

Viadux Site – Phase 2

Albion Street *Manchester*

Heritage Statement: Part 1 – Significance Appraisal



Prepared by:

Stephen Levrant Heritage Architecture Ltd

Canada House, 3 Chepstow Street, Manchester, M1 5FW
www.heritagearchitecture.co.uk

Prepared for:

Salboy Central Ltd

October 2024

Viadux Phase 2, Manchester - Heritage Statement: Part 1 Significance Appraisal.

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Draft 1 Issued: 20.12.23. Final issued: 28.10.24.

Heritage Architecture Ltd is Registered in England 3053944 • VAT GB656883581. Registered office: 5 Technology Park, Colindeep Lane, Colindale, NW9 6BX

Correspondence to be addressed to: 62 British Grove, London, W4 2NL; or: Suite 2.3a Canada House, Chepstow Street, Manchester M1 5FW.

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1. INTRODUCTION

1.1 Purpose of the Heritage Statement.

This **Heritage Statement** has been prepared on behalf of Salboy Central Ltd by Heritage Architecture Ltd, a specialist practice of conservation architects, surveyors, planners and heritage consultants which specialises in the historic environment. The brief required Heritage Architecture to contribute to the decision-making process which informs the proposed redevelopment of the Viadux Site – Phase 2 and 3 (henceforth referred to as 'the subject site').

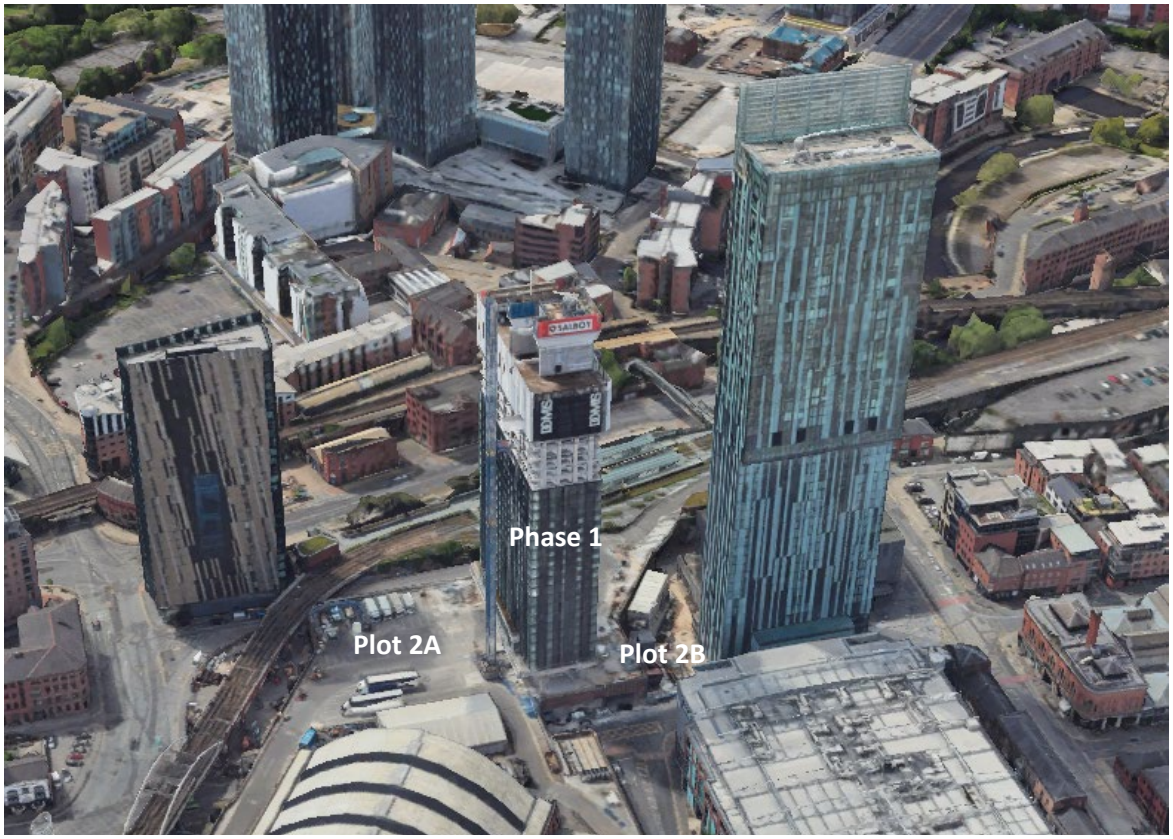


Figure 1: *Plan showing the relative locations of Phase 1 (now complete), with Plot 2A (East) and Plot 2B (west).*
Source: *Google maps, accessed October 2024.*

The aim of the following report is to assess the significance of the heritage assets contained within the site and its contribution to the wider, built historic environment (Figure 1).

The extant site comprises the former railway viaduct which passes over Great Bridgewater Street in Manchester City centre, originally connecting the train line to the former Central Station (now Manchester Central Convention Centre), along with a large area of brick arches forming an undercroft to the south of the viaduct. The viaduct structure and undercroft are listed at Grade II. Manchester Central Station, immediately north of the site, is listed at Grade II* (see Figure 2 below).

Section 7 of the Planning (Listed Buildings and Conservation Area) Act 1990 states that *"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"* requires authorisation in the form of Listed Building Consent.

The National Planning Policy Framework (NPPF, 2023) sets out the framework for both plan-making and decision-taking to ensure that heritage assets are conserved, and where appropriate enhanced, in a manner that is consistent with their significance and thereby achieving sustainable development.

In particular, the statement is presented to accord with the national policy requirement of **NPPF paragraph 200**, to describe the significance of the heritage assets affected, and the consequent potential impact of the current proposals. The emphasis, as required by the NPPF, is to provide a ***proportionate*** amount of information.

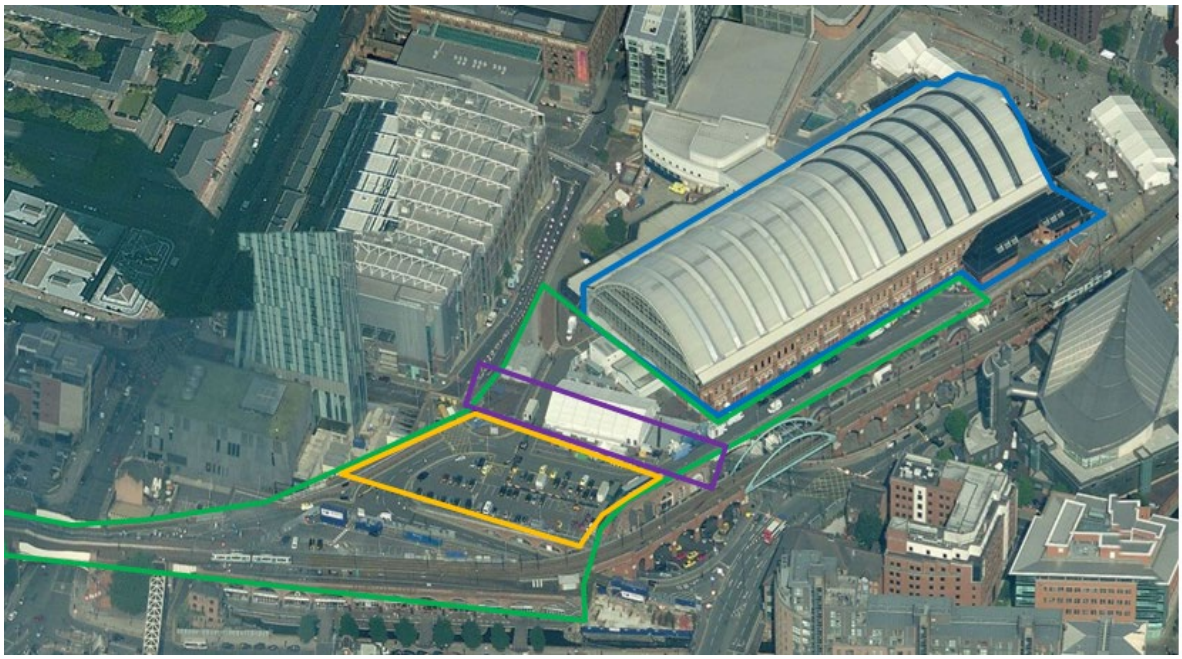


Figure 2: Aerial view of the Site highlighting the location of the different components: green highlights the Grade II listed Castlefield Viaduct; the yellow area marks the location of the brick arch under croft, and the purple area marks the location of the Great Bridgwater Street Bridge. The Grade II* listed Manchester Central is highlighted by the blue outline.

1.2 Proposals

The Proposed Development is proposed to be delivered across two plots:

- *Viadux Plot 2A: 76-storey tower to comprise hotel and residential use with ground floor commercial space;*
- *Viadux Plot 2B: 23-storey affordable housing building.*

Together with these principal uses, the Proposed Development comprises residential amenities; secure cycle parking; public realm improvements and new green landscaping; and associated works to the public highway.

Plot 2a is located immediately east of the recently completed Phase 1 building, on land currently comprising the grade II listed Castlefield Viaduct. This plot will deliver a 76-storey mixed use tower comprising a hotel (Use Class C1) and residential units above comprising 1, 2 and 3 bed, and penthouse apartments (Use Class C3). Residents' amenity spaces and commercial units (Use Class E) are provided within the arches at ground floor opening onto Great Bridgewater Street. Secure cycle spaces, serving this and the Phase 1 building, are provided within the basement. At viaduct level, a redesigned service yard for the conference centre is enclosed by a new podium structure with residents' external amenity space above. A section of the Great Bridgewater Street bridge (deck) is removed to bring light into the street below.

Plot 2b, located at the western-most section of the Site between the viaduct and Beetham Tower, consists of a 23- storey residential building accommodating affordable 1-, 2- and 3-bed apartments (Use Class C3), secure cycle parking spaces, flexible commercial units (Use Class E) opening onto the viaduct, and public realm enhancements on Great Bridgewater Street.

The applicant secured Planning permission and Listed Building Consent in 2017 for a 43-storey residential tower (Phase 1) and 15-storey office building (Phase 2) at land at the former Bauer Millet site in Manchester City Centre (Ref. 115871/FO/2017 and 115872/FO/2017). Planning permission was granted on 27 July 2017 and Viadux (Phase 1) has recently been completed.

The focus of the following report, therefore, will be to reappraise the significance of the Subject Site and surrounding area to inform the current development proposals.

The following report, (**Part 1: Heritage Significance Appraisal**), is the baseline document which will inform **'Part 2': The Heritage Impact Assessment (HIA)**. This will be issued as a separate document once the final development proposals have been issued. The principal focus of the HIA is to avoid any potential negative impact and seek opportunities to better reveal or enhance the significance of the designated heritage asset in question.

1.3 Research Methodology

This Heritage Appraisal is the result of an extensive process which synthesises literature and documentary research, analysis and processing of information, building surveying, and professional

judgment. The documentary research was based upon primary and secondary sources, including maps, drawings and reports, and the Historic England Archives.

A visual survey of the Site was conducted in September 2023, in order to map out and identify the setting of the heritage assets which have the potential to be affected by the proposals.

1.4 Authorship

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

2. THE SITE AND STATUTORY DESIGNATIONS

2.1 Location

The subject site is multi-layered above street level, with the lower aspect of the subject site formed of the Grade II listed Castlefield Viaduct and brick undercroft. The upper portion of the site is formed of a service yard, currently serving as site access for Viadux Phase 1 (recently completed).

As Figure 3 below illustrates, the subject site is located within an area of considerable change and development within Manchester City Centre, now demonstrably defined by clusters of tall buildings. The Beetham Tower (2001), the AXIS tower (2019) and Viadux Phase 1 (2024) form the immediate setting of the subject site. The cluster of towers discernible to the SW include: the Deansgate Square and Crown Street developments, with buildings ranging from 40 – 67 storeys in height.



Figure 3: Aerial view showing the location of the Subject Site in red (approximate within red line boundary).

2.2 Area of Analysis

Consideration has been given to the relevant part of Manchester City centre that surrounds the subject site. The choice of the boundaries of the area of analysis (the 'study area') has been made following consideration of the impact redevelopment of this site would have on significant short- and long-range views. For the purpose of this report, the area of analysis is limited to c.500m radius around the site (**Figure 4A, below**). The study area provides a focus for assessment but is not intended to be prescriptive; buildings outside the boundary of the study area will be considered where relevant.

2.3 Statutory Designations

2.3.1 Listed Buildings

Statutory listing means that a building has been identified at a national level (by the Secretary of State for the DCMS) to be of special architectural and historic interest and is therefore protected by law. Grading of listed buildings reflects their architectural and historic interest; according to Historic England's definitions, Grade I buildings are of exceptional interest; Grade II* buildings are particularly important buildings of more than special interest; and Grade II buildings are of special interest.

It will be clear that the redevelopment of the Site will have a direct (physical) impact upon the Grade II Castlefield Viaduct and indirect impacts upon the settings of a number of listed buildings in the surrounding area.

There are 104 Listed Buildings within a c.500m radius of the subject site**.** Due to the abundance of existing built form around Manchester City Centre, it will be clear that not all of these heritage assets will require scoping in for further assessment due to them being physically, visually, and functionally separated from the Site to the extent to which it is not considered that the proposed development will change an appreciation of their heritage significance.

The heritage assets which have been identified as being potentially impacted (Zone of Visual influence Study) are identified within **Figures 4A and 4B below.** Please refer to Appendix I for all Listed Buildings scoped in for assessment.

2.3.2 Conservation Areas

Conservation Areas are areas that are deemed to have special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The subject site is not located within a Conservation Area.

It is however, considered that the proposed redevelopment of the subject site could impact the character and appearance of surrounding Conservation Areas to the north and west (see Figure 4B below):

A. Deansgate / Peter Street Conservation Area
B. St. Johns Conservation Area
C. Albert Square Conservation Area
D. St Peters Square Conservation Area
E. St Marys Parsonage Conservation Area
F. St Ann's Square Conservation Area
G. Castlefield Conservation Area

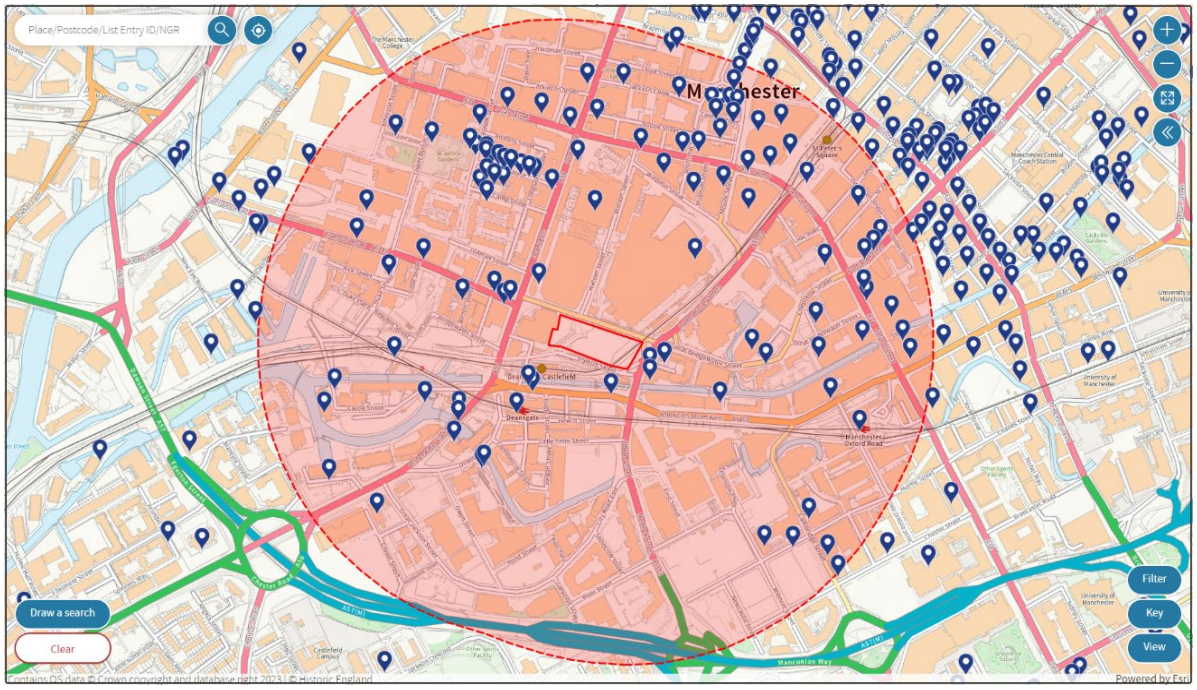


Figure 4A: Listed Buildings and Scheduled Monuments within approximately 500m of the Site boundary (source: Historic England, NHLE).

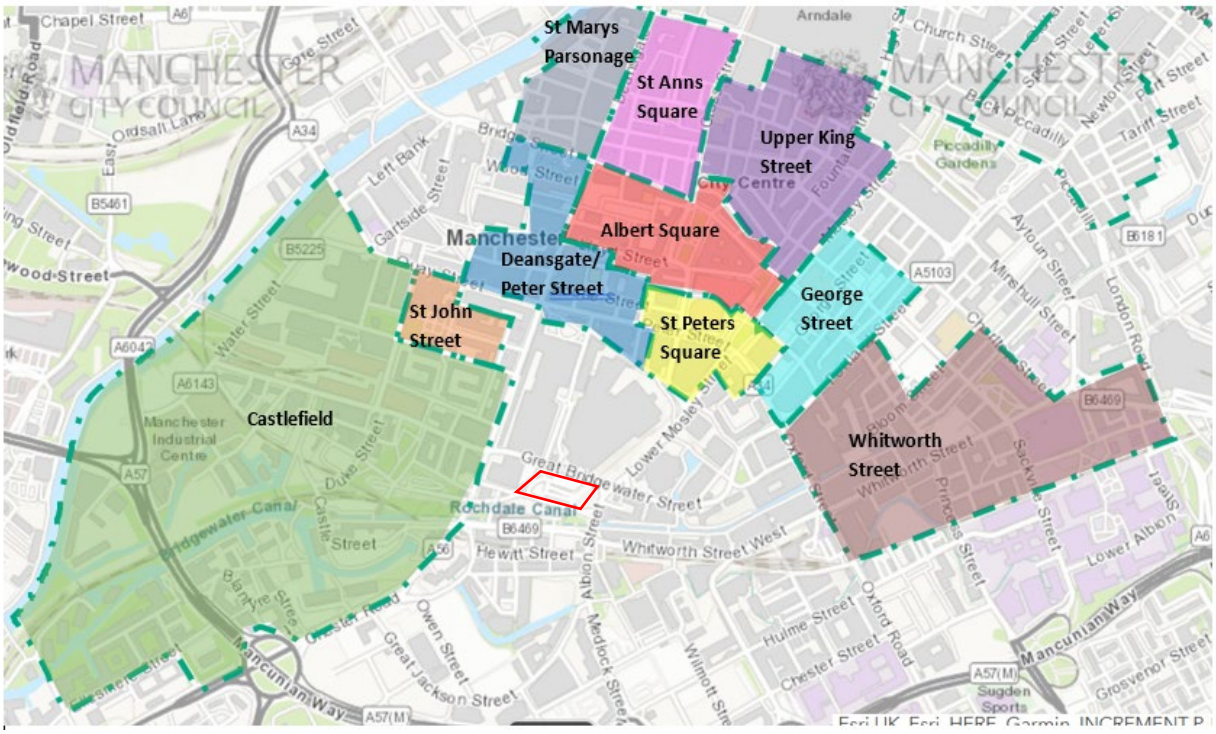


Figure 4B: Conservation Areas within c.500m study area radius. Approximate site boundary in red. Source: SLHA, adapted from MCC Conservation Area Appraisals.

2.4 Historic England's guidance.

The Heritage Statement accords with the requirements of the NPPF, and the guidance set out in **Historic England's Advice Note 12**, *'Statements of Heritage Significance: Analysing Significance in heritage Assets'* (October 2019). The recent guidance calls for a staged approach, which provides relevant and proportionate information sufficient to inform decision-making by the Council.

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

In particular, the present report takes account of the advice contained within the revised version of Advice Note 3 on understanding what constitutes the setting of a Listed Building, Conservation Area or other heritage asset, and the selection of assets the settings of which may be considered to be affected by development in a particular location, as well as the approach to the selection of indicative key views of a proposed development in context with existing heritage assets.

As regards the approach to the impact assessment itself, the report takes account of Historic England's revised advice to the effect that "*as setting and views are matters of qualitative and expert judgement […] technical analyses […] should be seen primarily as material supporting a clearly expressed and non-technical narrative argument that sets out 'what matters and why' in terms of the heritage significance and setting of the assets affected, together with the effects of the development upon them."* This advice has informed the approach taken to the present report.

Additional Historic England advice notes utilised within this report include Tall Buildings, Advice Note 4 (March, 2022). **Historic England Advice Note 4: Tall Buildings ('HEAN 4').** The note supersedes a previous version from 2015 and takes into account recent updates to planning policy and legislation and recent experience of the development of tall buildings within the historic environment.

The purpose of the guidance is *'to support Local Planning Authorities, developers, communities and other stakeholders in dealing with tall buildings proposals within the legislative and planning framework relevant to the historic environment'.*

The note provides support and guidance in the following key ways: in the initial plan-making process, in the identification of appropriate locations for tall buildings and the definition of 'design parameters' with regard to the historic environment, and in the assessment and determination of individual tall building proposals at the determination stage of the planning process.

HE's note establishes a set of principles for the consideration of tall building development in the historic environment. The emphasis is on a plan-led approach to the consideration of such development, with appropriate locations determined through the Local Plan. This process, the note

advises, should be informed and supported by an evidence base which explores different locations and considers heights which might be appropriate in any given area. The note stipulates that the identification of locations or the determination of proposals should be informed by an understanding of local place, character and historic significance. The guidance warns of the negative impacts tall buildings can have on the qualities of place valued by people who experience them if the siting, scale, or design is wrong and/or fails to demonstrate a consideration for the defining positive characteristics of a local area.

The note demonstrates Historic England's acknowledgement of the capability of high-quality tall buildings to deliver sustainable development in tandem with the conservation and promotion of the historic environment. The note emphasises the importance of good design in ensuring that tall buildings respond positively to their local context, especially within the historic environment, and the opportunity high-quality proposals can embody in terms of place-making, particularly within the context of wider regeneration schemes. In summary, the note promotes a best-practice approach to the consideration of tall buildings to deliver high quality, sustainable schemes.

