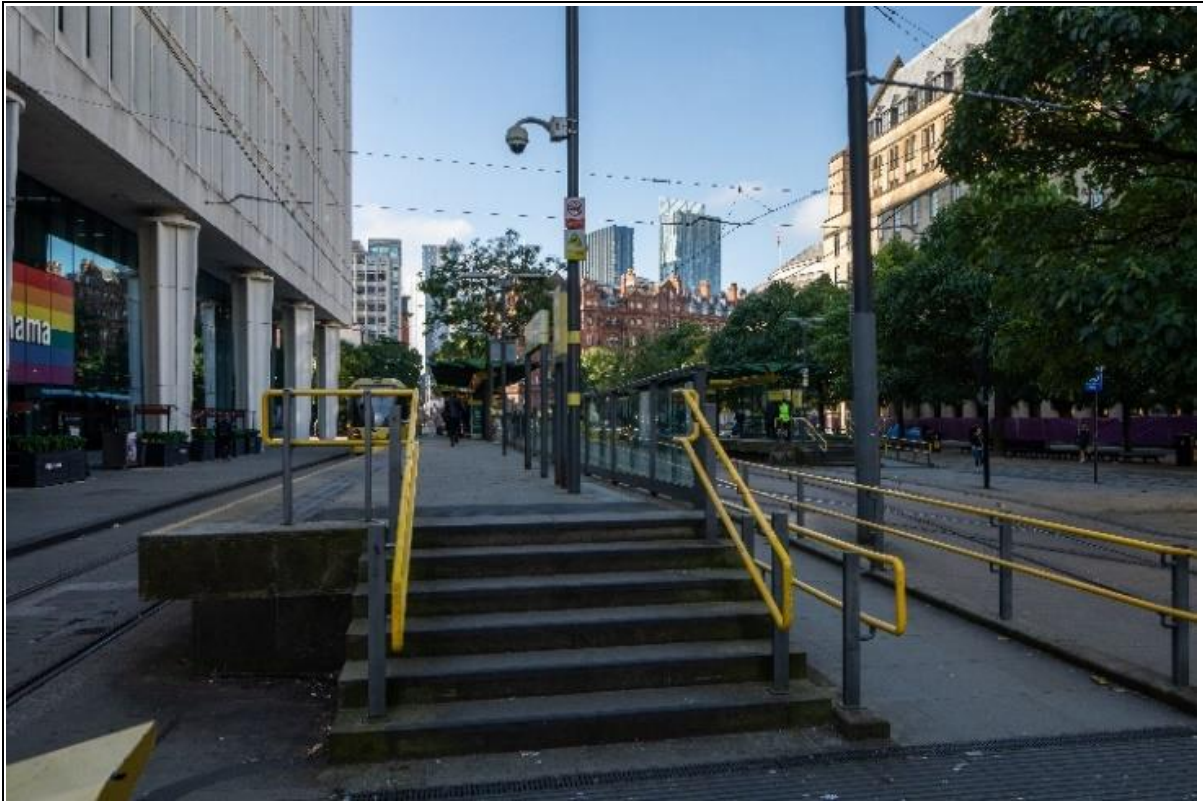
The plan below illustrates the locations of the cumulative schemes considered. The individual schemes are set out in detail in Appendix B: Committed Developments of the ES. The Site is coloured red on the plan below. In the proposed viewpoints, the outline of the Proposed Development is set out in red. The other cumulative schemes are given individual colours on the plan below. These colours are used for the outlines on the cumulative viewpoints, and where the cumulative scheme blocks views of the Proposed Development, the red outline of the Proposed Development is not shown.



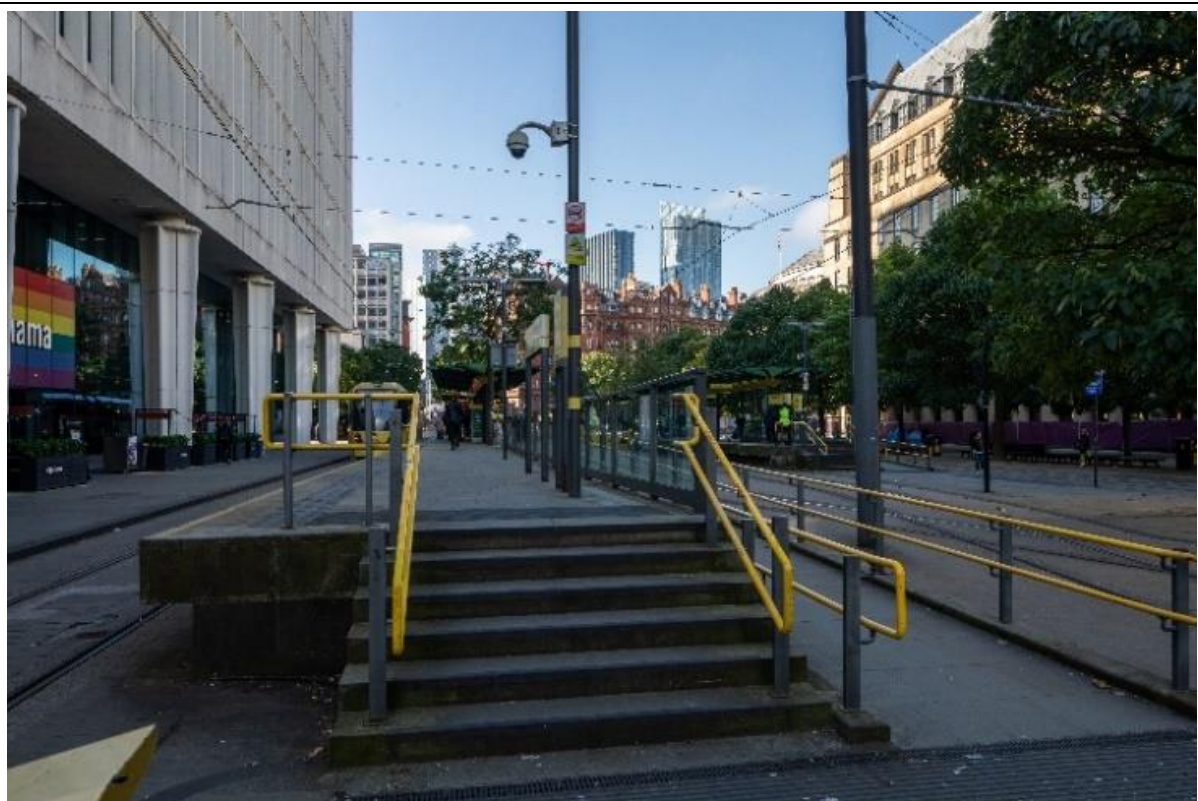
9.4.3 View 1: St. Peter's Square

View 1 is taken from the tram stop at St. Peter's Square and includes the Midland Hotel in the distance. View 1 also includes a view from within Albert Square Conservation Area towards St. Peter's Square Conservation Area, with George Street Conservation Area to the left, looking to the proposed development. In this view, the proposed development is partly visible to the rear of the Midland Hotel, but this tall buildings is flanked by several existing tall buildings to either side. It is clear from comparison of the views that setting of the Midland Hotel and the settings of Albert Square Conservation Area, George Street Conservation Area and St. Peter's Square Conservation Area will not be adversely impacted by the proposed development. Additionally, the cumulative image shows several additional tall buildings to the left, but there is no additional impact to the settings of the heritage assets in the view. In the pre-application consultation response Historic England agreed with this assessment and stated:

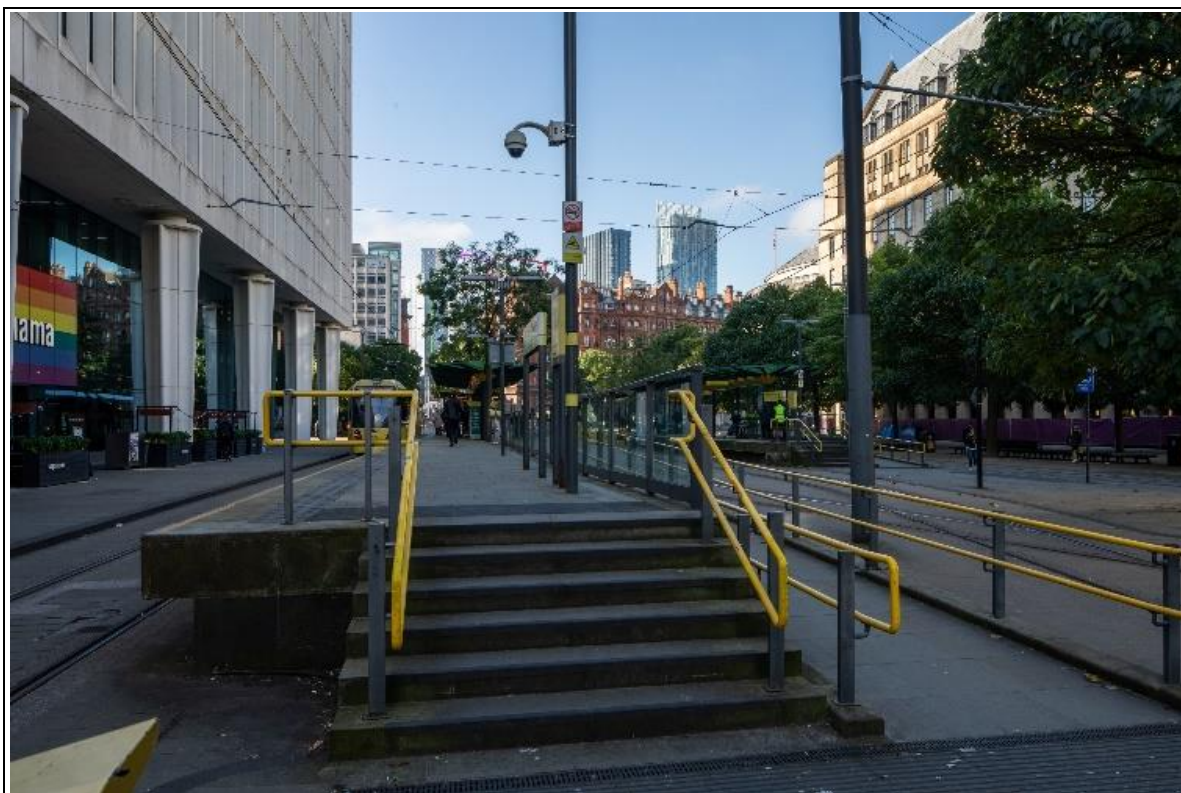
'When viewed from St. Peter's Square and Lower Mosely Street, the proposed building does not obviously stand out from the existing cluster of similar height tall buildings to its south. The core of civic buildings around St. Peter's Square have sufficient robustness within the street scene and we do not consider that the proposed building will cause a greater level of harm than the existing and consented tall buildings here already do.'



View 1: St Peter's Square - Baseline



View 1: St Peter's Square - Proposed



View 1: St Peter's Square - Cumulative

9.4.4 View 2: Midland Hotel Lower Moseley Street

View 2 includes the Midland Hotel and the former Central Station, with Britain's Protection Public Huse in the distance. View 2 also includes a view looking out from the St. Peter's Square Conservation Area towards the Proposed Development. It is clear that this view presently includes a cluster of existing tall buildings and the proposed development adds an additional tall building. The cultural significance of the Conservation Area and listed buildings in this view are not dependent on or impacted by the view of the proposed tall building. Within this view, the proposed development will not have an adverse impact on the settings of the Midland Hotel, Central Station, Britain's Protection or St. Peter's Square Conservation Area. The cumulative view illustrates several additional tall buildings to the side and to the front of the proposed development. There is no additional impact to the settings of the heritage assets in the viewpoint from the cumulative committed developments.



View 2: Midland Hotel Lower Moseley Street - Baseline



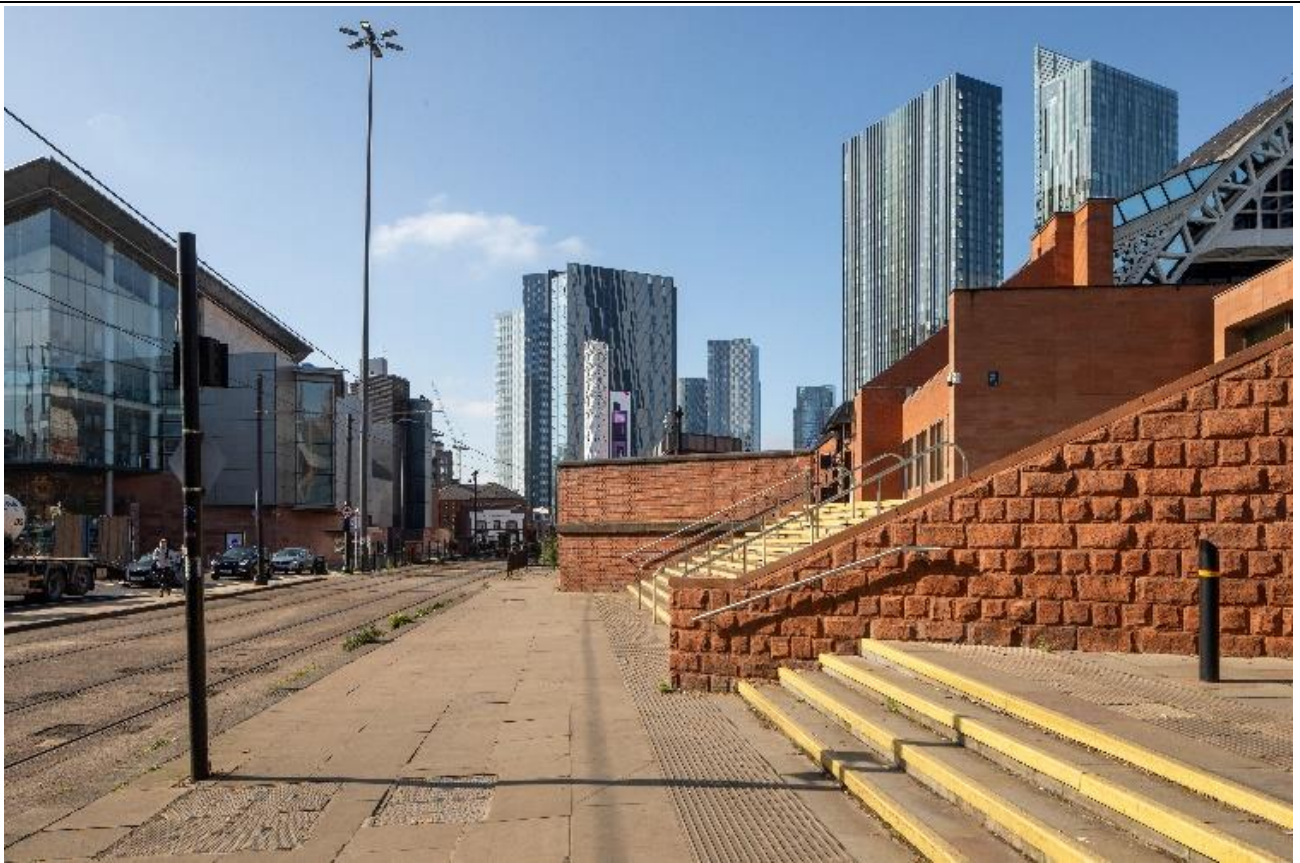
View 2: Midland Hotel Lower Moseley Street - Proposed



