

Built Heritage Statement.

The Castlefield Hotel, Liverpool Road, Manchester.

On behalf of Ineco Energy.

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1. Introduction

- 1.1. Pegasus Group have been commissioned by Ineco Energy to prepare a Built Heritage Statement to consider the proposed installation of 202no. 435Wp photo-voltaic panels at the Castlefield Hotel, Manchester ('the Site'), as shown on the Site Location Plan provided at Plate 1.

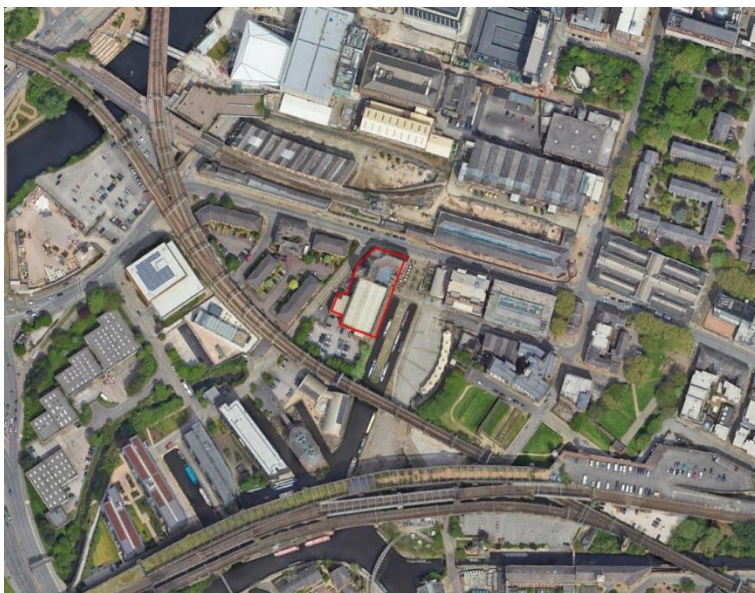


Plate 1: Site Location Plan.

- 1.2. The Site itself is not a Listed Building, or otherwise designated heritage asset, but is situated within the bounds of the Castlefield Conservation Area. There are also several designated heritage assets situated within the vicinity of the Site, including Grade I and Grade II Listed Buildings, as well as a Scheduled Monument.
- 1.3. This Assessment provides information with regards to the significance of the historic environment to fulfil the requirement given in paragraph 200 of the Government's *National Planning Policy Framework* (the *NPPF*) which requires:
- "...an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting".¹***
- 1.4. In order to inform an assessment of the acceptability of the scheme in relation to impacts on the historic environment, following paragraphs 205 to 209 of the *NPPF*, any harm to the historic environment resulting from the proposed development is also described, including impacts on significance through changes to setting.
- 1.5. As required by paragraph 200 of the *NPPF*, the detail and assessment in this Report is considered to be *"proportionate to the assets' importance."*

¹ Department for Levelling Up, Housing and Communities (DLUHC), *National Planning Policy Framework (NPPF)* (London, December 2023), para. 200.

2. Proposed Development

- 2.1. The proposed development would see the installation of 202no. 435Wp photo-voltaic panels on the roof of the Castlefield Hotel (Plate 2**Error! Reference source not found.**). These would be installed within the roof structures within the southern extent of the building, with 168no. installed within the eastern structure, and 34no. installed within the small structure to the west (Plate 3 & Plate 4).
- 2.2. For the 168no. PV modules, these would be built directly onto the roof structure at a 12° pitch. The design specifications indicate that these would not extend above the ridgeline of the roofing pitch, nor would they extend above the highest point of the parapet.
- 2.3. For the 34no. PV modules, these would be built directly onto the roof of the flat roof structure at a 2° pitch. The design specifications again show that these would not extend above the highest point of the parapet.

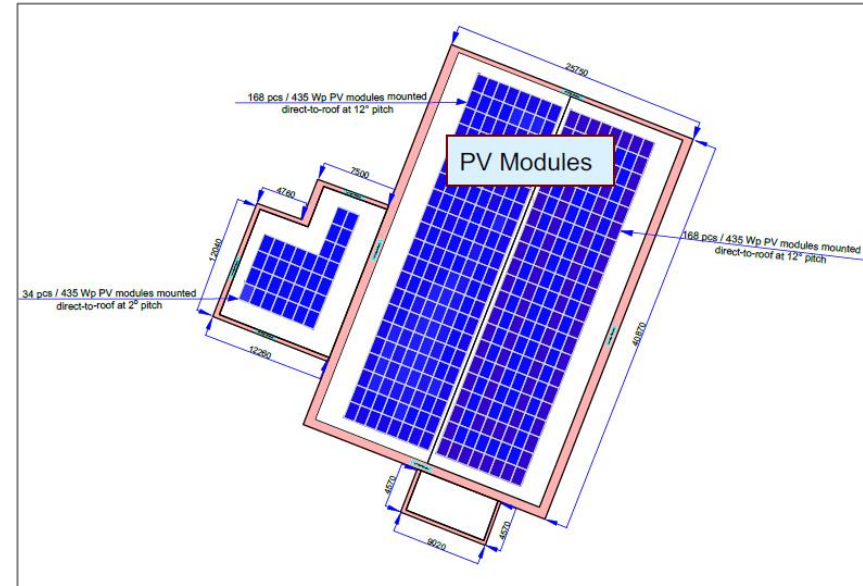


Plate 2: The Proposed Module Layout Plan.

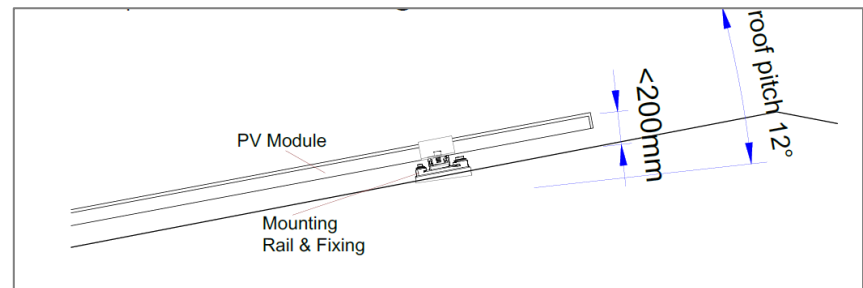


Plate 3: The Proposed Solar Panel Elevation.

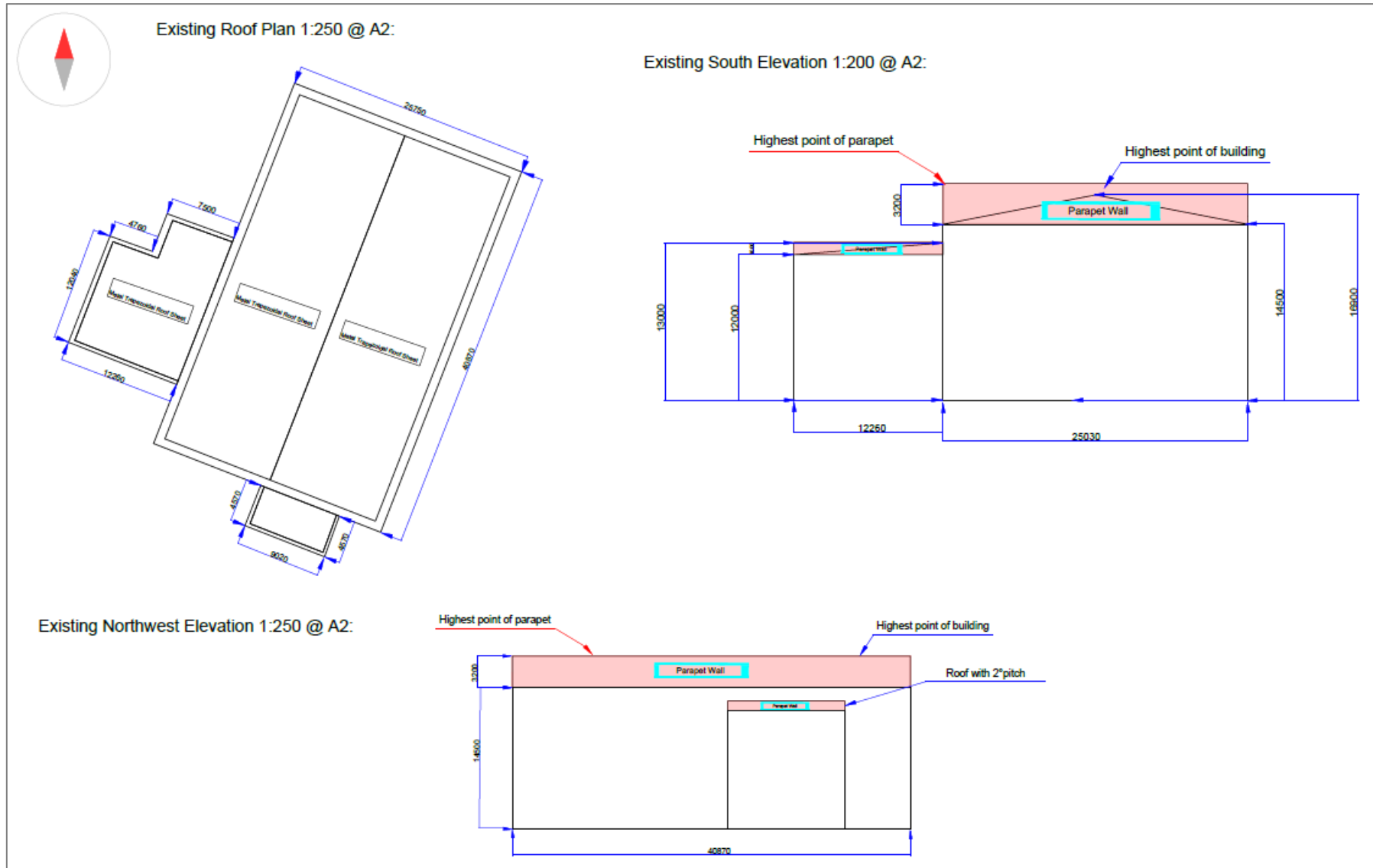


Plate 4: Existing Roof Plan, showing the panels not extending beyond the highest point of the parapets..