3. HISTORICAL DEVELOPMENT

3.1 Introduction

In order to understand the heritage significance of the subject site and provide comments regarding opportunities and constraints, it is first necessary to understand the way this part of the city historically developed. This section of the report analyses and interprets historic maps and primary and secondary information in order to:

- Provide a sound evidence base highlighting the main periods of development;
- Inform assessment of the survival and significance of the buildings, open spaces and landscape features; and
- Describe character areas and assess their relative historic and architectural importance.

3.2 Brief Historical Background and Development of the area

During the 16th and 17th Centuries, the land to the south of Deansgate comprised a large ancient wood known as Aldport Park, which belonged to the Lords of Manchester and was documented as early as 1322.

The park and wood, which was a mile in circumference, was given in 1430–6 by Sir Reginald West, Lord La Warre, to John Huntington, warden of the collegiate church (Manchester Cathedral), and later sold to the Mosley family in 1599. Within the park was the mansion known as Aldport Lodge; whilst its exact location is not known, it is thought to have been built close to the junction of Deansgate and St John Street today.

Aldport Lodge played an important role during the Jacobite rebellion in the Siege of Manchester in 1642. The timber-framed mansion was the scene of cannon fire along southwards along Deansgate towards, what was then a small hamlet known as Alport Town, and was subsequently burned to the ground during the process.

The small hamlet of Alport Town contained timber-framed buildings dating to the 15th to the 17th Century, but largely built upon the same footprints of earlier buildings. As Manchester grew, Alport Town was incorporated into the burgeoning town to the north and east.

During the 1830s the cutting of the Salford and Manchester Junction Canal had proceeded, cutting a canal tunnel from the River Irwell to the west, under Charles Street, Camp Street, Alport Street and beneath Alport Town, terminating at a double canal lock and large open reservoir at the junction of the eastern end of Alport Town and Watson Street, which is now the site of the former Manchester Central Station.

The early street pattern in the immediate area grew up around the ancient hamlet of Alport Town, containing many narrow courtyards, slum dwellings and alleyways. By the early to mid-Victorian period, the area was already infamous for having large number of slum dwellings and for being an area of ill repute. In 1880 a large area of slum dwellings to the east of Watson Street was taken

over by the Great Cheshire Lines Committee for the construction of Manchester Central Station, this resulted in a large number of lodgers and vagrants being displaced, and thus further over-populating the already dangerously packed neighbouring slum area of Alport.

The construction of the new Manchester Central Railway Station in 1876-9 for the Midland Railway Company saw a large swathe of slum dwellings and small industrial buildings being cleared for the new station building and infrastructure, including the cast iron viaduct which was constructed over Great Bridgewater Street (the Site), and the large expanse of brick, vaulted undercroft arches to the south, which linked at high level the already extant Castlefield viaduct, to the new Central Station.



Figure 5: *The former Trumpet Street Cotton Mill, on the corner of Great Bridgewater Street and Albion Street, as seen in 1896. Note the Great Bridgewater Viaduct to the right of the image.*

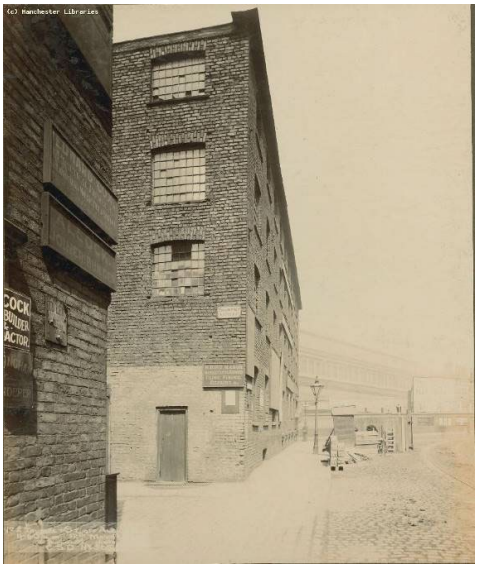


Figure 6: *Looking north-east along Albion Street, at its junction with Trumpet Street to the left, showing the former Trumpet Street Cotton Mill to the centre, with the former Commercial Mill to the left. Note the side elevation of Manchester Central Station to the right.*

By the late 1890s, the need for a large new, city centre goods station saw the construction of the Great Northern Warehouse and Deansgate Goods Station complex being constructed along the eastern side of Deansgate. This new multi-purpose and large-scale station saw further cast-iron viaducts being erected over the western end of Great Bridgewater Street. These were removed as part of the construction of the Beetham Tower (Hilton Hotel), and the conversion of the Great Northern Warehouse into a leisure complex, both in the late 1990s.



Figure 7: *The Wesleyan Methodist Chapel, built in 1801, which was originally located to the centre of Great Bridgewater Street, as seen in c1890. This was demolished in the late 1890s to make room for the Great Northern Warehouse viaducts, and is now the site of the Beetham Tower.*



Figure 8: *A painting of the Wesleyan Methodist Chapel on Great Bridgewater Street, as seen looking south-west in 1898, note the completed construction of the railway viaduct to the right which was completed in 1897 leading into the Great Northern Warehouse.*



Figure 9: *The construction of the viaduct to the western end of Great Bridgewater Street, and Deansgate during construction in mid-1897. Note the roof and two roof cowels of the 1801 Wesleyan Methodist Chapel on Great Bridgewater Street.*



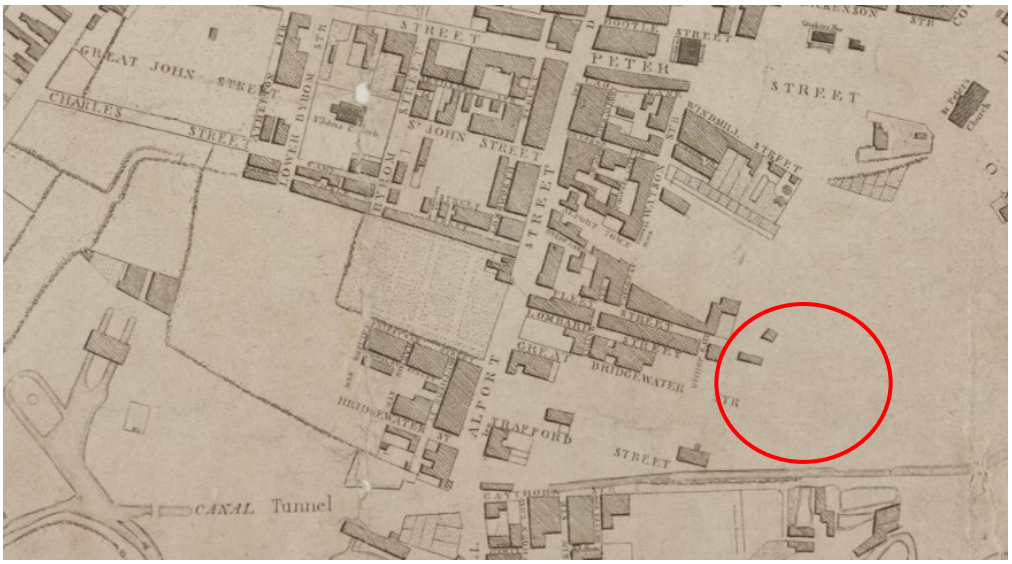
Figure 10: *The completed viaduct leading into the Great Northern Warehouse, as seen on the 31st August 1900. Note the cast-iron viaduct (the Site) to the eastern end of Great Bridgewater Street seen in the far distance.*

3.3 Map Regression

Table 1: Historic Map Regression (site area indicated by red circle)

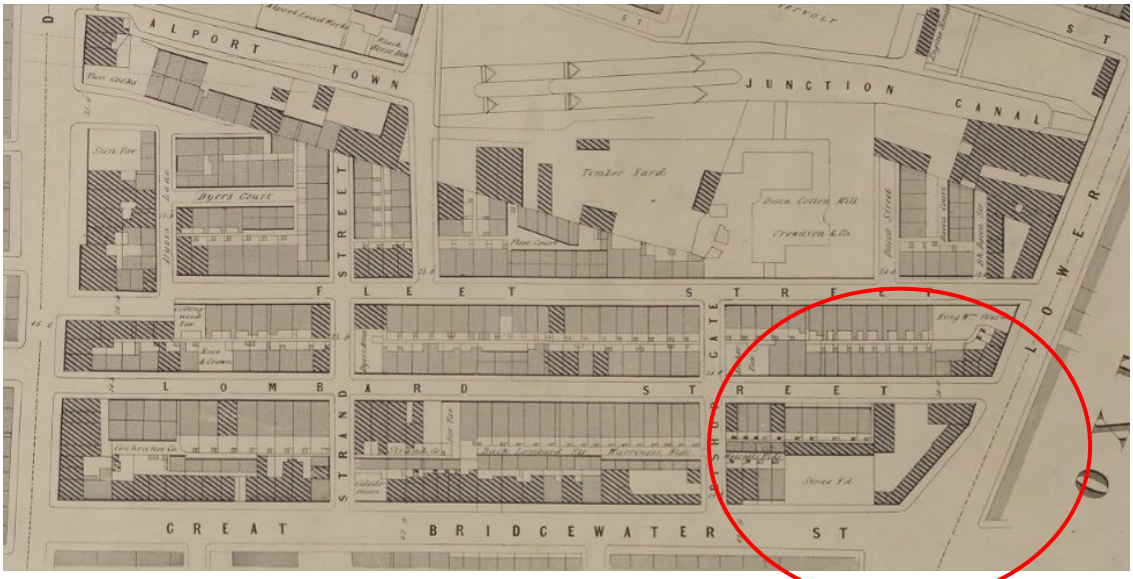


1750 – *This plan from the middle of the 18th Century, shows the town of Manchester primarily located to the north of the Site. The small hamlet of Alport Town can be seen to the south, close to the Site. This area was the site of a large ancient wood and parkland, which was undeveloped during this period.*



1800 – *By the beginning of the 18th Century, Alport town (seen in the middle of the map) can now be seen to be connected to the growing town of Manchester to the north. This map shows Great Bridgewater Street being laid out for the first time, but only reaching half of its current distance. The area is still predominantly open grass land, with some new streets being laid out but not fully developed.*

Table 1: Historic Map Regression (site area indicated by red circle)



1850 – *By the middle of the 19th Century, Manchester had become fully developed, with some of Alport Town's original buildings having been replaced with new, brick-built examples. The original pre 1750 'slanted' street pattern of Alport Town can still be seen clearly in comparison to the later early-18th Century grid pattern. This street plan shows the eastern entrance of the Salford and Manchester Junction Canal, which was opened in 1839, and still runs under the former Manchester Central Station. This eastern entrance and open stretch of canal was covered by the construction of Manchester Central Railway Station in the 1870s. Note the high density of slum dwellings and back-to-backs covering the area.*



1871 – *By 1871 the area can still be seen to be fully developed and shows the area before the construction of Manchester Central Station 5 years later.*

Table 1: Historic Map Regression (site area indicated by red circle)

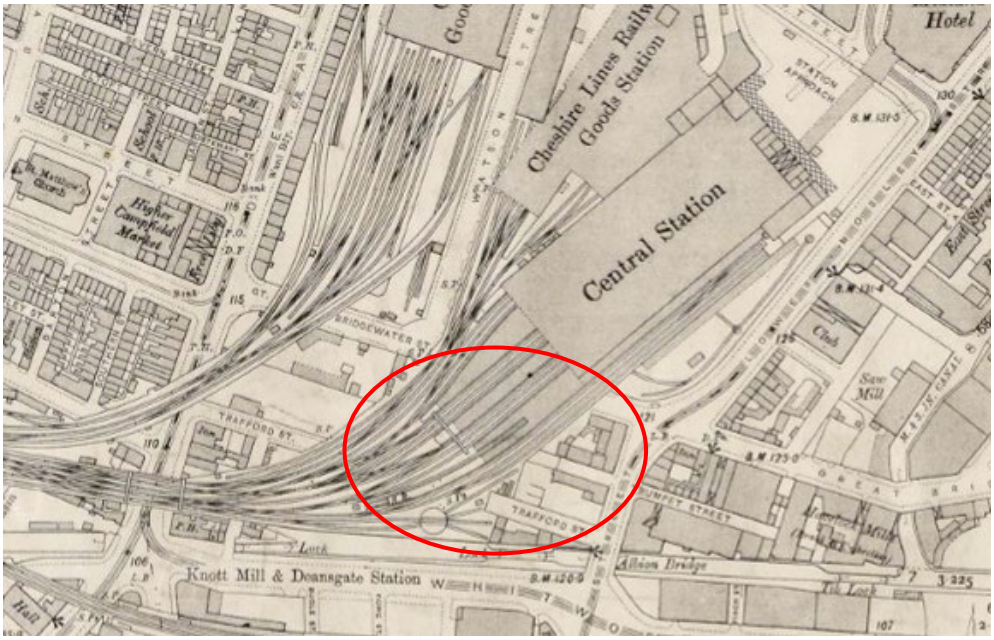


1878 – *The 1878 map uses an older map to show the new Central Station as built but shows the railway viaducts as narrow lines further west along Great Bridgewater Street than was actually built. It also wrongly shows the existence of former dwellings upon the Site, which by this time had all been demolished to make way for the brick undercroft and viaduct structure.*

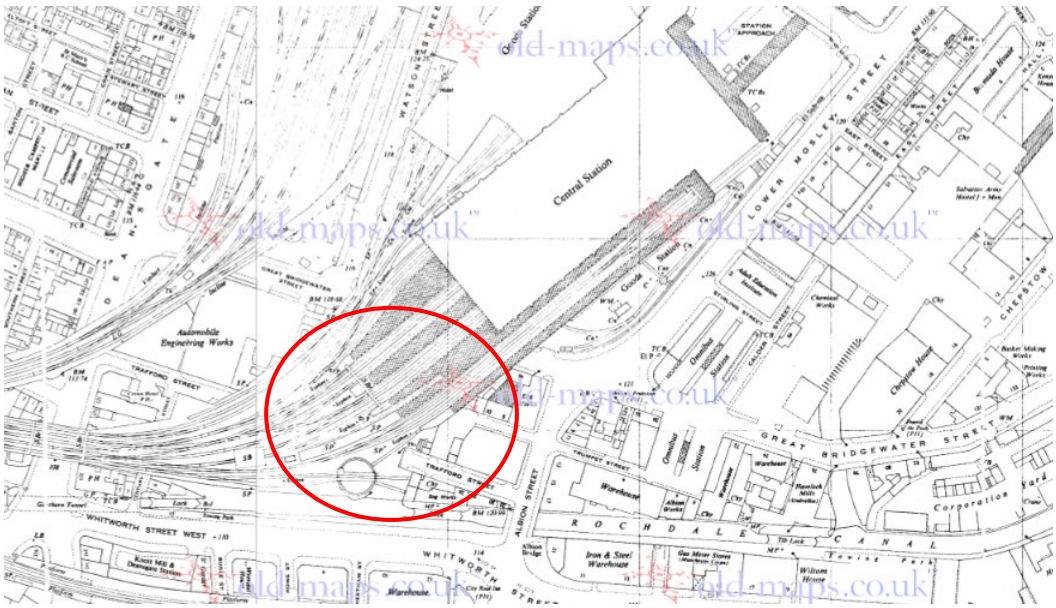


1891 – *By the beginning of the 1890s, the Site can be seen to be entirely altered to accommodate the new railway viaducts. This plan clearly shows the retention of Trumpet Street to the south of Great Bridgewater Street, now having the new viaduct structure constructed over the street. The retention of older buildings such as the 18th Century Commercial Mill and Trumpet Street Mill can also be seen.*

Table 1: Historic Map Regression (site area indicated by red circle)

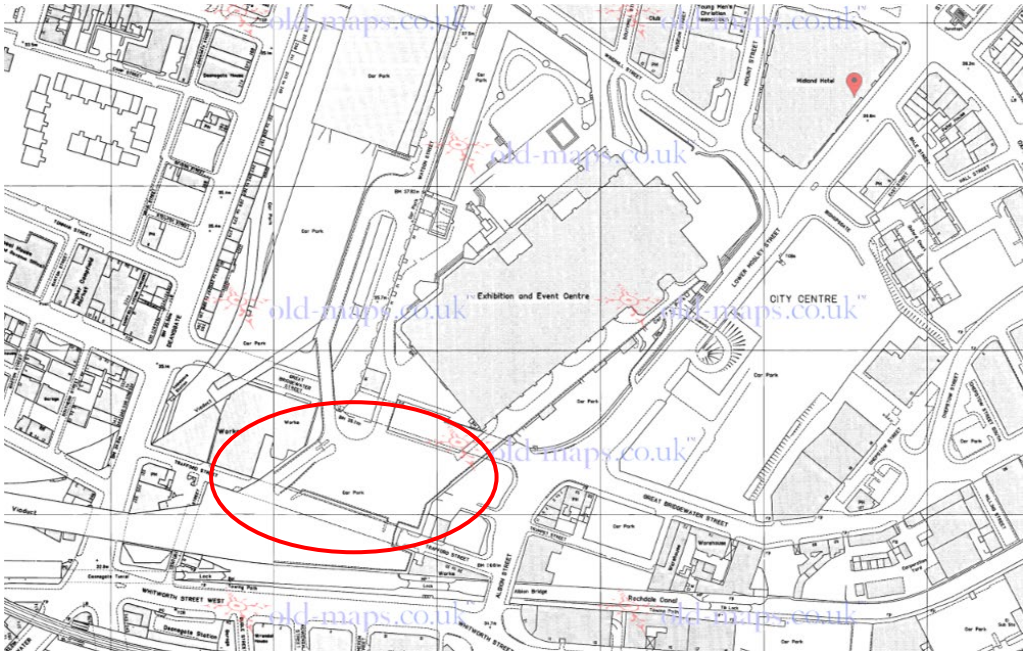


1908 - *This OS map depicts the area following the opening of the new Great Northern Warehouse and Goods Station to the top left of the map, The 1908 map also illustrates the extension of the eastern end of the Great Bridgewater Viaduct to accommodate a further railway line leading to the eastern side of the Central Station.*



1951 – *By the middle of the 20th Century, Central Station was still in full operation, but closed to railway traffic within a decade. The Great Northern Warehouse and Goods Station to the left of the station was still in operation as a goods station, later closing during the 1960s. The Site is unaltered, and still contains the track beds to the upper level of the viaducts and arches below. The former cotton mills fronting Albion Street have now been demolished.*

Table 1: Historic Map Regression (site area indicated by red circle)



1986-9: *By the late 1980s the area had altered substantially, with the conversion of Central Station into the new GMEX Convention Centre. This saw the demolition of original entrance buildings and the removal of original track beds to allow for access to the rear of the train shed. The Site remained unaltered, with all buildings fronting Albion Street being cleared. This area would later become the site of the new Metrolink tram network, with the erection of a new tram line running parallel to the eastern elevation of GMEX.*

3.4 Historical Background and Development of the subject site

As can be seen from the historic map regression above, the uses of the subject site and immediate surrounding area have substantially changed over the last 140 years, from a heavily populated area of slum dwellings and industry to a major central transport hub connecting several railway lines, stations and interchanges, to a modern day convention centre and tram interchange.



Figure 9: *A composition image looking north-east towards the rear of Manchester Central, showing Watson Street to the left, and the western end of the Great Bridgewater Viaduct to the right. Note the rear (west) of the undercroft to the right.*

Before the construction of the mid-19th Century railway network, the Site contained several streets and courts. Primarily these were Trumpet Street, Trafford Street, Opening Street, Rostocks Court and Thompsons Court.

Manchester Central Railway Station was constructed between 1876 and 1879. The south of the new station was cleared to make way for the new high-level track beds, which would branch off from the existing Castlefield Viaduct. This resulted in a large area of brick undercroft/arches linking the two, with a cast-iron bridge/viaduct structure carrying the tracks over Great Bridgewater Street.

The 1876-9 viaduct structure consists of a continual row of substantial curved, cast-iron girders supporting the former track beds above. The north and south walls are constructed of glazed white brick to reflect what little light was able to enter the long length of the viaduct. Along both walls

were arches, also in glazed brick, which contained a doorway leading into the adjoining red-brick undercroft, and each firmly secured by cast-iron gates. The entire length of the viaduct was lit by gas lights, which were positioned at regular intervals along the north and south walls.

The undercroft is constructed of red-brick and were interconnected to one another, allowing for storage of goods and stabling. The arched structure contains limestone pad stones and is barrel vaulted. Regarding the development of Central Station Dr Ron Fitzgerald notes the compromising factors that led to its siting, and surrounding infrastructure (extract below):

> *The acquisition of suitable land was even more problematic than it had been in Liverpool. Clearly, a Central Station needed to justify its name but the options were constrained by the existing configuration of the Manchester South Junction and Altrincham Railway which passed through the densest concentration of urban property in Manchester. The location for the proposed station was finally settled upon as a block to the north of the M. S. J. & A. R. viaduct extending from Great Bridgewater Street on the south to Peter Street on the north. The eastern boundary was Lower Mosley Street and the western boundary, Watson Street. Peter Street was a major feature of the city centre and the addition of by the railway of an impressive frontage and a hotel would confer prestige on both the railway and city itself.*
>
> *In the main, the property acquired by the Committee was densely covered not only by working class housing but also by the Manchester and Salford Junction Canal with its feeder reservoir and pumping station lay across the centre of the site, running east to west. There were also a couple of cotton mills and a pair of stone yards. These presented little problem as the current owners could be compensated at a reasonable cost but the Peter Street area posed greater problems. The frontage was occupied by several prestigious civic buildings, the Free Trade Hall, a chapel, The Theatre Royal, The Museum of Natural History, two schools and a concert hall. Despite taking out a second Act specifically to cover property acquisition the railway company was eventually forced to retreat from Peter Street following the failure of negotiations with the owners of Free Trade Hall. With the newly proposed frontage located in Windmill Street, demolition of the more amenable properties was under way by the summer of 1874. The canal had to be retained and this was to be incorporated into the undercroft of the station.*
>
> *Most of the bridgework for the two tracks from Cornbrook, although imposing, was of a relatively mundane civil engineering character, with red brick viaduct arches, but the crossing of the Bridgewater basin involved a considerable lattice girder construction. This*

type of structure had emerged in the 1840s and was used for the two bridges on the Liverpool and Bury Railway in 1845 over River Croal at Burndon and at Darcy Lever over the River Tonge. John Hawkshaw, at that time engineer to the Lancashire and Yorkshire Railway, made use of the form for the Paddock Viaduct in Huddersfield, and a second long span was erected by him over the Leeds Liverpool Canal for the Lancashire and Yorkshire Railway. The lattice girder gained favour where very long spans were required as its constructional weight was far less than the extravagantly built box girder bridges of Conway and Menai. Possibly the most advanced version of lattice construction was that built to carry that railway's new Liverpool to Manchester line over the Mersey at Runcorn in 1869 by William Baker, engineer to the London North Western Railway. This may well have been the formative influence on the design of the Bridgewater lattice girder which largely copies it in its iron elements and uses the same battlemented piers.