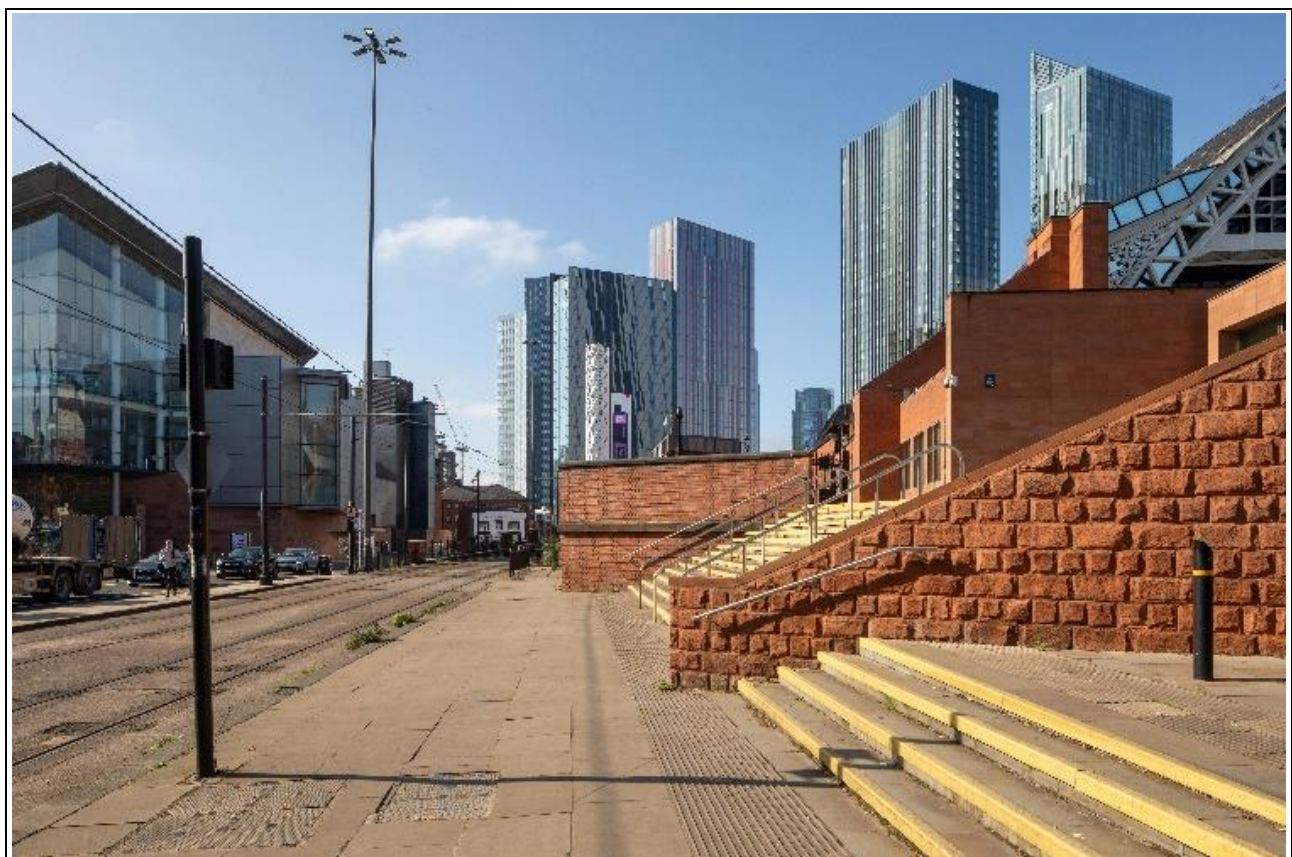
View 2: Midland Hotel Lower Moseley Street - Cumulative

9.4.5 View 3: Manchester Central

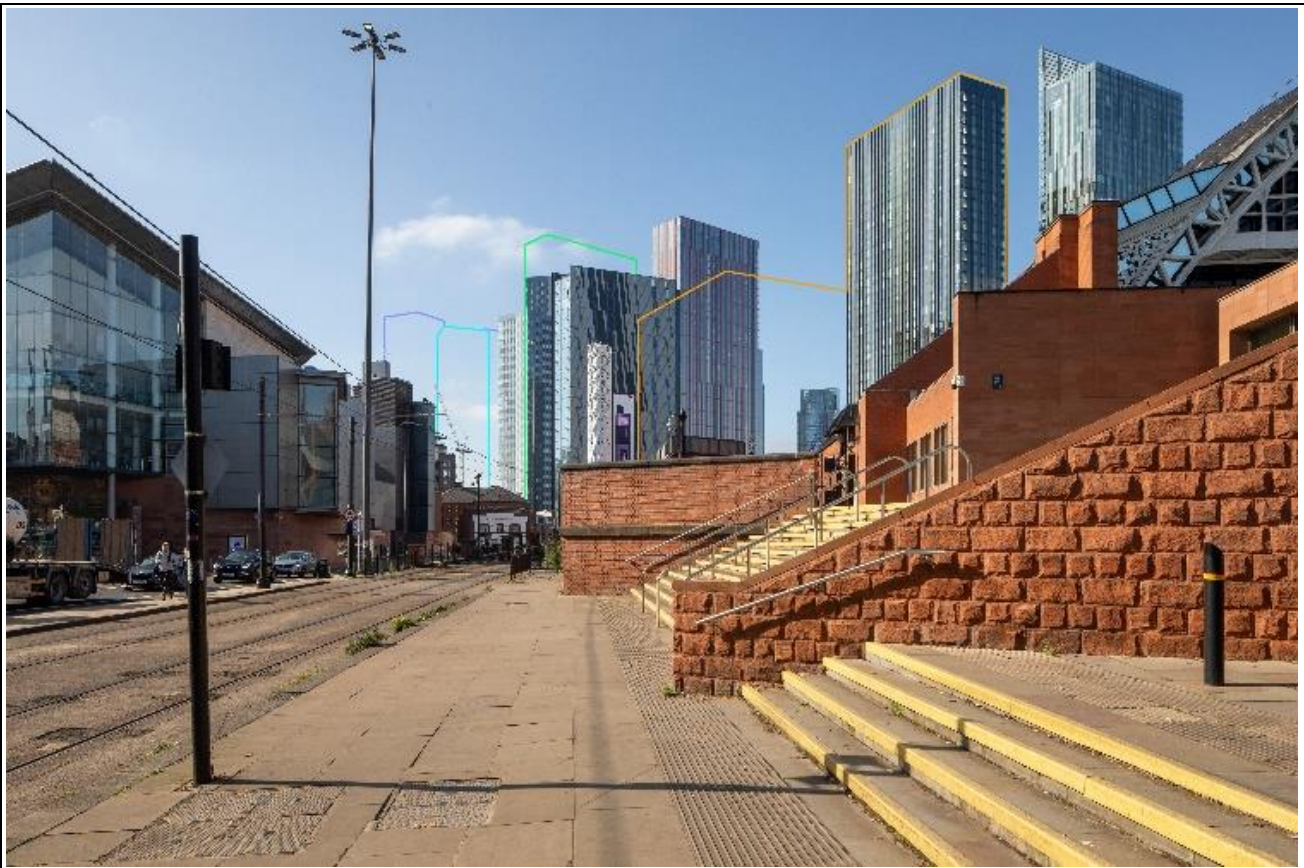
View 3 includes Manchester Central and Britain's Protection in the distance. Britain's Protection is significant as an urban public house with a significant interior including the retention of the plan form. Manchester Central is a very large building within an urban landscape. The cultural significance of these two listed buildings is not associated with nor dependent on the views which include the proposed tall building. Again, the proposed development will be seen within a cluster of existing tall buildings and will have no adverse impact on the settings of the two listed buildings. The cumulative impact of the committed developments is a view that includes additional tall buildings to the side and front of a cluster of tall buildings. There is no adverse impact on the settings of the heritage assets in this view from the proposed development and the committed developments.



View 3: Manchester Central - Baseline



View 3: Manchester Central - Proposed



View 3: Manchester Central – Cumulative

9.4.6 View 4: Briton's Protection

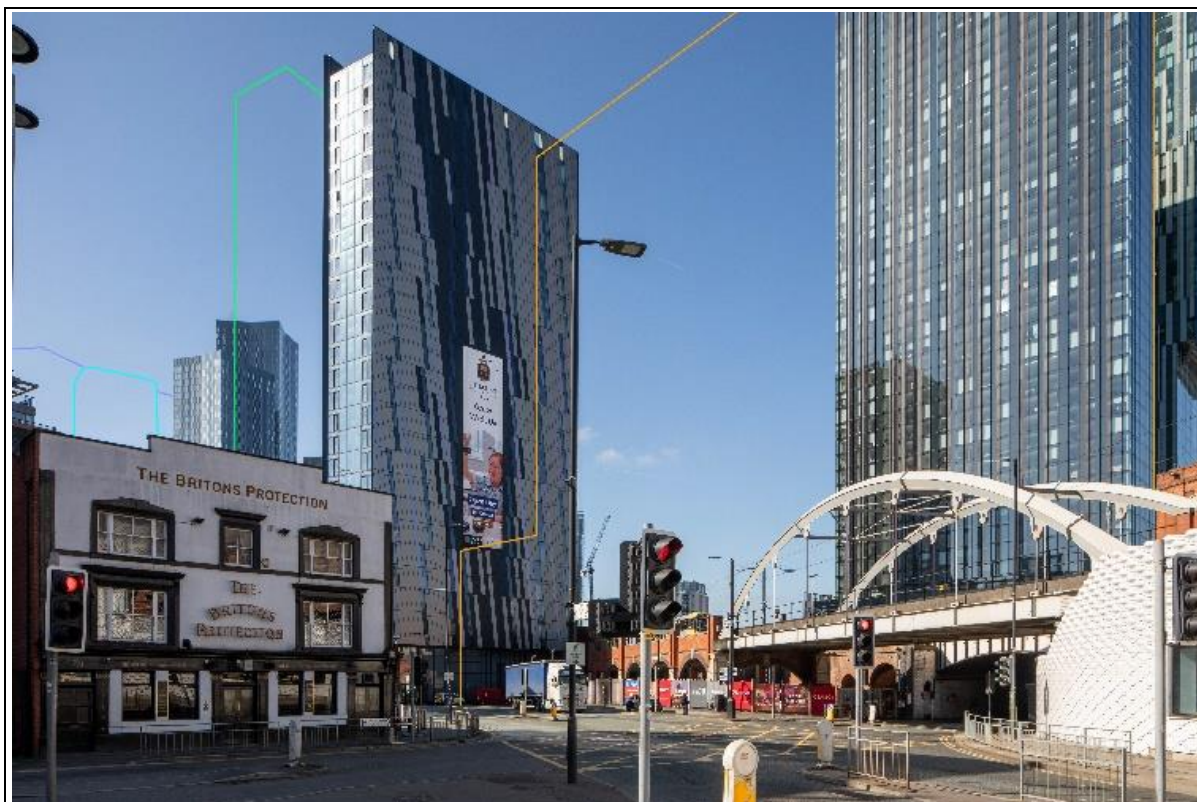
View 4 includes Britain's Protection Public House. Britain's Protection is experienced within an urban environment and the significance of the public house is not currently impacted by the several tall buildings which exist in the view at present. The addition of the proposed development does not have an adverse impact on the setting of the heritage asset. Furthermore, the proposed development, considered with the additional committed developments, does not have any adverse impact on the setting of the heritage asset as the public house will be experienced as it is at present, a historic urban public house with a backdrop of tall buildings, and there is no harm to the setting.



View 4: Briton's Protection - Baseline



View 4: Briton's Protection - Proposed



View 4: Briton's Protection - Cumulative

9.4.7 View 5: Whitworth Street West

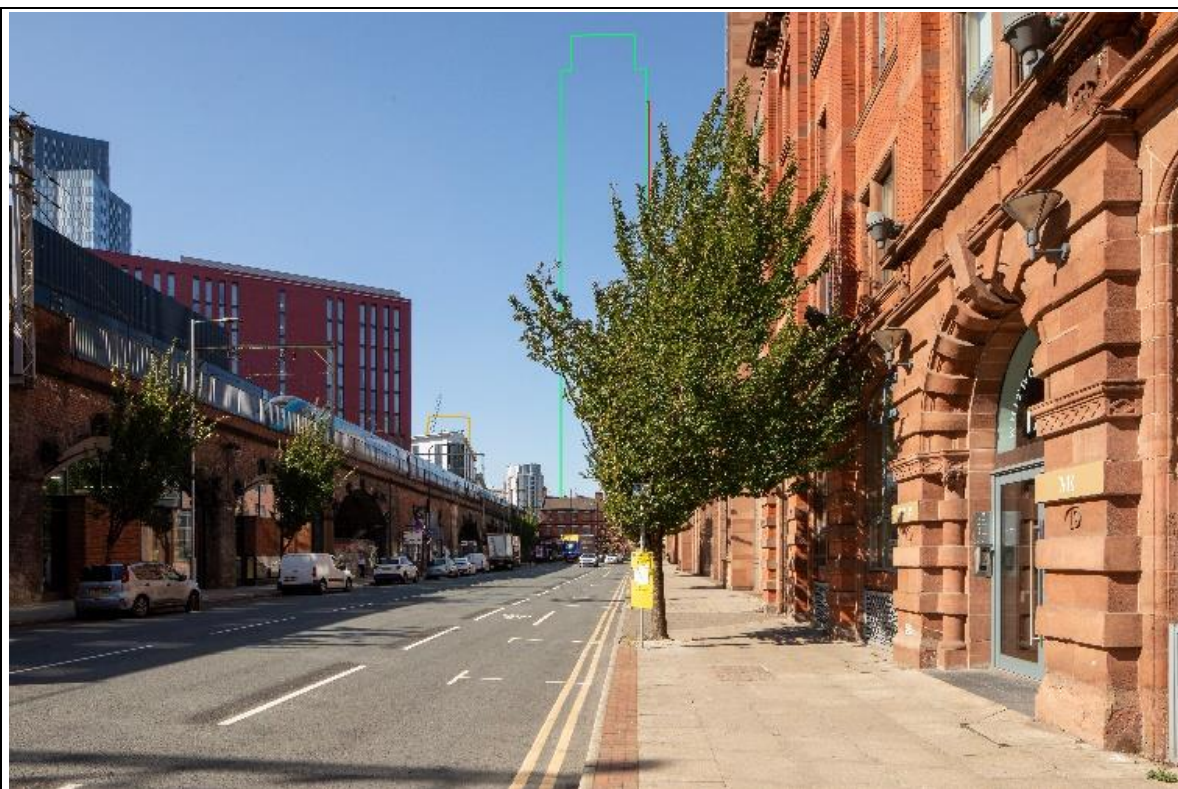
View 5 is from further east on Whitworth Street West. This view includes the Grade II listed Manchester South Junction & Altrincham Railway to the left side of the view. Albion Wharf will have a similar view from along Whitworth Street West. This view also includes buildings with terracotta elevations and there are further terracotta elevations in the wider area. The proposed development will be visible in this view, but there are other tall buildings to the left and further in the distance. The cultural significance of the viaduct and the heritage assets in the viewpoint will not be adversely impacted by the proposed development. Considering the cumulative impact of other tall buildings approved or under construction, the proposed development will be seen as part of the urban environment and will not appear as a distraction. Specifically, the proposed development will be almost completely hidden behind another committed development in this view and there will be no adverse impact on the cultural significance of the viaduct.