3. Methodology

- 3.1. The aims of this Report are to assess the significance of the heritage resource in the vicinity of the Site and study area, to assess any contribution that the Site makes to the heritage significance of the identified heritage assets, and to identify any harm or benefit to them, which may result from the implementation of the proposals, along with the level of any harm caused, if relevant.

- 3.2. This assessment considers built heritage only.

Sources

- 3.3. The following key sources have been consulted as part of this assessment:
- The Greater Manchester Historic Environment Record (HER), for information on the recorded heritage resource in the vicinity of the Site;
 - The National Heritage List for England for information on designated heritage assets;
 - Historic maps available online;
 - Aerial photographs available online via Historic England's Aerial Photo Explorer and Britain from Above; and
 - Google Earth satellite imagery.

Site Visit

- 3.4. A site visit was undertaken by a Heritage Consultant from Pegasus Group on 24th April 2024, during which the Site and its surrounds were assessed.

Photographs

- 3.5. Photographs included in the body text of this Report are for illustrative purposes only to assist in the discussions of heritage assets, their settings, and views, where relevant. Unless explicitly stated, they are not accurate visual representations of the site or development proposals, nor do they conform to any standard or guidance i.e., the Landscape Institute Technical Guidance Note 06/19. However, the photographs included are intended to be an honest representation and are taken without the use of a zoom lens or edited, unless stated in the description or caption.

Assessment Methodology

- 3.6. Full details of the assessment methodology used in the preparation of this Report are provided within **Appendix 1**. However, for clarity, this methodology has been informed by the following:
- *Historic Environment Good Practice Advice in Planning: 2 – Managing Significance in Decision-*

Taking in the Historic Environment (hereafter GPA:2);²

- *Historic Environment Good Practice Advice in Planning Note 3 (Second Edition) – The Setting of Heritage Assets*, the key guidance of assessing setting (hereafter GPA:3);³
- *Historic England Advice Note 1 – Conservation Area Appraisal, Designation and Management* (hereafter HEAN:1);⁴

- *Historic England Advice Note 12 – Statements of Heritage Significance: Analysing Significance in Heritage Assets* (hereafter HEAN:12);⁵
- *Historic England Commercial renewable energy development and the historic environment. Historic England Advice Note 15*,⁶ and
- *Conservation Principles: Policies and Guidance for the Sustainable Management of the Historic Environment*.⁷

² Historic England, *Historic Environment Good Practice Advice in Planning: 2 – Managing Significance in Decision-Taking in the Historic Environment* (GPA:2) (2nd edition, Swindon, July 2015).

³ Historic England, *Historic Environment Good Practice Advice in Planning Note 3 – The Setting of Heritage Assets* (GPA:3) (2nd edition, Swindon, December 2017).

⁴ Historic England, *Historic England Advice Note 1 – Conservation Area Appraisal, Designation and Management* (HEAN:1) (2nd edition, Swindon, February 2019).

⁵ Historic England, *Historic England Advice Note 12 – Statements of Heritage Significance: Analysing Significance in Heritage Assets* (HEAN:12) (Swindon, October 2019).

⁶ Historic England 2021 *Commercial renewable energy development and the historic environment Historic England Advice Note 15*. Swindon. Historic England

⁷ English Heritage, *Conservation Principles: Policies and Guidance for the Sustainable Management of the Historic Environment* (London, April 2008).

4. Policy Framework

Legislation

- 4.1. Legislation relating to the built historic environment is primarily set out within the *Planning (Listed Buildings and Conservation Areas) Act 1990*, which provides statutory protection for Listed Buildings and their settings and Conservation Areas.⁸
- 4.2. In addition to the statutory obligations set out within the aforementioned Act, Section 38(6) of the *Planning and Compulsory Purchase Act 2004* requires that all planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise.⁹
- 4.3. Full details of the relevant legislation are provided in **Appendix 2**.

National Planning Policy Guidance

- 4.4. National Planning Policy guidance relating to the historic environment is provided within Section 16 of the Government's *National Planning Policy Framework (NPPF)*, an updated version of which was published in December 2023. The *NPPF* is also supplemented by the national *Planning Policy Guidance (PPG)* which comprises a full and consolidated review of planning practice guidance documents to be read alongside the *NPPF* and which contains a section related to the Historic Environment.¹⁰ The *PPG* also contains the *National Design Guide*.¹¹
- 4.5. Full details of the relevant national policy guidance is provided within **Appendix 3**.

The Development Plan

- 4.6. Planning applications in Manchester City Centre are currently considered against the policy and guidance set out within Manchester Local Development Framework Core Strategy, adopted 11th July 2012, as well as the Places for Everyone Joint Development Plan Document, adopted 21st March 2024. Details of the policies specifically relevant to the application proposals are provided within **Appendix 4**.

⁸ UK Public General Acts, Planning (Listed Buildings and Conservation Areas) Act 1990.

⁹ UK Public General Acts, Planning and Compulsory Purchase Act 2004, Section 38(6).

¹⁰ Department for Levelling Up, Housing and Communities (DLUHC), *Planning Practice Guidance: Historic Environment (PPG)* (revised edition, 23rd July 2019), <https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment>.

¹¹ Department for Levelling Up, Housing and Communities (DLUHC), *National Design Guide* (London, January 2021).

5. Site Description and Historic Development

Site Description

- 5.1. The Site covers a total area of c.0.22 hectares (ha), comprising the Castlefield Hotel, built c.1987. The building is formed of a four-storey broadly 'L' shaped structure to the north, with a five storey block to the west, and a three storey block to the south (Plate 5 **Error! Reference source not found.**). It has been built from red brick with blue brick dressings. The northern extent of the building has a pitched slate roof, with the southern blocks formed of flat roofing with blind parapets.
- 5.2. The building is bounded by Liverpool Road to the north, with the former Liverpool Road Station on the northern side of this road. The western side of the building is bounded by Potato Wharf, with the southern side of the building featuring a car park for the hotel, with railway lines present further south (Plate 6). The eastern side of the building is bounded by the former canal wharf and basin, with two canal arms present (Plate 7). Further east is the Castlefield Bowl music venue (Plate 8).



Plate 5: The Castlefield Hotel on Liverpool Road.



Plate 6: The Castlefield Hotel on Potato Wharf.



Plate 8: The Castlefield Hotel from the Castlefield Bowl.



Plate 7: The wharf to the east and south-east of the Castlefield Hotel.

Historic Development

- 5.3. The first available cartographic source to depict the Site is the 1800 Pocket Plan of Manchester and Salford (Plate 9). A small building is shown within the north-western extent of the Site, with what appears to be a yard to the east. Two buildings are shown to the east of this yard, outside the bounds of the Site. The southern extent of the Site is formed of open land, with two canal arms shown adjacent to the east of the Site, connecting with the canal to the south. A large rectangular building is shown over these canal arms, which likely formed a warehouse. Liverpool Road to the north of the Site had not been constructed by this date, with the Site otherwise surrounded by field plots.



Plate 9: The 1800 Pocket Plan of Manchester and Salford.

- 5.4. The 1848 First Edition Ordnance Survey Map shows that Liverpool Road had been established by this date (Plate 10). The northern extent of the Site bounding the road had comprised a range of attached structures at this time. The building over the canal arms on the 1800 Plan appears to have either been extended or replaced with a building, which extended within the boundaries of the Site. In between the two buildings on Site is a large and open space, which may have served a wharf function. An early iteration of the Potato Wharf is present to the west of the Site.



Plate 10: The 1848 First Edition Ordnance Survey Map (NLSM).

- 5.5. The 1851 Town Plan provides a clearer depiction of the layout of the Site (Plate 11). This shows eight structures present within the northern extent of the Site, the largest of which is noted as 'The Queen's Arms Inn'. The building within the southern extent of the Site over the canal arms is noted as 'Staffordshire Warehouse', shown with various cranes surrounding the structure.



Plate 11: The 1851 Town Plan, showing the Queen's Arms Inn and Staffordshire Warehouse within the Site (NLSM).