Beyond the Bridgewater basin the crossing of Deansgate was the most prominent piece of bridgework. Deansgate was main approach to Manchester from the south and was a major contributor to the civic character of the city. Correspondingly the C.L.C. bridge had not only to conform to the Local Authority's requirements; it also needed some architectural presence. The pattern had been set by a tradition of cast-iron arch railway bridges over Manchester's main streets. The first examples had been provided by the line connecting line between the Liverpool and Manchester Railway and Hunt's Bank, later Manchester Victoria on the Manchester and Leeds Railway. This was at the northern end of Deansgate and was continuous with an adjacent cast-iron bridge over the Irwell. These first generation railway cast-iron arches owed a continuing debt to the Telford/Rennie precedents with the solid I-section, segmental, bolted arch rings and open lozenge spandrel panels. The Manchester South Junction and Altrincham followed these early lines with similar bridges over the canal at Castlefield and over Deansgate.



Figure 10: Looking east beneath the viaduct, showing the original glazed brick walls and cast-iron roof structure along the northern side of the street.



Figure 11: Oblique aerial view of slot site, with viaduct to the right (service yard above).



Figure 12: Current works underway in brick undercroft. New concrete piers installed as part of Viadux Phase 1 (recently completed).



Figure 13: A view looking west across the junction of Albion Street (left) and Lower Mosley Street (right), looking into the western end of Great Bridgewater Street in 1900. This view shows the original extent of the 1870s viaduct and bridge structure before the addition of an extra line between 1900 and 1909. The bridge can be seen to pass over Great Bridgewater Street into the rear of the former Central Station to the right. Note the early Trumpet Street Cotton Mill to the left of the view, which is now the site of the 1990's train line/viaduct, and the surface car park.



Figure 14: 1909 – A closer view of the eastern end of the bridge/viaduct seen from Great Bridgewater Viaduct as seen in 1909 following the addition of a further railway line, which can be seen running horizontally across the image on extended brick piers.



Figure 15: 1909 – A view of the western end of the viaduct at its junction with Watson Street to the left. Note the rear elevation of the former Manchester Central Station to the left of the view.

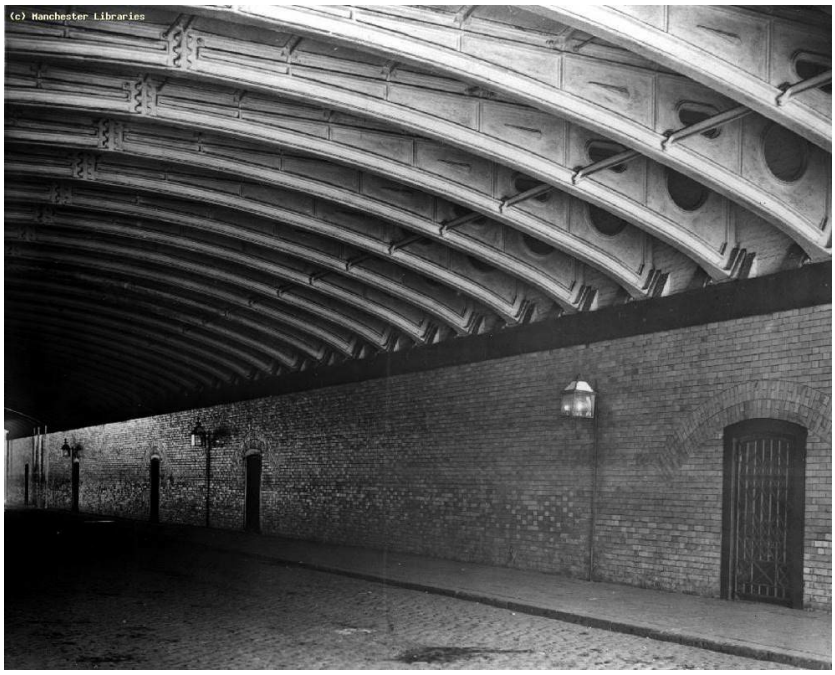


Figure 16: The north side of Great Bridgewater Street, beneath the 1870s viaduct as seen in 1905, showing the original cast-iron roof structure and white glazed brick walls, which remain largely unaltered.

5. SIGNIFICANCE ASSESSMENT

5.1 Introduction

The purpose of the significance assessment is to use recognised criteria to assess the heritage significance and interest of the Site itself and of the settings of the identified heritage assets within the subject area. Assessing whether, how and to what degree settings make a contribution to the significance of a heritage asset, the following considerations are made:

- The physical surroundings of the asset, including its relationship with other heritage assets;
- The way the asset is appreciated, and;
- The asset's associations and patterns of use.

The assessment of significance accords with the requirements of the NPPF (December, 2023) and uses Historic England's methodology outlined in its 2019 document, *"Statements of Heritage Significance".* Historic England's *"Conservation Principles. Policies and Guidance"* 2008 has also been acknowledged as part of the following assessment. Consequently, the significance of a designated heritage asset is determined by an analysis of the relevant aspects of the following:

Archaeological interest   There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
Architectural and artistic interest   These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.
Historic Interest   An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

The analysis of the significance allows for an assessment of the current integrity and authenticity of the identified heritage assets. This has been used to inform and justify their capacity for change. The focus is on providing necessary and proportional amount of information, in order to warrant the proposed alterations, based on the perceived level of heritage significance.

5.2 Characterisation Appraisal

The Character and Interrelationship of Spaces within the Area of Analysis

The area surrounding the subject site is distinguished by the interrelationship of large landmark buildings around the open spaces of St Peter's Square, Albert Square and the piazza to Manchester Central to the north and a more open urban grain dominated by road, rail and tram infrastructure to the south. The urban grain reached its present configuration by the 1880s when the Central Station (now Manchester Central – Grade II*) was built and the last remaining residential premises were replaced by commercial and civic buildings, which resulted in a larger urban grain.

The area is dominated by structures associated with former railway buildings and contemporary development, including: The Great Northern Warehouse (Grade II*), the International Convention Centre and the aforementioned Manchester Central. These buildings were redeveloped in the late 1990's for a mix of leisure and retail uses, a conference hall and a new public space. Manchester Central's massive 70m single span arched roof provides a dominant horizontal form to this part of the city. To the east is the Bridgewater Concert Hall, a fine contemporary architectural composition providing a concert hall with a new public space adjacent.

Countering this horizontality, the Beetham Tower (completed in 2006) provides a striking vertical emphasis and backdrop to the area providing a key landmark to the skyline. More recent developments which have transformed the city's skyline include the Deansgate Square development; the 'AXIS' building at the corner of Whitworth Street West, Viadux (Phase 1) and further committed schemes such as the at 10-12 Whitworth Street. These have gradually changed the character and interrelationship of this area at street level, and in turn have drastically changed views out to the wider cityscape.

Whilst strategically located, the area is regarded as peripheral to the established historic city core because of its unfortunate relationship with the streetscapes to Windmill Street, Deansgate, Whitworth Street West, Lower Mosley Street and Albion Street which turn their back to it. As a result, there is a juxtapose between open public spaces such as the area in front of the Central Station which lack the necessary definition to be acknowledged as formal squares and heavily enclosed spaces such as the area of Great Bridgwater Street that runs underneath the Site. Moreover, the severance formed by the Metrolink along Lower Mosley Street enhances the frail equilibrium of the spaces.

Contribution Made to the Character of the Area by Greenery and Green Space

The area surrounding the Site is characterised by a densely built urban environment and thus little space is left for trees and green areas. In this context, green spaces acquire even greater importance as points of relief within the dense urban grain, favouring architectural perspectives, allowing for longer views and vistas and helping to enrich the setting by contrast to the solid built forms.

The Architectural and Historic Qualities of the Buildings & Prevalent / Traditional Building Materials

Along the principal streets within the study area, historic buildings are adjoined by larger, generally taller, contemporary developments which have become an important characteristic of this part of the city. In the northern section of the study area however, and in the immediacies of the subject site, the historic and aesthetic values of the heritage assets are expressive and remain dominant against the contrasting massing and materiality of recent development, such as the Beetham Tower, Viadux Phase 1 and the Axis Tower.

The fabric of earlier constructions varies within a wide range of high-quality materials such as stone, red brick, terracotta and faience. The fenestration in vertical, recessed sash windows is also predominant. These are set back from the external face of the building, enhancing the design of the facades with characteristic shadows.

The contemporary buildings are built in a range of modern materials that do not bear a strong relationship with the local or indigenous materiality. Roofs are generally clad in slates, usually blue-grey and occasionally green. The articulation of cornices and balustrades atop some buildings often produces local skylines of special interest.

The heights, form and scale of the historic buildings vary considerably throughout the study area from the modestly scaled 2 storeys; seen at the Britons Protection Public House (Grade II), Great Bridgwater Street, which is almost domestic in scale, to the huge scale of the former train station of Manchester Central. The majority of the historic buildings within the study area are of 4-6 storeys over basement or with an attic, which was the most popular arrangement for the warehouse buildings. The tallest historic buildings are between 8 and 10 storeys; the 8 storeys plus attic of the Town Hall extension is clearly expressed in the building's architecture.

The style of the buildings is also varied; from the Baroque style (the former YMCA, Peter Street) to the industrial (Manchester Central). Variations of the classical style (Central Library, St Peter's Square) and eclectic style (Midland Hotel, Peter Street) are also present.

Albert Square is dominated by the Town Hall's Neo-Gothic architecture. The Victorian buildings to the south end of Albert Square are also Neo-Gothic in style, with relatively small footages and narrow frontages. The 1980s office blocks in front of the Town Hall were designed to create an enclosed open space and complete the Square's frontage. There is much variety in the building materials in Albert Square, such as stone, brick, terracotta and slate. Generally, buildings to the eastern side of the Square are built of yellow stone whilst those on the west side, opposite the Town Hall, are finished in red brick. This helps to emphasise the civic importance of the Town Hall.

St Peter's Square is characterised by the large independent buildings that surround it; historic buildings such as the Midland Hotel, Central Library, Town Hall Extension and Town Hall are sat alongside large mid-late 20th century commercial buildings such as St Peter's House (1950s). Development of the Square continues today with the construction of No.1 St Peter's Square which replaces Elizabeth House to provide the south-western frontage to St Peter's Square.

The subject site itself is characterised by the vestiges of the former railway infrastructure and station building. The multi-level environment has led to a series of modern alterations; the tram line that carries trams from the former raised train deck, down the east side of the Manchester Central building and on to street level; the access road from Trafford Street up to the service yard on the south side of the Manchester Central building.

Viadux – Phase 1 has recently been completed (c.2024) and has created significant visual change within the subject site area. The Castlefield Viaduct has also been restored and incorporated into the scheme, with the arched openings to Great Bridgewater Street being reactivated as entrance points.

Form, Setting and Character of the Public Realm

As noted above, the character and interrelationship of space within the area surrounding the subject site differs between the north and south sides of the site. To the north, St Peter's Square and Albert Square form a continuum of open civic spaces which generate some of the most important and vital urban spaces in the city.

The pedestrian and public realms, which include Albert Square and St Peter's Square, form an important and unique network within the City's core. The key public spaces adjoining Albert Square and St Peter's Square are Lincoln Square, Manchester Central Piazza, Barbirolli Square and the Great Northern Square. These linked spaces are vitally important to the functionality and character of the city centre. They define the history of the city, offer core spaces in townscape terms and command a wide zone of visual influence, both in and out of the spaces. The visual and physical links between Barbirolli Square, Manchester central piazza and Great Northern Square are weak and could be greatly enhanced – this need has been recognised within the Great Northern Strategic Regeneration Framework (SRF – adopted 2017, updated 2019).

In contrast to the area north of Manchester Central, the form, setting and character of public realm to the south side of Manchester Central is generally very poor; pedestrian footpaths are narrow and large road junctions, such as Great Bridgwater Street/ Lower Mosley Street and Whitworth Street/ Albion Street are hard to navigate. The area of Great Bridgwater Street that runs underneath the subject site is poorly lit and uninviting. Other streets such as Watson Street, which have a higher quality of public realm, are undermined by the lack of connectivity and activity. There is recognition of the need to improve the level of activity and public realm around Watson Street, which is set to be enhanced through the recently approved Great Northern Warehouse redevelopment (135565/FO/2022).

Within the subject site, the area around the elevated Deansgate/ Castlefield tram stop presents a very poor, illegible area of public realm. Whilst the redevelopment of the tram stop itself has introduced a high-quality area of public realm, this has been focused to the south side of the tram stop and enhancing the connections down to street level onto Whitworth Street West. The area to the north of the tram stop, between it and the south side of Manchester Central, is dominated by access roads and a busy service yard.

Skyline, Views and Vistas

The existing skyline of the city centre is characterised by a very rich variety of built forms, with an predominance of lightweight tall buildings enclosing the city centre. The buildings contained within the city core are principally 19th and 20th in character, comprising an eclectic mix of styles. The skyline's profile accommodates a myriad of forms that rise above the general level including spires, turrets, towers and the more recent taller buildings that punctuate the cityscape.

The skyline of the area of analysis is continually evolving. In recent years' medium-height buildings have been constructed and tall buildings have made their way through the urban texture (such as the Axis tower and the cluster of towers at Deansgate Square). Whilst being significant landmarks, they act as a backdrop to significant views and vistas maintaining the ability to appreciate the historical texture of the urban landscape.

The Extent of Intrusion or Damage (Negative Factors) and the Existence of Any Neutral Areas

The area of Great Bridgwater Street, beneath the bridge of the subject site, is currently a highly negative space due to the lack of active street frontages and the low levels of light that characterise the space; it does not encourage permeability or movement.

In general, it is the lack of connectivity within the immediacies of the subject site, poor pedestrian environments and lack of active street frontages to Bridgwater Street, Watson Street, Lower Mosley Street and Albion Street that create negative factors within the study area.

Problems, Pressures and Capacity for Change

There is the potential for enhancing the character and appearance of the area by reinstating the linear 'street wall' character to sites that are currently set back from the back of pavement line, have no active use and or are gap sites. The east side of the subject site, onto Albion Street, Bridgwater Street and Watson Street have a clear capacity for change and enhancement.

The area around the subject site is part of a larger area (Deansgate/Peter Street/Lower Mosley Street/Whitworth Street West) which offers important opportunities to bring new activities into the city centre and to improve the urban space around Manchester Central. Bridgwater Street, Albion Street, Watson Street and the area of public realm to the north between the Deansgate/ Castlefield tram stop and the south side of Manchester Central could therefore represent a key element for the appearance of the whole area and contribute to the amelioration of Lower Mosley Street and the approach to the city centre from the south-west.

As noted above, the area that surrounds Manchester Central could benefit from a strengthening of definition, identity and a reinforced sense of place. The opportunity for change is given by the City's strategy of converting the site to a main transport node, with the ongoing Metrolink Second City Crossing development. Government Guidance indicates that areas close to major transport nodes are the best locations for high density development. As highlighted during the European Transport Conference (2008) tall buildings create external economic benefits, in the form of agglomeration impacts, when placed by key transport nodes.

Following the review of the character of the surrounding conservation areas, townscape and urban form, this outline appraisal of the short-and-mid-range keys views is intended to enable meaningful discussion with key stakeholders and the project team in understanding potential issues in terms of visual impact on the historic environment.

5.3 Listed buildings.

This section presents a detailed discussion regarding the listed buildings within the subject site. Considerations regarding the elevated nature of the proposed development site and the surrounding urban form have informed the identification of the listed buildings surrounding the subject site that could be affected by proposed redevelopment of the subject site. A summary of the contribution of the buildings' setting to its significance is discussed in Appendix III.

Castlefield viaduct, Great Bridgwater Street Bridge and Manchester Central Station

This section will discuss each listed component of the subject site in turn, providing a detailed assessment of its significance.

Manchester Central - Grade II*

Although the Manchester Central building is outside of the subject site, due to being immediately adjacent, consideration to the significance of the building and its setting is crucial to informing development proposals. Manchester Central Station was built in 1875-80 by Charles Sacre for the Cheshire Lines Committee and became Manchester's fourth and final passenger railway terminus. The huge cast iron train shed was never finished; the original intention was to construct a large railway hotel adjoining the train shed to the north but the frontage was left with temporary wooden structures forming a waiting room, station master's office and booking hall; the Midland Hotel, which was subsequently built to serve the railway station, was built on the other side of Windmill Street over twenty years later.

The former station is positioned upon a vast brick undercroft, with a single segmental-vaulted shed of 15 bays and a 210-foot span. The station closed in 1967 and was used as a car park until it was converted into the Greater Manchester Exhibition & Events Centre (G-MEX) in 1982-86. It is now called Manchester Central and has been extended to the west side for its use as an international conference centre.

The former Central Station building represents the end of a highly significant period in Manchester's history when it was the leading industrial city in Britain and newly-created railway companies recognised the need for a foothold in it. From the 1840s intense and protracted competition for access and site facilities lead to five lines radiating from four termini in Manchester; Manchester Central being the last. The construction of these new railway termini led to huge physical consequences for the Victorian City as well as being a significant contributor to the depopulation of the inner city. The remaining ring of railway lines, viaducts and station buildings

(operational and non-operational) have become a key characteristic of the urban geography of the city.

Due to the typology, scale and form of the building, it is clearly understood as a former railway station. The building is experienced at different levels around the site; most prominently from the Piazza at street level to the north. As discussed above, despite never being fully realised, the north side of the building is the principal façade and of greatest importance in terms of being able to understand and appreciate the setting of the building; views from Mosley Street/ Windmill Street are the key viewing places to appreciate the architectural form and historic relationship to the Midland Hotel. The inactivity experienced along Windmill Street and the presence of the Metrolink tram line along Lower Mosley Street, combined with the changes of level of these streets, affects the ability to understand and appreciate the monumental form of the building in these areas. Appreciation and understanding of the significance of the setting of the building from the south side are yielded from longer distance views from Chester Road and Medlock Street. The experience of the building from the Metrolink tram stop is compromised by the poor pedestrian environment and visual clutter associated with the building's service yard; the erosion of the former track beds and platform canopies to the south side has eroded the significance of the setting to this side of the building. The recent construction of Viadux Phase 1 has also limited views from the tram stop.

The architectural interest of the building is best represented from within the building itself where the sheer scale of the structure can be understood and appreciated fully (see Figures 17 & 18). The special historic interest of the building is yielded by its group value alongside the Castlefield viaduct and remaining lines and viaducts. As has been described, the existing setting of the building is largely limited to the streets within the immediacies of the site and that the altered nature/ poor quality environment of these adversely affects the ability to understand and appreciated the heritage values of the building (see Figures 19-21).



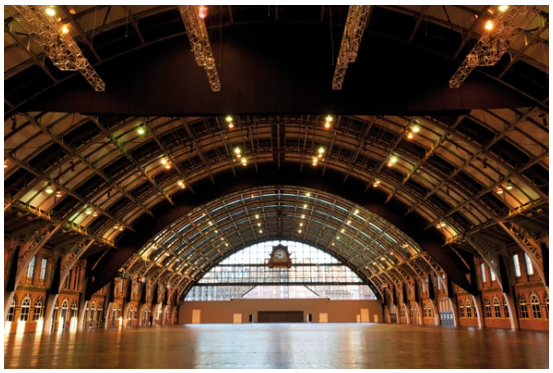








Figure 17 & 18: These photos illustrate how the impressive form of the Manchester Central building remains largely as it was built (top) and that it can still be understood and appreciated today (bottom)

Figure 19, 20 & 21: These photos illustrate the changing uses and settings of the Manchester Central building from the principal north side. Top image, as a railway station, middle image as a car park and bottom image as a convention centre.





Figure 22 and 23: These images illustrate the substantial alterations that have occurred to the south side of the Manchester Central building following the changes of use from train station, car park to service yard. Although the form of the building remains dominant, the changes to the glazing of the arch have affected its aesthetic value.



Figure 24: The construction of the AXIS tower to the south of the building has limited views of its distinctive arch from Medlock Street, running into the city centre.

Castlefield Viaduct including brick undercroft and Great Bridgwater Street - Grade II

The Castlefield Viaduct structure is listed from its start at Manchester Central to Dawson Street, where it crosses the Mancunian Way/ A57. The Castlefield Viaduct was built in c.1877 to carry twin railway tracks from ground level at Cornbrook Junction (to the south west of the city centre) into the area of the new Central Station. As can be seen from the south side of the structure, along Whitworth Street West, it consists of arches of wire-cut red brick and in the areas where track needed to be carried over roads, canals and dock basins.

Following the opening of Central Station in 1880, and the increase in train traffic into the station, the Viaduct was widened to five tracks in c.1893. The widening was accomplished by constructing a virtually identical brick viaduct adjacent to the original and knocking down the dividing parapet. The presence of blue bricks to the north side of the structure is testament to this phase of works.

It appears that the bridge over Deansgate was replaced when the widening works took place although elsewhere along the viaduct, where space permitted, the additional tracks were carried on twin parallel bridge structures.

In 1969, following the Beeching cuts, Central Station closed and the train lines, including the one over Castlefield Viaduct, became abandoned. The track beds were removed and the area to the south side of the former Central Station became used as a car park. In 1986 when the former station building was converted into an exhibition centre a high level walkway was constructed from Deansgate Mainline Train Station across Whitworth Street West to provide access to the building, across the viaduct and former track beds of the railway lines that had once served the station building.

During this time discussions regarding a light-rail transport system for Manchester were being progressed to improve access across Manchester and into the city. The first phase of the regional light-rail network was the Bury-to-Altrincham route which utilised the former railway lines into the city centre and then provided street level tracks across the city centre. In 1989 refurbishment works began on the Castlefield Viaduct to connect the Metrolink line from St Peter's Square to Cornbrook whilst providing a station at the former Central Station.

Refurbishment of the Castlefield Viaduct, to accommodate new tracks for the Metrolink service, included introducing waterproofing systems, installing a new concrete deck and providing vehicular access up to deck-level via Trafford Street. The new tram line that connects the deck level to street level runs alongside the Castlefield Viaduct on the east side. Alterations to the brick undercroft and the creation of a car show room and yard were undertaken at this time.

Following the opening of the Metrolink stop, in the late 1990s conversion of the Viaduct's arches into a number of bars, known as 'Deansgate Locks,' regenerated the area further by providing use and activity to the area. However, not including the alterations and conversion of the eastern-most brick undercroft arches for a car showroom, the area of Great Bridgwater Street beneath the bridge has remained unutilised. This is being remedied as part of Viadux – Phase 1.