View 5: Whitworth Street West (East End) - Baseline



View 5: Whitworth Street West (East End) - Proposed



View 5: Whitworth Street West (East End) - Cumulative

9.4.8 View 7: Whitworth Street West

View 7 includes the Grade II listed Deansgate Station, the Castlefield Railway Viaduct, a small glimpse of the Lock Keepers Cottage and the boundary of Castlefield Conservation Area. From this view the proposed development is very apparent, but nevertheless the proposed development will be seen within the cluster of tall buildings. The settings of Deansgate Station, the Castlefield Railway Viaduct and Castlefield Conservation Area are not dependant on nor adversely impacted by the proposed development as the cultural significance of these heritage assets will remain unaffected. Considering the cumulative view, the additional tall building along Whitworth Street West will reinforce the cluster of tall buildings in the area. The cultural significance of Deansgate Station, the Lock Keepers Cottage, the Castlefield Railway Viaduct and Castlefield Conservation Area will not be adversely impacted by the construction of an additional tall building within their settings.



View 7: Whitworth Street West (West End) - Baseline



View 7: Whitworth Street West (West End) - Proposed



View 7: Whitworth Street West (West End) - Cumulative

9.4.9 View 9: Castlefield

View 9 is taken from within Castlefield Conservation Area and includes a listed canal warehouse in the view as well. The significance of the Conservation Area is not dependant on or associated with the views looking towards the proposal site. As with the previous views, the proposed development will be seen as within an urban environment, and with clusters of other tall buildings in the view, the proposed development will not appear out of context. The contribution of the setting to the significance of Castlefield Conservation Area will be maintained, and the proposed development will not have an adverse impact on the heritage asset. Considering the cumulative impact, the proposed development will be viewed among the cluster of tall buildings in the view. The significance of the Conservation Area will not be adversely impacted by the construction of the proposed development within the setting of the heritage asset.



View 9: Castlefield - Baseline



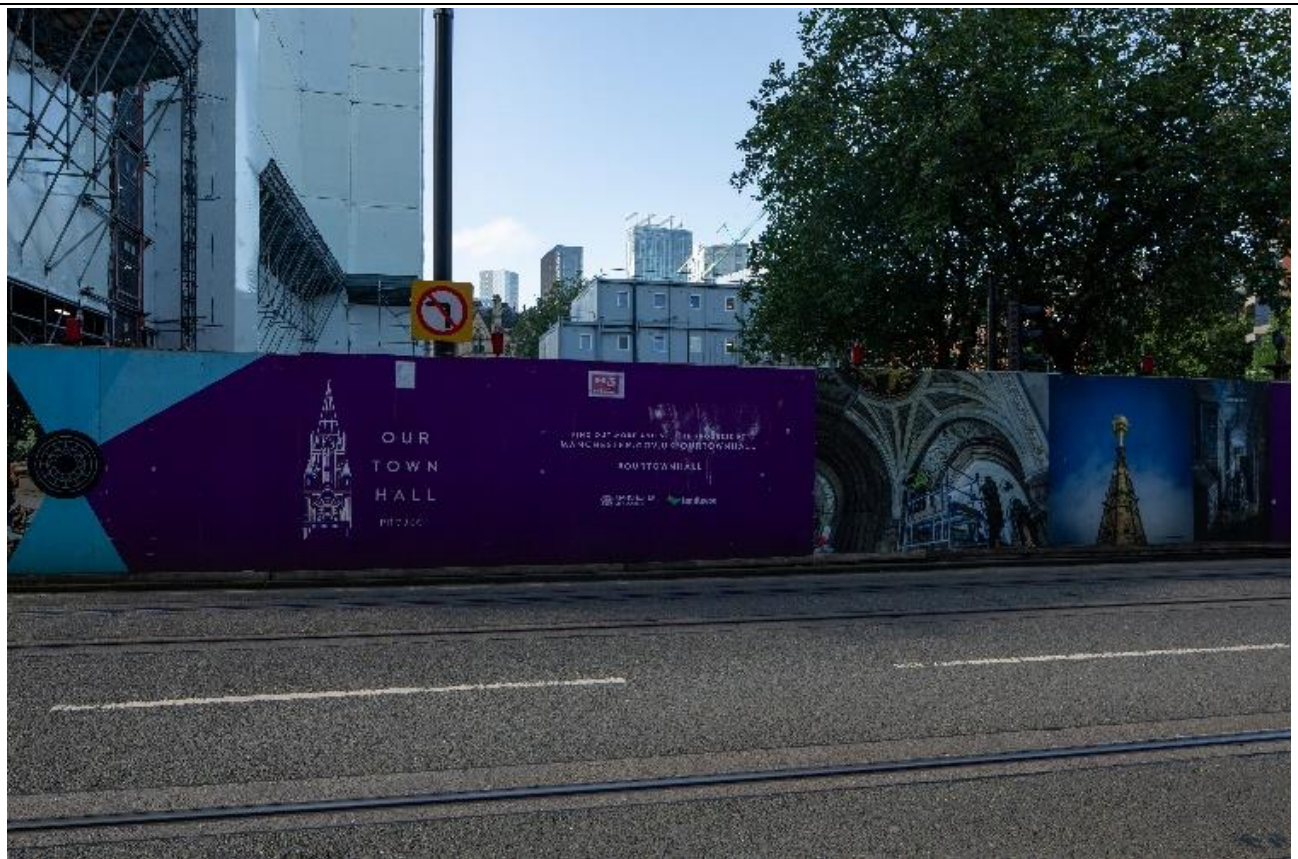
View 9: Castlefield - Proposed



View 9: Castlefield - Cumulative

9.4.10 View 10: Albert Square

View 10, which includes Albert Square, includes Manchester Town Hall and is a view from within the Albert Square Conservation Area towards the proposed development. This view demonstrates that the proposed development will be seen in the distance, amongst other tall buildings. The proposed new development will not have any impact on the significance of the Town Hall or other heritage assets in the vicinity, as the view is set within an urban environment, which will not be altered by the new development. The cumulative view is not significantly different than the proposed view, and no further impacts are caused by the cumulative committed developments.