- 5.1. By the 1891 Town Plan, an additional structure had been added to the northern extent of the Site, with the northern component now labelled as 'Queen's Arms Hotel' (Plate 12**Error! Reference source not found.**). Adjacent to this to the east a timber yard is noted. The Staffordshire Warehouse had remained present within the southern extent of the Site, and had seen various extensions outside the boundaries of the Site.



Plate 12: The 1891 Town Plan (NLSM).

- 5.2. The 1922 Ordnance Survey Map shows that a rectangular structure had been added to the central extent of the Site, with no other clear changes of note (Plate 13).

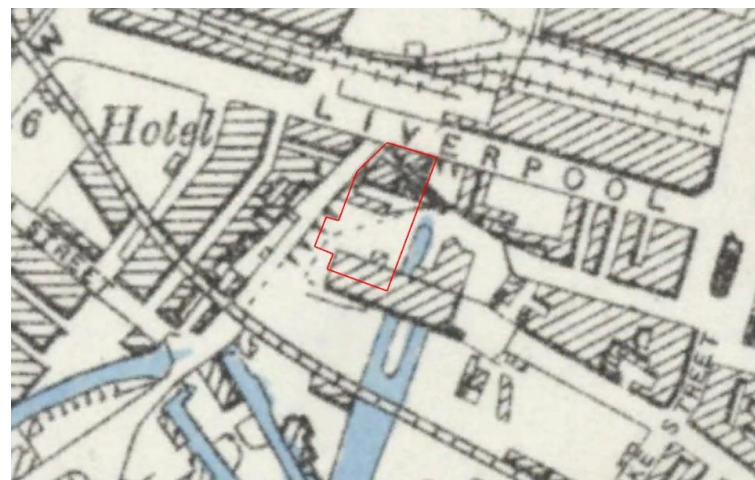


Plate 13: The 1922 Ordnance Survey Map.



5.4. There had been no clear changes to the Site by the 1946 Ordnance Survey Map (not shown). An Aerial Photograph from 1969 shows that the Staffordshire Warehouse within the southern extent of the Site had been removed by this date (Plate 15).



5.5. The buildings within the northern extent of the Site had been removed following an application for their demolition in 1987. The Castlefield Hotel building had been constructed in c.1987, first appearing on the 2000 Satellite Image (Plate 16). By this date, the warehouse to the south of the Site had been removed, with this area forming a car park for the building.



Plate 16: The 2000 Satellite Image (Google Earth).

Planning History

- 5.6. A review of the planning history for the Site identified several relevant previous planning applications, as catalogued within Table 1.

Table 1: Relevant planning history records for the Site.

Planning Reference	Description	Decision
O28916	CONSERVATION AREA CONSENT Demolition of buildings within a Conservation Area	Approved 30 th April 1987
O28915	Erection of hostel & recreational facility comprising overnight accommodation, bar, restaurant, sports hall, swimming pool, gym and sauna	Approved 30 th April 1987
O35869	DETERMINATION BY THE CENTRAL MANCHESTER DEVELOPMENT CORPORATION Single storey extension to existing Sports Complex to provide 2 fives courts and spectator area	Approved 26 th January 1990
O47976	Four non illuminated elevational signs to YHA building and one associated free standing non illuminated car park sign	Approved 23 rd June 1995
O48052	Non illuminated individual letter name sign	Approved 25 th August 1995

072565	Installation of 14 no. up /down lighters to illuminate building.	Approved 19 th October 2004
071637	Installation of two halo-illuminated individual letter name signs, two non-illuminated banners sign and two non-illuminated entrance panel signs.	Approved 7 th October 2004
114090	Extension at ground floor level and lower ground floor of health and fitness club.	Approved 7 th December 2016
106043	Single storey extension.	Approved 27 th August 2014
117982	Installation of 3No. antennas on 3No. support poles fixed to building, and 3No. cabinets at ground level.	Approved 8 th January 2018
129034	The installation of 3 no. antennas on 3 no. support poles fixed to the building with the antennas painted to match the brickwork, 3 no. ground based cabinets.	14 th May 2021

6. Assessment of Impacts

- 6.1. The following Section provides an assessment of elements of the historic environment that have the potential to be impacted upon by the proposed development.
- 6.2. As set out in **Section 1**, the Site comprises the Castlefield Hotel and contained no designated heritage assets within its boundaries. The site is however located within the bounds of the Castlefield Conservation Area.
- 6.3. With regards to heritage assets in the vicinity of the Site, Step 1 of the methodology recommended by *GPA:3* (see 'Methodology' appendix), is to identify which heritage assets might be affected by a proposed development.¹²
- 6.4. Development proposals may adversely impact heritage assets where they remove a feature which contributes to the significance of a heritage asset, or where they interfere with an element of a heritage asset's setting which contributes to its significance, such as interrupting a key relationship or a designed view.
- 6.5. Significance can be derived from many elements, including the historic fabric of a building or elements of its surrounds. However, it is widely accepted (paragraph 213 of the *NPPF*) that not all parts of a heritage asset will necessarily be of equal significance.¹³ In some cases, certain elements of a heritage asset can accommodate substantial changes whilst preserving the significance of the asset.
- 6.6. Consideration, based upon professional judgement and on-Site analysis, was therefore made to identify whether any heritage assets present within the surrounding area may include the Site as part of their setting, whether the Site contributes to their overall heritage significance, and whether the assets may be affected by the proposed scheme as a result.
- 6.7. It is also important to consider whether the proposals cause harm. If they do, then one must consider whether the harm represents "*substantial harm*" or "*less than substantial harm*" to the identified heritage assets, in the context of paragraphs 207 and 208 of the *NPPF*.¹⁴ With regard to non-designated heritage assets, potential harm should be considered within the context of paragraph 209 of the *NPPF*.¹⁵
- 6.8. The PPG clarifies that within each category of harm ("*less than substantial*" or "*substantial*"), the extent of the harm may vary and should be clearly articulated.¹⁶
- 6.9. The guidance set out within the *PPG* also clarifies that "*substantial harm*" is a high test, and that it may not arise in many cases. It makes it clear that it is the degree of harm to the significance of the asset, rather than the

¹² Historic England, *GPA:3*, p. 4.

¹³ DLUHC, *NPPF*, para. 213.

¹⁴ D LUHC, *NPPF*, paras. 207 and 208

¹⁵ D LUHC, *NPPF*, para. 209.

¹⁶ DLUHC, *PPG*, Paragraph: 018 (ID: 18a-018-20190723 Revision date: 23.07.2019)

scale of development, which is to be assessed.¹⁷ In addition, it has been clarified in a High Court Judgement of 2013 that substantial harm would be harm that would:

“...have such a serious impact on the significance of the asset that its significance was either vitiated altogether or very much reduced.”¹⁸

6.10. This section will consider each of the heritage assets detailed above and assess the impact of the proposed development, whether that be harmful or beneficial to the significance identified above.

6.11. In addition to the Castlefield Conservation Area within which the application site is located, it has been observed that the following heritage assets have the potential to be sensitive to the development proposals and thus these have been taken forward for further assessment below:

- **Former Liverpool Road Railway Station, Station Masters House – Grade I Listed**
- **Power Hall of Science and Industry – Grade II Listed**
- **Remains of Eastern Wall of the Roman Fort – Scheduled Monument**

6.12. With regard to other assets within the vicinity of the Site, the assessment has concluded that the Site does not form any part of the setting that positively contributes to the overall heritage significance due to the nature of the

asset and a lack of visual connections, spatial relationships and historic connections. Accordingly, the proposed development is not anticipated to result in a change that would impact upon the overall heritage significance of these assets. Other heritage assets have therefore been excluded from further assessment within this Report, other than being considered as part of the wider assessment of the Castlefield Conservation Area within which they lie.

Castlefield Conservation Area

6.13. The Castlefield Conservation Area was first designated on 13th October 1979, with an extension to the boundary on 26th June 1985. At the time of writing, an appraisal document for the Conservation Area has yet to be published.

6.14. For reasons of proportionality this assessment will focus on the part of the Conservation Area that encompasses the vicinity of the Site, although it is recognised that the Conservation Area covers a much larger area (Plate 17).

¹⁷ DLUHC, PPG, Paragraph: 018 (ID: 18a-018-20190723 Revision date: 23.07.2019).

¹⁸ EWHC 2847, R DCLG and Nuon UK Ltd v. Bedford Borough Council.



Plate 17: The boundary of the Castlefield Conservation Area (green), with the Site (red) highlighted.

- 6.15. The Castlefield area had first been settled in 79AD, when Roman soldiers, led by General Agricola, had marched into the north-west of England and built a fort called Mamucium. A village, known as a 'Vicus' had been established nearby for supply needs, but following the collapse of the Roman empire Mamucium was abandoned.
- 6.16. The new village of Manchester had been founded c.1km to the north-east of Mamucium. The vicus had then become known as the Old Town or Aldport, with a house and park established by the Mosley family in 1601. This was known as Aldport Lodge, and had been used by Lord Strange as a Royalist headquarters during the Siege of Manchester in 1642.