It will be clear that the Castlefield Viaduct is experienced from a wide variety of places along its length, and consequently its setting is vast. The architectural interest of the viaduct is best revealed from within Castlefield itself, where the mass and form of the structure, as it stretches over and above the canals and roads, dominates the area. Along Whitworth Street West the viaduct articulates the north side of the street and provides a strong sense of enclosure. Moving into Albion Street/ Great Bridgwater Street and Lower Mosley Street, where the subject site is located, the legibility of the viaduct is fragmented due to the alterations that have taken place to the structure, the poor quality pedestrian environment and dominance of road infrastructure.

Figures 25-28 illustrate the varied forms and elements of the Castlefield Viaduct. The structure is most fully appreciated and understood within the Castlefield Basin area (Figures 22 and 23). Figure 27 illustrates the view of the viaduct at the point it crosses Great Bridgwater Street demonstrating

how the restrictions of the site have created a poor pedestrian environment. Figure 28 illustrates the brick undercroft within the subject site.



Figure 25: Castlefield Viaduct as it appears within Castlefield; the structure splits tin two at this point. This is where the



Figure 26: Castlefield Viaduct as it appears in Castlefield; the structure dominates the character of the area.



Figure 27: View of Castlefield Viaduct at its crossing with Great Bridgwater Street. Viadux Phase 1 under construction to the right of the view (now completed).



Figure 28: View of the brick undercroft of Castlefield viaduct (refurbished under Viadux – Phase 1).

Discussion regarding the group value of the listed buildings within the Site

Although the integrity of the Grade II listed Castlefield Viaduct structure is understood and appreciated within areas of Castlefield, within the subject site the intrusion of the Metrolink tram line to the east and alterations at deck level have eroded the legibility of the structure in this area. However, despite issues with permeability, connectivity and pedestrian environment, the group value of the brick undercroft, Great Bridgewater Street bridge and Manchester Central can still be understood and appreciated.

Following the redevelopment of the Deansgate/ Castlefield tram stop there is the anticipation of further development that will enhance these neglected areas and improve the overall coherency of the space.

Architectural and aesthetic Interest

The architectural form and expression of the viaduct and Manchester Central is of **high significance** due to the townscape qualities of the structure which is a dominant feature of Deansgate and Whitworth Street West. The large number of arches and span of the structure alongside the additional components, such as the Deansgate bridge, enhance the composition. The high significance is also due to the group value of the structures. The architectural interest of the viaduct structure is best represented within the Castlefield Basin area and along Whitworth Street West whilst the architectural interest of Manchester Central is best represented internally where the spatial qualities of the building are understood and appreciated most fully.

Historic Interest

The historic interest of the viaduct and Manchester Central building is of **high significance** due to its association with the development of the railways and the effects this had on the urban geography of the city. Although the original relationship with the former Central Station has been altered the ability to appreciate and understand the structure's historical associations is still possible.

Despite the standardisation of railway structures by the 1870s, the scale of the viaduct and group value, alongside the other active and redundant lines, convey a high level of historic interest and are a key focal point within the townscape across central Manchester. The viaduct illustrates the expansion of the railways in Manchester and the impact this had on technological innovation as well as economic and social spheres.

Archaeological Interest

Although altered, the viaduct yields **medium archaeological interest**, through enabling the former pattern of this industrial network to be understood. The presence of the current Metrolink stop

allows for continual activity and use of the structure, furthering appreciation and understanding of its heritage interest.
The dominance of the grouping of the structures and associated impact on the townscape in this area, especially in relation to Manchester Central, is also of considerable aesthetic and archaeological interest.

Contribution of Setting to Significance: Surrounding Listed Buildings

Table 3 (Appendix III) presents a proportionate analysis of the significance of the setting of the identified heritage assets surrounding the subject site, utilising the characterisation appraisal and analysis of the conservation areas.

5.4 Conservation Areas

The following provides a summary of the conservation areas surrounding the subject site and appraises the character of these areas and overall significance. Further detailed analysis of the key listed buildings contained within these designated areas is provided in Appendix II and III.

5.4.1 St Peter's Square Conservation Area

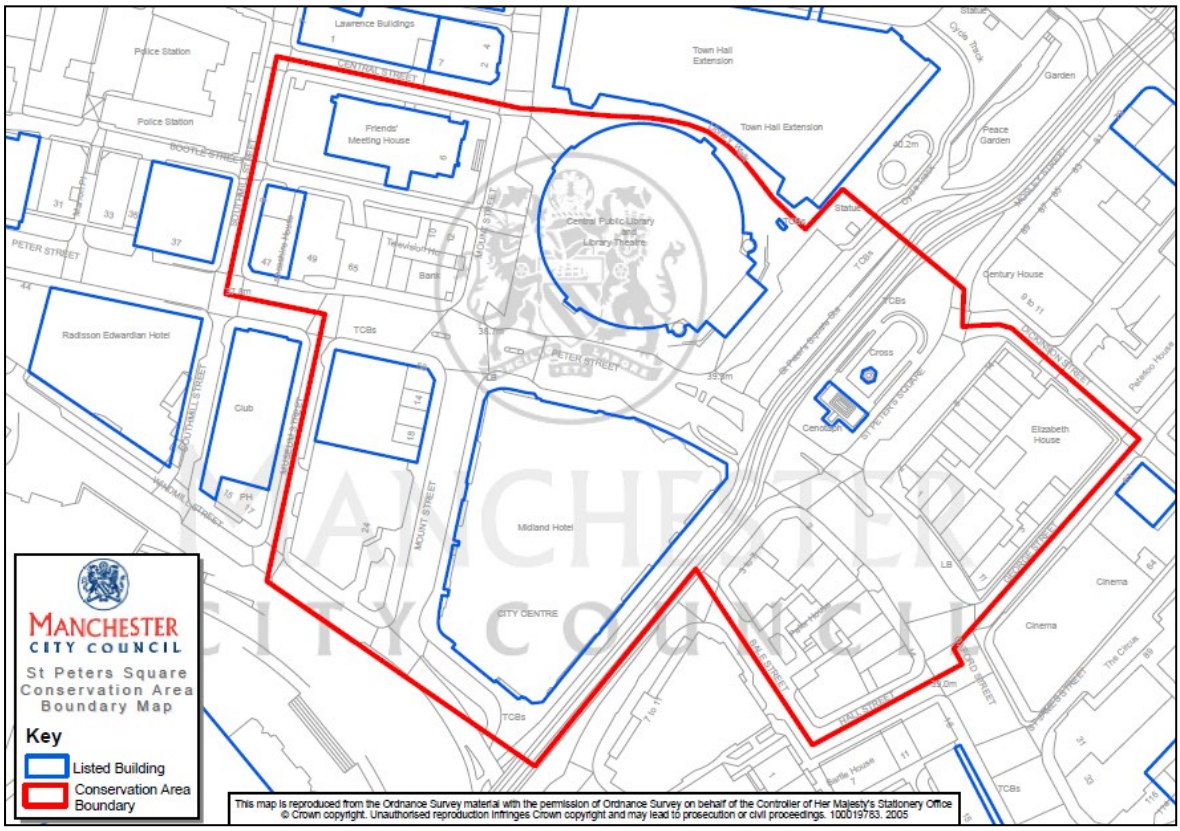


Figure 29: *plan of St Peter's Square Conservation Area and associated Listed Buildings*

St Peter's Square Conservation Area is an area which contains a mixture of commercial, cultural and civic buildings. The name derives from St. Peter's Church, which stood in the centre of St Peter's Square from 1788 to 1907. Until St Peter's Church was built in 1788, the area consisted of fields on the outskirts of the relatively small Georgian town of Manchester. The church served a population which had settled in the vicinity. The area achieved notoriety on 16 August 1819, when at St Peter's Field, around Windmill Street and Peter Street, Henry Hunt addressed a meeting of 60,000 people to demand radical reform of the House of Commons. The size of the crowd so alarmed the City Magistrates that troops were called in to disperse it. Eleven people were reported killed and 140 injured in the resulting chaos. The incident is now remembered as the 'Peterloo Massacre.'

Towards the end of the 19th century, the area assumed a more commercial character and the resident population declined to a point where St Peter's Church had no congregation and was finally demolished in 1907.

The Central Station (Grade II*) in Manchester opened in 1880 and became the terminus for the Midland Railway's route from St. Pancras in London. The railway commissioned their architect Charles Trubshaw to design the adjacent Midland Hotel (Grade II*) 18 years later, which was built on the site of the Gentlemen's Concert Hall and two streets which divided the site north-south called Concert Buildings and Concert Place. The Midland Hotel contained a covered link corridor which passed over Windmill Street at the Hotel's southern entrance and to the station.

The new Central Library was designed by Vincent Harris and completed in 1934. This required the clearing of several streets, the foreshortening of Bootle Street to its eastern end and the removal of Cooper Street which ran north-south through the site. In 1938 Vincent Harris had designed the large new extension to the Town Hall, which was subsequently constructed in another area of cleared streets and buildings to the south elevation of the Town Hall, and linked at first floor level to the Town Hall by two decorative bridges.

The process of constructing both Central Library and the Town Hall Extension cleared the entire eastern side of Mount Street and dramatically changed the historic small urban grain of the area into a predominantly large urban grain. Vincent Harris's Town Hall Extension cleverly formed the visual link between the Gothic Town Hall and the Classical Central Library and created a new public realm for civic focus.

The late 20th-Century saw no exceptional developments until the restoration of the former Central Station for use as the G-MEX Convention Centre in 1986 (now known as Manchester Central – listed at Grade II*). This large-scale redevelopment of the southern end of the Conservation Area became the catalyst for further successful adjacent developments.

Along with the Metrolink tram system, which opened in 1992, other large cultural developments were constructed to the south of the area, such as the Bridgewater Hall in (1990-1996), the International Convention Centre, adjacent to Manchester Central, and the conversion of the former Great Northern Goods Depot, for leisure use (both opening in 2000). These large public venues invited further interaction with the formation of new public realms to the north front of Manchester Central, forming Manchester Central Piazza, the construction of the Bridgewater Hall on Lower Mosley Street, allowing the creation of Barbirolli Square and the restoration of the former Manchester and Salford Junction Canal and Bridgewater Canal basin, and the creation of the Great Northern Square to the north of the Great Northern Warehouse and Cinema complex.

The main characteristic of St Peter's Square conservation area is primarily one of civic grandeur, but it also contains some commercial property. The area contains a highly diverse mix of building styles, periods, heights and materials which create interesting aesthetic juxtapositions such as the large industrial Manchester Central building alongside the highly decorated Edwardian Baroque Midland Hotel. Later 20th Century developments have restored and reused former commercial and

industrial buildings which complement the existing historic fabric of the area and enhance its public use and enjoyment.

The area contains some of Manchester's finest early 20th Century buildings, many of which are listed at Grade II*. The Friends Meeting House, the Free Trade Hall and former Theatre Royal all survive from the early formation of the area as a cultural and learned hub and retain their classical designs. The St Peter's Square Conservation Area is thus considered to be of **High Architectural and Historic interest.**

The existing site currently makes **a neutral contribution** to the setting of this Conservation Area.

5.4.2 Peter Street/ Deansgate Conservation Area

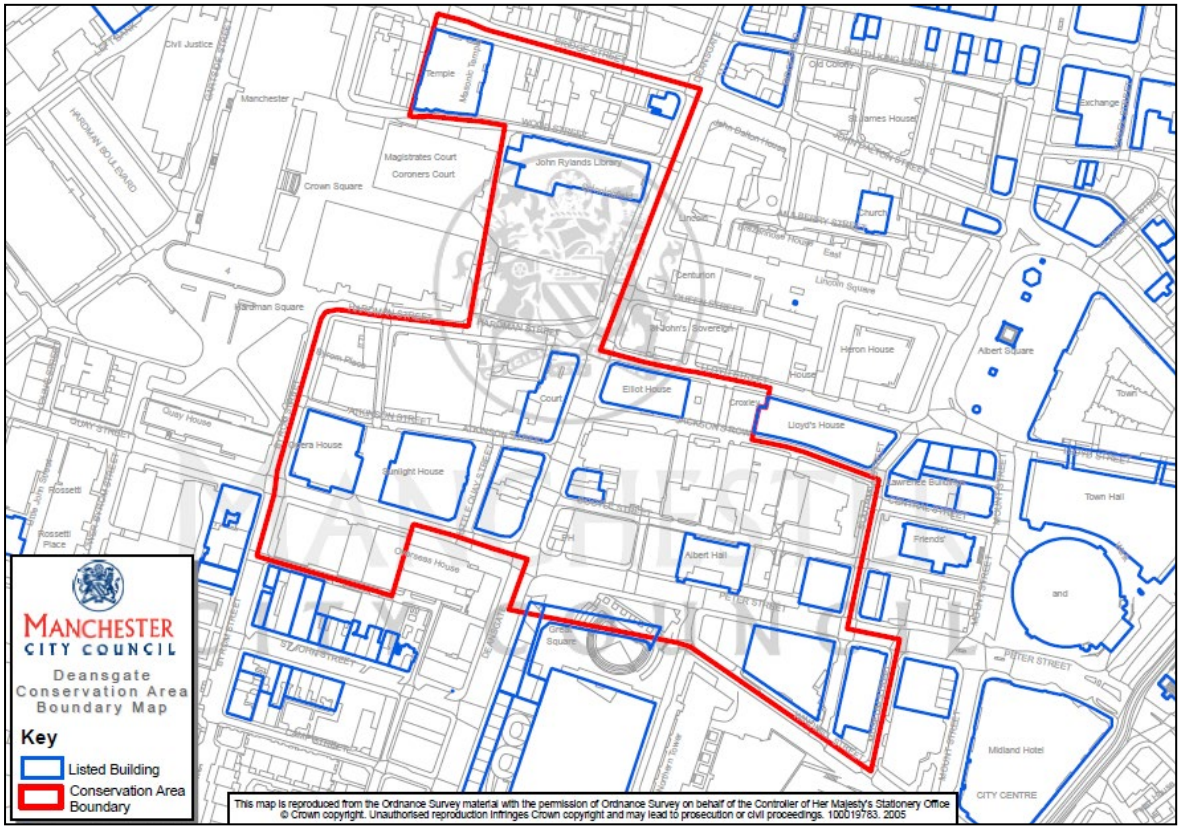


Figure 30: *plan of Peter Street/ Deansgate Conservation Area and associated Listed Buildings*

The focus of the Deansgate/Peter Street Conservation Area is on the high architectural interest of the commercial development of these two principal streets during the Victorian period. Deansgate is one of Manchester's most historic streets, and one which is celebrated as a Roman road, used during the Roman occupation of Manchester. The street was formed to link two river crossings: the River Medlock to the south and the River Irwell to the north. Until the early 19th Century, the lower, southern end of Deansgate was known as Alport Lane. This street originally linked the ancient hamlet of Alport with the more recent township of Manchester to the north. The area of Alport Town which was an area of timber-framed cottages and shops was situated on the area now covered by the subject site. It wasn't until the later 18th Century and early-19th Century that the stretch of Deansgate between Peter Street and Great Bridgewater Street was fully developed, linking the old town with the new.

The centre of the Conservation Area is the busy intersection of Peter Street, Quay Street and Deansgate. These streets make up a large portion of Manchester City Centre's commercial district which was capitalized during the late-Victorian and Edwardian periods with the construction of many large, tall, highly decorative office buildings. Some smaller Victorian and Edwardian buildings along Deansgate occupy older building plots.

Many buildings of architectural interest are located within the Conservation Area, with a large portion of these consisting of late Victorian and Edwardian buildings. Bridge Street, in particular, is a well-preserved example of a Victorian and Edwardian shopping street primarily of small grain late 19th century red-brick buildings. The completeness of the street wall with individual buildings of architectural quality, especially along Deansgate is a prominent feature. Deansgate is a good example of a multi-phase streetscape, with individual, elaborately decorated buildings sitting harmoniously side by side.

The character of the Deansgate area is historically one of commercial development. Today this character continues with redevelopment and expansion to adjoining areas such as Spinningfields. Deansgate forms the intersection of the pedestrian spaces and urban realms in, and immediately outside of the Conservation Area. Spinningfields to the western side of Deansgate contains several small pockets of open space, grassed areas and tree-lined avenues. Across Deansgate, Brazennose Street directly east of Spinningfields, opens onto the pedestrianized Lincoln Square and further east into Albert Square.

Great Northern Square is entered from the Deansgate /Peter Street junction and comprises of a large sunken, grassed amphitheatre. The configuration of Great Northern Square should encourage pedestrian movement across to Watson Street and along the tree-lined Windmill Street to reach Central Piazza and Barbirolli Square beyond. However, there is a lack of interconnection between these spaces, with no real focus or activity provided within Great Northern Square and Central Piazza.

Since the redevelopment of the Great Northern Warehouse site in the late 1990s the context of the subject site has changed and it now forms an integral part of the character and appearance of the Deansgate/ Peter Street Conservation Area. There is the potential to enhance this part of the Conservation area by increasing the streetscape to Peter Street, enhancing permeability through the site and developing alternative uses within the site. This is set to be realized with the recently consented Great Northern Warehouse development (ref: 135565/FO/2022).

As is commonplace with city centre Conservation Areas, the architectural character and materiality is varied. This is primarily due to the continuous cycles of change and redevelopment which defines the commercial focused nature of town centres. The Deansgate / Peter Street Conservation Area is therefore considered to yield **high-medium architectural and historic interest.**

The existing site currently makes a **neutral contribution** to the setting of this Conservation Area.

5.4.3 Albert Square Conservation Area

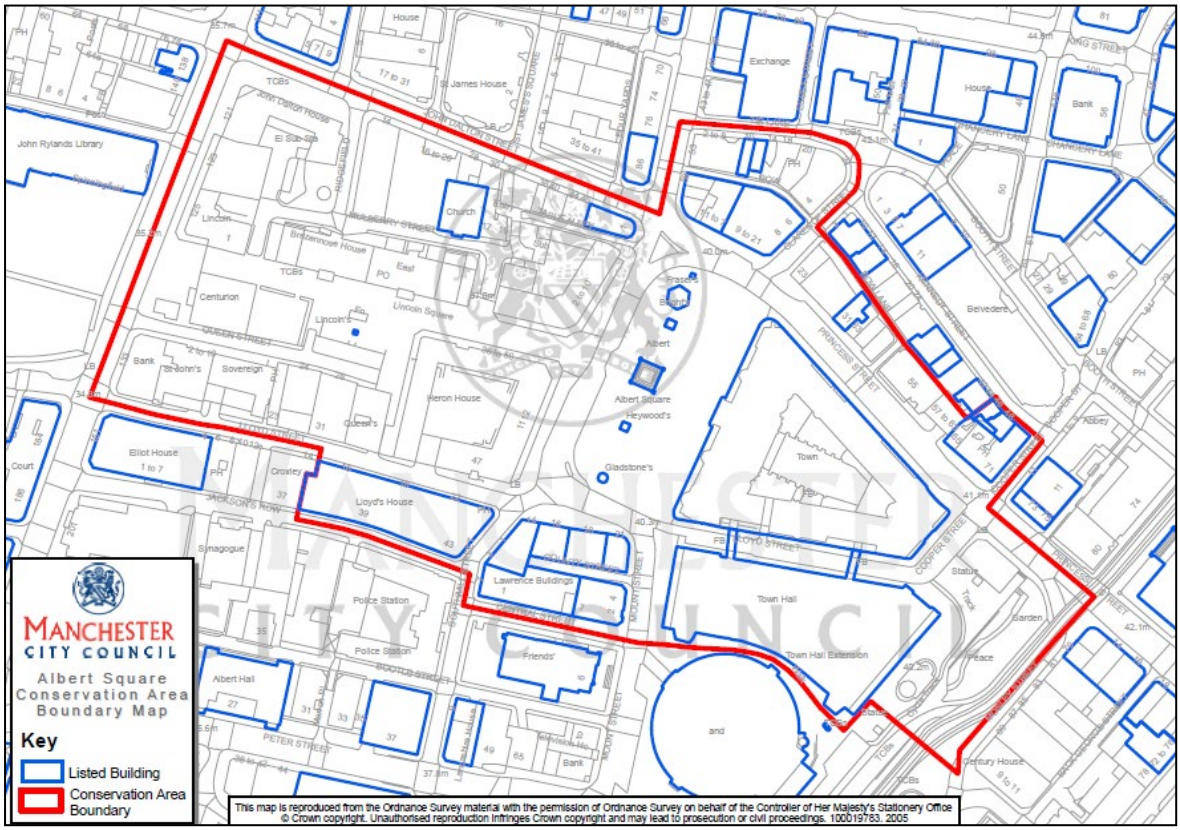


Figure 31: *plan of Albert Square Conservation Area and associated Listed Buildings*

The area now comprising Albert Square, was offered by the Corporation in 1863 in order to create a public space providing a memorial to the recently deceased husband of Queen Victoria, Prince Albert. The space was subsequently cleared of buildings in 1864 to make way for the new square. The Albert Memorial was erected under public subscription and opened in 1869. The Manchester Town Hall was a Gothic masterpiece, a style befitting the mid-Victorian period in which it was conceived; Waterhouse's design perfectly fitting the awkward triangular site. The building dominated the skyline when opened in September 1877. Albert Square was pedestrianized in 1987 when the eastern roadway of the 'island site' was closed to traffic and paved in granite setts.

Albert Square still retains the majority of its late Victorian, Gothic buildings fronting onto the Square. The western range of former shops and offices were demolished in c1980 and replaced with two brick-built office buildings named Heron House (1982) and Commercial Union House (1983). Brazennose Street and Lincoln Square to the west, were conceived during the same period and were originally planned as a processional route leading from the law courts in Spinningfields, through Lincoln Square, directly to Albert Square.

The area to the east of Albert Square contains the largest density of buildings of high architectural and historical quality in the city. The majority of these buildings are of a high-Gothic style and

include Manchester Town Hall, Town Hall Extension, Lloyd's House, and Lawrence Buildings along with 7 listed statues.

Albert Square is the focus of civic events and creates the focal point of the area, with Manchester Town Hall dominating this space, creating exciting views of its clock tower, tall gables and turrets from surrounding streets. The prominence of Manchester Town Hall's clock tower within the urban landscape, can be fully appreciated looking east along Brazennose Street, where the full height and scale of the tower can be appreciated from the long, pedestrianized and tree-lined avenue.

Building heights vary, with the majority being of 4 storeys plus attics around Albert Square and Princess Street. Manchester Town Hall represents the dominant tall structure with other recent tall developments, outside the Conservation Area boundary, being viewed from Albert Square, such as the Beetham Tower, Deansgate Square, Great Northern Tower, and more recently, Viadux Phase 1. This emerging cluster of tall buildings are read as a backdrop to the square, which remains the clear focal point of the Conservation Area.