View 10: Albert Square - Baseline



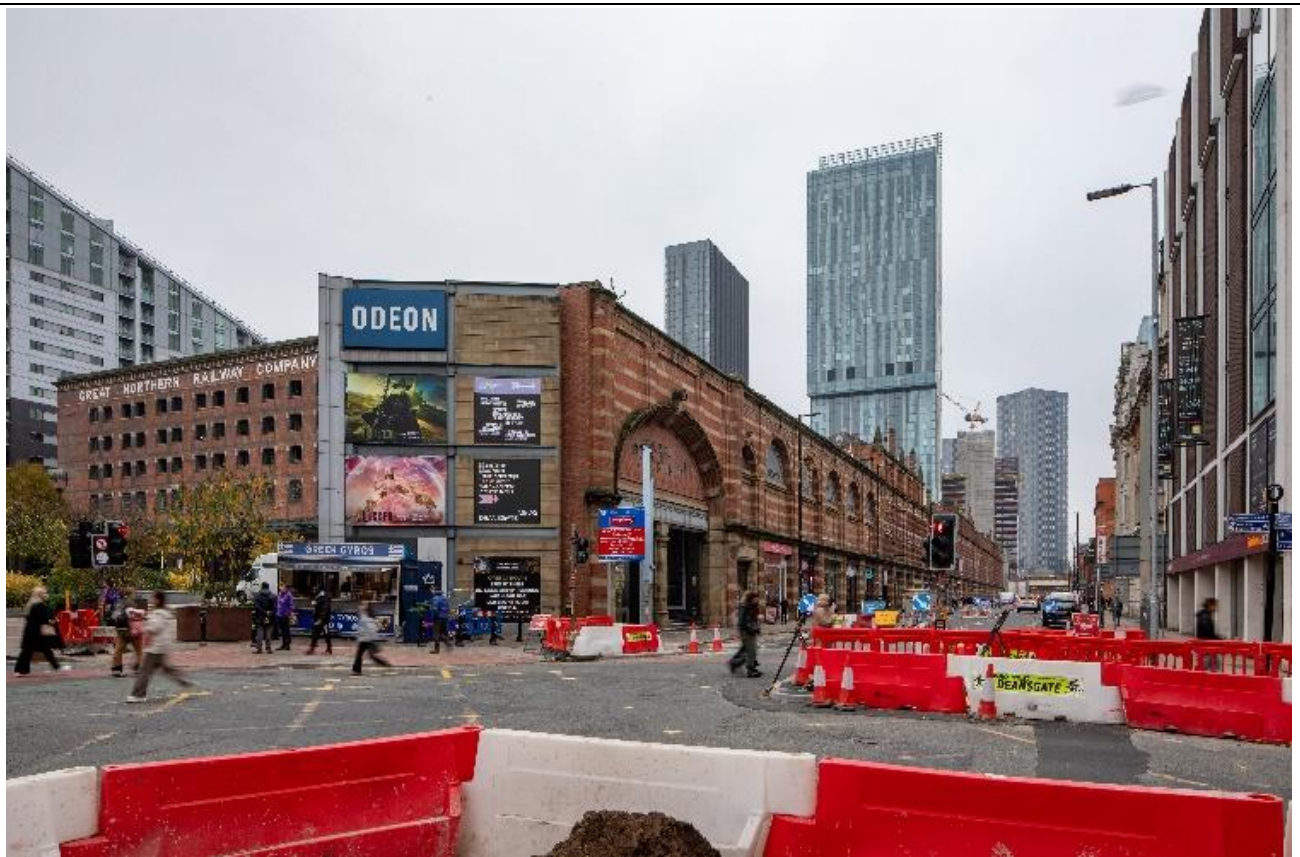
View 10: Albert Square – Proposed



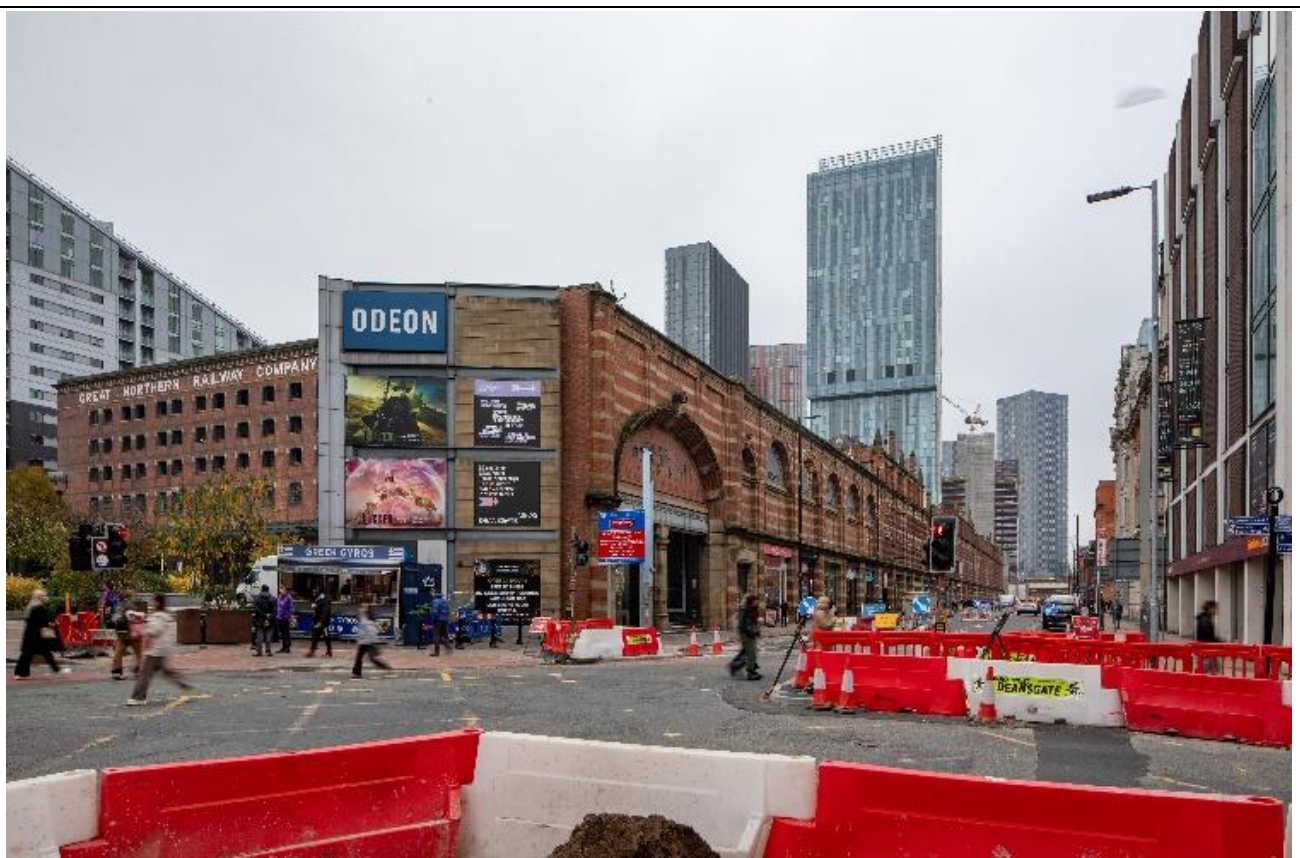
View 10: Albert Square – Cumulative

9.4.11 View 12: Junction of Deansgate and Quay Street

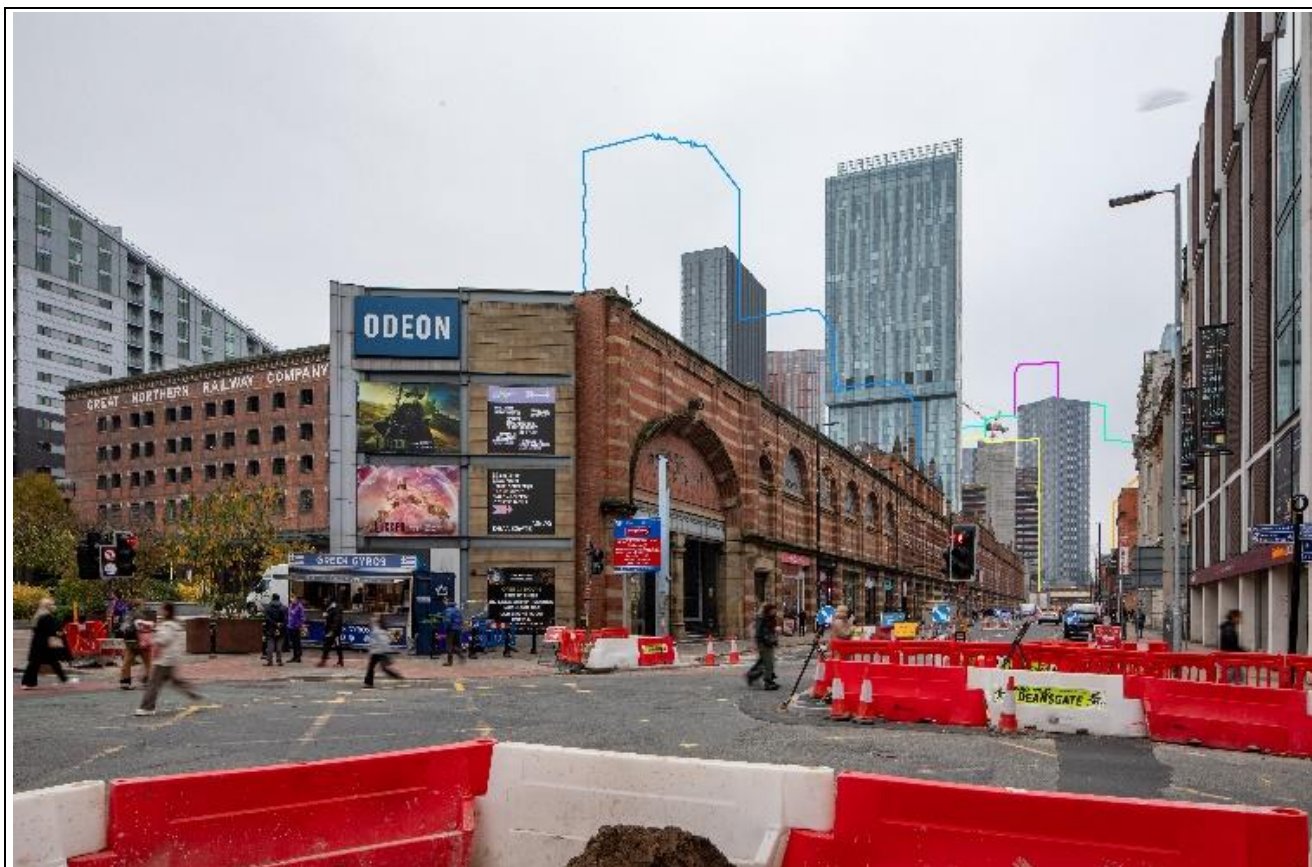
View 12 includes Deansgate Goods Station as well as the long impressive elevation to Deansgate. View 12 is also from the southern boundary of the Deansgate Conservation Area looking towards the proposed development. From this viewpoint it is clear that the proposed development will not have any adverse impact on the significant views or setting of the Deansgate Goods Station, which includes a backdrop of tall buildings within its urban setting. Considering the cumulative view, the proposed development will be hidden behind a committee development, with additional tall buildings to the right. The cultural significance of the Deansgate Goods Station and the Deansgate Conservation Area will not be adversely impacted by the proposed development within their settings.



View 12: Junction of Deansgate and Quay Street - Baseline



View 12: Junction of Deansgate and Quay Street - Proposed



View 12: Junction of Deansgate and Quay Street - Cumulative

9.5 Summary of Impact

There are several direct impacts on existing and potential heritage assets. The proposed development will have a direct impact on the Manchester South Junction and Altrincham Railway Viaduct. However, the proposed direct impacts are minor, limited to some potential attachments of gates and partitions to the viaduct, which require listed building consent, and can be conditioned. The addition of a gate to the Hewitt Street end of Rowendale Street will not harm the significance of the viaduct. Therefore, the very minor proposed connections and addition of a gate to Hewitt Street end of the arch are assessed to have a negligible impact on the significance of the viaduct.

The proposed development will also have an impact on Rowendale Street, by infilling the existing street, which is not considered a non-designated heritage asset, and the street is not sited in a Conservation Area. Therefore, the direct impact of infilling Rowendale Street is not assessed as significant as it is not considered as a non-designated heritage asset. However, a photographic recording of the street is offered as mitigation. The demolition of 2 and 4 Whitworth Street West is an obvious major impact on the buildings themselves. However, it has been assessed that the two structures do not meet the criteria to be considered non-designated heritage assets. Photographic recording is proposed as mitigation.

As defined by the heritage impact guidance, the Grade II listed Lock Keepers Cottage, Rochdale Canal Locks 90 and 91, Manchester South Junction & Altrincham Railway Viaduct, Deansgate Station and Castlefield Railway Viaduct are all assessed as having a medium level of significance. As for all Manchester Central, the Midland Hotel and Deansgate Goods Station and Attached Carriage Ramp, they are all assessed as having a high level of significance. There is no direct historic or functional association between the proposal site and the heritage assets. The proposal site does not form a part of the significant views of the assets. The high quality sympathetic design and contextual materials can be considered additional mitigation for the loss of the existing buildings, the infilling of Rowendale Street and the impacts on views of the viaduct. The proposed development will make a

slight change to the settings of the heritage assets that hardly affects them and thus constitutes a negligible magnitude of change. Following the heritage assessment methodology, the significance of a change of a negligible magnitude to a heritage asset of medium value would constitute a neutral/slight impact, which could be either adverse or beneficial. As the proposal site does not make a significant contribution to the setting of the heritage assets, it is assessed that the significance of impact is neutral. The significance of the designated heritage assets is based upon historic and architectural interest which will remain unaffected by the proposed development.

Considering the Manchester South Junction and Altrincham Railway Viaduct in particular, the proposed tower is sited adjacent to the viaduct, the viaduct is itself 1¾ miles long, and the assessment of impact on the setting needs to consider the impact on the listed structure as a whole, not just a very small section of it. The ability to appreciate a very small section of the viaduct will be adversely affected by the proposed development as the existing arch to Rowendale Street will be hidden from the public. However, this is not a significant effect considering the railway viaduct is an imposing 1¾ mile long structure which has a conspicuous presence in the streetscape and forms the backdrop to the structures in the area. The tower will certainly be highly visible within views of the viaduct in the local area, but the proposed development will not dominate the viaduct as a whole, only slightly mask certain very limited existing views. The area has a number of tall buildings, with more approved but not yet constructed. The proposed development, although visible, will not harm the cultural significance of the viaduct. Additionally, the historic functional relationships between the railway infrastructure, such as Deansgate Station and the Castlefield Viaduct will still be understandable and the experience of these historic structures within their settings will not be adversely impacted. The character of the area will remain one of imposing railway viaducts either side of Whitworth Street West.

The Castlefield Conservation Area has a medium level of significance. The proposal site is not located within the Conservation Area, and although sited within the setting of the Conservation Area, the proposal site does not contribute to the significance of the Conservation Area or to significant views into and out of the Conservation Area. Additionally, the proposed development will not affect the understanding or experience of the Conservation Area. The proposed development will not adversely impact the architectural or historic interest of the Conservation Area. The magnitude of impact is considered to be negligible - slight changes to setting that hardly affects it. A negligible magnitude of change to a heritage asset of a medium value constitutes a neutral/slight impact which can be either beneficial or adverse. It is assessed that in this case, the development will have a neutral impact on the contribution of the setting to the significance, character and appearance of the Castlefield Conservation Area.

The impact of the proposed development on views from heritage assets in the wider area has also been assessed. The site at present does not contribute to the setting of these heritage assets. The proposed development will create an additional tall building in an established cluster of tall buildings formed around the Deansgate-Castlefield transport hub. Considering the impact of the cumulative views, either under construction or approved, there is no additional adverse impact on the settings of the heritage assets. The proposed development will not have any significant impact on the settings of and views from these heritage assets. In the pre-application consultation response Historic England commented specifically on the views from St. Peter's Square:

'When viewed from St. Peter's Square and Lower Mosely Street, the proposed building does not obviously stand out from the existing cluster of similar height tall buildings to its south. The core of civic buildings around St. Peter's Square have sufficient robustness within the street scene and we do not consider that the proposed building will cause a greater level of harm than the existing and consented tall buildings here already do.'

It is the conclusion of this assessment that the Historic England comment also applies to the views of the other heritage assets within the wider area.

This assessment is in accordance with the definition of 'preserving' as summarised by Lord Justice Lewison in *Palmer v Herefordshire Council & Anr* [2016] EWCA Civ 1061: 'In this context the concept of "preserving" the building or its setting means "doing no harm".'

9.6 Heritage Impact Assessment Table

The following table sets out the proposed works in detail, identifying the significance, magnitude of change, weight of impact of the proposed works, and proposed mitigation if required.

PROPOSED WORK	SIGNIFICANCE OF THE HERITAGE ASSETS	MAGNITUDE OF IMPACT OR CHANGE	WEIGHT OF EFFECT/ IMPACT OF WORK & PROPOSED MITIGATION
Demolition of 2 & 4 Whitworth Street West	Negligible: The two buildings are not listed nor are there grounds to recognise the structures as non-designated heritage assets.	As these buildings do not meet the criteria to be considered non-designated heritage assets, assessing the impact as heritage assets is not appropriate.	Mitigation: Photographic recording could document the structures prior to demolition. Access to the interiors of the structures could be limited by health and safety requirements, but prior photographs of the interiors exist.
Demolition of 2 & 4 Whitworth Street West	Manchester South Junction and Altrincham Railway Viaduct, Grade II: Medium Rochdale Canal Lock Number 91, Grade II: Medium Rochdale Canal Lock Keepers Cottage, Grade II: Medium Rochdale Canal Lock Number 90, Grade II: Medium Castlefield Railway Viaduct, Grade II: Medium Deansgate Station, Grade II: Medium Manchester Central Station, Grade II*: High Deansgate Goods Station and Attached Carriage Ramp, Grade II*: High The Midland Hotel, Grade II*: High Castlefield Conservation Area: Medium	Negligible: The demolition of the two structures is a slight change to the settings of the heritage assets that makes a negligible magnitude of change to their cultural significance.	Neutral: The two buildings do not contribute to the significance or setting of the seven closest heritage assets. Demolition of the buildings will not have an adverse impact on the significance of the heritage assets.

PROPOSED WORK	SIGNIFICANCE OF THE HERITAGE ASSETS	MAGNITUDE OF IMPACT OR CHANGE	WEIGHT OF EFFECT/ IMPACT OF WORK & PROPOSED MITIGATION
Infilling of Rowendale Street	Manchester South Junction and Altrincham Railway Viaduct, Grade II: Medium Rochdale Canal Lock Number 91, Grade II: Medium Rochdale Canal Lock Keepers Cottage, Grade II: Medium Rochdale Canal Lock Number 90, Grade II: Medium Castlefield Railway Viaduct, Grade II: Medium Deansgate Station, Grade II: Medium Manchester Central Station, Grade II*: High Deansgate Goods Station and Attached Carriage Ramp, Grade II*: High The Midland Hotel, Grade II*: High Castlefield Conservation Area: Medium	Negligible: The infilling of Rowendale Street is assessed as a slight change to the setting of the heritage assets that makes a negligible magnitude of change to their cultural significance.	Neutral: Rowendale Street is not within a Conservation Area and does not contribute to the significance of the heritage assets in the vicinity. It is an area which has undergone substantial change to the street pattern on several occasions. Infilling of Rowendale Street will not have an adverse impact on the significance of the heritage assets. Mitigation: Photographic recording could document the street prior to the construction work.
Insertion of a gates between rear of new the building and viaduct and across space under the viaduct arch.	Manchester South Junction and Altrincham Railway Viaduct, Grade II: Medium	Negligible: The insertion of new gates is assessed as a slight change to the heritage asset that makes a negligible magnitude of change to their cultural significance.	Neutral: The viaduct is characterised by the infilling of the brick arches. The bridge over Rowendale Street has a utilitarian design. The gates will not harm the significance of the listed structure. The detailed design of the gates can be conditioned.

PROPOSED WORK	SIGNIFICANCE OF THE HERITAGE ASSETS	MAGNITUDE OF IMPACT OR CHANGE	WEIGHT OF EFFECT/ IMPACT OF WORK & PROPOSED MITIGATION
Construction of a new 44 storey mixed use building	Manchester South Junction and Altrincham Railway Viaduct, Grade II: Medium Rochdale Canal Lock Number 91, Grade II: Medium Rochdale Canal Lock Keepers Cottage, Grade II: Medium Rochdale Canal Lock Number 90, Grade II: Medium Castlefield Railway Viaduct, Grade II: Medium Deansgate Station, Grade II: Medium Castlefield Conservation Area: Medium Manchester Central, Grade II*: High The Midland Hotel, Grade II*: High Deansgate Goods Station and Attached Carriage Ramp, Grade II*: High Albion Wharf, Grade II: Medium The Britons Protection Public House, Grade II: Medium Former Congregational Chapel, Grade II: Medium Deansgate Conservation Area: Medium Whitworth Street Conservation Area: Medium St. Peter's Square Conservation Area: Medium George Street Conservation Area: Medium Albert Square Conservation Area: Medium	Negligible: The construction of the new building is assessed as a slight change to the heritage assets that makes a negligible magnitude of change to their cultural significance. Negligible: The construction of the new building is assessed as a slight change to the heritage assets that makes a negligible magnitude of change to their cultural significance.	Neutral: The materials and design of the structure has been carefully considered to reflect the heritage of Manchester warehouses with wider historical references to Manchester's industrial history. The landscaping and public space is beneficial. The new building will not harm the significance of the surrounding heritage assets. Neutral: The new building will not harm the significance of the heritage assets largely due to distance, but will also have no impact on the contribution the setting makes to this significance.

PROPOSED WORK	SIGNIFICANCE OF THE HERITAGE ASSETS	MAGNITUDE OF IMPACT OR CHANGE	WEIGHT OF EFFECT/ IMPACT OF WORK & PROPOSED MITIGATION
Landscaping of External Space	Manchester South Junction and Altrincham Railway Viaduct, Grade II: Medium Rochdale Canal Lock Number 91, Grade II: Medium Rochdale Canal Lock Keepers Cottage, Grade II: Medium Rochdale Canal Lock Number 90, Grade II: Medium Castlefield Railway Viaduct, Grade II: Medium Deansgate Station, Grade II: Medium Manchester Central, Grade II*: High Castlefield Conservation Area: Medium	Negligible: The landscaping and open space are assessed as a slight change to the heritage assets that makes a negligible magnitude of change to their cultural significance.	Slight Beneficial Impact: The urban area surrounding the existing site is of very low quality, with no public space. The proposals will create public open space of a high quality, which is beneficial to the settings of the heritage assets in the immediate vicinity.