- 6.17. The start of the post-medieval industrialisation of the Castlefield area had taken place in the 1720s, when the River Irwell had been made navigable, allowing access to Liverpool connecting with the River Mersey. In 1734, the first quay on the Irwell had been financed by Edward Byrom, for the loading and unloading of goods. The installation of Quay Street at this time had connected Deansgate with the river.
- 6.18. The Rochdale Canal had been constructed and opened in 1804, which runs broadly west to east through the central-southern extent of the Conservation Area. This made Castlefield the hub of the canal network, which continued to be developed. A substantial range of warehouses were constructed off the canal, to supply the needs of a rapidly growing population in Manchester.
- 6.19. The canals were soon determined as not quick or efficient enough for the transportation of goods, which led the construction of the railways. The Grade I Listed Railway Station was the first passenger railway station ever built, and had been constructed on Liverpool Road in the 1830s. The passenger terminal was short lived, ceasing function in 1844, though it continued to transport goods until 1975.
- 6.20. The canal and rail transport network in Castlefield had declined during the 20th century, where these were now primarily in use for leisure purposes. The substantial railway complex on Liverpool Road had been converted for use as the Museum of Science and Industry. The Urban Heritage Park, comprising the site of the Roman Fort, had also been established in 1982, which included the reconstruction of various building elements.

Character and Appearance

- 6.21. For the parts of the Conservation Area within the vicinity of the Site, the character and appearance of the Area is primarily dominated by its industrial character.
- 6.22. The historic buildings on Liverpool Road have been constructed of red brick and sandstone. These buildings are primarily of an industrial character, comprising goods sheds and warehouses. The Grade I Listed Station Masters House had been designed with a neo-Classical frontage. This is distinctive, with the building representing the first passenger terminus of its kind, and with this architectural style not taken forward with other buildings of this typology. The southern side of Liverpool Road features a range of modern buildings. These are primarily built from brick, and several, including the Site, have taken design cues from the industrial style of the historic buildings.
- 6.23. An important element of the character and appearance of the Conservation Area are the historic transportation systems. This includes the railway lines with viaducts, and the canal systems. A canal and former wharf are situated adjacent to the Site to the south-east, including two canal arms. These had been present on the early cartographic sources for the area.
- 6.24. The former Roman Fort also contributes to the character and appearance of the Conservation Area. The fort forms part of the Urban Heritage Park, which comprises a grassed space with archaeological remains, surrounded by the busy urban and industrial elements of Castlefield.

Statement of Significance

- 6.25. With specific regard to the part of the Conservation Area that encompasses the Site, the significance of this part of the Conservation Area is principally embodied in the elements of its intrinsic character and appearance as described above. These elements include the historic built form contained within its boundaries, the relationship between the buildings, and elements of the settlement layout, which together illustrate the historic development of the area.
- 6.26. The most important elements of character and appearance can be summarised as follows:
- Its designated heritage assets and non-designated historic buildings, predominantly formed of 18th and 19th-century industrial buildings.
 - The rugged style of the buildings, built predominantly of red brick or sandstone, which collectively contribute an industrial character.
 - The street formation of the area, including Liverpool Street, which has historically formed an important area with the passenger terminus bounding the street.
 - The transportation systems, including the railway and canal network, which allowed for the expansion of the area and its establishment as a transport hub.

- The green spaces of the Roman Fort, which contribute a quieter and semi-rural environment within the busy urban centre.

The Contribution of the Site

- 6.27. Historic cartographic sources show that the Site had formed a hotel to the north, with a central yard likely forming part of a wharf, and with the southern extent forming a warehouse that extended across the two canal arms. The Site now forms a modern hotel building, with no clear historic association to the development of the area to which the Conservation Area relates.
- 6.28. The building has however been designed in response to the character and appearance of the immediate surrounds of the Conservation Area. It has been built from red brick with blue brick dressings, and whilst clearly forms a modern hotel building, its size and formation have taken visual cues from the large goods sheds and warehouse to the north. Whilst the building on Site is congruous with the Conservation Area, it is not considered to make a positive contribution to its significance.
- 6.29. Overall, the Site is considered to make a **neutral contribution** to the significance of the Conservation Area.

Impact Assessment

- 6.30. Visibility of the southern extent of the building (the application Site), where the PV panels are proposed, is primarily contained to the south and south-east of the Site. Within these parts of the Conservation Area, there is no visibility of the existing roof structures where the

panels are proposed, with no visibility above the highest point of the parapet walling. In addition, the panels will form a modern part of a modern building and as such, there will be no material change to the character and appearance of the Conservation Area, with no possible visibility of the development works.

- 6.31. Thereby it is considered that the proposed development would result in **no harm** to the character, appearance and significance of the Conservation Area.

Former Liverpool Road Railway Station, Station Master's House

- 6.32. The Former Liverpool Road Railway Station, Station Master's House was added to the National List at Grade I on 18th December 1963 (Plate 18).



Plate 18: The Grade I Listed Station Master's House.

- 6.33. The List Entry describes the building as follows:

"Also known as: Museum of Science and Industry, Liverpool Road Station LOWER BYROM STREET. Passenger railway station at terminus of Liverpool and Manchester Railway, now part of museum complex.

1830, by George Stephenson for the Liverpool and Manchester Railway Company, with attached house of 1808, formerly occupied by station agent; altered. Red brick, the booking offices faced with sandstone ashlar and stucco; hipped slate roofs. Rectangular plan

parallel to street, with house to left and added range of former shops to right. Classical style.

The BOOKING OFFICES, which back onto an embankment carrying the railway line at 1st floor level to the rear, have a 2-storey 4-bay facade (2:1:2:1 windows), symmetrical except for the 4th bay, with channelled rustication to the ground floor, panelled pilasters to the upper floor, a moulded cornice and high parapet with cornice and blocking course. The 2nd bay (the centre of the symmetrical portion, containing the entrance to the 1st Class booking hall) breaks forward slightly, has a large square-headed doorway with an architrave of coupled pilasters, moulded cornice and blocking course surmounted by a vase-pedestal sundial, and a recessed panelled door with rectangular overlight; and at 1st floor a tripartite sashed window with a cornice. The flanking bays have 15-pane sashed windows at ground floor flanked by wide segmental-headed tripartite sashed windows with glazing bars, and 12-pane sashes at 1st floor with moulded architraves. The 4th bay, containing the entrance to the 2nd Class booking hall, has a doorway at ground floor similar to the other but with single pilasters, and a 12-pane sash above like the others. Interior: separate booking halls and staircases leading to platform. Rear: 2 doorways to the platform with moulded stone surrounds, a tripartite sashed window to the left of the 1st Class doorway and a one-light sash to the left of the other. To the east, an added hipped-roof platform canopy on slender iron columns (C20 offices with glazed screen wall inserted under this roof).

The former HOUSE to the left of the booking offices, 3 storeys and 3 bays to the same height, symmetrical,

has a doorway with pedimented stone architrave, sashed windows of 16 panes at ground and 1st floors and 12 panes at 2nd floor, all with raised sills and flat-arched heads, and modillioned eaves; and a double-splayed left corner to the return wall, with sashed and blind windows. To the right of the booking offices is a long 9-bay range, recently rebuilt or restored, formerly with shops at ground floor and a train shed above, which is stuccoed at ground floor, has coupled pilasters, 1st-floor sill-band, moulded cornice and high brick parapet (carried across from the booking offices), and most bays with symmetrical openings including a round-headed doorway at ground floor flanked by windows in segmental-headed blank arches, and 2 windows above. HISTORY: oldest surviving passenger railway station in the world; ceased to handle passenger traffic in 1844 (when Hunt's Bank station was opened, now Victoria Station, q.v.), but continued in use as goods station until 1975. Forms group with Old Warehouse on opposite side of railway track(q.v.)."

- 6.34. A full copy of the List Entry is included at **Appendix 5**.
- 6.35. The building dates to 1830, comprising a station master's house, passenger railway terminus, and booking offices, designed by George Stephenson for the Liverpool and Manchester Railway. The building is formed of a long rectangular structure over three storeys, which is bounded by Liverpool Road to the south and the railway lines to the north. It has been constructed of brick and sandstone in a Georgian, neo-Classical style. The building represents the oldest surviving passenger railway station in the world.
- 6.36. The first available source to depict the building is an illustration of the structure from c.1829, taken from the corner of Liverpool Road (Plate 19). This shows the building under construction, with its elaborate Georgian principal façade. The Grade I Listed Old Warehouse can also be seen to the rear of the building.