The large open, public realm of Albert Square links surrounding streets, such as Princess Street, Cross Street and Mount Street, with prominent Victorian and Edwardian buildings fronting these main thoroughfares. The character of Albert Square is predominantly Victorian and Gothic in style, emulating the Town Hall, albeit on a lesser scale. The western aspect of the square, and leading further westwards to Deansgate, comprises of largely early dark brick 1980s office buildings, with small shop units behind areas of brick colonnades. This space, including Lincoln Square to its centre, is void of any historical context except for two small later 19th century buildings which were incorporated into the design. This late-20th Century pedestrianized space, along with the mid-Victorian Albert Square adjoining it to the east, creates a strong and enjoyable pedestrian-friendly link from Deansgate to the Town Hall, in an area which is largely fully built up to back of pavement. The large open public space of St Peter's Square is interconnected with Albert Square via Lloyd Street located between Manchester Town Hall and Town Hall Extension.

Albert Square is the civic heart of the city and the main characteristic of the conservation area is its civic grandeur. The Town Hall and Town Hall Extension are the most dominant buildings in the area, and any proposals should respect these landmark buildings. The Conservation Area is thus considered to be of **very high architectural and historic interest** overall.

The existing site currently makes **a neutral contribution** to the setting of this Conservation Area.

5.4.4 St John Street Conservation Area



Figure 32: *plan of St John Street Conservation Area and associated Listed Buildings*

The St John Street Conservation Area has been designated due to the high architectural interest of the buildings on St John Street which is the only surviving Georgian terraced street in central Manchester. The St John's Character Area contains, at its heart, a small but almost complete example of a Georgian terraced street; the only remaining in Manchester. St John Street's Georgian terraces do not form a unified scheme as plots were sold off piecemeal. The eastern end of the street contained a large timber and stone yard which was not built upon until the mid-20th Century.

This rare, early residential scheme is juxtaposed against subsequent large-scale developments which surround it, such as the subject site and commercial development to Quay Street. The architectural quality and detailing of the buildings illustrate the middle-class status of their early inhabitants. The original scheme was terminated by a large Gothic church, and this dominant presence found its way into subsequent architectural detailing upon nearby houses.

The level of survival of the historic scheme and overall layout and composition of the whole contributes largely to the character of the area. The St John Street Conservation Area is thus considered to yield **high architectural and historic interest.**

The existing site currently makes **a neutral contribution** to the setting of this Conservation Area.

5.4.5 St Mary's Parsonage Conservation Area

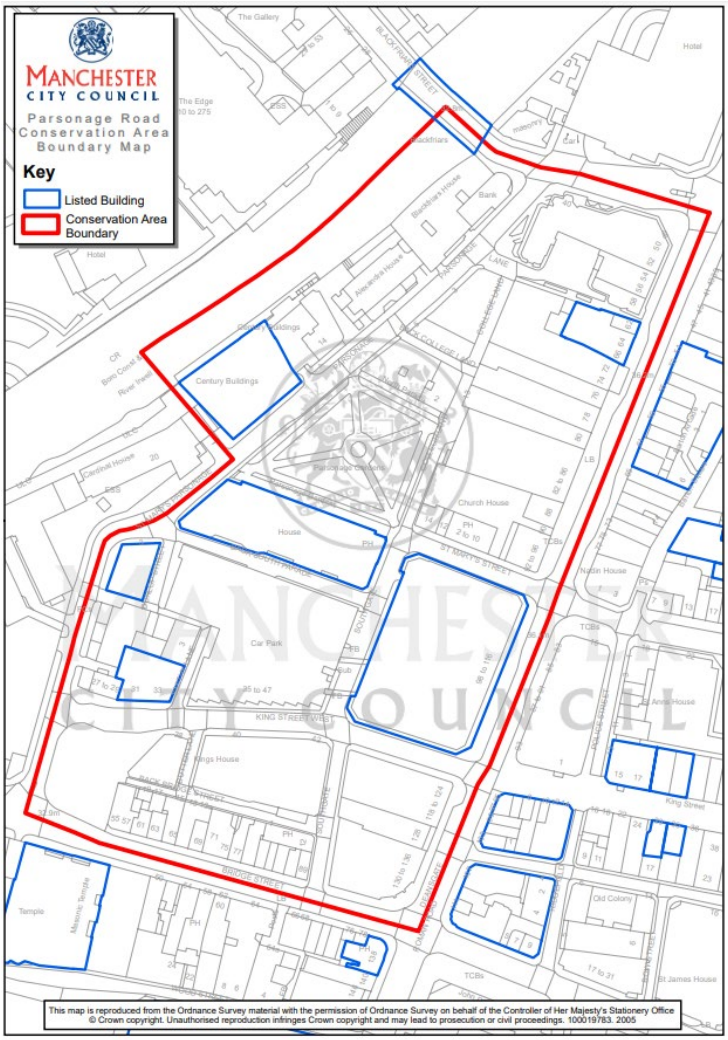


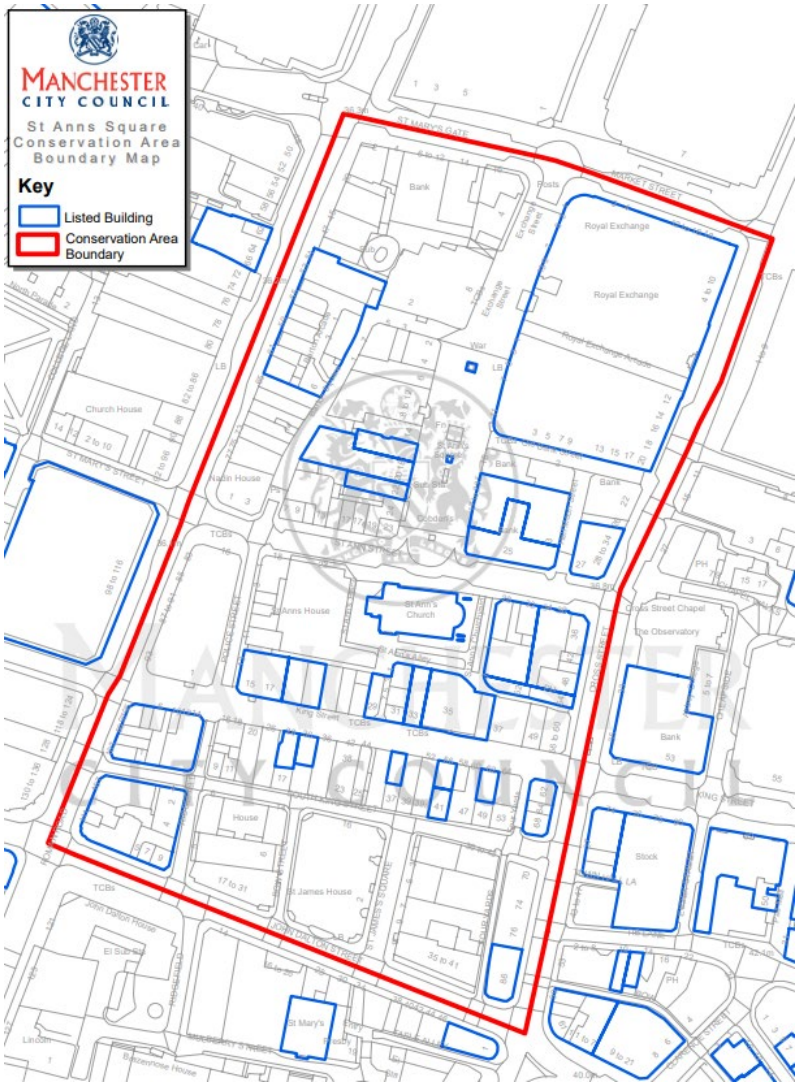
Figure 33: *plan of St Marys Parsonage Conservation Area and associated Listed Buildings*.

The historic and well-defined green space of Parsonage Gardens is a clear focal point to the Conservation Area and important space in terms of amenity, setting, and coherence to the urban form. Most of the buildings around the Garden's comprise orange-red brick or terracotta, although one modern-style steel and glass structure blends well with its surroundings.

The designated area conveys some medium heritage interest through the retention of the 'kite shaped' plan form to the gardens, which is notably one of the few green spaces within Manchester city centre. Whilst the Conservation Area contains some Listed Buildings, the area does not convey the same level of architectural significance as other areas within the city centre. The Conservation Area is thus considered to be of **medium architectural and historic interest** overall.

The subject site currently makes a **neutral contribution** to the setting of the St Marys Parsonage Conservation Area.

5.4.6 St Ann's Square Conservation Area



The St. Ann's Square Conservation Area comprises an expansive variety of architectural styles and materials. Whilst there are only a few surviving examples from the 18th century, these convey the early historic character of this part of Manchester. More contemporary buildings within the Conservation Area largely correspond with and respect the existing built form of the area, together, they create an imposing 'street wall'. The Conservation Area is further distinguished by the formation of irregular island sites which have gradually formed over the last two centuries. Grade I Listed St Ann's Church – forms the central focus of the Conservation Area and is of very high heritage significance. The Conservation Area is thus considered to be of **high architectural and historic interest** overall.

The subject site currently makes a **neutral contribution** to the setting of the St Ann's Square Conservation Area.

5.4.7 Castlefield Conservation Area

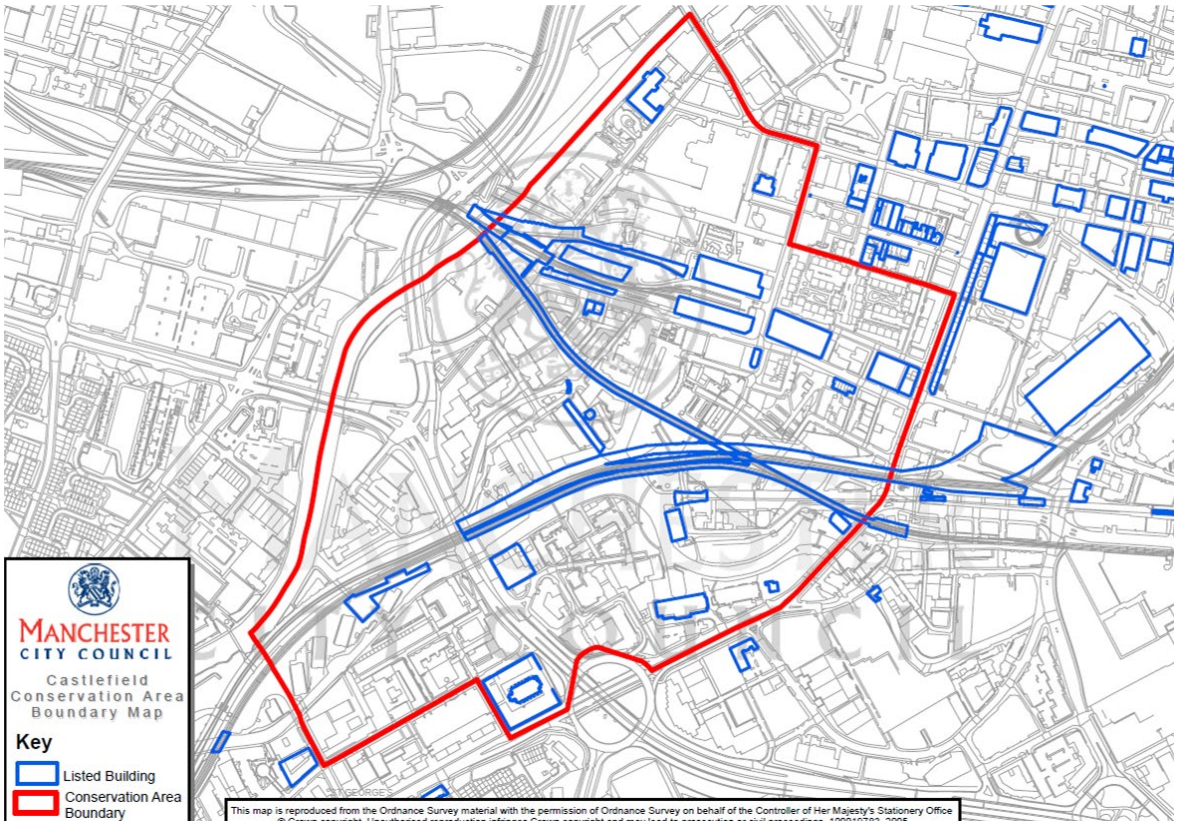


Figure 34: *plan of Castlefield Conservation Area and associated Listed Buildings*

Castlefield Conservation Area is the largest conservation area in Manchester. The focus of the Conservation Area is the Castlefield Basin/ Potato Wharf and Liverpool Road areas, as these areas contain a large number of listed buildings which best represent the development of the railways and industry in this part of the city.

The numerous viaducts and bridges constructed as part of the development of the railways dominates the character of this area, creating a unique multi-level environment which straddled both warehouses and canals. These structures resulted from the growing rail network in and out of Manchester during the second half of the 19th Century. Different rail companies constructed their own lines into the city resulting in new lines passing through Castlefield having to be operated at high level to prevent them from obstructing road and canal traffic below.

In recent years the area has been redeveloped for residential, commercial and recreational use which has restored something of the former historic urban grain to the area making it an open and vibrant area. The emerging St Johns Masterplan / SRF has successfully integrated new development into the former Granada Studios site, with the landmark 'Factory' development now completed.

The Conservation Area is thus considered to be of **medium architectural and historic interest** overall. The subject site currently makes a **negligible contribution** to the setting of the Castlefield Conservation Area.

5.4.8 Whitworth Street Conservation Area

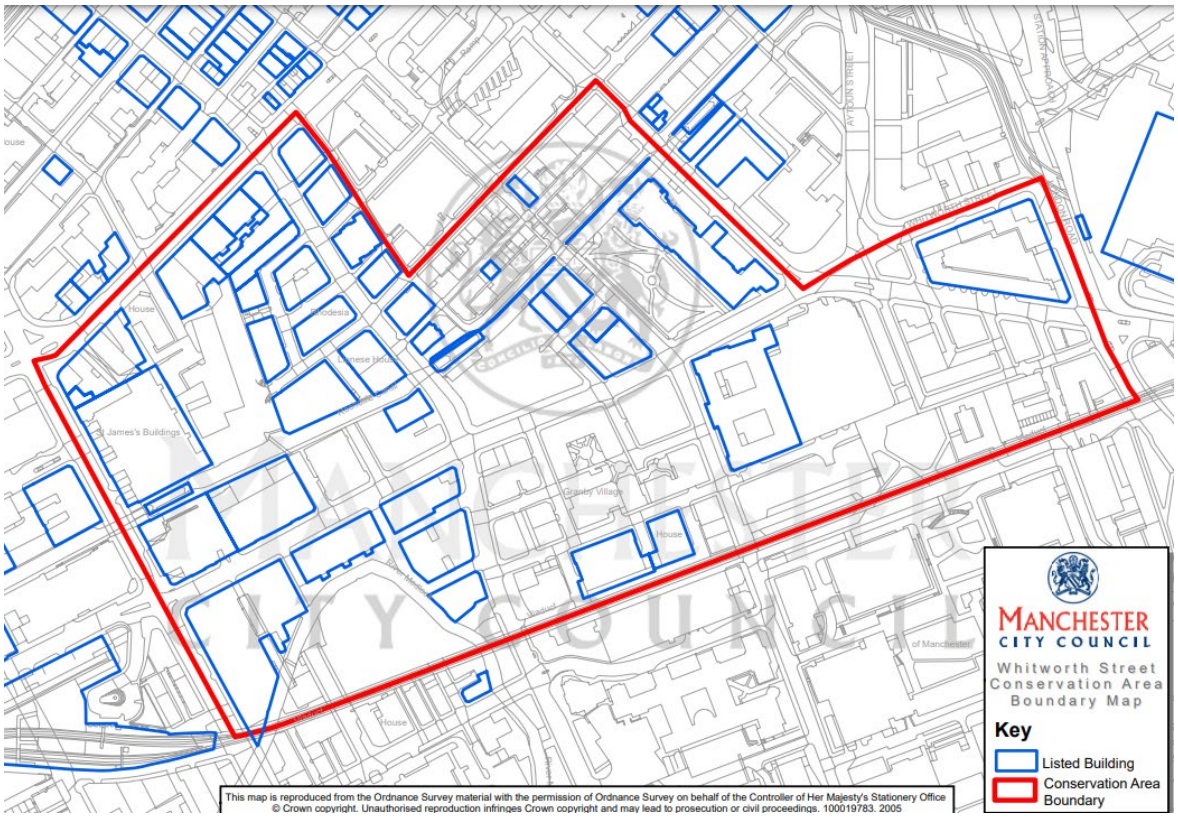


Figure 35: *plan of Whitworth Street Conservation Area and associated Listed Buildings*

The Whitworth Street Conservation Area was designated by the City Council in September 1974, and was bounded by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the Piccadilly to Oxford Road railway viaduct. It was extended in June 1985 to include an area bounded by Whitworth Street, London Road and the above viaduct.

By the middle of the 19th century, Manchester had witnessed world-wide recognition by virtue of its success in the textile trade. This led to the subsequent need to build warehouses of sufficient quality to represent the growing recognition and demand. By the mid-to-late 19th century, the area around Whitworth Street had become developed with six-seven-storey buildings, complete with opulent and deeply modelled facades, principally of redbrick and terracotta. The rear elevations of these buildings were typically faced in glazed white brick. The great height of the warehouses along Princess Street, and especially on Whitworth Street, give the area its most obvious physical character of a canyon-like atmosphere.

The Princess Street warehouses are relatively early in date, and for the most part are relatively plain and simplified developments of the Italian palazzo style. By the time the Whitworth Street warehouses were built, the Edwardian penchant for decoration was at its height, and the technology for constructing buildings with a steel or reinforced concrete frame enabled them to be taller than before. These later buildings also tended to abandon the use of traditional brick as a wall material, and instead favoured the then fashionable faience or glazed terracotta, which lends itself to rich decoration. The successful architectural quality of the former warehouse buildings

along Whitworth Street, Princess Street and Chorlton Street are further recognised by their listed building status. The concentration of listed buildings around Sackville Gardens and in the immediate streets beyond convey the significant character and appearance of the area.

The designated area is thus considered to yield **high architectural and historic interest.**

The subject site currently makes a **neutral contribution** to the setting of the Conservation Area.

5.4.9 Upper King Street Conservation Area

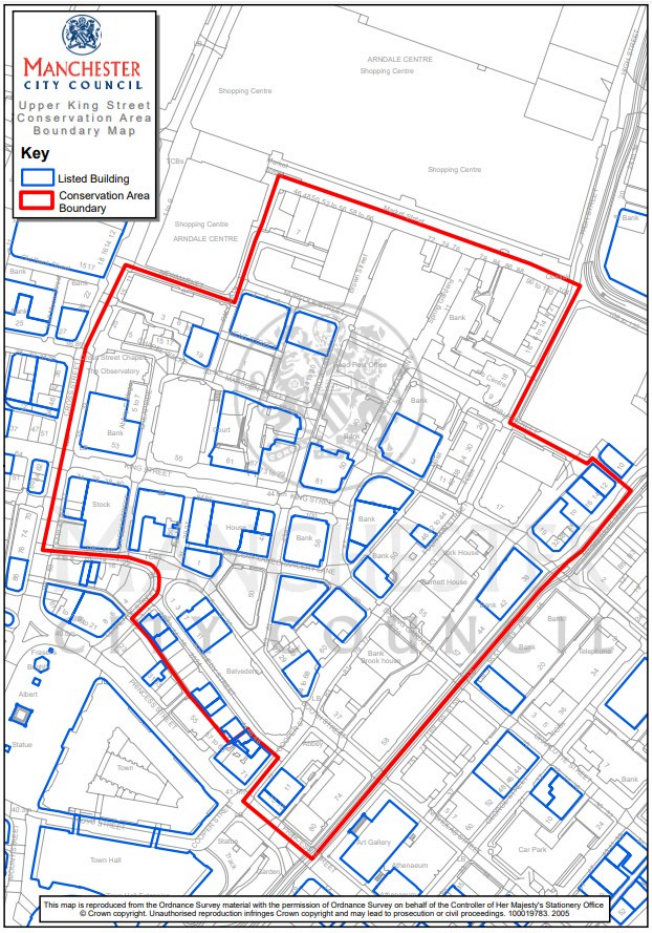


Figure 36: *plan of Upper King Street Conservation Area and associated Listed Buildings*

The Upper King Street Area has been designated as a Conservation Area due to the **high architectural and historic interest** of a number of the buildings within the area and clear grouping of buildings that were born out of a commercial growth of the city during the mid-18th century to the early 20th century. The historic street plan has produced an area of dense urban development with the characteristic continuous building line at the back of the pavement and total coverage of plots. The articulation of junctions and corners is often expressed by the architectural treatment of the buildings with either canted elevations displaying grand entrances or impressive rooflines. There is a rich variety of architectural styles within the area.

As is commonplace with city centre Conservation Areas, the architectural character and materiality is varied. This is primarily due to the continuous cycles of change and redevelopment which defines the commercial focused nature of town centres. Just east of King Street, around the Site, sandstone and Portland stone is most commonly used, with the surviving warehouses and bank buildings in the immediate area being of a dominant height and massing, establishing their sense of established importance within the townscape.

The upper part of King Street is a wider and more majestic continuation of the earlier portion to the west. Although almost all properties in the street have been re-developed at some time, the

west retains the small-scale property boundaries typical of the Georgian period while the upper part to the east has changed its character completely.

Key landmark buildings which define the historic financial core include the Grade II* listed Former Midland Bank, the Former National Westminster Bank and the collection of Grade II listed former banks and insurance buildings situated at 41-47 Spring Gardens.

The retention of historic street patterns is prevalent in this part of the city, with King Street; York Street and Fountain Street forming key historic thoroughfares allowing for kinetic views across the designated area. It should however be noted that the character of the area with regards to scale has been subject to considerable change since the late-20th century, with the development of much larger buildings including York House (11 storeys), 55 Spring Gardens (9 storeys) and 11 York Street (8 storeys).

The subject site currently makes a **neutral contribution** to the setting of the Conservation Area.