Section 10 Conclusions

10.1 History, Development and Usage of 2-4 Whitworth Street West

Greens map of Manchester dating to 1787-94 shows that the proposal site was partially developed by this time. Malkin Street to the western boundary of the proposal site, and Bettys Row to the centre. Both streets were developed with what appears to be terraced residential development, with areas of garden or allotment to the eastern side of Betty's Row, occupying much of the eastern side of the proposal site. In between Betty's Row and Malkin Street there is a single row of smaller terraced residences with slender alley way behind. By 1850 the viaduct to the south of the site appears, carrying the Manchester South Junction and Altrincham Railway, with Knott Mill Station to the west of the proposal site, cutting through the areas of housing. The addition of the viaduct changed the line of the street to the rear of the proposal site. Betty's Row had been re-named Rowe Street, and the east side of the road was still lined with larger terraced properties with associated outbuildings. To the west side of Rowe Street was further terraced housing, also with associated outbuildings. To the far west of the proposal site, Malkin Street had been re-named Mount Street. Between 1891 and 1896 Mount Street was re-named Bugle Street, but the form of the development remained unchanged from the mid-19th century.

The 1908 plan shows the proposal site as two undeveloped plots - the housing has been demolished. Gaythorn Street has been renamed Whitworth Street West and the street has been widened. 2 Whitworth Street West was designed by Henry Cox McCulloch and A. G. Andrew, architects and surveyors of 2 Victoria Street, Manchester as a warehouse for merchant Llewelyn Andrew in 1909. 4 Whitworth Street West was designed by architect Cyril E. Ainley of 8 Exchange Square in 1914 as offices and garage for Halley's Industrial Motors Ltd. By 1923 both numbers 2 and 4 Whitworth Street West had been developed. In that year Alfred Herbert Ltd. tool makers of Coventry with a world-wide exporting business, moved the Manchester branch office from Cross Street to Wrendal House, suggesting that the conclusion of the construction was during the inter-war period. The plan of the buildings has then remained unchanged from this period onwards.

10.2 Significance of the Proposal Site

Following the Historic England criteria for identifying potential Non-Designated Heritage Assets, 2 and 4 Whitworth Street West do not meet the criteria. Their age is such that some selectivity must be applied; there are many such examples of commercial buildings from this period in Manchester. The use of red brick as the primary building material is typical of buildings of this period in Manchester; this on its own is not sufficient. They do not have group value nor are they the work of known architects of local or national importance. Neither building includes any unusual decorative features or innovative or unusual technical design element, or characteristics of local distinctiveness. In the absence of evidence to the contrary, as set out in 2019 Planning Practice Guidance regarding the identification of non-designated heritage assets, 2 & 4 Whitworth Street are not deemed of sufficient interest to be classified as Non-Designated Heritage Assets.

10.3 Contribution of the Proposal Site to the Significance of the Heritage Assets

Seven of the closest heritage assets have been assessed to understand the contribution of the proposal site to the significance of the heritage assets. The proposal site forms part of the views towards Deansgate Station down Whitworth Street West towards the east, but this is not the primary view of the heritage asset. It also forms part of views towards the Manchester South Junction & Altrincham Railway Viaduct from the north, but the primary view is along Hewitt Street from the south. It does not form any part of identified views into or out of the nearby Castlefield Conservation Area. It forms part of the wider setting of the heritage assets. However, there is no functional or associative relationship between the buildings and any of the heritage assets.

10.4 Contribution of the Proposal Site to the Setting of the Castlefield Conservation Area

The proposal site is separated from the Conservation Area by Deansgate Station, a footbridge over the road between the railway station and the Metrolink tram platforms, and the main road junction between Whitworth Street West and Deansgate. The proposal site does not form part of any identified views into or out of the Conservation Area and is not historically linked to the focal points of the Conservation Area; the former Roman fort and the former Liverpool Road railway station which now houses the Museum of Science and Industry. The proposal site does not make any significant contribution to the setting of the Conservation Area.

10.5 The Proposed Works

The Proposed Development comprises the demolition of existing buildings on-site, infilling Rowendale Street, and the delivery of 364 residential apartments in a new development rising to 44-storeys and consisting of a mix of 1, 2 and 3 bed apartments. Entrance into the building will be from Whitworth Street West into the Ground Floor residents' amenity space, which also occupies Levels 1 and 2. 182 secure cycle parking spaces and residents' bin storage will be provided at the Ground Floor and further residents' bin storage is proposed underneath the Viaduct, with a secure boundary and access point to the bin storage from the Hewitt Street elevation. Plant equipment will be provided internally at Ground Floor and Level 1. The proposals include new public realm comprising hard and soft landscape including rain gardens, associated seating and lighting.

10.6 Impact of the Proposed Works on the Heritage Assets

There are several direct impacts on existing and potential heritage assets. The proposed development will have a direct impact on the Manchester South Junction and Altrincham Railway Viaduct. However, the proposed direct impacts are minor, limited to some potential attachments of gates and partitions to the viaduct, which require listed building consent, and can be conditioned. The addition of a gate to the Hewitt Street end of Rowendale Street will not harm the significance of the viaduct. Therefore, the very minor proposed connections and addition of a gate to Hewitt Street end of the arch are assessed to have a negligible impact on the significance of the viaduct.

The proposed development will also have an impact on Rowendale Street, by infilling the existing street, which is not considered a non-designated heritage asset, and the street is not sited in a Conservation Area. Therefore, the direct impact of infilling Rowendale Street is not assessed as significant as it is not considered as a non-designated heritage asset. However, a photographic recording of the street is offered as mitigation. The demolition of 2 and 4 Whitworth Street West is an obvious major impact on the buildings themselves. However, it has been assessed that the two structures do not meet the criteria to be considered non-designated heritage assets. Photographic recording is proposed as mitigation.

As defined by the heritage impact guidance, the Grade II listed Lock Keepers Cottage, Rochdale Canal Locks 90 and 91, Manchester South Junction & Altrincham Railway Viaduct, Deansgate Station and Castlefield Railway Viaduct are all assessed as having a medium level of significance. As for all Manchester Central, the Midland Hotel and Deansgate Goods Station and Attached Carriage Ramp, they are all assessed as having a high level of significance. There is no direct historic or functional association between the proposal site and the heritage assets. The proposal site does not form a part of the significant views of the assets. The high quality sympathetic design and contextual materials can be considered additional mitigation for the loss of the existing buildings, the infilling of Rowendale Street and the impacts on views of the viaduct. The proposed development will make a slight change to the settings of the heritage assets that hardly affects them and thus constitutes a negligible magnitude of change. Following the heritage assessment methodology, the significance of a change of a negligible magnitude to a heritage asset of medium value would constitute a neutral/slight impact, which could be either adverse or beneficial. As the proposal site does not make a significant contribution to the setting of the heritage assets, it is assessed that the significance of

impact is neutral. However, there will be a minor adverse temporary impact on the nearest heritage assets due to the construction phase. The significance of the designated heritage assets is based upon historic and architectural interest which will remain unaffected by the proposed development.

Considering the Manchester South Junction and Altrincham Railway Viaduct in particular, the proposed tower is sited adjacent to the viaduct, the viaduct is itself 1¾ miles long, and the assessment of impact on the setting needs to consider the impact on the listed structure as a whole, not just a very small section of it. The ability to appreciate a very small section of the viaduct will be adversely affected by the proposed development as the existing arch to Rowendale Street will be hidden from the public. However, this is not a significant effect considering the railway viaduct is an imposing long structure which has a conspicuous presence in the streetscape and forms the backdrop to the structures in the area. The tower will certainly be highly visible within views of the viaduct in the local area, but the proposed development will not dominate the viaduct as a whole. The area has a number of tall buildings, with more approved but not yet constructed. The proposed development, although visible, will not harm the cultural significance of the viaduct. Additionally, the historic functional relationships between the railway infrastructure, such as Deansgate Station and the Castlefield Viaduct will still be understandable and the experience of these historic structures within their settings will not be adversely impacted. The character of the area will remain one of imposing railway viaducts either side of Whitworth Street West.

The Castlefield Conservation Area has a medium level of significance. The proposal site is not located within the Conservation Area, and although sited within the setting of the Conservation Area, the proposal site does not contribute to the significance of the Conservation Area or to significant views into and out of the Conservation Area. Additionally, the proposed development will not affect the understanding or experience of the Conservation Area. The proposed development will not adversely impact the architectural or historic interest of the Conservation Area. The magnitude of impact is considered to be negligible - slight changes to setting that hardly affects it. A negligible magnitude of change to a heritage asset of a medium value constitutes a neutral/slight impact which can be either beneficial or adverse. It is assessed that in this case, the development will have a neutral impact on the contribution of the setting to the significance, character and appearance of the Castlefield Conservation Area.

The impact of the proposed development on views from heritage assets in the wider area has also been assessed. The site at present does not contribute to the setting of these heritage assets. The proposed development will create an additional tall building in an established cluster of tall buildings formed around the Deansgate-Castlefield transport hub. Considering the impact of the cumulative views, either under construction or approved, there is no additional adverse impact on the settings of the heritage assets. The proposed development will not have any significant impact on the settings of and views from these heritage assets. In the pre-application consultation response Historic England commented specifically on the views from St. Peter's Square:

'When viewed from St. Peter's Square and Lower Mosely Street, the proposed building does not obviously stand out from the existing cluster of similar height tall buildings to its south. The core of civic buildings around St. Peter's Square have sufficient robustness within the street scene and we do not consider that the proposed building will cause a greater level of harm than the existing and consented tall buildings here already do.'

It is the conclusion of this assessment that the Historic England comment also applies to the views of the other heritage assets within the wider area.

This assessment is in accordance with the definition of 'preserving' as summarised by Lord Justice Lewison in *Palmer v Herefordshire Council & Anr* [2016] EWCA Civ 1061: 'In this context the concept of "preserving" the building or its setting means "doing no harm"'

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Appendix 1: Listing Descriptions

Name: CASTLEFIELD RAILWAY VIADUCT FROM G-MEX TO DAWSON STREET

List Entry Number: 1292315

Location: CASTLEFIELD RAILWAY VIADUCT FROM G-MEX TO DAWSON STREET, DEANS GATE

District: Manchester

Grade: II

Date first listed: 14-Feb-1988

Date of most recent amendment: 06-Jun-1994

Details: SJ8297NW 698-1/18/115 04/02/88 MANCHESTER DEANS GATE Castlefield Railway Viaduct from G-Mex to Dawson Street (Formerly Listed as: DEANS GATE Castlefield Railway Viaduct from Central Station, dividing into 2, rejoining an) II GV

Railway viaduct. c.1880. Cast iron and wrought iron (?); red brick to east of Duke Street. Runs south-west from former Central Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock. Cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways. To east of Duke Street viaduct is of brick with segmental arches and castellated brick piers. At western end a blue brick bridge over Dawson Street.

Listing NGR: SJ 83220 97620

Name: ROCHDALE CANAL LOCK NUMBER 91 AT EAST END OF GAYTHORN TUNNEL

List Entry Number: 1247483

Location: ROCHDALE CANAL LOCK NUMBER 91 AT EAST END OF GAYTHORN TUNNEL

District: Manchester

Grade: II

Date first listed: 29-Jan-1986

Date of most recent amendment: 06-Jun-1994

Details: MANCHESTER SJ8397NW ROCHDALE CANAL 698-1/30/362 Lock No.91, at east end of Gaythorn 29/01/86 Tunnel (Formerly Listed as: ROCHDALE CANAL "Lock Keeper's Cottage and Lock at Gaythorn Tunnel") GV II

Canal lock. 1804-5, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates at both ends, ladder in centre of north side, towpath "island" on south side with curved stone staircase at lower end. Eighth in series of 9 locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order. Forms group with Lock Keeper's Cottage on north side (q.v.).

Listing NGR: SJ8345797562

Name: ROCHDALE CANAL LOCK KEEPERS COTTAGE AT LOCK NUMBER 91, NEXT TO GAYTHORN TUNNEL

List Entry Number: 1247597

Location: ROCHDALE CANAL LOCK KEEPERS COTTAGE AT LOCK NUMBER 91, NEXT TO GAYTHORN TUNNEL

District: Manchester

Grade: II

Date first listed: 29-Jan-1986

Date of most recent amendment: 06-Jun-1994

Details: MANCHESTER SJ8397NW ROCHDALE CANAL 698-1/30/363 Lock Keeper's Cottage at Lock No.91, 29/01/86 next to Gaythorn Tunnel (Formerly Listed as: ROCHDALE CANAL "Lock Keeper's Cottage and Lock at Gaythorn Tunnel") GV II

Also known as: No.6 CENTURY STREET. Lock keeper's cottage, now derelict. c.1805, altered. Red brick in Flemish bond, with sandstone dressings and now painted white above basement level, with slate roof. Rectangular single-depth double-fronted plan. Three storeys and 3 windows, the first storey being a full-height basement and the 2nd effectively the "ground floor" at street level. The basement wall is projected in the centre and to the left, providing an access deck from the street to the doorway (protected by remains of cast-iron railings); the doorway is round-headed, with imposts and keystone and recessed inner surround with imposts; the windows are large, with raised sills and flat-arched heads, all either blocked or damaged (at time of survey); stone parapet and hipped roof. Forms group with Lock No.91 (q.v.).

Listing NGR: SJ8345097571

Name: ROCHDALE CANAL LOCK NUMBER 90, APPROXIMATELY 30 METRES WEST OF ALBION BRIDGE

List Entry Number: 1247482

Location: ROCHDALE CANAL LOCK NUMBER 90, APPROXIMATELY 30 METRES WEST OF ALBION BRIDGE

District: Manchester

Grade: II

Date first listed: 06-Jun-1994

Details: MANCHESTER SJ8397NE ROCHDALE CANAL 698-1/31/361 Lock No.90, approx.30 metres west of Albion Bridge GV II

Canal lock. 1804-5, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates at both ends, ladder in centre of north side. Seventh in series of 9 locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order. Forms part of group with Lock No.91 and Lock Keeper's Cottage to west (q.v.), and Albion Street Bridge to east (q.v.).

Listing NGR: SJ8359297557

Name: DEANS_GATE STATION

List Entry Number: 1376146

Location: DEANS_GATE STATION, WHITWORTH STREET WEST

District: Manchester

Grade: II

Date first listed: 20-Aug-1998

Date of most recent amendment: 11-Jan-1999

Details: SJ8497NW 698-1/32/11114 WHITWORTH STREET WEST Deansgate Station II

Railway station. Dated 1896. Built of red brick with blue brick bands and stone and terracotta dressings, slate roof almost entirely hidden from the street. On a very angular site with the entrance at the sharply curved corner. Two stories in a Baronial style. Paired entrances on the corner with terracotta surround, pointed arch doorways with mock portcullises, gabled heads on colonettes, paired between the doors. Blue brick base with stone banding, band at first floor cill level, machicolated band at eaves level, parapet stepped up and down as mock battlements. Shield with date 1896 and stone scroll carved with the original name KNOTT MILL STATION. The first floor has a paired window over the doors and single ones on either side, all 1 over 1 plate glass sashes with carved stone heads. A turret pilaster frames this central feature on either side. The left return has a single and a tripartite cross framed casement below and similar 2 over 2 sashes above. The right return has two original framed shopfronts with later windows, and sashes above as before. Interior: Opened as Knott Mill in 1849 on the Manchester South Junction and Altrincham Railway. The line was owned jointly by the London and North Western Railway and the Manchester, Sheffield and Lincolnshire Railway from the start of operations. This was one of the first truly suburban railways and was instrumental in the development of its hinterland. It was rebuilt at street level in 1896 by Robert

Neill and Son at the cost of £20,000. The line was electrified in 1931, and the station was renamed Deansgate in 1974. Reference: Gordon Biddle, *Victorian Stations*, 1978, p.198.