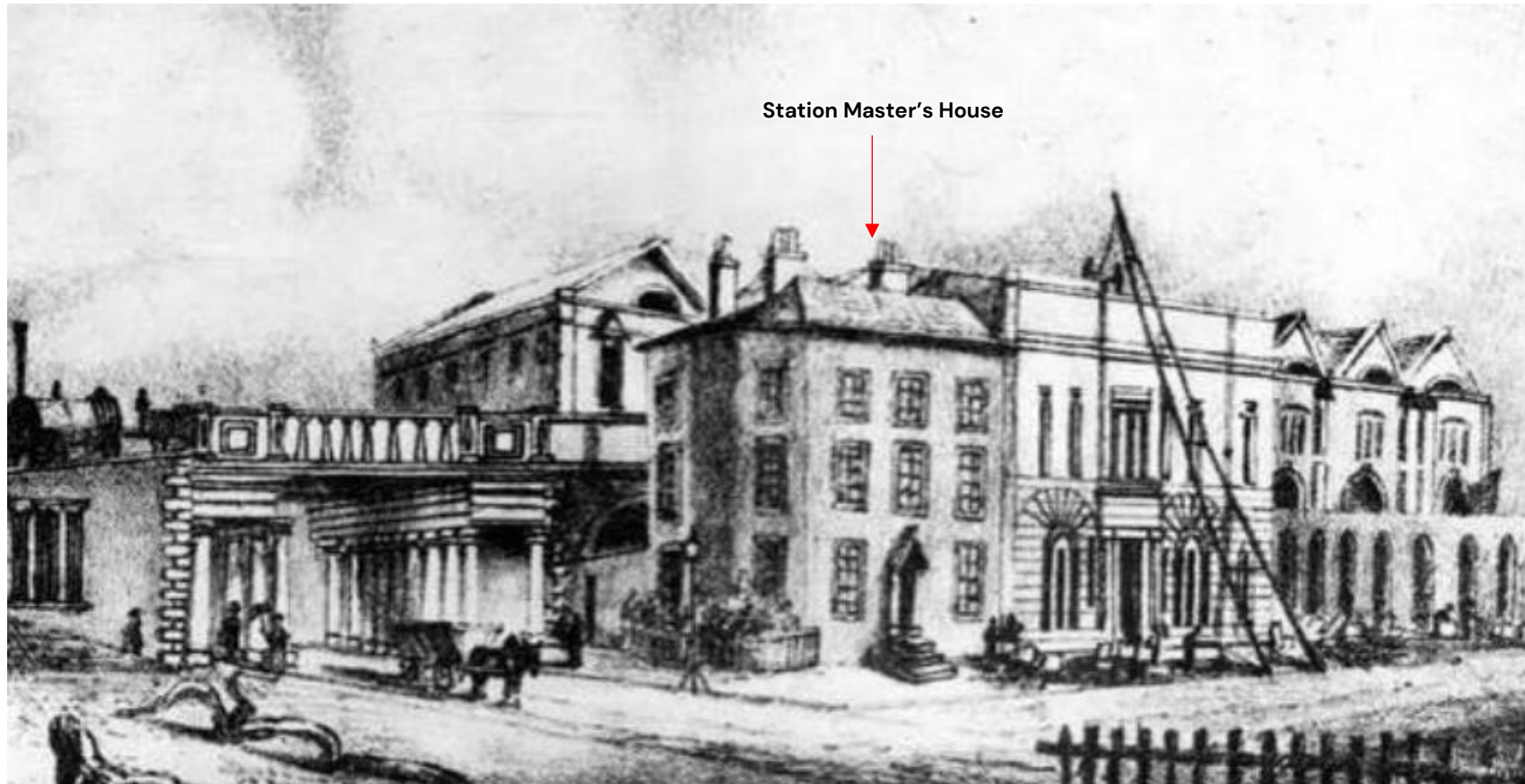


Plate 19: An illustration of the Station Master's House, c.1829 (Manchester Local Image Archive).

- 6.37. Pigot's 1836 Map of Manchester shows the long rectangular building fronting Liverpool Road, with the railway lines to the north (Plate 20). Several large rectangular buildings formed of goods sheds are shown on the northern side of the lines. This includes the Grade I Listed Old Warehouse. A long rectangular structure is shown to the east of the building on Liverpool Road, which appears to represent an early iteration of the Grade II Listed railway goods transfer shed. However, this building is not noted as constructed until 1855.



Plate 20: Pigot's 1836 Map of Manchester, showing the Station Master's House.

- 6.38. The building had ceased to handle passenger traffic in 1844, following the opening of Hunt's Bank station, now known as Victoria Station. The 1851 Town Plan provides a more detailed depiction of the building (Plate 21). By this date, the station had no longer operated as a passenger railway. The Station Master's House is shown as an 'L' plan structure at the western end of the building. Adjacent to the east is an 'Inquiry Office For Goods', with a 'Store' shown at the eastern end. The Grade II Listed Railway Bridge Viaduct is also shown more clearly to the west of the building, beneath the railway lines.

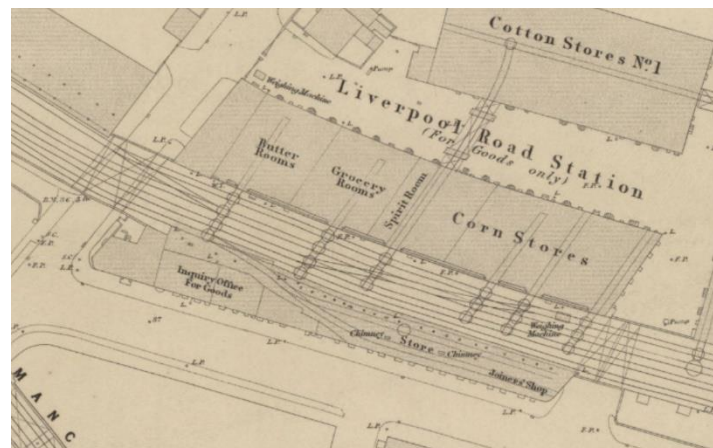


Plate 21: The 1851 Town Plan (NLMS).

- 6.39. By the 1896 Ordnance Survey Map, several of the warehouses to the north of the building had been removed to allow for the expansion of the railway lines (Plate 22).



Plate 22: The 1896 Ordnance Survey Map.

- 6.40. The railway station had continued in use as a goods station until 1975, and now forms part of the Museum of Science and Industry.

Setting and Surrounds

- 6.41. The Listed Building is situated within a busy urban setting, with the principal elevation fronting Liverpool Road. This long elevation has a dominant position on the roadside. Views west and east from the principal elevation are long and linear, contained by the built form on either side of Liverpool Road (Plate 23 & Plate 24). The building maintains a strong degree of visibility from further east on Liverpool Road (Plate 25).



Plate 23: View east from the principal elevation of the Station Master's House.



Plate 24: View west on from the Station Master's House.



Plate 25: View of the Station Master's House from the east on Liverpool Road.

- 6.42. The Listed Building comprises the earliest component of the large Liverpool Road railway complex, which also comprises a series of buildings, including the Grade I

Listed Old Warehouse to its northern rear, the Grade II Listed Viaduct to the west, the Grade II Listed Power Hall to the east, and the Grade II Listed Former Lower Byrom Street Warehouse to the north-east (Plate 26). The now out of use railway lines bound the building to the north, and have a historic functional relationship with the building. Collectively these structures all contribute an industrial character to the setting.



Plate 26: The railway complex to the north of the Station Masters House, taken from the north of the Grade I Listed Old Warehouse.

- 6.43. The southern side of Liverpool Road is formed of historic and modern buildings (Plate 27). Directly opposite the Listed Building are three-storey modern flats, built from sandstone and brick, with sandstone dressings. Further east there is the Grade II Listed Former Commercial Hotel and Grade II Listed 123 Liverpool Road, which are both currently obscured by scaffolding. The Castlefield Hotel (the application site) is present further to the south-east.



Plate 27: The southern side of Liverpool Road opposite the Station Masters House.

- 6.44. Visibility for the surrounds of the Listed Building is primarily contained within the immediate surrounds due to intervening built form. However, modern high-rise elements of the wider surrounds are visible (Plate 28 **Error! Reference source not found.**).



Plate 28: View of the building with the modern high-rise buildings to the rear.

Association with the Site, including Intervisibility and Co-visibility

- 6.45. The Site now forms a modern hotel building, but had originally comprised an Inn, as well as a warehouse over the canal arms. The Inn would likely have had an historic association with the train station, with its proximity meaning that passengers from the station would have used the building for accommodation. However, this historic link had been severed following the removal of this building, with no clear historic association with the extant structure.
- 6.46. There is intervisibility and co-visibility between the Site and the Listed Building. The northern side of the Castlefield Hotel (the Site) is situated c.60m to the south-east of the building, with intervisibility between the Site and Listed Building (Plate 29 & Plate 30). There is co-visibility of the Site with the Listed Buildings from further

east on Liverpool Road, as part of the direct and contained views westwards (Plate 31). The Station Master's House (the Listed Building) is visible off to west, with these representing dynamic views when moving westwards along the street (Plate 32). No visibility of the Station Master's House can be gained from the southern rear of the Castlefield Hotel, due to the topography and intervening built form (Plate 33).



Plate 29: View towards the Site from the Station Master's House.



Plate 30: View towards the Station Master's House from the Site.



Plate 31: The co-views of the Site and Station Master's House.



Plate 32: Co-views of the Site and Station Master's House.



Plate 33: View towards the Station Master's House from the south-eastern rear of the Site, showing there is no visibility.