5.4.10 George Street Conservation Area

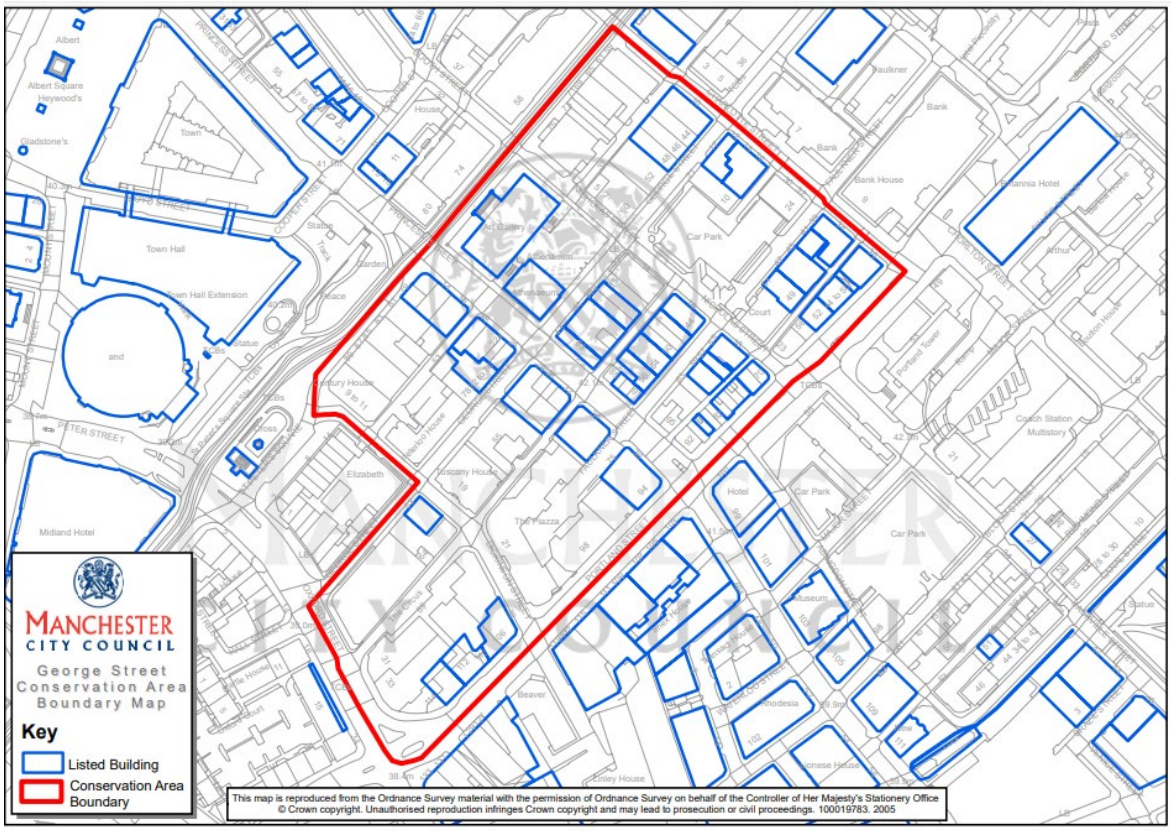


Figure 37: *plan of George Street Conservation Area and associated Listed Buildings*

The George Street Conservation Area is broadly bounded by Mosley Street, Charlotte Street, Portland Street, Oxford Street, George Street and Dickinson Street. The area was designated in June 1985 and effectively consolidated several conservation areas by linking those of Whitworth Street, St Peter's Square, Albert Square and Upper King Street.

The character of the area is defined by the regular grid pattern which provides a dense urban form and enclosed streetscapes. Appreciation and understanding of the district as an area of early industrial growth is better appreciated when travelling west towards the centre, with many impressive 19th century buildings fronting onto Princess Street and Portland Street. It is principally a busy commercial district but the range of uses has recently expanded to include shops, restaurants, banks and housing. However, the area is best known as the location of Manchester's China Town.

The area is considered to yield **medium architectural and historic interest** but has added **high communal value** through its current status as Manchester's China Town district.

The subject site currently makes a **neutral contribution** to the setting of the Conservation Area.

5.5 Summary

This Section has presented a significant amount of information in order to provide a baseline in which to assess the significance of the identified heritage assets and their settings.

The characterisation appraisal, which includes appraisal of the designated conservation areas surrounding the subject site, has demonstrated that the context of the subject site is complex; whilst the urban form to the area north of Manchester Central is characterised by the civic core of the city, with high quality public realm and active enclosed streetscapes; the area to the south of Manchester Central, in which the subject site lies, presents underutilised spaces, inactivity and a poor pedestrian environment.

Appraisal of the listed structures within the subject site, and those surrounding it, has demonstrated that whilst the legibility of the former railway infrastructure is better represented elsewhere, the vestiges that remain within the subject site have high group value which allows for an understanding and appreciation of them; albeit that this is currently undermined by the lack of activity and poor pedestrian environment in the area.

The next section of the report seeks to define the significance of the subject site by providing a statement of significance.

6. STATEMENT OF SIGNIFICANCE AND CONCLUSIONS

6.1 Introduction

Within the subject site, the Great Bridgewater Street Bridge and brick undercroft are statutorily listed. The southern part of the subject site, which forms the brick undercroft, was formally connected to the Grade II Listed Castlefield Viaduct to the south of the site, and is now disconnected following the insertion of an access ramp from Albion Street to the high level car park above the undercroft (Trafford Street).

The subject site is also adjacent to the Grade II* listed Manchester Central and other highly graded listed buildings within the civic core to the north, including: the Grade II* Midland Hotel and the Grade II* Civic Library. The settings of which are a material Planning consideration and should be afforded 'great weight' in accordance with Section 66 of the 1990 Planning Act.

The subject site is not located within a Conservation Area but is located close to the boundaries of the Castlefield Conservation Area, St Peter's Square Conservation Area, Albert Square Conservation Area, Peter Street/ Deansgate Conservation Area, and St Johns Conservation Area.

6.2 Statement of Significance

The special architectural and historic interest of the Castlefield Viaduct has been recognised by its Grade II listed status.

The intrinsic architectural merit and group value of the viaduct within the multi-layered environment of the railway lines is fundamental to the significance of the structure as a whole. Within the subject site, the historical, evidential, aesthetic and communal values that the structure yields are related to the townscape value of the structure and its association with the development of the railways in Manchester. The brick arched undercroft and Great Bridgwater Bridge are intrinsic to the structure's special interest.

Castlefield Viaduct is also of special interest due to its group value alongside the Grade II* Manchester Central building. In light of recent enhancements to the Deansgate/ Castlefield tram stop and the recent completion of 'Viadux – Phase 1' there is the anticipation of enhancement of the pedestrian environment and permeability, especially around Great Bridgewater Street and Watson Street.

Regarding the setting of the Castlefield Viaduct and Manchester Central, this was never formally considered and has always been compromised due to the being 'shoe-horned' into an established urban form. Whilst views of the structures are largely incidental, it is considered that the heritage values of these two structures are best represented in views from within Castlefield Basin and looking south from Lower Mosley Street respectively.

Regarding the capacity for change to the listed elements of the Castlefield Viaduct, within the subject site, due to the historical patterns of use and un-use, the bridge, brick undercroft and upper deck have been altered over time; this has affected the special interest of these elements. Viadux

Phase 1 has gone some way to enhance the undercroft aspect of the listed viaduct, through activating the former arched openings and integrating the new Metrolink access stair and lift into the western aspect of the viaduct edge. The scheme has sought to utilise the multi-layered site to its advantage, making the most of the opportunities this presents as opposed to seeing it as a constraint.

In regard to the capacity for change within the setting of the Grade II* Manchester Central, it will be clear that the dominant, horizontal form of the building is robust enough to withstand further development within its setting and will always be understood and appreciated as a former railway station.

6.3 Conclusions

The NPPF 2023, sets out the Government's planning policies for England and how these are expected to be applied. The relevant local planning policies contained within the Manchester Core Strategy (2012) have also been considered.

As set out in para.200 of the NPPF (December, 2023), 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.* The purpose of this report has been to provide such information to support the ensuing Heritage Impact Assessment.

It will be evident there is a high capacity for change within the settings of some designated heritage assets within and around the subject site, given the area has already witnessed a significant degree of visual change and redevelopment, much of which has proven to have a positive impact on the experience of the city centre and the eclectic range of building fabric, both modern and historic.

Notwithstanding this, change must be carefully managed – and the impact on the settings of Manchester's significant heritage assets must be given great weight in Planning decisions.

7 APPENDICES

7.1 Appendix I – Listed buildings within 500m radius

Table 2: Listed Buildings within a 500m radius		
1.	Royal London House, Deansgate (west side) Nos.188 to 202.	Grade II
2.	Rylands Library, Deansgate (west side)	Grade I
3.	Sawyers Arms Public House, Deansgate (west side) No.138	Grade II
4.	Deansgate, Nos.184 and 186	Grade II
5.	Onward Buildings	Grade II
6.	Elliot House	Grade II
7.	Former entrance to Deansgate Station Nos.223 to 233	Grade II
8.	Opera House Theatre, Quay Street	Grade II
9.	Sunlight House, Quay Street (north side)	Grade II
10.	Albert Memorial Hall, No.27	Grade II
11.	Harvester House, Peter Street (north side), No.37.	Grade II
12.	Lancashire House, Peter Street.	Grade II
13.	Free Trade Hall, Peter Street.	Grade II*
14.	Former Theatre Royal (now listed as Royale Club) Peter Street.	Grade II
15.	Peter Street (south side), No.56 to 58. Former Young Men's Christian Association	Grade II
16.	Peter Street (south side), Midland Hotel.	Grade II*
17.	Mount Street, Friends' Meeting House.	Grade II
18.	Albert Chambers, 16-18 Albert Square.	Grade II
19.	Carlton House, Albert Square	Grade II
20.	St Andrew's Chambers, Albert Square	Grade II
21.	Manchester Town Hall Grade I	Grade I
22.	Frasers Statue	Grade II
23.	Brights Statue	Grade II
24.	Heywood’s Statue	Grade II
25.	Gladstone's statue Fountain (Jubilee)	Grade II
26.	Albert Square, Albert Memorial.	Grade I
27.	Mulberry Street Roman Catholic Church of St. Mary.	Grade II
28.	G-MEX. (Formerly listed as former Central Station.)	Grade II*
29.	Lawrence Buildings, Central Street, No.7	Grade II*
30.	Central Public Library St Peter’s Square	Grade II*
31.	Albert Square, No.1. Abbey National	Grade II
32.	Manchester Town Hall Extension	Grade II*
33.	St. John Street Numbers 25 To 31 And Attached Former Chapel	Grade II
34.	St John Street No.8-8a	Grade II
35.	St John Street No.10	Grade II
36.	St John Street No.12-16	Grade II

37.	St John Street No.18-20	Grade II
38.	St John Street No.22	Grade II
39.	St John Street No.24	Grade II
40.	St John Street No.24a-26	Grade II
41.	St John Street No.28	Grade II
42.	St John Street No.21-25	Grade II
43.	St John St. No.19	Grade II
44.	St John Street No.11-17	Grade II
45.	Byrom Street - No.15.	Grade II
46.	St Johns College (Great John Street Hotel)	Grade II
47.	Deansgate Goods Station and Attached Carriage Ramp.	Grade II*
48.	Lloyds House.	Grade II
49.	1-5 Central Street (North Side).	Grade II
50.	Church of St Matthew	Grade II
51.	Eagle House, Cross Street.	Grade II
52.	Prudential Assurance Office.	Grade II
53.	Northern Assurance Building, 9-21 Princess Street	Grade II
54.	City Art Gallery, Mosley Street (East Side).	Grade I
55.	The Athenaeum, 81 Princess Street (North East Side).	Grade II*
56.	Memorial Cross, St Peter's Square	Grade II
57.	Cenotaph, St Peter's Square	Grade II*
58.	Castlefield Viaduct, GMex to Dawson Street	Grade II
59.	Britons Protection, 50 Great Bridgwater Street	Grade II
60.	13-17 Albion Street	Grade II
61.	Lock 90 east of Albion Bridge	Grade II
62.	Lock 91 west of Gaythorn Tunnel	Grade II
63.	Rochdale Canal Lock Keepers Cottage at Lock 91	Grade II
64.	Manchester Junction & Altrincham Railway Viaduct	Grade II
65.	Chepstow House	Grade II
66.	Canada House	Grade II
67.	Peveril on the Peak	Grade II
68.	Manchester and Salford Junction Canal Tunnel	Grade II
69.	235-291, Deansgate	Grade II
70.	Castlefield Information Centre	Grade II
71.	Former Market Hall (Liverpool Road)	Grade II
72.	21-41 Liverpool Road	Grade II
73.	Museum Of Science and Industry, Air and Space Museum	Grade II
74.	Power Hall Of Museum of Science and Industry	Grade II
75.	Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse	Grade II
76.	Old Warehouse to North of Former Liverpool Road Railway Station	Grade I
77.	Liverpool Road Railway Station Masters House	Grade I

78.	Former Commercial Hotel	Grade II
79.	123 Liverpool Road	Grade II
80.	St Ann's Church	Grade I
81.	Former Congregational Chapel	Grade II
82.	Merchants Warehouse	Grade II
83.	Middle Warehouse at Former Castle Field Goods Yard	Grade II
84.	Bridgewater House	Grade II
85.	Remains of eastern wall of the Roman fort	Scheduled Monument
86.	Tootal, Lee and Broadhurst	Grade II*
87.	George Street, 63	Grade II
88.	Boundary Stone on Knott Mill Bridge	Grade II
89.	Lee House	Grade II
90.	Princes Building	Grade II
91.	32 Dickinson Street	Grade II
92.	110-114 Portland Street	Grade II
93.	116-118 Portland Street	Grade II
94.	127-133 Portland Street	Grade II
95.	61 Oxford Street	Grade II
96.	St James Building	Grade II
97.	The Palace Theatre	Grade II
98.	Manchester Oxford Road Station	Grade II
99.	Former Refuge Assurance Company Offices	Grade II*
100.	Chorlton New Mill and Attached Chimney	Grade II
101.	Mill chimney stack on west side of junction with Cambridge Street	Grade II
102.	Former Cotton Mill On West Side Of Junction With Cambridge Street	Grade II
103.	Chorlton Old Mill	Grade II
104.	Mill On Northeast Corner Of Junction With Chester Street	Grade II

7.2 Appendix II – Significance of GI and GII* Listed Buildings closest to the subject site

7.2.1 Manchester Town Hall - Grade I

Manchester Town Hall was built between 1867 and 1877 by Alfred Waterhouse. Its towering spires, pinnacles and roofscape dominate the skyline and characterises the civic centre of Manchester.

The Town Hall was built upon the roughly-triangular, former Town's Yard. The dimensions of the site presented Waterhouse with an interesting challenge suited to his use of the asymmetrical Gothic style. Waterhouse used Gothic-style geometrical tracery with foliated capitals to create an eclectic and very highly decorated arrangement upon the building's 4 elevations. The significance of Waterhouse's design was not in his eclecticism of sources, but the skill of their assimilation into a unified design. The Town Hall is a significant and solid piece of architecture.

The principle western elevation faces onto Albert Square and this is the frontispiece for the whole architectural arrangement. The west elevation is at first glance almost symmetrical, but contains subtle differences of decoration and window arrangements throughout. It is a long and undulating façade with very deeply set fenestration within rounded-Gothic arches.

Roughly centre to the western elevation is the enormous clock tower which dominates this façade, Albert Square and the roofscape. The rest of the building's roofscape is given prominence with differing sized projecting and recessed dormer gables, each with steeply pitched roofs surmounted with decorative ironwork.

The north elevation is experienced as part of the multi-phased enclosed streetscape of Princess Street which affords long range views from the east. The south elevation of the building is experienced within the more intimate surroundings of Lloyd Street where it is joined to the Town Hall Extension by two link bridges at first floor level. It is here that the building is understood as being part of a significant grouping of buildings and their civic function is appreciated. The importance of the setting of the Town Hall, and its civic value, is further understood and appreciated by the open spaces to Albert Square and St Peter's Square (currently in a state of flux). These two open areas of public realm form a unique setting to the Town Hall allowing it to be experienced in its totality and appreciated as the heart of the civic centre of the city.

7.2.2 Town Hall Extension - Grade II*

The Town Hall Extension was designed as a link between the Town Hall and the classically designed Central Library. The building was designed by Vincent Harris and constructed in 1934-8 in a curious and restrained modernist style, using an eclectic mix of Arts and Crafts, Gothic and Art Deco components. The building is built of Stancliffe sandstone ashlar from Darley Dale quarries in Derbyshire, and is of 8 stories plus attic, with the 7th and 8th stories behind a parapet. The roof is a steeply pitched lead covered roof with a series of mullioned dormer windows.

The fenestration is of bronze metal-framed top and side opening casements. To each corner of the unusually shaped building, are two projecting, cantered staircase bays with decorative tracery

grilles, which rise from ground to attic floors. The west elevation received more detailed fenestration with dramatic expanses of deeply-set, stone-mullioned leaded lights surmounting a round arched colonnade.

The Town Hall Extension is a dramatic and unusually stark building which harmoniously links and sits between the Town Hall and the Central Library. The building is a highly significant component of the three dominant civic buildings set within St Peters Square and Albert Square.

The Town Hall Extension, alongside the Town Hall and Central Library, forms a set piece of civic grandeur. This civic group is experienced in its entirety from St Peters Square (albeit ongoing construction works limit this experience currently).

From the Peter Street junction, the view north along Mount Street wholly embraces the full impact of form and scale of the three civic structures. Manchester Town Hall with its tall Gothic tower, the Town Hall Extension with its solid gable end and Central Library with its classical cylindrical form, create a striking and unique view towards Albert Square.

7.2.3 Central Library - Grade II*

The Central Library was designed by Vincent Harris in 1930-34, predating the adjacent Town Hall Extension. The library is constructed using a steel frame and is encased by a circular Portland stone, ashlar exterior. The two lower storeys are rusticated with the upper two storeys set directly behind a continuous row of Doric columns. The centre of the building contains a large domed reading room which is hidden from street level. The entrance on St Peters Square comprises six giant Corinthian columns supporting a flat-roofed portico creating an impressive entrance to the building.

Central Library is of an unparalleled and unique design, of which its form and function continues to full capacity today. The building's imposing style and bulk is of a high architectural significance.

The use of Portland Stone creates an interesting contrast when compared to the neighbouring Town Hall Extension and Town Hall. The difference in materials between the three civic buildings allows each to be appreciated in their own right, without comparison to one another. Central Library was the second of the three civic buildings to be constructed in 1934, the completion of the Town Hall Extension in 1938 in the darker Stancliffe sandstone, effectively bridged the gap between the three buildings, linking them as one inextricable group. These buildings have a significant group value and their large footprints, mass and forms command views along Mount Street and St Peters Square creating a sense of solid geometry.

The circular form of the library can be appreciated from the Mount Street/Peter Street junction where the view opens out southwards, revealing the elaborate architectural form of the Midland Hotel. The style and height of Central Library also enhances the existing classical elements of the Peter Street streetscape such as the Free Trade Hall and Theatre Royal. The circular form is

matched by the concaved parallel southern elevation of the Town Hall Extension and Library Walk which forms a pedestrian link between the two buildings.

The bold design and massing, along with the historically confident use of bright Portland stone, is paralleled in the material choice and scale of the recent No. One St Peter's Square development, currently under construction directly opposite the library.

7.2.4 The Midland Hotel - Grade II*

The Midland Hotel was constructed in 1898-1903 by Charles Trubshaw and consumed the footprint of several plots and roads to form a new city block. The hotel was built for the Midland Railway to serve the newly built Central Railway Station, directly to the south of the hotel. The building is built of red stock brick and glazed brown terracotta and faience which is highly decorated in the Edwardian Baroque style.

The hotel commands a highly prominent corner position at the southern end of St Peters Square and is a good example of a high-Victorian purpose built railway hotel.
The building is of high architectural significance, and its heavily decorated whimsical towers, finials and Dutch gables provide one of few surviving examples of this style of architecture in Manchester.

The extremely expressive design, decoration and form of the Midland Hotel is key to its successful execution. The hotel's use of highly glazed components is in stark contrast to its neighbouring buildings and unparalleled in the area. The large footprint of the Midland Hotel forms an island site, with each elevation equally highly decorated. The large scale footprint of the building is characteristic of the majority of buildings along Peter Street, such St Georges House, the Theatre Royal and the Free Trade Hall, and this continues into Oxford Street with such buildings as Peter House. The original use of the southern entrance was to link this to the railway station opposite via a covered walkway.

Views of the Midland Hotel from the Central Piazza, eastern end of Windmill Street and Barbirolli Square, encompass the entire southern and eastern aspects of the hotel, from where the building can be appreciated in its entirety. The crowded network of bicycle lanes, pavements, tram lines and roadways traversing the southern end of Lower Mosley Street, including the Midland Hotel's 'drive through' drop off point on Windmill Street, severely affect the appreciation and enjoyment of these open, tree-lined spaces, making it difficult for pedestrians to navigate between spaces and creating the sense of separation.

7.2.5 Free Trade Hall – Grade II*

The Free Trade Hall on Peter Street was designed as a public hall by Edward Walters in 1853–6. The building was built on the former open space known as St Peter's Fields on land given by Richard Cobden. The fields became the site for the famous 'Peterloo Massacre' in 1819, and the

building was built to commemorate the repeal of the Corn Laws of 1846. Two earlier halls had been constructed on the site previous to the existing building. A large temporary timber structure was built on the site in 1840, and this was subsequently rebuilt in brick in 1842. The hall was funded by public subscription and became a concert hall and home of the Hallé Orchestra in 1858.

During the Second World War, the hall was directly hit during the Manchester Blitz in December 1940. Its interior was rebuilt and opened once more in 1951 as a consort hall and the continued home of the Hallé Orchestra. The Free Trade Hall ceased to be a concert venue in 1996 when the building was sold to be developed into the Radisson Hotel, which saw the Orchestra move into their newly built permanent home, the Bridgewater Hall. The majority of the rear of the building was subsequently demolished and a new hotel block was constructed, leaving only the front stone elevation remaining, along with statuary fragments of the 1946-51 rebuilding by Leonard C. Howitt.

The Yorkshire sandstone Peter Street elevation was built in the palazzo style. The ground floor is of rusticated stone open arcading, with the first floor containing giant arcading supported on paired Roman Ionic columns. Each bay contains a triangular pedimented casement window and above, the building is surmounted by a heavy and bold bracketed cornice with a balustraded parapet.

The Free Trade Hall is a dominant and bold building within the Peter Street streetscape. The building is now only fully appreciated from Peter Street, its Southmill Street elevation only retains three original bays which are now lost amidst the recent hotel buildings, which make up the majority of this elevation. The modern hotel structure along Southmill Street elevation includes a break in the line of pavement, setting back the hotel entrance slightly from the original line of the building, and is staggered towards Windmill Street; this adds interest to the otherwise fully built-up and enclosed nature of this short street.