Listing NGR: SJ8343097525

Name: MANCHESTER SOUTH JUNCTION AND ALTRINCHAM RAILWAY VIADUCT

List Entry Number: 1200837

Location: MANCHESTER SOUTH JUNCTION AND ALTRINCHAM RAILWAY VIADUCT, MANCHESTER AND SALFORD

District: Manchester

Grade: II

Date first listed: 06-Jun-1994

Date of most recent amendment: 26-Feb-2013

Summary: Railway viaduct for the Manchester South Junction & Altrincham Railway Company, 1846-9, constructed by David Bellhouse Jnr. Red brick with some small sections of blue brick, sandstone dressings and cast-iron bridges.

Reasons for Designation

The Manchester South Junction & Altrincham Viaduct is designated at Grade II for the following principal reasons:

- * Design interest: it is an impressive 1 3/4-mile-long urban viaduct incorporating a series of well-detailed bridges; some with highly decorative Gothic-style ironwork;
- * Date: it is an early example of a railway viaduct dating from the second phase of railway development - the period from 1841-50 often referred to as 'railway mania' - in which commercial speculation and competition for routes led to the rapid construction of lines and expansion of the railway network;
- * Historic interest: the viaduct forms an important and integral component of the Manchester South Junction & Altrincham Railway, which was one of the country's earliest suburban railways, and Manchester's first; helping to bring this form of transport to the hinterlands;
- * Group value: the viaduct has strong group value with neighbouring railway structures (both contemporary and later), including two other railway bridges crossing the River Irwell (the 1830 Grade I listed stone bridge and the 1869 Grade II listed girder bridge) and their associated viaducts, the Grade II listed Castlefield Viaduct (c1880), the Grade II listed stations of Manchester Oxford Road (1958-60) and Deansgate (1896), and the Grade II listed former goods offices (c1850-60) and train shed (c1881) at Manchester Piccadilly Station.

History

The Manchester South Junction & Altrincham Railway viaduct was constructed in 1846-9 by David Bellhouse junior for the Manchester South Junction & Altrincham Railway (MSJ&AR) Company; Bellhouse was also responsible for laying the track. Several of the cast-iron bridges situated along the viaduct were built by his son, the engineer and iron-founder, Edward Taylor Bellhouse, along with others by the line's Chief Engineer, William Baker, and William Cubitt.

The MSJ&AR line is one of the country's earliest suburban railways and was the first in Manchester. It was started as a joint venture between the Manchester & Birmingham Railway (later the London & North Western Railway, LNWR) and the Sheffield, Ashton-under-Lyne & Manchester Railway (later the Manchester, Sheffield & Lincolnshire Railway, MS&LR) which operated London Road Station (known as Manchester Piccadilly Station since 1960). The aim was to create an extension of their lines, known as the South Junction line, that would be carried along the southern boundary of the city centre on a viaduct and then join the Liverpool and Manchester Railway at Ordsall Lane in Salford, providing access to the lucrative port and city of Liverpool. A branch line, leaving the South Junction line at Castlefield, would also follow the Bridgewater Canal to Altrincham. The Manchester South Junction & Altrincham Railway Act received Royal Assent on 21 July 1845.

300,000 cubic feet of stone (91,440 cubic metres), 50 million bricks and 3000 tons (3048 tonnes) of cast iron were used in the viaduct's construction. The MSJ&AR line opened on 20 July 1849, although sections of the viaduct were not opened until 1 August 1849. The line ran for 8 1/2 miles from London Road Station via Oxford Road and Deansgate Stations to Altrincham, with the viaduct forming a 1 3/4 mile (2 3/4 km) long stretch: the northern branch terminating at the north-west bank of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

Details:

LOCATION: The viaduct runs from Manchester Piccadilly Station via Oxford Road and Deansgate, following approximately the route of the River Medlock (crossing it at a number of points), and then branches into two at Castlefield, with the northern branch terminating on the north-west side of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

ARCHITECTURE: The viaduct is approximately 1 3/4 mile (2 3/4 km) long and incorporates 224 brick arches that average a span and height of approximately 30ft, and a width of 28ft; many of the arches, particularly those near to Manchester Oxford Road Station and Deansgate Station, have been in-filled and converted into commercial premises. The tallest arches can be found in the section between Manchester Piccadilly and Oxford Road stations where the ground level is lower. A brick parapet has been altered and rebuilt in places and later repairs have been carried out to some of the arches.

The viaduct incorporates a series of predominantly arched, cast-iron bridges by Edward Taylor Bellhouse, William Baker and William Cubitt that cross various streets, the Rochdale Canal, and the Bridgewater Canal. The bridges have an average span of 70ft, although one of Baker's bridges, which spans the Rochdale Canal has a span of 105ft. A number of the bridges incorporate highly decorative Gothic-style ironwork and detailing and castellated towers (referencing the location of a Roman fort at Castlefield), whilst others, such as a bridge over Gloucester Street are more classically detailed. A bridge over Egerton Street by William Baker was replaced in steel in 1976. Some of the viaduct's brick arches and bridges are skewed. The Irwell Bridge at the north-west end of the viaduct is of brick with two segmental arches, each of approximately 65ft span, with a central pier and cut-water. Rusticated stone voussoirs and pilaster strips exist to the central pier and abutments, and the parapet above the western arch incorporates cast-iron panelling.

Following electrification of the line in the C20 the viaduct now incorporates a series of C20 and early-C21 gantries along its course. Also along the viaduct's course are a number of attached or abutting buildings, most of which are later in date and are un-related to the viaduct's use; all are excluded from the listing, which relates solely to the viaduct. Manchester Piccadilly Station, Deansgate Station and Manchester Oxford Road Station (the two latter stations being constructed on top of and to the side of the viaduct) are all separately listed at Grade II.

Listing NGR: SJ8382597704

Name: 13-17, ALBION STREET

List Entry Number: 1279694

Location: 13-17, ALBION STREET

District: Manchester

Grade: II

Date first listed: 03-Oct-1974

Details: MANCHESTER SJ8397NE ALBION STREET 698-1/31/12 (East side) 03/10/74 Nos.13 TO 17 GV II

Warehouse, now offices. c.1860-70; altered. Red brick with sandstone dressings, slate roof. Shallow U-plan. Venetian Gothic style. Four storeys and basement, a 9-bay facade, the left corner canted back, with pilasters and sill-bands to the upper floors, and brick corbelled frieze; segmental-headed doorway in corner, and pointed-segmental arcaded windows at ground floor of left return wall, linked by impost bands, but altered showroom windows in front wall; 3-light windows to the upper floors, those at 1st and 2nd floors with cusped tracery and those at 2nd floor segmental-headed, and those at 3rd floor with pointed-arched lights. Hipped roof. Rear and interior altered.

Listing NGR: SJ8365897582

Name: THE BRITONS PROTECTION PH THE BRITONS PROTECTION PUBLIC HOUSE

List Entry Number: 1292050

Location: THE BRITONS PROTECTION PUBLIC HOUSE, 50, GREAT BRIDGEWATER STREET

District: Manchester

Grade: II

Date first listed: 16-Mar-1990

Date of most recent amendment: 05-Jul-2000

Details: MANCHESTER 698-1/31/146 GREAT BRIDGEWATER STREET 16-MAR-90 (South side)
50 THE BRITONS PROTECTION PUBLIC HOUSE II

Public house. Early C19, internally remodelled c.1930. MATERIALS: red brick, the front painted at ground floor and roughcast and whitened above. Slate roof. PLAN: double depth plan with added rear wings. Long bar at front parallel to street with corridor and further rooms behind. EXTERIOR: 3 storeys over cellars. Symmetrical facade. Ground floor doorways at both ends and in the centre, all with pilastered jambs with foliate capitals. 2 pairs of windows with altered glazing and over these plain fascia board with pairs of foliate consoles at ends and cornice over. Upper floors have simple pilasters at corners, terminating below top of parapet. 2 tripartite sash windows on each upper floor and 4-pane sash window in centre of second floor, all with moulded architraves, those at first floor, taller, with cornices on consoles, and that in centre of second floor with floating cornice. High parapet stepped up over centre. Rear, most windows altered. INTERIOR: retains much of remodelling c1930. Front bar with ornate Lincrusta ceiling. Panelled bar front with late C20 superstructure. Corridor from left-hand entrance turns at right angles behind servery. Bar back has glazed sash windows for service in corridor area. Further corridor, with tiled dado, to toilet area at rear. 2 back rooms with fixed seating and bell pushes. Contemporary fireplaces. Dog-leg staircase with barley-sugar balusters. White glazed bricks in toilets of c1930. HISTORY: known as 'The Britons Protection' in 1820. The interior character of this public house is largely determined by c1930 remodelling which survives largely intact.

Listing NGR: SJ8368597610

Name: G MEX

List Entry Number: 1270514

Location: G MEX, WINDMILL STREET

District: Manchester

Grade: II*

Date first listed: 18-Dec-1963

Date of most recent amendment: 06-Jun-1994

Details: MANCHESTER SJ8397NE WINDMILL STREET 698-1/31/443 (South West side) 18/12/63
G-Mex (Formerly Listed as: WINDMILL STREET (South West side) Former Central Station) GV II*

Railway station, now exhibition hall and car park. 1876-9, by Sir John Fowler, for Midland Railway Company; altered. Iron and glass on brick undercroft, with brick side walls. Rectangular plan. Single segmental-vaulted vessel of 15 bays with 210-foot span, built on extensive undercrofts; pilastered 2-storey south side with 3 windows on each floor of each bay, those at ground floor round-headed and those above square-headed; segmental arched roof with ridged bands of glazing. C20 glazed canopy to entrance at north end. Vaulted undercroft with intersecting tunnel vaults. Intended entrance block at north end never built.

Listing NGR: SJ8373797786

Name: Former Congregational Chapel

List Entry Number: 1292311

Location: Former Congregational Chapel, 378-380, Deansgate, Manchester, M3 4LY

District: Manchester

Grade: II

Date first listed: 20-Jun-1988

Details: This list entry was subject to a Minor Amendment on 21/01/2019

SJ8397NW 698-1/30/113 MANCHESTER DEANSGATE (west side) No.378-380, Former Congregational Chapel

(Formerly listed as No.378 Artingstalls Auctioneers) 20/06/88 GV II Former Congregational Chapel.1858, by Edward Walters; altered. Red brick (part of facade now painted blue), slate roofs. Italianate style. Gable to road. Nave and aisles which incorporate porches at the front ends, with tall square tower rising from south aisle behind porch, all over a basement storey (probably originally the schoolroom).

The gabled east front has a three bay pedimented centre with pilasters, coupled round-headed windows at the lower level and tall round-headed recessed windows above, with carved imposts and glazing with coloured margin panes, a saw-tooth band above the windows, and bracketed cornice to the pediment which contains a crude wheel window. The flanking porches have round-headed doorways with elaborate moulded surrounds including panelled pilasters with carved capitals, and round-headed panelled double doors with glazed top panels; and panels above the doors with oculi in wreath surrounds.

Campanile tower with pilasters making two very tall blank arches in each side, a prominent cornice, square belfry of stone with coupled round-headed openings, and short slated spire with lucarnes, the roof swept over the eaves. South side has five round-headed windows on each floor, all with margin panes and the upper with stone surrounds to the heads, and a clerestory window of three small stepped round-headed lights. Interior not inspected.

Listing NGR: SJ8333097528

Name: MIDLAND HOTEL

List Entry Number: 1271154

Location: MIDLAND HOTEL, PETER STREET

District: Manchester

Grade: II*

Date first listed: 03-Oct-1974

Details: This list entry was subject to a Minor Amendment on 31/08/2016

SJ 8397 NE 698-1/31/277 MANCHESTER PETER STREET (South side) Midland Hotel GV II*

Hotel. 1898-1903, by Charles Trubshaw, for the Midland Railway Company; altered. Steel frame, with cladding of brown polished granite, red brick and much buff and brown glazed terracotta (roof not visible). Very large irregular pentagon plan on island site. Elaborate eclectic Baroque style. Five diminishing storeys with cellars and attics, the principal element of the facade to Peter Street 2:4:2 bays, symmetrical, plus a 3-bay portion to the left slightly canted back, and 3-sided corners to both ends; the paired bays bounded on the inner side by fenestrated 3-sided pilasters finished as turrets, and surmounted by elaborate attic gables; with cornice and balustraded parapet over ground floor, giant round-headed arches to the next 3 floors, small coupled round-headed arches to the 4th floor, a bracketed cornice and pierced parapet, and gabled attic dormers over the centre. The ground floor, of polished granite, has a recessed central entrance under 2 massive semi-circular arches (like shipping holes of neighbouring canal warehouses), a roundel between containing a wyvern, and a convex frieze above with raised lettering "MIDLAND HOTEL"; and coupled round-headed arches to the outer bays with terracotta mullion-and-transom windows, the basement areas below these protected by bowed wrought-iron railings in Art Nouveau style. The windows of the upper floors are mostly coupled, those at 3rd and 4th floors round-headed, all with wrought-iron balcony railings and much terracotta enrichment. The canted portion to the left, the longer side walls (to

Lower Mosley Street and Mount Street) and the shorter rear wall (to Windmill Street) are in generally similar style, but the Lower Mosley Street facade has segmental curved balconies to the 1st floor and bow-shaped balconies to the 2nd floor, and the rear facade has domed corner turrets. Interior: originally had a palm court, concert hall, winter gardens, Russian and Turkish baths, roof garden, 23 lifts, three and a half miles of corridors and 400 bedrooms; ground floor altered and upper floors not inspected. Very prominent building representative of the cosmopolitan wealth and taste of late C19 Manchester, and an early example of a steel-framed building.

Listing NGR: SJ8382897870

Name: DEANS_GATE GOODS STATION AND ATTACHED CARRIAGE RAMP

List Entry Number: 1268529

Location: DEANS_GATE GOODS STATION AND ATTACHED CARRIAGE RAMP, WATSON STREET

District: Manchester

Grade: II*

Date first listed: 04-May-1979

Date of most recent amendment: 02-Apr-1996

Details: SJ 8397 NE, 698-1/31/432 MANCHESTER, WATSON STREET (West side), Deansgate Goods Station and attached carriage ramp 04/05/79 (Goods Station); 23/11/79 (attached Carriage Ramp) II*

Goods station and warehouse, and attached carriage ramp, now car park. 1885-96, and 1899, for Great Northern Railway Company. Steel-framed construction, cladding of red brick with blue brick bands, slate roof. GOODS STATION: Rectangular plan, 267 feet long and 217 feet wide. Five storeys, with 27-window east and west sides and 17-window north and south ends; segmental-headed windows with cast-iron glazing bars; frieze with lettering in white brick: "GREAT NORTHERN RAILWAY COMPANY'S GOODS WAREHOUSE" (on all four sides); and brick bracketed painted cornice with blocking course. The east facade (to Watson Street) has five wide cart entrances at ground floor with deep iron lintels, and the north end has three similar entrances. The west side and south end have similar entrances at 1st-floor level: two where the carriage ramp enters at the north end of the west side, and three offset to the left in the south end where the former railway viaduct enters. In addition, the west side has four bays of tiered segmental-headed loading doorways with cast-iron surrounds, separated by two pairs of windows. The interior is of brick jack arch, fire-proof construction. To the west side at its north end, CARRIAGE RAMP to the upper floor of the goods station completed 1899. Brick, iron and steel, and paved with granite setts. 3-sided ramp extends west, then north, then east. The lower portion is carried on four semicircular vaults of blue engineering brick. The western portion and short return to the building has an iron deck supported on the open side by four steel stanchions with a blue brick parapet. Forms groups with nos. 235-92 Deansgate (q.v.).