Statement of Significance

- 6.47. The heritage significance of the building is principally embodied in its physical fabric. It derives **historic interest** from its age, form and association. The building dates to 1830, representing the oldest surviving passenger railway station in the world. It had been designed by George Stephenson for the Liverpool and Manchester Railway, and comprised a station master's house, a passenger railway terminus, and booking offices.
- 6.48. The **architectural and artistic interests** of the building are principally embodied in its Georgian and neo-Classical style. The building has a unique frontage for a passenger terminus building, being classically styled with the use of brick and sandstone, unlike other buildings of this typology which would more typically be constructed in neo-Gothic styles. The building has a long, dominant, and striking frontage on Liverpool Road. It has a range of surviving features of interest, which denote the original function and formation of the building.
- 6.49. The setting of the Station Master's House also contributes to the significance of the asset, although the significance derived from the setting is less than that derived from its historic fabric. The principal elements of the physical surrounds and experience of the asset (its "setting") which are considered to contribute to its heritage significance are summarised below:
- Liverpool Road, where the building is best experienced from. There is an historic functional association with this street, where the passengers would have accessed the booking hall, as well as where the station masters accessed the house. This contributed historic interest.

- The railway lines to the north of the building. Whilst now out of use, these had a direct functional relationship with the building, contributing historic interest. They had functioned as part of its use as a passenger railway station up to 1844, and from its continued use for the transportation of goods up to 1975.
- The wider complex for the railway station, which the buildings forms a core component of. This includes the Grade I Listed Old Warehouse, the Grade II Listed Viaduct to the west, the Grade II Listed Power Hall to the east, and the Grade II Listed Former Lower Byrom Street Warehouse to the north-east. Collectively these structures all contribute an industrial character to the setting.

The Contribution of the Site through Setting

- 6.50. There is no longer a clear historic functional connection between the Site and building. The Site is formed of a modern five-storey hotel building, constructed of red brick with blue brick dressings. Whilst representing a modern building, the design of the Castlefield Hotel has clearly taken visual cues from its surroundings, with its size and formation inspired by the large warehouses to the north. There is a strong degree of intervisibility between the structures on Liverpool Road, as well as dynamic co-views from further east on the road. The building is larger than those within the immediate vicinity of the Listed Building but does not detract from the ability to understand or appreciate the significance of the asset, nor does it contribute to this significance through setting.

- 6.51. Overall, the building is considered to make a **neutral contribution** to the significance of the Station Master's House through its setting.

Impact Assessment

- 6.52. The assessment of the building's setting has determined that whilst there is intervisibility and co-visibility between the Site and Grade I Listed asset, this only relates to the northern extent of the building, formed of the pitched roof structure. There is no visibility towards the structures within the southern extent of the Site, where the PV panels are proposed to be installed, recognising the panels will be located on a shallow pitched roof and hidden by the parapet wall.
- 6.53. Thereby it is considered that the proposed development would result in **no harm** to the significance of the Grade I Listed Station Master's House through a change in setting.

Power Hall of Museum of Science and Industry

- 6.54. The Power Hall of the Museum of Science and Industry was added to the National List at Grade II on 5th June 1994 (Plate 34).



Plate 34: The Grade II Listed Power Hall of Museum of Science and Industry.

- 6.55. The List Entry describes the building as follows:
- 6.56. ***“GV II Railway goods transfer shed, now museum exhibition hall. 1855, for London and North Western Railway. Red brick with some sandstone dressings, hipped slate roof. Very long rectangular plan parallel to street, with wide splayed corner and short return to Lower Byrom Street. Single storey, 6:7:4 blind windows with wagon entrances between these groups and another in the splayed corner; round-headed blind***

windows with stepped surrounds and raised stone sills, large square-headed wagon doorways with flat-arched heads and stone fenders at the bases of the jambs (formerly furnished with sliding wooden doors but now glazed); continuous brick frieze with simplified corbel table and white brick band, brick parapet with stone coping. Three-bay return side similar.

Includes offices at the W end with four pairs of arched windows with keystones and shared stone sills to each of the two storeys, which are separated by a dentillated string course (formerly eaves, prior to the addition of the first floor). Rubbed-brick arched doorway on Liverpool Road with stone open pediment above retains timber double doors and later fanlight. Four-pane timber sash windows to front and rear elevation (some to rear altered during conversion to museum). Modillioned timber box gutter, central four-pot chimney stack and two-pot end stack. Rear (N) wall has carriage stones at each corner. Office interior said to retain fireplaces and cornices.”

- 6.57. A full copy of the List Entry is included at **Appendix 6**.
- 6.58. The building dates to 1855, comprising a railway goods transfer shed built for the London and North-Western Railway. The building has offices at its western end, representing a separate phase of works. It has been constructed of red brick with brick dressings, and had been built following the ceasing of passenger railway traffic for the station in 1844, when the station had been used as a goods station.
- 6.59. Pigot’s 1836 Map of Manchester shows a rectangular building in the position of the eastern structure by this

date (Plate 35). This likely represented an earlier iteration of the building in question. At this time, a series of terraced houses had been positioned to the east of the building.



Plate 35: Pigot's 1836 Map of Manchester.

- 6.60. The structure shown within the position of the building is noted as a 'Shipping Shed' on the 1851 Town Plan, depicted with the railway lines extending within the building itself (Plate 36).

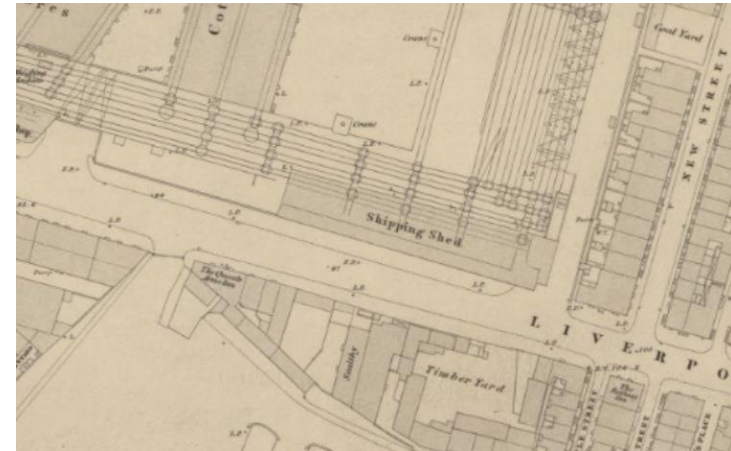


Plate 36: The 1851 Town Plan (NLSM).

- 6.61. The first available cartographic source to clearly depict the building is the 1891 Town Plan (Plate 37). This shows the structure as a large rectangular building noted as 'Goods Shed', with a canted south-eastern corner and a projecting structure on its western side. This projecting structure relates to the offices. The railway lines are shown as extending within the building from its western side. The Grade II Listed Lower Byrom Street Warehouse is shown on the northern side of the railway lines. To the east of the building, the terraced houses previously shown had been removed and replaced with a large rectangular building.



Plate 37: The 1891 Town Plan (NLSM).

- 6.62. The building had continued in use as a goods shed and offices until 1975, and now forms part of the Museum of Science and Industry.

Setting and Surrounds

- 6.63. The Listed Building is situated within a busy urban setting, with the principal elevation fronting Liverpool Road. This long elevation has a dominant position on the roadside, in combination with the Grade I Listed Station Master's House to the west. Views west and east from the principal elevation are long and linear, contained by the built form on either side of Liverpool Road (Plate 38 & Plate 39). The building maintains a strong degree of visibility from further west and east on Liverpool Road (Plate 40).



Plate 38: View east on Liverpool Road in front of the Power Hall.



Plate 39: View west on Liverpool Road in front of the building.



Plate 40: View towards the former warehouse from the west on Liverpool Road.

- 6.64. The Listed Building comprises a core component of the large Liverpool Road railway complex. It forms a key element of the second phase of the complex, when it ceased operation as a passenger station and was used as a goods station. The complex comprises the Grade I Listed Station Master's House and Old Warehouse to the west, forming part of the first phase, and the Grade II Listed Former Lower Byrom Street Warehouse to the north (Plate 41Error! Reference source not found.). The now out of use railway lines enter and bound the building, and have an important historic functional relationship with the building. Collectively these structures all contribute an industrial character to the setting.

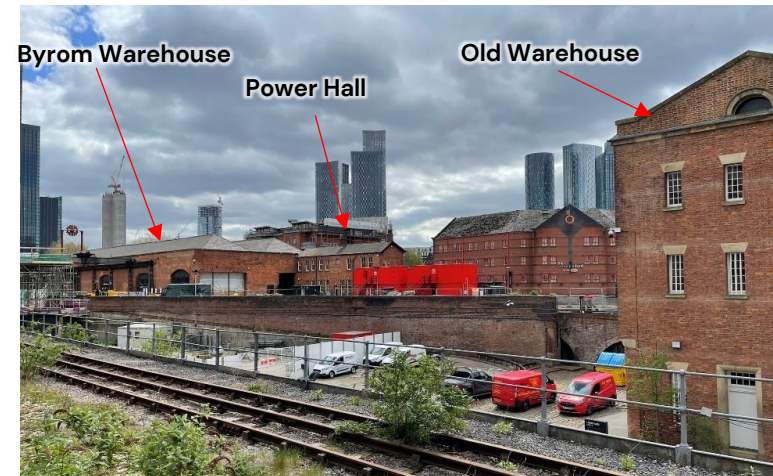


Plate 41: View towards the former warehouse from the north, comprising a core component of the railway complex.