The rear of the hotel, facing Windmill Street, is entirely modern, and constructed in a lighter stone to that of the original structure, with deeply recessed vertical, paired bands of glazing. This elevation does not detract from the original building as it replaces the 1951 extension and cannot be seen in conjunction with Walters building. This juxtaposition allows for the historic nature of the façade to be clearly appreciated and understood. The new building sits comfortably with the original building by using similar materials and an uncomplicated contemporary design. The rear hotel bedroom block is a tall 15-storey building by Stephenson Bell Architects which faces the Central Piazza, and is complimented by the taller, but similarly designed Great Northern Tower opposite on Watson Street, however its ground floor use as a restaurant creates further non-active street frontages along Windmill Street

7.3 Appendix III – Listed buildings within 500m subject site - Contribution of setting to significance assessment

Table 3: Listed Buildings within 500m radius of subject site which have the potential to be impacted by the Proposed Development

Ref Number	Description of Asset	Grade	Conservation Area	Summary of Significance	Potential to be impacted by proposals	Contribution of setting to significance / sensitivity to change
52.	**Castlefield Viaduct**	II	/	Railway viaduct, dating to c1880. Cast iron and wrought iron, red brick. Runs south-west from former Central Station, then westwards, dividing into two over Castlefield where it forms cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings and Gothic style skew bridges.	High	The Castlefield Viaduct forms a significant part of Manchester's railway history, passing through the highly significant area of Castlefield and using many differing materials and Gothic bridges. The setting of the viaduct is fully appreciated from the Castlefield Basin area, and where passing across Deansgate. The setting of the listed building has drastically changed in recent years, with the construction of the AXIS tower and Viadux Phase 1. These developments, alongside the Deansgate Square and Crown Street towers in the middle distance, have altered the experience of the area and dramatically changed its overriding character. The contribution of setting to the significance of the listed viaduct is considered to be medium to low, given the eclectic array of historic and modern development which currently surround it.
27.	**G-Mex (Manchester Central)**	II*	/	The former station is positioned upon a vast brick undercroft, with a single segmental-vaulted shed of 15 bays and a 210-foot span. The station closed in 1967 and was used as a car park until it was converted into the Greater Manchester Exhibition & Events Centre (G-MEX) in 1982-86. It is now called Manchester Central and has been extended to the west side for its use as an international conference centre.	High	The architectural interest of the building is best represented from within the building itself where the sheer scale of the structure can be understood and appreciated fully. The special historic interest of the building is yielded by its group value alongside the Castlefield viaduct and remaining lines and viaducts. As has been described, the existing setting of the building is largely limited to the streets within the immediacies of the site and that the altered

						nature/ poor quality environment of these adversely affects the ability to understand and appreciated the heritage values of the building. The contribution of setting to significance is thus considered to be Low. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
59.	**Chepstow House**	II	/	Shipping warehouse, conversion in progress at time of survey. 1874, by Speakman, Son and Hickson, for textile merchant Sam Mendel; altered. Red brick with sandstone dressings, slate roof. Irregular plan on island site between Chepstow Street, Great Bridgewater Street and course of former Salford Junction canal. Eclectic style. Three storeys, basement and attic, a long south-east facade, the left end canted back along Great Bridgewater Street.	High-medium	Chepstow House is situated in a prominent position on Great Bridgewater Street, forming a landmark structure within close-range streetscape views. The building is well appreciated from the public space directly adjacent to Bridgewater Hall. The building is also experienced alongside the Grade II listed Peveril on the Peak and the Grade II listed Canada House, both of which make a positive contribution to its setting. Tall buildings and modern development are visible in the middle distance of the listed building, forming an eclectic backdrop, whilst ensuring its heritage values remain appreciable at street level. The contribution of setting to significance is thus considered to be Medium. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
60.	**Canada House**	II	/	MANCHESTER CHEPSTOW STREET (south side) No.3, Canada House 20/06/88 GV II Packing warehouse. 1909, by W and G Higginbottom. Cast-iron frame with steel truss roof, the north, south and west sides with cladding of buff glazed terracotta (roof concealed). Trapezoidal plan on island site. Art Nouveau style.	Medium	Canada House is located on Chepstow Street and is best viewed from the south. The building is also experienced alongside the Grade II listed Chepstow House and the Grade II listed Canada House, both of which make a positive contribution to its setting. The contribution of setting to significance is thus considered to be Medium. Due to the proximity to

						the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
61.	**Peveril on the Peak**	II	/	Public house. c1820, remodelled internally and externally c1900. MATERIALS: brick with cladding of coloured faience tiles. Welsh slate roof. Ridge stacks. PLAN: irregular V-shaped plan on corner site. Bar with servery in corner. S-shaped corridor, and 2 rooms behind. Good example of turn of the century public house remodelling and retains its contemporary plan, fittings and decoration.	High-medium	The Peveril on the Peak is located on Great Bridgewater Street at the point where it meets Chepstow Street, forming a highly distinctive structure due to its highly decorative tiled façade. The building is also experienced alongside the Grade II listed Chepstow House and the Grade II listed Canada House, both of which make a positive contribution to its setting. Tall buildings and modern development are visible in the middle distance of the listed building, forming an eclectic backdrop, whilst ensuring its heritage values remain appreciable at street level. The contribution of setting to significance is thus considered to be Medium. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
33.	**Deansgate Goods Station and 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 4 sides); and brick bracketed painted cornice with blocking course. The east facade (to Watson Street) has 5 wide cart entrances at ground floor with deep iron	Medium	The former goods station forms a robust, landmark structure to the east of Deansgate and south side of Peter Street. The widespread demolition of the Carriage Ramp and viaduct structures, in addition to the demolition of the former buildings which fronted Peter Street resulted in considerable erosion to the buildings historic setting. The extent of Deansgate Terrace forms one of the sole surviving elements of the setting to the warehouse, the terrace was constructed a few years after the warehouse was erected and designed to shield the (then considered) unattractive, functional building. The terrace is separately listed at Grade II but shares group value with the Grade II* warehouse.

				lintels, and the north end has 3 similar entrances. The west side and south end have similar entrances at 1st floor level: 2 where the carriage ramp enters at the north end of the west side, and 3 offset to the left in the south end where the former railway viaduct enters. In addition, the west side has 4 bays of tiered segmental-headed loading doorways with cast-iron surrounds, separated by 2 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 4 semi-circular vaults of blue engineering brick. The western portion and short return to the building has an iron deck supported on the open side by 4 steel staunchions 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 fire proof, it was considered in its day to be one of the most advanced railway goods exchanges in the country.		The contribution of setting to significance is thus considered to be medium-low. As the listed building is located within c.100m of the subject site, there is some high potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
7.	**Former Entrance to Deansgate Goods Station Including**	II	Peter Street / Deansgate CA	1899. Former entrance to Deansgate Goods Station including Nos 223 to 233 Red brick with sandstone dressings. A screen wall comprising 7 bays of blank arcading divided by giant pilasters. Stone bands, frieze, cornice and blocking-course.	Medium	The Former Entrance to Deansgate Goods Station is viewed in conjunction with the continual frontage of Deansgate Terrace (separately listed at Grade II), the collective visual impact of the terrace and former entrance makes to the character of Deansgate is

	Numbers 223 to 233			In the left bay is the former station entrance (now pedestrian access to car park) with twin segmental vaults to the covered way which is set at an angle and fronted above by a massive blind segmental arch of 4 moulded brick rings with pedimented stone keyblock and radiating stone blocks of similar design; splayed pilasters at either side of covered way which is now blocked on right-hand side. The tympanum has raised block lettering "L.N.E.R. GOODS DEPOT". The remaining 6 bays (including a half-bay to right of entrance) have blank arches of similar character, with C20 shop- fronts at ground floor, and the tympanum of each arch with raised lettering giving the destinations of the railway. Forms group with Nos 235 to 291 (odd) which form a very long continuation to the right		high. The listed building also shares group value with the Grade II* listed Warehouse to the rear, which has always formed part of its setting. The contribution of setting to significance is thus considered to be medium overall. As the listed building falls within the setting of the subject site, there is some high potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
62.	**Manchester and Salford Junction Canal Tunnel**	II	St. Johns CA	Extensive canal tunnel constructed in the 1830's from the River Irwell in the west, to approximately Whitworth Street West to the east. Canal structure is only now visible from within tunnel itself, retains large-scale air raid shelters dating to the Second World War.	Negligible	The canal tunnel is only experienced from within the structure. No remnants of its original external portal entrances or basins survive. The tunnels are notable for their extensive air raid shelters which survive within. The contribution of setting to the significance of the Listed Building is therefore, considered to be **negligible.** It will be clear the proposals will have a negligible impact upon the setting of the Listed Building.
58.	**Manchester South Junction and Altrincham Railway Viaduct**	II	/	Railway viaduct for the Manchester South Junction & Altrincham Railway Company, 1846-9, constructed by David Bellhouse Junior. Red brick with some small sections of blue brick, sandstone dressings and cast-iron bridges	Medium	This structure spans a great length and is a constant feature in the area and forms the background to many local streetscapes. The viaduct is mainly bound by Whitworth Street West in this area where it is understood and appreciated as a historic structure with communal and historic values. The significance of its setting is varied as it is in many parts built up against and hidden from view from other areas.

						The contribution of setting to the significance of the Listed Building is therefore, considered to be **negligible.**
63.	**235-291, Deansgate**	II	/	Row of shops and offices forming screen wall to site of former Deansgate Goods Station. c.1899. Red brick with sandstone dressings and slate roofs (concealed). Very long range of 29 units. Four and 2 storeys, the 4-bay centre and ends 4-storeyed; with strong horizontal emphasis derived from continuous cornices to ground and 2nd floors, and sandstone sill-bands, imposts bands and intermediate bands, counteracted by vertical pilasters terminating in tall chimneys or finials. Each bay has a shop or shops at ground floor, and 4 sashed windows on each floor above, the centre pair at 1st floor linked by a single pediment. Very striking feature of the street, and forms a group with Nos 223 to 233 (including entrance to goods station), from which this item continues.	High-medium	The continual frontage of Deansgate Terrace is viewed in conjunction with the Former Entrance to Deansgate Goods Station (separately listed at Grade II), the collective visual impact of the terrace and former entrance makes to the character of Deansgate is high. The listed building also shares group value with the Grade II* listed Warehouse to the rear, which has always formed part of its setting. The contribution of setting to significance is thus considered to be medium overall. There is considerable potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA). The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
51.	**Manchester War Memorial**	II*	St Peters Square	Manchester War Memorial is listed at Grade II* for the following principle reasons: * Historic interest: as an eloquent witness to the tragic impacts of world events on this community, and the sacrifices it made in the conflicts of the C20; * Architect: by the nationally renowned architect Sir Edwin Landseer Lutyens (1869-1944), who designed extant 58 memorials at home and abroad including the Cenotaph in Whitehall; * Design: among the more ambitious of Lutyens' eight cenotaph memorials, here incorporating obelisks and a War Stone; * Group value: with a number of listed assets, notably the Grade-I listed Town Hall.	Medium	Manchester War Memorial is situated in a highly prominent position is St Peters Square, experienced alongside the Grade II* Town Hall Extension and Midland Hotel (also Grade II). The memorial, constructed by Nine Elms Stone Masonry Works of London, cost £6,940. It was unveiled on 12 July 1924 by the Earl of Derby with Mrs Dingle, a local resident who had lost three sons in the war. In 1949 the dates of the Second World War were added to the obelisks and the surrounding area was dedicated as a garden of remembrance. In 2014 the cenotaph was relocated (and turned through 90 degrees) to a new memorial garden

						aligned with the southern entrance to the Grade I-listed Town Hall. The contribution of setting to significance is thus considered to be high overall. As the listed building falls within the setting of the subject site, there is some high potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
64.	**Castlefield Information Centre**	II	Castlefield CA	Formerly known as: Nos.322 TO 330 Deansgate Free Library DEANSGATE. Includes: No.2 LIVERPOOL ROAD. Library over shops, now visitor' centre and urban studies centre.1882, by George Meek; altered. Red brick with sandstone dressings, slate roof. Rectangular plan with curved corners to the front. Romanesque style. Rear linked to former Higher Campfield Market Hall, Liverpool Road (q.v.).	High	The listed building is situated at the southern end of Deansgate and surrounded by an eclectic variety of architectural styles and periods. The connection to the Grade II listed market hall enhances the setting to a minor degree. The contribution of setting to significance is thus considered to be medium-low. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
65.	**Former Market Hall (Liverpool Road)**	II	Castlefield CA	MANCHESTER LIVERPOOL ROAD (North side) Former Market Hall 17/05/74 GV II Formerly known as: Higher Campfield Market LIVERPOOL ROAD. Market hall. 1878, by Mangnall and Littlewood. Cast-iron and wood, with roof of corrugated sheet and glass. Square plan formed by cruciform intersecting naves with aisles in the angles.	High	The listed building is situated at the southern end of Deansgate and surrounded by an eclectic variety of architectural styles and periods. The connection to the Grade II listed Castlefield Information Centre building enhances the setting to a minor degree. The contribution of setting to significance is thus considered to be medium-low. The contribution of setting to significance is thus considered to be medium. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
66.	**21-41 Liverpool Road**	II	Castlefield CA	Row of 7 garret workshop houses, now shops etc. c.1820-30, altered. Red brick (Nos.29-35 now painted white), slate roofs. Double-depth plan, each house single-fronted. Three storeys,	Medium	The row of historic workers housing has been subject to some recent refurbishment works, but continue to be read as a collective group within the streetscape. Liverpool Road has been subject to a

				one window each; ground floors all altered; segmental-headed windows at 1st floor, all with altered glazing but Nos 35 and 37 sashed; mostly horizontal-rectangular windows at 2nd floor (5 lights with small panes at No.31, 5 lights with altered glazing at No.33, 3 altered lights flanked by 2 blocked lights at No.41); remains of wooden modillioned eaves to Nos 35-9; ridge chimneys to Nos 35 and 37. Rear: remains of multiple-light garret windows at Nos 33, 35 and 37; segmental-headed doorway at 1st-floor of No.35. Included as interesting survival of late Georgian industrial housing.		fair degree of change and redevelopment since the late-19th century to present day, resulting in a much-altered setting. The contribution of setting to significance is thus considered to be low. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
67.	**Museum Of Science and Industry, Air and Space Museum**	II	Castlefield CA	Formerly known as: Lower Campfield Market LIVERPOOL ROAD. Market hall, now museum. 1876, by Mangnall and Littlewood. Cast-iron and wood with slate and glass roofs. Large rectangular plan in the form of a nave with north and south aisles under parallel roofs, and north and south transepts to the centre and both ends. Two storeys, 1:3:1:3:1 bays, the centre and ends gabled, and the centre both wider and higher. Cast-iron columns with crocket caps, each bay divided horizontally by a moulded cornice, with small columns and decorated cast-iron railings below this and large-paned glazing above. Forms group with former Higher Campfield Market Hall to east (q.v.), by same architects in very similar style.	Medium-low	The Air Space Museum benefits from being experienced alongside the collective group of listed buildings associated with the Former Liverpool Railway Station. Despite the degree of contemporary development in the surrounding townscape, the contribution of setting to significance is thus considered to be medium. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
68.	**Power Hall Of Museum of Science and Industry**	II	Castlefield CA	Railway goods transfer shed, now museum exhibition hall. 1855, for London and North Western Railway. Red brick with some sandstone dressings, hipped slate roof. High group value with other railway buildings.		The Power Hall benefits from being experienced alongside the collective group of listed buildings associated with the Former Liverpool Railway Station. Despite the degree of contemporary development in the surrounding townscape, the contribution of setting to significance is thus considered to be medium. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).

69.	**Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse**	II	Castlefield CA	Large three storey and basement Railway goods warehouse, now part of museum complex. 1880. Red brick with dressings of red brick and some sandstone, slate and glass roof. Large rectangular plan. Forms a group with other railway buildings	Medium-low	The former warehouse benefits from being viewed / experienced alongside a collective group of listed buildings. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
70.	**Old Warehouse to North of Former Liverpool Road Railway Station**	I	Castlefield CA	Railway warehouse, 1830, by George Stephenson. Red brick with sandstone dressing and slate roofs. Long slightly curved plan, convex to the railway line and concave to the rear. 3 storeys, 10 individually gabled bays arranged in pairs with slotted pilasters between each pair at both ends.	Medium-low	The Old Warehouse forms a highly significant component part within Castlefield Conservation Area and benefits from being experienced alongside the collective group of listed buildings associated with the Former Liverpool Railway Station. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
71.	**Former Liverpool Road Railway Station Masters House**	I	Castlefield CA	Former passenger railway station at terminus of Liverpool and Manchester railway, now part of museum complex. 1830 by George Stephenson with attached house of 1808, formerly occupied by the station agent. Oldest surviving passenger railway station in the world. Ceased to handle passenger traffic in 1844 but continued in use as a goods station until 1975.	Medium-low	The building is experienced along the entire length of Liverpool Road where it forms a continuous frontage up to Lower Byrom Street. Due to the modest height of the buildings and the urban form in this area it is not experienced from outside of the immediate streetscape. The Grade I building has group value with the Old Warehouse and the adjacent bridge / viaduct structures, many of which are listed. These inherently make a positive contribution to the way in which the Listed Building is experienced within its setting. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).

72.	**Former Commercial Hotel**	II	Castlefield CA	Hotel. Early to mid C19, altered. Red brick in Flemish bond, with some sandstone dressings, slate roof. Double-depth double-fronted plan, with rear wing	Medium-low	The significance of the streetscape setting of the listed building is intrinsic to its architectural and historic interest. Forming part of the historic streetscape of Liverpool Road, alongside Nos. 123 and opposite the Liverpool Road complex, means the setting of the building is limited to the ability to understand and appreciate it from the street. The contribution of setting to significance is thus considered to be medium. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
73.	**123 Liverpool Road**	II	Castlefield CA	Pair of town houses, now office. Early to mid C19, altered. Red brick in Flemish bond with some sandstone dressings and slate roof. Double-depth plan with back extension.	Medium-low	123 Liverpool Road is listed due to its group value; as such the significance of the streetscape setting of the listed building is intrinsic to its architectural and historic interest. Forming part of the historic streetscape of Liverpool Road, alongside the Former Commercial Hotel and opposite the Liverpool Road complex, means the setting of the building is limited to the ability to understand and appreciate it from the street. The contribution of setting to significance is thus considered to be medium. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
32.	**St. John Street (13 Listed Buildings – St. Johns Street Nos.8-8a; No.10; No.12-16; Nos.18-20; No.22; No.24; No.24a-26; No.28; No.21-25; No.19 and No.11-17) and**	II (multiple entries)	St. Johns CA	Collective grouping of c.18th century – early 19th century townhouses covered under twelve separate listings. Principally red brick in Flemish bond, comprising three storeys in height. Round-headed doorways with open-pedimented Tuscan doorcase prevalent to streetscape character. No.15a Byrom Street is a late 18th century house with an interesting oriel window supported on a large corbelled bracket. The houses further south on Byrom Street - nos. 25 to 31 - are of similar date to those on St. John Street. These,	High-medium	The collection of townhouses also including No. 15 A Byrom Street and No. 28 form two of the few surviving Georgian terraces in Manchester and demonstrate the smaller scale of the central middle class dwellings. The buildings therefore create a more intimate setting despite their proximity to contemporary buildings. The presence of St Johns Gardens, which was designed to be part of the formal composition of the street scene forms an important part of the setting of the listed buildings. Formerly the site of St John's Church and largely open in nature, the area has now become screened

	Byrom Street No.14 and No.15.			however, have Gothic door-cases, a decorative style with ogee arches originated between 1750 and 1770 by Horace Walpole, the writer and son of Britain's first Prime Minister. The mid-19th century 24 St John Street clearly contrasts with the other typically Georgian buildings in the street. It is higher and more elaborately detailed, with banded rustication on the ground floor, windows framed with architraves, a bracketed cornice and stucco finish.		by mature trees which aid in concealing the proximity of contemporary buildings and provide a space of high amenity value. In 1972, car parking arrangements were reorganized, allowing cars to park at near right angles to the street. To soften their visual impact, trees were planted and together these items have significantly altered the original concept of the street's urban form. The contribution of setting to significance is thus considered to be high-medium. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the collection of listed buildings (to be tested in the VIA).
1.	**Royal London House**	II	Peter Street / Deansgate CA	Insurance office. 1904, by Charles Heathcote. Iron frame with cladding of sandstone ashlar, ground floor of dark brown polished granite; slate roof. Large rectangular plan on island site. Free Baroque style. Five storeys and attic, 15 bays, with 3-bay centre and 2-bay ends breaking forwards slightly; plus set-back chamfered corner to left forming hinge to Quay Street facade and surmounted by octagonal 2-stage turret; banded pilasters to ground and 1st floors, a frieze over each (swagged in the 2-bay ends), giant segmental-headed arcades to 2nd and 3rd floors with chamfered pilasters and modillioned segmental cornices with voluted keystones, prominent modillioned cornice, and vernacular-style triangular gables over the centre and ends, with small segmental dormers between them.	High-medium	The Grade II listed building is situated at a prominent corner at the junction of Quat Street and Deansgate. Whilst the immediate setting of the building is characterised by heavy traffic and some modern development, the asset is visually experienced alongside Sunlight House (also Grade II). The early 20th century buildings make a positive contribution to the overarching character and appearance of the Deansgate / Peter Street Conservation Area. The contribution of setting to significance is thus considered to be medium-low. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
4.	**184 and 186, Deansgate**	II	Peter Street / Deansgate CA	1896. Ashlar, with slate roof. No.184 was formerly the Inland Revenue office and No.186 the High Court Registry (renovation or conversion in progress at time of survey). Trapeziform plan on end-of-block site. Three storeys and basement, 18-window range; with sill-bands, modillioned cornice surmounted by	Low	The Listed Building is experienced within its immediate streetscape context and benefits from being located within a designated conservation area. Deansgate comprises an eclectic mix of architectural styles and periods and can thus accommodate new buildings of high-quality design. The contribution of

				balustrading and small pediments, one with carved Royal Arms; ground floor has arched windows with hoodmoulds and rusticated pilasters, doorway to left with voluted pediment on consoles within arched recess, and doorway to right with coupled pilasters and entablature surmounted by blind balustrade. Upper floors have sashed windows with moulded architraves. Interior not inspected.		setting to significance is thus considered to be medium. Due to the relative distance and existence of built form between the Listed Building and the Site, the potential for impact upon its setting is demonstrably low.
5.	**Onward Buildings**	II	Peter Street / Deansgate CA	Band of Hope building, now shop and offices. 1903-5, by Charles Heathcote. Red brick with dressings of yellow terracotta, slate roof. Rectangular plan at right-angles to street, with rounded corners. Free Baroque style. A 4-storey 5-window facade, symmetrical, with banded ground and 3rd floors, prominent bracketed cornice, hipped roof with banded chimneys to the front and sides. The ground floor has a central round-headed entrance arch with cavetto surround and keystone enriched with foliation, mask, and raised lettering "BAND OF HOPE", a curved balcony over the arch with wrought-iron railings, and a wide segmental-headed window each side; the 1st floor and 2nd floors have cross-windows, those at 1st floor taller and with eared architraves and triple keystones, and those at 2nd floor with shouldered architraves and single keystones; the 3rd floor has keyed oculi; and above the cornice is a flat-roofed dormer between the chimneys.	Medium	The Listed Building is situated to the east side of Deansgate, just north of Bootle Street. The early-20th century building was established by Heathcote around the same period as Royal London house, which is located to the other side of the street with Sunlight House. The early 20th century buildings make a positive contribution to the overarching character and appearance of the Deansgate / Peter Street Conservation Area. The contribution of setting to significance is thus considered to be medium-low. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
74.	**St. Ann's Church**	I	St. Ann's Square Conservation Area	Church. 1709-12 (traditionally said to have been designed by Sir Christopher Wren or one of his pupils); restored 1886-91 by Alfred Waterhouse. Sandstone ashlar, hipped slate roof. Classical style. Nave with east apse and west tower. The 2-storey 6-bay nave has coupled pilasters to both levels, the lower being fluted Corinthian and the upper plain, both with cornices, each bay containing large round-headed windows	Low	The Church of St. Ann was constructed at the extreme south of St. Ann's Square in c.1709-12 (later restored by Alfred Waterhouse in 1886-91). The Grade I listed structure was built of red sandstone and comprises two tiers of round-headed windows and a square tower to the west. The building was historically and continues to be the principal focus of the square.