For the original construction and full details of its working see "The Railway Engineer" for January 1899 and "The Engineer" for September 2nd, 1898. A unique survival of a 3-way railway goods exchange station, serving the railway, canal and road networks of the Manchester region, incorporating a complex system of hydraulic haulage between the subterranean canal access to the building, the street level access, and the other storage levels. Built to be fully fireproof, it was considered in its day to be one of the most advanced railway goods exchanges in the country.

Listing NGR: SJ8356597867

Appendix 2: Heritage Impact Assessment Methodology

The impact of the proposed works has been assessed using a cultural heritage impact assessment methodology based upon the ClfA/ IHBC/ IEMA guidance, *Principles of Cultural Heritage Impact Assessment in the UK* of July 2021, a methodology commonly used to assess heritage impact which is endorsed by several professional heritage organisations. Relevant paragraphs are extracted below.

Cultural Heritage Impact Assessment

1.4 Cultural Heritage Impact Assessment ('CHIA') is concerned with understanding the consequences of change to cultural significance. At a fundamental level, CHIA is used to make informed decisions about the sustainable management of cultural heritage assets.

1.7 This document provides guidance for cultural heritage practitioners in regard to the principles of CHIA. These are:

- A. understanding cultural heritage assets; and
- B. evaluating the consequences of change.

A. UNDERSTANDING CULTURAL HERITAGE ASSETS

A.2 The process of gaining this understanding is split into three stages:

- Description: Research and investigations leading to a factual statement that establishes the nature of the asset.
- Cultural significance: Analysis of what is valued about the asset, leading to a statement of cultural significance.
- Importance: A conclusion regarding the level of protection that the asset merits in planning policy and cultural heritage legislation.

Attributing importance

A.17 Importance is scaled (unlike cultural significance) and requires the competent practitioner to make a judgement regarding the merits of different cultural heritage assets. It is therefore appropriate to refer to 'high', 'medium' or 'low' importance or any other simple scale that offers a form of gradation.

B. EVALUATING THE CONSEQUENCES OF CHANGE

B.3 The process of evaluating the consequences of change falls into three stages:

- Understanding change: A factual statement of how a proposal would change a cultural heritage asset or its setting (including how it is experienced).
- Assessing impact: An assessment of the degree to which any change would impact cultural significance.
- Weighting the effect: A conclusion regarding whether an impact matters, reflecting the importance of the affected cultural heritage asset.

Assessing impact

B.7 An impact is a change in a cultural heritage asset or the experience of an asset in its setting that affects its cultural significance. This impact could be a positive or negative outcome. It is not a measure of the reach or extent of the proposal. Therefore, it is essential that the CHIA presents an understanding of how the proposed change relates to cultural significance and not the cultural heritage asset in its entirety.

B.9 The magnitude of the impact on cultural significance needs to be assessed. A distinction needs to be drawn as to whether the change will result in only a 'small' impact on, say, just one component of cultural significance or whether the change would have a greater impact on the totality of cultural

significance. The terms 'large', 'medium' or 'small' are acceptable or any other simple scale that offers a form of gradation easily articulated in a written report.

Weighting the effect

B.10 The effect is the measure that brings together the magnitude of the impact and the cultural heritage asset's importance. This is a critical stage of the assessment process as this determines the weight that should be given to the matter in either influencing the design of the proposal or, ultimately, in the test as to whether the proposal will be acceptable and permitted.

B.12 In relative terms, impacts on the cultural significance of assets of higher importance will be given greater weight than those of lower importance. For instance, a proposal that results in the total loss (i.e. the largest magnitude of adverse impact) of a cultural heritage asset of low importance would be an effect that should be given considerably less weight by the decisionmaker than the total loss of an asset of high importance.

B.13 A simple graded scale of effects should be defined and applied (as recommended for impact magnitude, above). However, decisions regarding the acceptability of a proposal will often require the effect to also be articulated within the parameters of the relevant legislative or policy tests that use their own specific language and terminology. For instance, in Environmental Impact Assessment ('EIA') an impact can result in significant or nonsignificant effects.

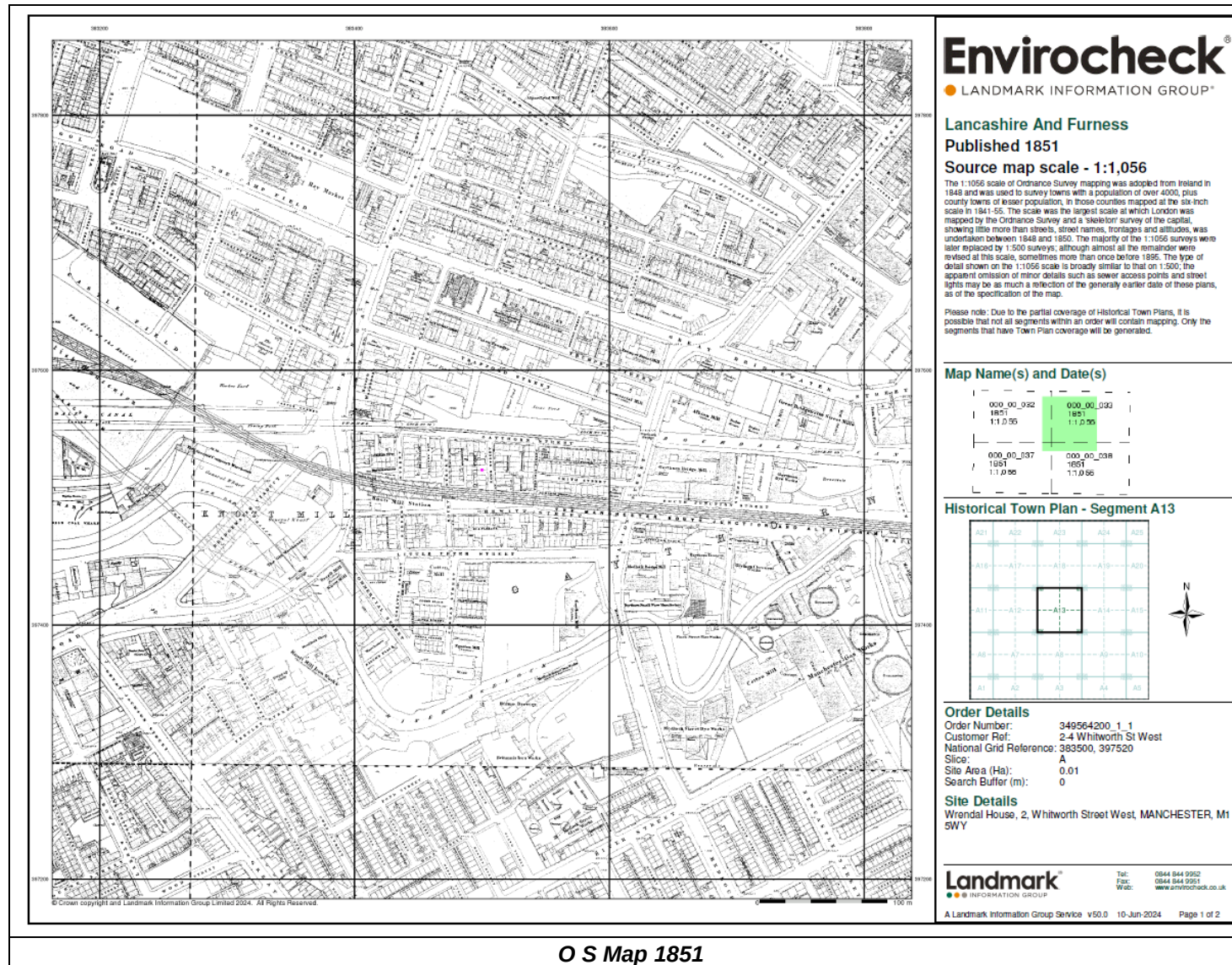
Appendix 3: Historic England Criteria for Local Listing

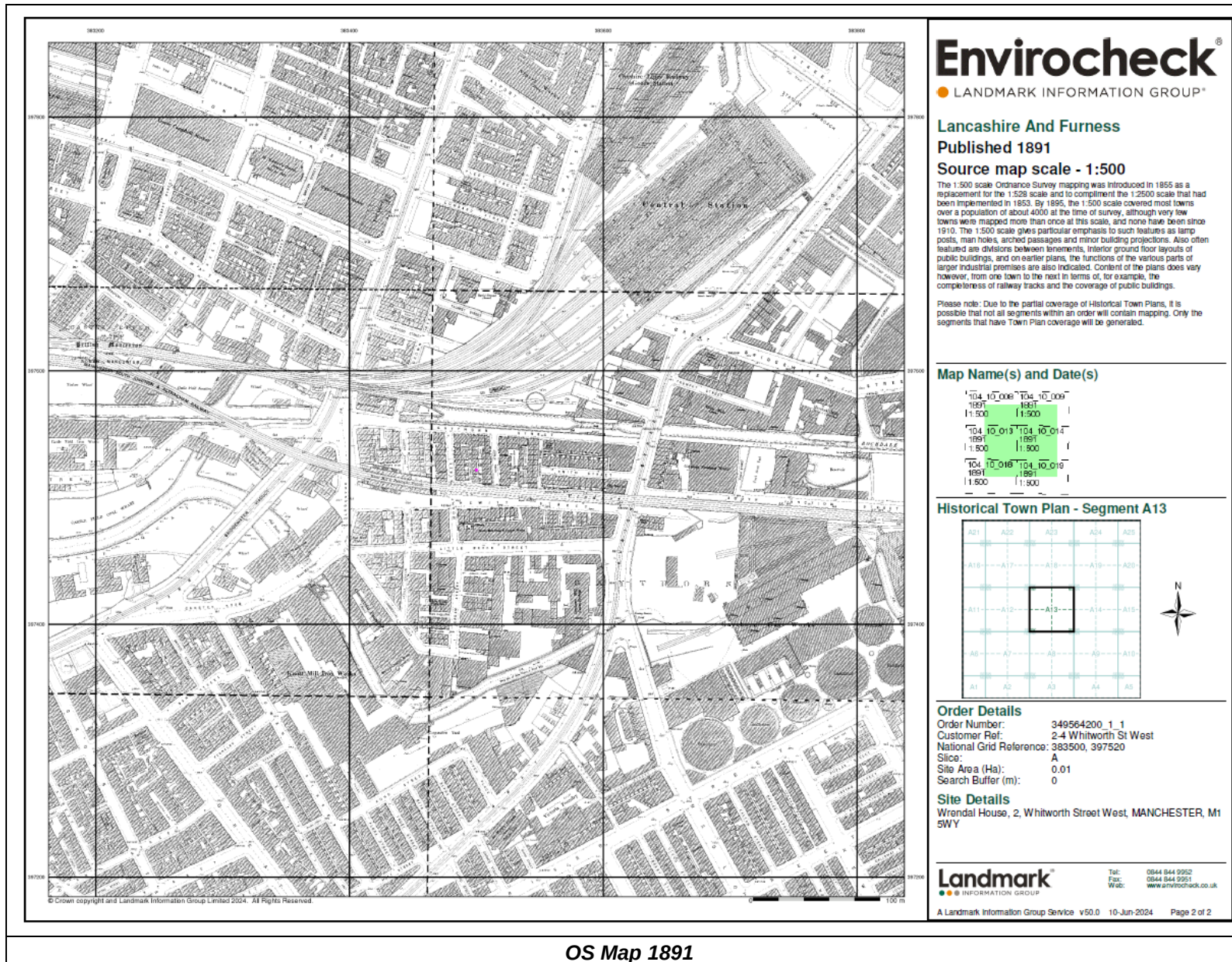
Criterion	Description
Age	The age of an asset may be an important criterion, and the age range can be adjusted to take into account distinctive local characteristics or building traditions.
Rarity	Appropriate for all assets, as judged against local characteristics
Aesthetic Interest	The intrinsic design value of an asset relating to local styles, materials or any other distinctive local characteristics.
Group Value	Groupings of assets with a clear visual design or historic relationship.
Archaeological Interest	The local heritage asset may provide evidence about past human activity in the locality, which may be archaeological – that is in the form of buried remains – but may also be revealed in the structure of buildings or in a manmade landscape. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
Archival Interest	The significance of a local heritage asset of any kind may be enhanced by a significant contemporary or historic written record.
Historical Association	The significance of a local heritage asset of any kind may be enhanced by a significant historical association of local or national note, including links to important local figures. Blue Plaque and other similar schemes may be relevant.
Designed Landscape Interest	The interest attached to locally important historic designed landscapes, parks and gardens which may relate to their design or social history. This may complement a local green space designation , which provides special protection against development for green areas of particular importance to local communities for their current use.
Landmark Status	An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.
Social and Communal Value	Relating to places perceived as a source of local identity, distinctiveness, social interaction and coherence, sometimes residing in intangible aspects of heritage, contributing to the 'collective memory' of a place.