- 6.65. The southern side of Liverpool Road opposite the Listed Building is formed of modern structures, including the Castlefield Hotel (the Site) (Plate 42). To the east of the building is Lower Byrom Street, which had a functional historic relationship with the building, which now provides access to the Science and Industry Museum (Plate 43). On the eastern side of this street is the Grade II Listed Former City Exhibition Hall (Plate 44). The Grade II Listed St Matthew's Sunday School is situated to the south-east of the building on the northern side of Liverpool Road (Plate 45).



Plate 42: The modern buildings to the south of the former warehouse.



Plate 43: View north-east on Lower Byrom Street.



Plate 44: The Grade II Listed Exhibition Centre to the east of the former warehouse.



Plate 45: The Grade II Listed St Matthew's Sunday School to the south-east of the Power Hall



Plate 46: Glimpse of the modern high-rise to the north of the Power Hall.

- 6.66. Visibility for the Listed Building's surrounds are primarily contained within the immediate setting, due to the intervening built form. However, modern high-rise elements of the wider surrounds are visible (Plate 46).

Association with the Site, including Intervisibility and Co-visibility

- 6.67. The Site now forms a modern hotel building, but had originally comprised a hotel, as well as a warehouse over the canal arms. The hotel would have likely had an historic association with the wider railway complex, particularly the passenger terminal to the west. There is unlikely to have been a direct functional relationship with the building in question. However, any historic link between the Site and wider station complex has been severed following the removal of the hotel building, with no clear historic association with the extant structure.
- 6.68. There is a strong degree of intervisibility between the Site and the Listed Building, with the northern side of the Site positioned c.15 to the south of the Power Hall, on the opposite side of Liverpool Road (Plate 47 & Plate 48). The Power Hall comprises a long rectangular building, with the strongest area of intervisibility comprising the offices to the west.



Plate 47: View of the Site from the Power Hall.



Plate 48: View of the Power Hall facing north from the Site.

- 6.69. There is co-visibility of the Listed Building with the Power Hall and Site on Liverpool Road, with their proximity

meaning they can be viewed collectively in dynamic views moving along the road (Plate 49). Co-views can also be gained from the south-east of the Site on the former wharf and canal arms, as well as up the hillside to the south-east at the Castlefield Bowl (Plate 50, Plate 51 & Plate 52). These views relate to the former western offices of Power Hall, with the remainder of the building to the east blocked from visibility due to the intervening built form. Within the background of these co-views there is visibility of substantial high-rise buildings, constructed from modern materials. The views include the southern extent of the building, but there is no visibility above the highest point of the parapet for the structure.



Plate 49: The co-views of the Site and Power Hall on Liverpool Road.



Plate 50: Co-views of the Site and Power Hall from the canal arms.

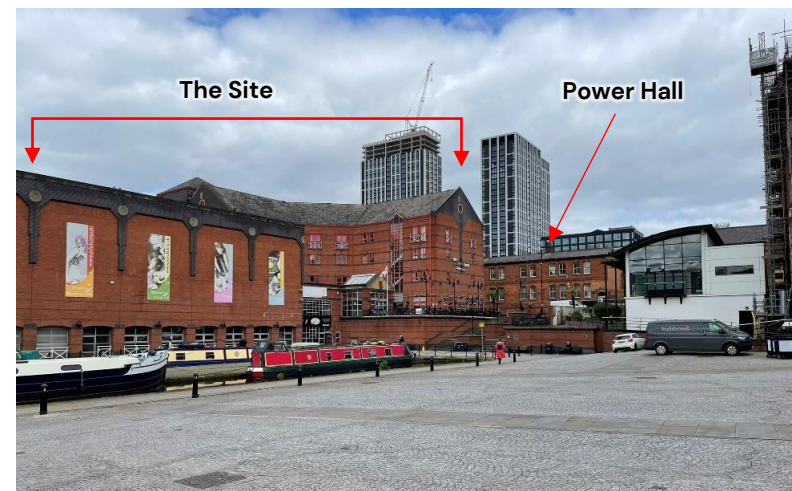


Plate 51: Co-views of the Site and Power Hall from the south-east.



Plate 52: Co-views of the Site and Power Hall from the Castlefield Bowl.

- 6.70. Co-views between the northern side of the Site and the Power Hall can also be gained from further north, when viewed across the railway lines within the railway complex (Plate 53).



Plate 53: Co-views of the Site and Power Hall from the north.

Statement of Significance

- 6.71. The heritage significance of the building is principally embodied in its physical fabric. It derives **historic interest** from its age, form and associations. The building dates to 1855, comprising a railway goods transfer shed and offices built for the London and North-Western Railway. The building forms part of the second major phase of the railway station's development, following the ceasing of passenger railway in 1844, when the complex was used as a good station. The building now forms part of the Museum of Science and Industry.
- 6.72. The **architectural and artistic interests** of the building are principally embodied in its distinctive long formation, fronting Liverpool Road, which has been constructed of brick with sandstone and brick dressings. The formation

of the building and its surviving features denote its original function.

6.73. The setting of the Power Hall also contributes to the significance of the asset, although the significance derived from the setting is less than that derived from its historic fabric. The principal elements of the physical surrounds and experience of the asset (its "*setting*") which are considered to contribute to its heritage significance are summarised below:

- Liverpool Road, where the building is best experienced from. There is an historic functional association with this street, where the western office would have been accessed from, which contributes historic interest. This building is experienced in conjunction with the Grade I Listed Masters House to the west, forming a substantial and long elevation on the northern side of Liverpool Road.
- The railway lines to the west and north of the building. Whilst now out of use, these had a direct functional relationship with the building, central to its purpose and use. This contributes historic interest, demonstrating how the wider complex and building had been used. The railway lines and been used for the transportation of goods up to 1975.
- The wider complex for the railway station, which the building forms a core component of. This includes the Grade I Listed Station Master's House and Old Warehouse to the west, and the Grade II Listed Former Lower Byrom Street Warehouse to the north. Collectively these structures all contribute an industrial character to the setting. They allow the

scale and historic function of the complex to be appreciated.

The Contribution of the Site through Setting

6.74. There is no clear historic functional connection between the Site and Listed Building. The Site is formed of a modern five-storey hotel building, constructed of red brick with blue brick dressings. Whilst the building is modern, the design had clearly taken visual cues from its surroundings, with its size, formation, and fenestration inspired by the large warehouses to its north.

6.75. There is a strong degree of intervisibility and co-visibility between the Site and the Power Hall. The design of the building means that the Site is congruous with the industrial architectural grain, but is not considered to make a positive contribution to the significance of the building through setting. Overall, the building makes a **neutral contribution** to the significance of the Power Hall through its setting.

Impact Assessment

6.76. The assessment of the Listed Building's setting has determined that there would be co-visibility between the Listed Building and the southern extent of the Site, where the PV panels are proposed. However, within these views there is no visibility of the roof structure, due to the height of the parapet walling. The design specifications for the panels indicate that these would not raise above the highest point of the building's parapet. Therefore, there would be no material change to the immediate setting of the Listed Building.

- 6.77. Thereby it is considered that the proposed development would result in **no harm** to the significance of the Grade II Listed Power Hall, through a change in setting.

Mamucium Roman Fort

- 6.78. The remains of the Roman Fort are a Scheduled Monument (Plate 54 **Error! Reference source not found.**). There is no date for the designation, nor is there any description of the asset within the National Heritage List for England entry. The western extent of these remains are situated c.90m to the south-east of the Site.



Plate 54: The structural remains of the Roman Fort within the area to the west nearest the Site.

- 6.79. The Roman Fort dates to c.AD79, when Roman soldiers led by General Agricola had marched into the north-west of England and founded the fort in the Castlefield area. It was garrisoned by Roman auxiliaries, situated close to two major Roman roads running through the area. The Fort had been protected on three sides by the confluence of the rivers Irwell and Medlock, which had once been known as "Castlefields", where the name for

the area derives. The Roman Fort represents the first definite record of human settlement within Manchester.

- 6.80. The formation of the fort is thought to have been an irregular rectangular. A map produced in c.1900 by Charles Roeder illustrates its purported formation and connection with road networks (Plate 55).

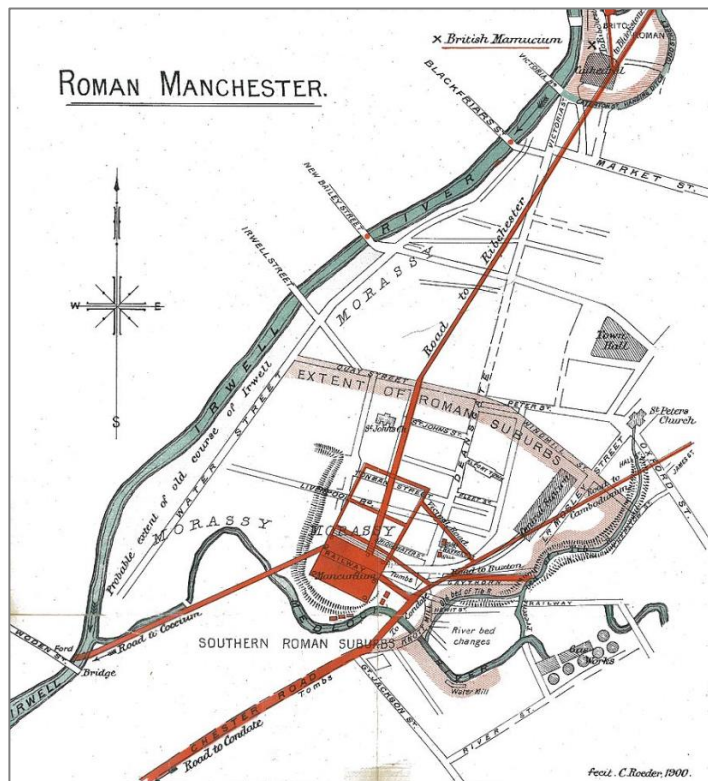


Plate 55: Roeder's c.1900 Map of Roman Manchester.