				with keystones, and the westernmost a square headed doorway in a large pedimented tetrastyle Corinthian doorcase with fluted columns; and a pilastered parapet (formerly with urns). HISTORY: second oldest church in Manchester, built as part of early C18 development of St Ann's Square; formerly had strong Whig and Anti-Jacobite connections; John Wesley preached here 1733 and 1738, Thomas De Quincey was baptized here 1785.		Laid out in the Georgian period, the square exemplifies a rich tapestry of architectural styles, many of historic interest. Despite some alterations to the square over time, the plan form and character of the area has remained largely intact. The contribution of setting to significance is therefore considered to be high. Due to the relative distance and existence of built form between the Listed Building and the Site, the potential for impact upon its setting is demonstrably low.
11.	**Albert Memorial Hall**	II	Peter Street / Deansgate CA	1910, by W.J.Morley of Bradford, for the Manchester and Salford Wesleyan Mission. Probably iron or steel framed, with cladding of yellow terracotta. Rectangular plan parallel to street. Eclectic style with Baroque and Gothic elements. Interior (as reported 30.04.82): much of the original remains, including large meeting hall at 1st floor with horseshoe gallery and elaborate carved mahogany organ case and rostrum.	Medium	Albert Hall is located on the northern side of Peter Street. Although the building adjoins two late-20th century buildings it still forms a significant element within the streetscape of Peter Street as it is sited close to Lancashire House and opposite the Free Trade Hall and Theatre Royal. The materiality, form and scale of the building can easily understood as the pinnacle of Edwardian development of the street, with its high glazed buff terracotta façade and tall tower with cupola forms a local landmark which can be appreciated when experienced within the tighter urban grain of Peter Street and when looking east and west into peter Street from Deansgate, Quay Street and St Peters Square. The contribution of setting to significance is thus considered to be high-medium. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
14.	**Free Trade Hall**	II*	Peter Street / Deansgate CA	1853-6, by Edward Walters; largely reconstructed 1950-51, following war damage, by L.C. Howitt, City Architect. Public assembly hall, now concert hall. Sandstone ashlar (roof concealed). Trapeziform plan. Renaissance style. Monumental 2-storey 9-bay facade; arcaded ground floor with modillioned cornice,	Medium	The Free Trade Hall is located on the southern side of Peter Street, terminating views looking south along South Mill Street. The sandstone building presents a striking, collonaded elevation to Peter Street. The Grade II* listed building is viewed alongside a number of 19th century buildings of a similar material palette (including the Theatre royal).

				colonnaded upper floor with arcaded tympana, frieze enriched with swags and roundels, prominent dentilled and modillioned cornice with balustraded parapet.		The contribution of setting to significance is thus considered to be high-medium. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
15.	**Former Theatre Royal, Peter Street (south side) (now listed as Royale Club)**	II	Peter Street / Deansgate CA	Theatre now night club, 1845 by Irwin and Chester, altered 1875 by Edward Salomons. Exterior restored and interior remodelled in 1989. Two storeys and attic; monumental façade of 3 unequal bays, symmetrical with plinth, modillioned cornice, attic treated as a parapet and gabled centre. The centre which breaks forward is treated as a giant recessed portico with fluted Corinthian columns distyle in antis. This is Manchester's oldest surviving theatre.	Medium	The Theatre Royal is located on the southern side of Peter Street, terminating views looking south along South Mill Street. The building has a strong and striking presence within the street scene, which is further characterised by buildings of a grand scale and opulent materiality. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
28.	**Lawrence Buildings**	II*	Albert Square CA	Includes: No.7 CENTRAL STREET. Offices (formerly Inland Revenue). 1874, by Pennington and Bridgen; altered. Sandstone ashlar, slate roof. Rectangular plan on end-of-block site. Gothic style with much elaborate detail.	Medium	The listed building holds a prominent position within the Albert Square conservation area and benefits from being viewed alongside a multitude of listed buildings to this aspect of the square, which collectively make a highly positive contribution to the Grade I listed Town Hall. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
16.	**56-58 Peter Street**	II	Peter Street / Deansgate CA	History: the first important building in Manchester to be built in re-inforced concrete, and the first major use in Britain of the Kahn reinforced-concrete system; original internal arrangement modelled on New York YMCA.Includes: Nos.14 TO 18 MOUNT STREET.	Medium	The listed building holds a prominent position within the Deansgate / Peter Street conservation area and benefits from being viewed alongside a multitude of listed buildings to the west and north. The contribution of setting to significance is thus considered to be medium. Due to the proximity to

				Former club, etc. 1911, by Woodhouse, Corbett and Dean, rebuilt except for the facade 1991-3. Facade of brown and buff terracotta. Free Baroque style with Art Nouveau accent. Five storeys and attic, 5 bays (articulated only above ground floor); heavily banded dark-brown terracotta to ground floor, channelled 1st floor with string-course, festoons to 3rd and 4th floors, massive bracketed cornice over 4th floor, banded attic storey and high parapet. The ground floor has (inter alia) a massive semi-circular arched entrance to the 2nd bay, with run-out banded voussoirs and a scrolled keyblock with roundel above, a large rectangular window to the left and various rectangular windows to the right.		the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
17.	**Midland Hotel**	II*	St Peters Square CA	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 tapeziform 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.	Medium	The listed building holds a prominent position within the St Peter's Square conservation area, with its striking terracotta façade denoting its landmark status to the southern aspect of the square. The hotel benefits from being viewed in conjunction with the Grade II* listed Library and the Town Hall extension. The wider setting of the listed building has drastically changed in recent years, with the construction of the AXIS tower and Viadux Phase 1 to the south. These developments, alongside the Deansgate Square and Crown Street towers in the middle distance, have altered the experience of the area and dramatically changed its overriding character. Despite the degree of transport infrastructure within its immediate setting, the overall contribution of setting to significance is thus considered to be medium. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).

29.	**Central Public Library**	II*	St Peters Square CA	1930-4, by Vincent Harris. Portland stone, slate roof with concealed glazed lantern light. Circular plan with rectangular portico on east side. Classical style. Four storeys with basement and attic (surrounding a large central reading room); with a chamfered plinth, rusticated masonry to ground and 1st floors with a Greek-key frieze, a continuous Tuscan colonnaded screen to set-back 2nd and 3rd floors, with a plain frieze, cornice and parapet concealing a low set-back attic storey. The east side (to the square) has a rectangular 2-storey projection with a central 5-bay portico of giant Corinthian columns tetrastyle in antis, with round-headed arches in the returned ends, and entablature with dentilled cornice. Otherwise, the ground floor has tall round-headed windows with keystones, the 1st floor has tall square-headed windows, and the 2nd and 3rd floors have smaller rectangular windows; all these windows with metal- framed small-paned glazing. Interior: domed circular reading room surrounded by giant Tuscan colonnade.	Medium	Manchester Central Library forms one of the finest and most recognisable structures in Manchester. Its unusual cylindrical form, in a classical style is unique. The building forms a commanding and bold statement with views and vistas across the expanse of St Peters Square, Peter Street and Cross Street. The library forms a highly important civic group with the adjoining Manchester Town Hall and Town Hall Extension. The significance of the library is fully appreciated when viewed alongside the adjoining Town Hall Extension and Town Hall, and where viewed from Peter Street and St Peters Square. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
22.	**Town Hall**	I	Albert Square CA	1868-77, by Alfred Waterhouse. Sandstone ashlar facing to brick carcass, slate roofs. Triangular island site, with 3 main ranges enclosing a triangular courtyard mostly filled by a rectangular Great Hall. Gothic style. Three storeys and attics. Building of major importance	Medium	Manchester Town Hall is one of the most important historical, and architectural buildings in Manchester, being understood and appreciated as a historic structure with strong aesthetic, communal and historic values. The building is regarded as architect Alfred Waterhouse's finest work. The town hall forms a highly important civic group with the adjoining Town Hall Extension and Central Library, which are experienced from Albert Square and St Peters Square. The building dominates the skyline from many parts of Manchester, with its tall central clock tower which is historically thought to signify the centre of the city.

						The contribution of setting to significance is thus considered to be high. Despite the extent of built form, it will be clear there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
31.	**Town Hall Extension**	II*	Albert Square CA	Large extension to Manchester Town Hall 1938, by Vincent Harris. Steel frame with cladding of sandstone ashlar and steeply-pitched lead roof. Large irregular plan with long concave south side which creates a sweeping walkway between this building and Harris's Central Library. Eclectic style with Gothic accent. Eight storeys and attic, the 7th and 8th storeys set back behind a parapet.	Medium-low	The Town Hall Extension is a large, structure designed to fit harmoniously with the extant Town Hall and Central Library. The building is bold and confident in its setting, and heightens the sense of a civic group of buildings. Important views and vistas can be seen along Lloyd Street, and through its colonnade in St Peters Square. Library Walk, which forms the passageway between the Extension and the Library, is a highly important public space. The significance of the Town Hall Extension is fully appreciated when viewed alongside the adjoining Central Library and Town Hall, and where viewed from Peter Street, St Peters Square and Mount Street. The contribution of setting to significance is thus considered to be high. Despite the extent of built form, it will be clear there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
24.	**Albert Memorial**	I	Albert Square CA	Large stone memorial to Prince Albert dating to 1862-5, by Thomas Worthington, with central statue in white marble of Prince Albert by Matthew Noble. It was the first major Albert Memorial to be completed; and perhaps a prototype for the Albert Memorial in Kensington, by Sir George Gilbert Scott. Structure In the form of a large Gothic ciborium or canopy, to a design derived from the C13 church of Santa Maria della Spina in Italy.	Medium	The Albert Memorial stands proudly in the centre of Albert Square and forms a tall, striking feature within its immediate environs including Albert Square, Princess Street, Brazenose Street and Lloyd Street. The monument is highly significant in its setting with the Grade I Listed Town Hall, which result in creating a highly significant public civic square. The significance of the Town Hall is fully appreciated when viewed alongside the adjoining Town Hall Extension and Central Library, and when viewed

						from Albert Square, St Peters Square and from the main city centre streets surrounding the building.
47.	**Manchester Art Gallery**	I	George Street CA	(Formerly listed as City Art Gallery) 25/02/52 GV I Royal Manchester Institution, later City Art Gallery. 1824-35, by Sir Charles Barry. Rusticated ashlar (roofs not visible). Rectangular plan parallel to street and set back from it, with projecting central portico. Greek Ionic style. EXTERIOR: two storeys with the appearance of one, plus a central attic; a symmetrical composition with 3:5:3-bay main range flanked by slightly-projected pavilions, the whole raised on a plinth, and with a pedimented portico of six giant Ionic columns, three-bay colonnaded side ranges with Ionic columns in antis, plain corner pilasters to the pavilions, a continuous plain entablature, dentilled cornice and plain parapet with moulded coping; plus a rectangular attic behind the portico, flanked by set-back parapets over the side ranges.	Medium	The Grade I listed building is situated to the east of Lower Mosley Street / St Peter Square Metrolink, which detracts from the historic setting to the building. The Art Gallery is enclosed by railings to all sides and includes an extension to the east. The contribution of setting to significance is thus considered to be low. Due to the proximity to the subject site, the potential for the proposals to have an impact upon the setting of the listed building is medium.
53	**Britain's 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,	Medium	The Public House is located within a much-altered, urban townscape context. The listed building is experienced alongside road and Metrolink transport networks, standing somewhat isolated. The setting of the listed building has drastically changed in recent years, with the construction of the AXIS tower and Viadux Phase 1. These developments, alongside the Deansgate Square and Crown Street towers in the middle distance, have altered the experience of the area and dramatically changed its overriding character. The contribution of setting to significance is thus considered to be low. Despite the extent of built form, it will be clear there is some potential for the

				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.		proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
54	**13-17 Albion Street**	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.	Medium	The former warehouse is located in an area which is heavily characterised by modern transport infrastructure. The majority of historic buildings within the setting of the former warehouse have been demolished. The contribution of setting to significance is thus considered to be low. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA). The contribution of setting to significance is thus considered to be low. Despite the extent of built form, it will be clear there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
57.	**Rochdale Canal Lock Keepers Cottage at Lock Number 91**	II	/	Also known as: No.6 CENTURY STREET. Former lock keeper's cottage, now bar. 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	Medium	The building's setting is largely intact due to its position between the high walls of Whitworth Street West and the high-level railway viaduct directly behind (north), which largely enclose the setting of the building and allow it to be more easily appreciated and understood when traveling along the low-level towpath of the Rochdale Canal. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some low potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
58.	**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	High-Medium	Deansgate station lies between two distinct areas of the city centre, specifically the commercial area along Deansgate running north-east from the station and the Castlefield area to the south-west. The station is almost entirely understood and appreciated in when

				the corner with terracotta surround, pointed arch doorways with mock portcullises, gabled heads on colonettes, paired between the doors.		viewed from its principal curved corner elevation on the corner of Deansgate and Whitworth Street West, where its setting is largely intact, In the context of the Site, the nature of the building, and its attached high-level viaduct, which passes over Deansgate in two places, along with neighbouring buildings and ground level changes, largely contain the appreciate of the buildings setting to its immediate environs. The contribution of setting to significance is thus considered to be medium-low. Despite the extent of built form, it will be clear there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA). The setting of the listed building has drastically changed in recent years, with the construction of the AXIS tower and Viadux Phase 1. These developments, alongside the Deansgate Square and Crown Street towers in the middle distance, have altered the experience of the area and dramatically changed its overriding character.
55	**Lock 90, east Albion Street**	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.).	Medium-low	Due to the public realm on the north side of Whitworth Street West and the associated footbridges and decking to access the bars within the arches of the viaduct, the setting of the locks has been substantially altered. Lock 90 and 91 are listed for their group value; the ability to understand and appreciate the structures together, alongside the former Lock Keeper's Cottage, which is intrinsic to their special interest. Consequently, the significance of the setting of these two lock structures is best experienced from the tow path, below street level. Views from the street level decking down to the canal and lock structures is not a historic view, although it affords the ability to gain further appreciation and

						understanding of the structures and their relationship with the canal.
56.	**Lock 91, west of Gaythorn Tunnel**	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	Medium-low	Due to the public realm on the north side of Whitworth Street West and the associated footbridges and decking to access the bars within the arches of the viaduct, the setting of the locks has been substantially altered. Lock 90 and 91 are listed for their group value; the ability to understand and appreciate the structures together, alongside the former Lock Keeper's Cottage, which is intrinsic to their special interest. Consequently, the significance of the setting of these two lock structures is best experienced from the tow path, below street level. Views from the street level decking down to the canal and lock structures is not a historic view, although it affords the ability to gain further appreciation and understanding of the structures and their relationship with the canal.
75.	**Former Congregational Chapel**	II	Castlefield CA	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	High-Medium	The Congregational Chapel is situated at a prominent location to the northern aspect of Chester Road where it leads on towards Deansgate. Despite the extent of contemporary development within the surrounding townscape, the listed building retains landmark status upon the gateway point into the city centre. The contribution of setting to significance is thus considered to be medium-low. Despite the extent of built form, it will be clear there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).

				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.		
76.	**Merchants Warehouse**	II	Castlefield CA	Canal warehouse serving Bridgewater Canal terminus. Dated 1823 on pier between shipping holes; altered, fire-damaged and now derelict. Brown brick in English garden wall bond, with some sandstone dressings, slate roof (damaged). Rectangular plan of 6 structural bays occupying whole of west end of north quay. Distinctive feature of Bridgewater Canal terminus Site, of considerable historical interest.	Medium	This warehouse retains a considerable amount of its original setting both in respect of the surviving cobble sett streets, to the east side and the Bridgewater Canal to the west. Within a wider context, the Bridgewater Viaduct is visible to the north and the neighbouring Middle Warehouse, of a similar age and type, may be seen within the immediate area of the basin. Where much more recent residential and office blocks have been added within vacant plots around the canal, these have tended to respect the proportions and the materials of the original warehouses surrounding them, thus leaving the overall historic environment intact, or at least with a sense of continuity and coherence. In the context of the Site, the historic setting of the warehouse is entirely seen and appreciated from within the close environs of the Castlefield Basin area.
77.	**Middle Warehouse at Former Castle Field Goods Yard**	II	Castlefield CA	Canal warehouse, unoccupied at time of survey. 1828-31; altered in C20. Red brick with some sandstone dressings (and some C20 concrete); roof concealed. Large rectangular plan except for central projection at rear. Five storeys, a 26-window range, symmetrical, with a 10-window centre (probably formerly pedimented) dominated by a giant segmental blank arch containing a pair of segmental arched shipping holes, with a low sandstone pier in the centre	Medium	The former Middle Warehouse, now in use as converted offices, has lost much of its setting facing the A56 Chester Road due to the quantity of demolition and the presence of extensive surface car parks in this area. The sole remaining link to the building's historic industrial context in this area is the former Bridgewater Canal Offices (see above) which lie on the opposite side of the A56. To the opposite side, however, along the Bridgewater Canal,

				and responds at the sides, a blank medallion in the centre of the blank arch and keystones to all arches; windows here and in the outer ranges mostly small and round-headed with raised sills, but those in the outer ranges arranged in pairs between former 5-stage loading slots altered as windows (C20 full-height fire-escapes added near both ends). Plain stone band over top storey, and plain parapet (replaced over the centre by a concrete flat-roofed penthouse). Four-stage loading slot in right-hand return wall. Rear has windows similar to those at front, and added C20 concrete hoppers. Interior: remains of loading hoists visible in shipping holes. History: similar to former Duke's grain warehouse on Bridgewater Canal at Liverpool, built 1811. Very prominent feature of Site, enhanced by restoration of basin leading to shipping hole during course of survey.		considerably more contextual setting survives in the form of the canal itself, retained cobble sett streets, and a number of contemporary warehouses of similar form and style. Where more modern buildings have been added, or historic structures converted, this has tended to respect the proportions and form of the older industrial buildings in the area thus allowing this area a degree of historical and spatial coherence. In the context of the Site, the warehouse is almost entirely appreciated from within the environs of the Castlefield Basin area, where its principal frontage faces onto the canal, however the setting of the altered rear (south) elevation that fronts onto Chester Road, adjacent to the subject Site, is entirely shorn of its original historic streetscape and setting. Due to the relative distance and existence of built form between the Listed Building and the Site, the potential for impact upon its setting is demonstrably low.
78.	**Bridgewater Canal Offices**	II	/	Officers' Mess of Manchester Regiment, subsequently Bridgewater Canal offices, now ..? c.1800; altered. Red brick in Flemish bond, with sandstone dressings and slate roof. L-plan. Georgian style. Two storeys, 10 bays in all but designed to resemble 2 symmetrical 5-bay houses, each with a 3-bay pedimented centre breaking forwards very slightly; with a rendered plinth, 1st-floor sill-band, modillioned wooden eaves cornice and coped gables; 12-pane sashed windows with flat-arched heads. Two chimneys in the centre (either side of ridge). Single-storey 1-bay extension at left end, which is side of porch, the front of which has a moulded stone doorcase with rectangular overlight and cornice. Rear fronting Crown Street (to west) has sashed windows in arched reveals, and 2 arched doorways.	Low	The Listed Building is experienced within its immediate streetscape context, which is defined by Chester Road and the Crown Street tower developments (Renaker). The contribution of setting to significance is thus considered to be low. Due to the relative distance and existence of built form between the Listed Building and the Site, the potential for impact upon its setting is demonstrably low.

37.	**Church of St Matthew**	II	Castlefield CA	Mission church and Sunday School, now office. Dated 1827 over door; altered. Red brick in Flemish bond with some sandstone dressings (roof not visible). Rectangular plan with apsidal south end, on island site. Simple Gothic style. Gable to street, two storeys and cellar, three bays, symmetrical, with pilastered corners, 1st-floor sill-band; slightly raised centre with two semicircular steps up to 2-centred arched doorway which has fanlight with intersecting glazing bars, a large stone plaque above the door inscribed "SUNDAY SCHOOL / MDCCCXXVII", a large 2-centred arched 3-light window at 1st-floor with intersecting glazing bars, and another stone plaque above this (worn inscription illegible); smaller 2-centred arched windows to both floors of the outer bays, with Y-tacery; gable parapet with oculus (now open, the roof lowered). Five-window sides in similar style.	Medium/low	The Listed Building is located within the Castlefield Conservation Area and terminates views from Lower Byrom Street looking south. The heritage asset is otherwise, somewhat screened from townscape views. The early-19th century building stands somewhat isolated to the southern aspect of Liverpool road, and does not retain any landmark quality. The contribution of setting to significance is thus considered to be medium / low. Due to the relative distance and existence of built form between the Listed Building and the Site, the potential for impact upon its setting is demonstrably low.



Stephen Levrant Heritage Architecture Ltd

CONSERVATION ARCHITECTS & HERITAGE CONSULTANTS

62 British Grove, Chiswick, London

0208 748 5501

Canada House, 3 Chepstow Street, Manchester M1 5FW

0161 806 0410