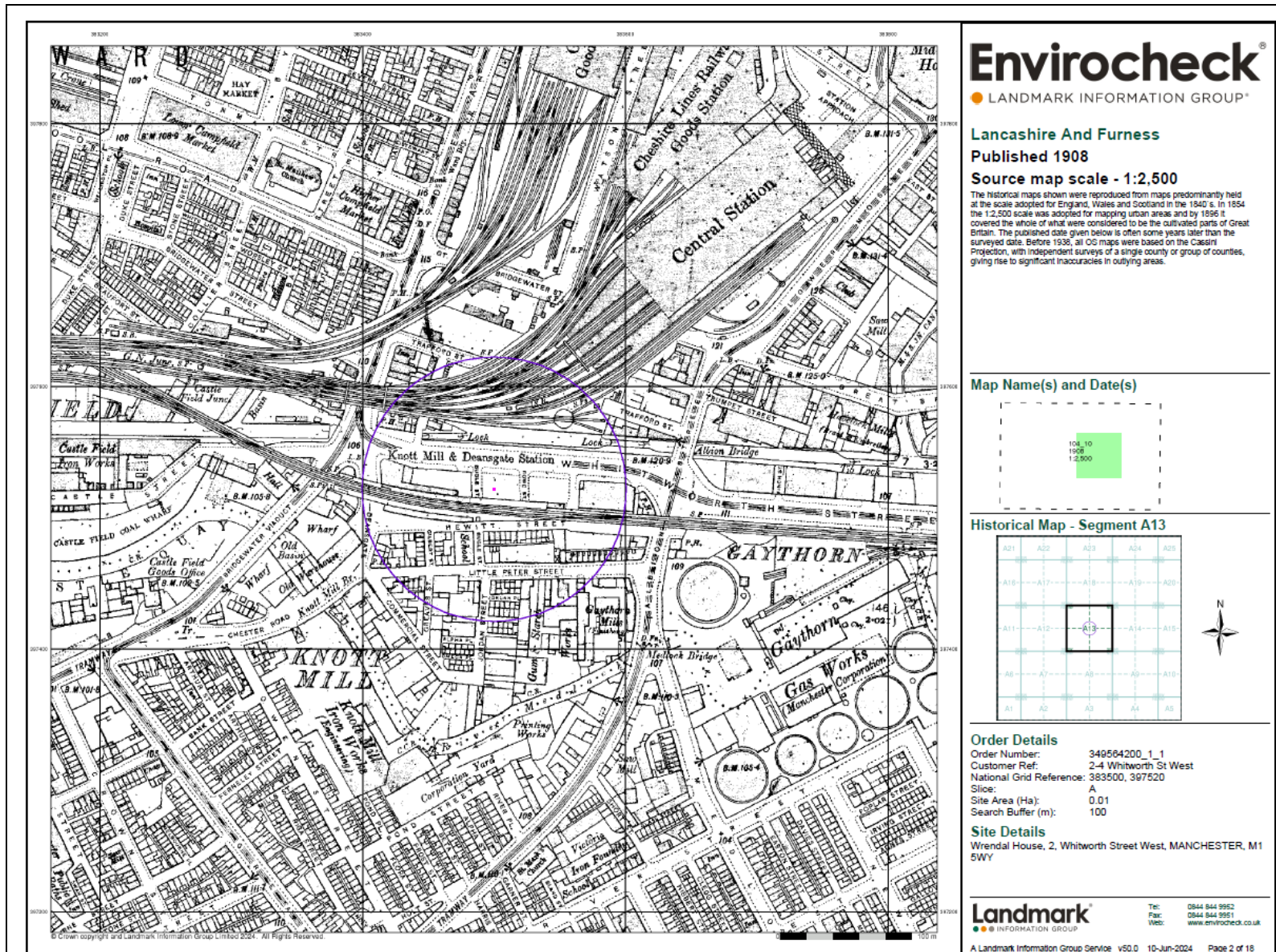
Appendix 4: Table of Heritage Assets and Distance from Site

Heritage Asset	National Listing	HER Number	Distance from Site
Manchester South Junction and Altrincham Railway Viaduct	Grade II	11681.1.0	2m
Rochdale Canal Lock Number 91	Grade II	12089.9.0	30m
Castlefield Railway Viaduct	Grade II	8385.1.0	35m
Rochdale Canal Lock Number 90	Grade II	12089.8.0	45m
Rochdale Canal Lock Keepers Cottage	Grade II	8586.1.0	45m
Deansgate Station	Grade II	15574.1.0	60m
Castlefield Conservation Area (to the west end of Whitworth Street West	Conservation Area	8385.1.0	103m
Albion Wharf (13-17 Albion Street)	Grade II	8268.1.0	105m
The Britons Protection Public House	Grade II	8412.1.0	150m
Manchester Central (GMEX)	Grade II*	129.1.0	169m
Former Congregational Chapel	Grade II	8379.1.0	176m
Deansgate Goods Station and Attached Carriage Ramp	Grade II*	8650.1.0	310m
Midland Hotel	Grade II*	8537.1.0	407m

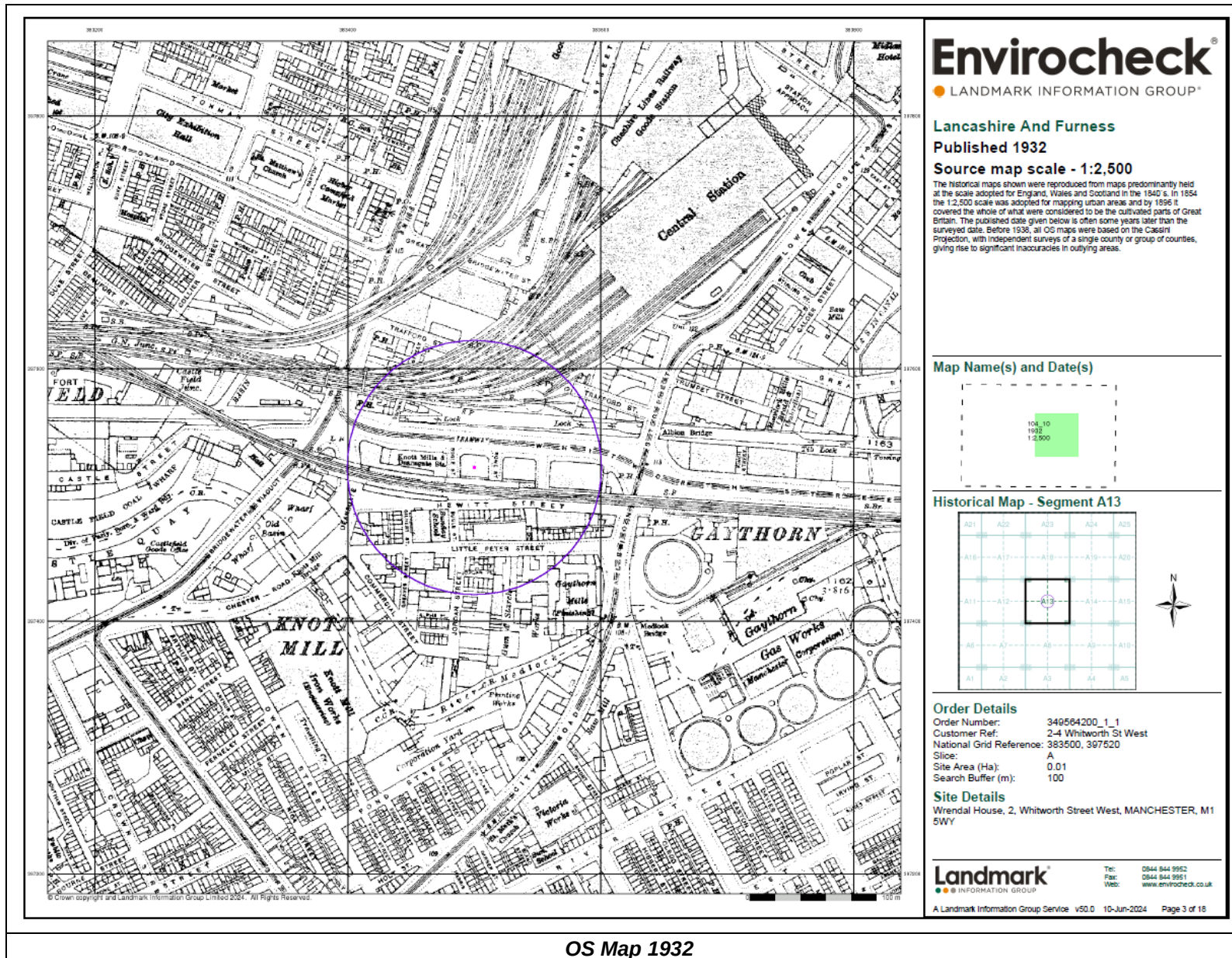
Appendix 5: Historic Mapping

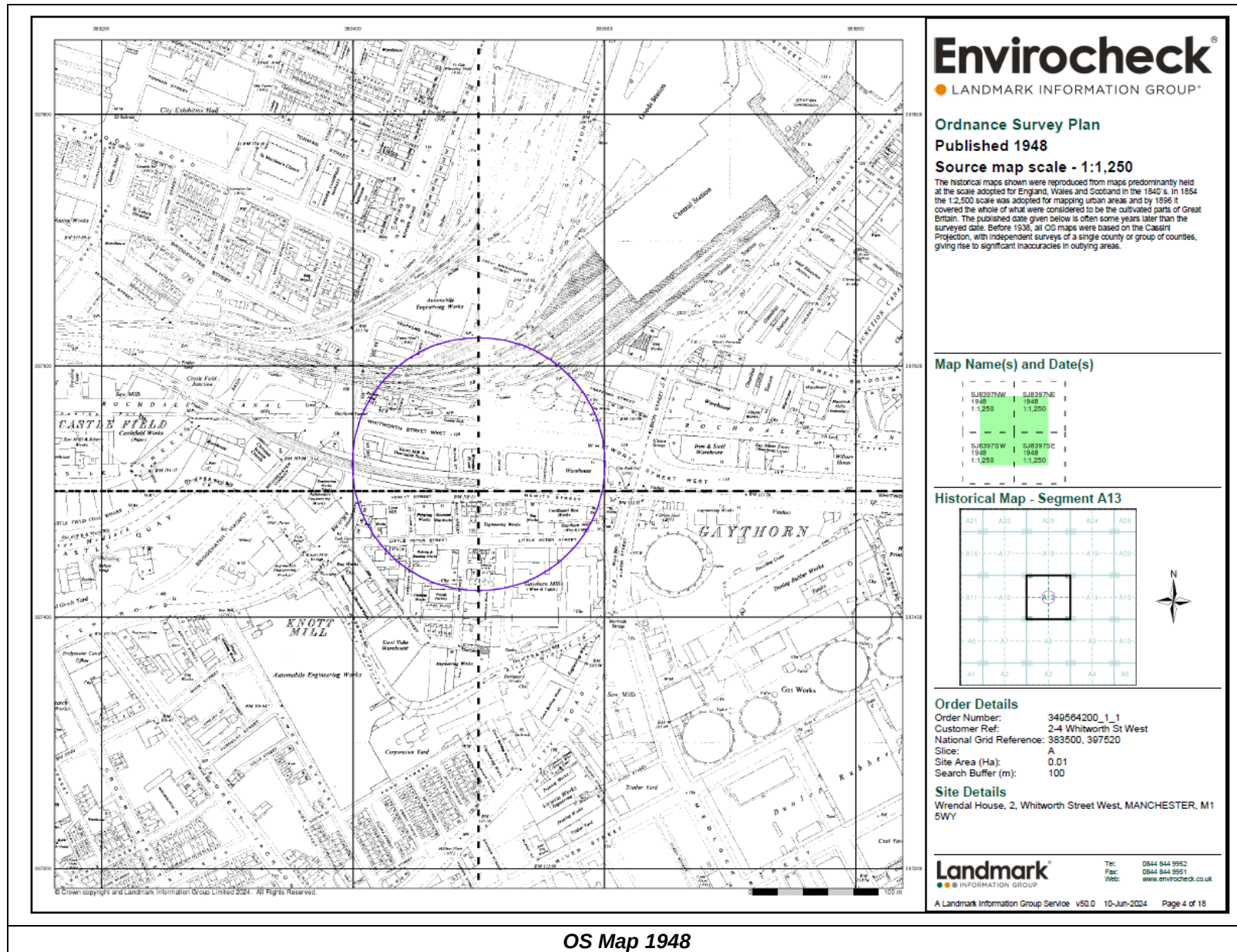


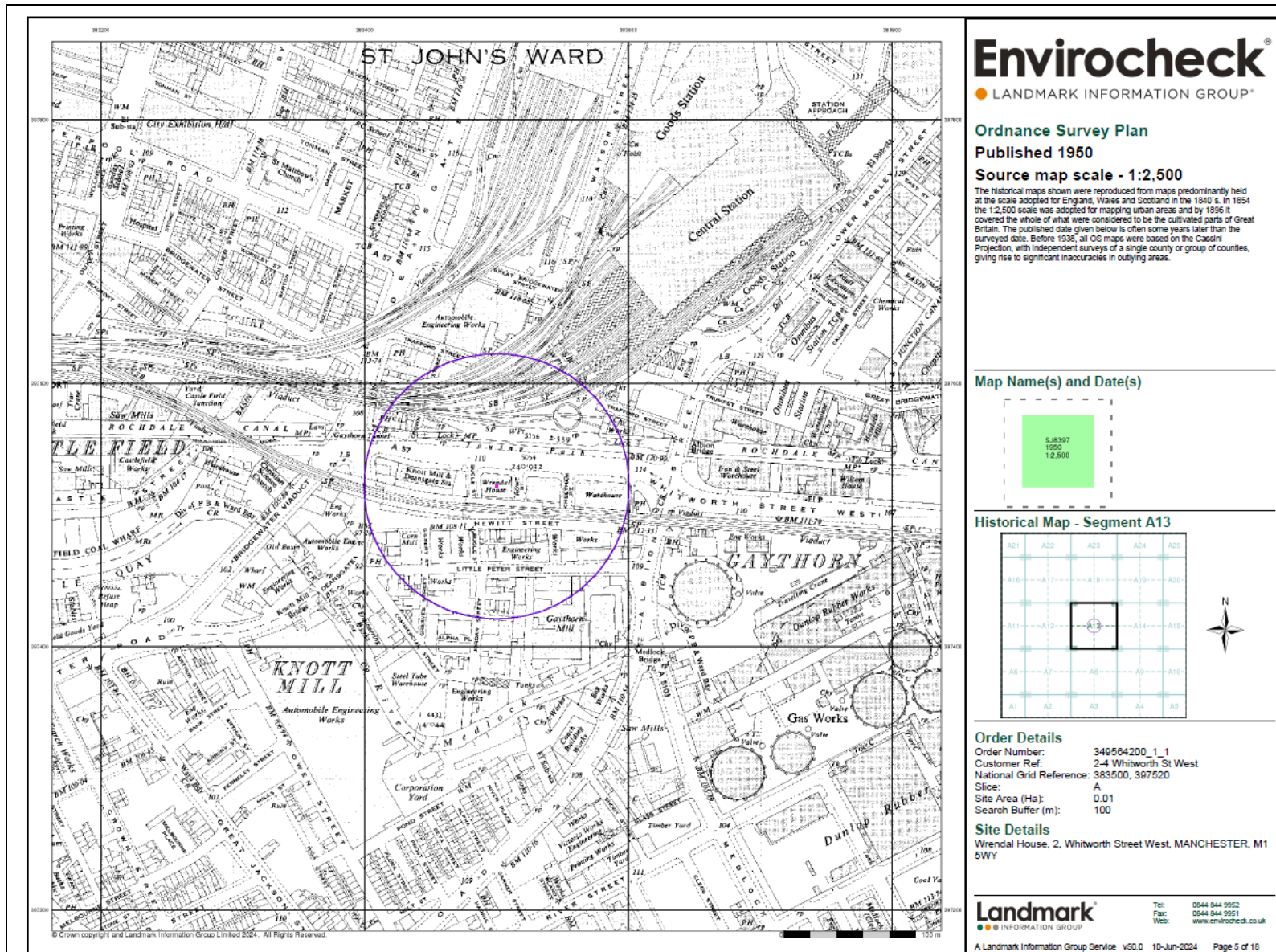




OS Map 1908







OS Map 1950