- 6.81. The western extent of the Roman Fort, which pertains to the development due to intervisibility, forms the structural remains of a former granary, as well as a reconstructed western wall.

- 6.82. Mamucium had been levelled following the industrial revolution in Manchester, with the construction of the canal network system. The site of Mamucium is shown on the 1851 Town Plan, with the Rochdale Canal depicted as extending through its southern extent (Plate 56). Several railway lines and their viaducts are shown as extending through the area. Buildings are shown as present within the south-western extent of the area, as well as several roads constructed within its northern extent. The site of Mamucium appears to have otherwise been formed of open land at this time.



Plate 56: The 1851 Town Plan showing Mamucium (NLSM).

- 6.83. The first archaeological investigation of Mamucium had taken place in 1906 with Francis Burton, who excavated the fort's western defences. By the 1922 Ordnance Survey

Map, further railway lines had been installed orientated west to east across the site of Mamucium (Plate 57). No formation or features of the site are discernible from the mapping.



Plate 57: The 1922 Ordnance Survey Map (NLSM).

- 6.84. In 1982, the fort had become part of the United Kingdom's first Urban Heritage Park, which included partial constructions of the walls, including their ramparts and gateways. This was opened in 1984, and can be first seen on the 2000 Satellite Image (Plate 58).



Plate 58: The 2000 Satellite Image (Google Earth).

Setting and Surrounds

- 6.85. The setting and surrounds of the site of Mamucium are part modern and part industrial in character. The western extent of the site of Mamucium, which has visibility of the application Site, is situated on a hillside which falls in topography to the west and south. To the west of Mamucium is the Castlefield Bowl, separated by the hill and a line of trees, with the canal arms and wharf adjacent to this to the west (Plate 59). To the north of the site of Mamucium are modern roads and buildings, with visibility towards high-rise developments within the wider environs (Plate 60). There are post-medieval industrial features surrounding the area, including the railway lines and viaducts to the south. The River Irwell is situated to the west of the fort, with the River Medlock positioned to the south. However, there is no visibility with these waterways.



Plate 59: View from the fort facing west.



Plate 60: View of the south-west corner of the fort facing north-east, showing the high-rise buildings and viaduct.

Association with the Site, including Intervisibility and Co-visibility

- 6.86. There is no known historic association between the Site and the Roman Fort.
- 6.87. There is a degree of visibility from the western extent of the Roman Fort towards the Site. The hotel building can be glimpsed when facing westwards down the hillside (Plate 61 & Plate 62). This view is partly obscured by the existing treeline. Online images confirm that these views are entirely blocked when the trees are in leaf during the summer months. From the Site there is no clear visibility when facing towards the fort, due to the rising topography, treeline, and canvas associated with the Castlefield Bowl (Plate 63).



Plate 61: Glimpsed view of the Site from the western wall.



Plate 62: Glimpsed view of the Site from the western extent of fort.



Plate 63: Online imagery facing towards the Site from Mamucium, showing no visibility between the treelines.

Statement of Significance

- 6.88. The heritage significance of the Scheduled Monument is principally embodied in its archaeological remains and physical fabric. It derives **historic interest** from its age, form and associations, representing a Roman Fort dating from c.79AD. It derives **archaeological interest** from its surviving built form and formation, which evidence the layout and function of the Roman structures.
- 6.89. The setting of Mamucium Roman Fort also contributes to the significance of the asset, although the significance derived from the setting is less than that derived from its historic fabric. The principal elements of the physical surrounds and experience of the asset (its "setting") which are considered to contribute to its heritage significance are summarised below:

- The Rivers Irwell and Medlock, which have a historic association with the former fort, protecting it on three sides and providing a barrier.
- The topography of the area, with the fort positioned on a hillside. The surrounding area falls in topography outside of the boundaries of the fort, providing a fortified and defensive position. This contributes historic interest, allowing for an understanding of how the fort was designed within the landscape.

The Contribution of the Site through Setting

- 6.90. The Site is positioned c.90m to the west of the western extent of the Mamucium Roman Fort. It is of entirely modern construction, and had been designed as congruous with the industrial character of the surrounding area. There is a highly limited degree of visibility towards the Site from the western extent of Mamucium.
- 6.91. Overall, it is considered that the Site makes a **neutral contribution** to the significance of the asset through setting.

Impact Assessment

- 6.92. The assessment of the Monument's setting has determined that there would be some minor visibility between the heritage asset and the southern extent of the building (the application site), where the PV panels are proposed. This visibility would only be possible when the treelines to the west of the asset are out of leaf. However, the views towards the building do not provide visibility of its roof structure, with only the parapet walling

visible. Therefore, there would be no material change to the immediate setting of the asset.

- 6.93. Thereby it is considered that the proposed development would result in **no harm** to the significance of the of the Scheduled Monument, through a change in setting.

7. Conclusions

- 7.1. The proposed development would see the installation of 202no. 435Wp photo-voltaic panels on the roof of the Castlefield Hotel.
- 7.2. The Site does not contain any Listed Buildings but is located within the Castlefield Conservation Area. There are several designated heritage assets situated within the vicinity of the Site. This includes the Grade I Listed Station Masters House, the Grade II Listed Power Hall, and the Mamucium Roman Fort, a Scheduled Monument.
- 7.3. The Assessment concludes that The Site makes **a neutral contribution** to the significance of the Grade I Listed Station Masters House, the Grade II Listed Power Hall, and Mamucium Fort Scheduled Monument through setting.
- 7.4. It has also concluded that the Site makes **a neutral contribution** to the significance of the Castlefield Conservation Area.
- 7.5. The assessment has determined that the proposed development would cause **no harm** to the significance of the designated assets through change to their setting. It would also cause **no harm** to the character and appearance and thus significance of the Conservation Area.
- 7.6. Overall, the proposed development should be deemed as acceptable, with no harm to the significance of any heritage assets arising from the implementation of the proposals, and thus accords with the duties contained in the Planning (Listed Buildings and Conservation Areas)

Act 1990, the policies of the Local Plan, and Section 16 of the NPPF.

Appendix 1: Assessment Methodology

Assessment of significance

In the *NPPF*, heritage significance is defined as:

“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site’s Statement of Outstanding Universal Value forms part of its significance.”¹⁹

Historic England's *GPA:2* gives advice on the assessment of significance as part of the application process. It advises understanding the nature, extent, and level of significance of a heritage asset.²⁰

In order to do this, *GPA 2* also advocates considering the four types of heritage value an asset may hold, as identified in English Heritage's *Conservation Principles*.²¹ These essentially cover the heritage ‘interests’ given in the glossaries of the *NPPF* and the *PPG* which are archaeological, architectural and artistic, and historic.²²

The *PPG* provides further information on the interests it identifies:

- **Archaeological interest:** As defined in the Glossary to the National Planning Policy Framework, 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.²³

¹⁹ DLUHC, *NPPF*, Annex 2.

²⁰ Historic England, *GPA:2*.

²¹ Historic England, *Conservation Principles: Policies and Guidance for the Sustainable Management of the Historic Environment* (London, April 2008). These heritage values

are identified as being ‘aesthetic’, ‘communal’, ‘historical’ and ‘evidential’, see *idem* pp. 28–32.

²² DLUHC, *NPPF*, Annex 2; DLUHC, *PPG*, paragraph 006, reference ID: 18a-006-20190723.

²³ DLUHC, *PPG*, paragraph 006, reference ID: 18a-006-20190723.

Significance results from a combination of any, some, or all of the interests described above.

Historic England guidance on assessing heritage significance, *HEAN:12*, advises using the terminology of the *NPPF* and *PPG*, and thus it is that terminology which is used in this Report.²⁴

Listed Buildings and Conservation Areas are generally designated for their special architectural and historic interest.

Setting and significance

As defined in the *NPPF*:

“Significance derives not only from a heritage asset’s physical presence, but also from its setting.”²⁵

Setting is defined as:

“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”²⁶

Therefore, setting can contribute to, affect an appreciation of significance, or be neutral with regards to heritage values.

Assessing change through alteration to setting

How setting might contribute to these values has been assessed within this Report with reference to *GPA:3*, particularly the checklist given on page 11. This advocates the clear articulation of “*what matters and why*”.²⁷

In *GPA:3*, a stepped approach is recommended, of which Step 1 is to identify which heritage assets and their settings are affected. Step 2 is to assess whether, how and to what degree settings make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated. The guidance includes a (non-exhaustive) checklist of elements of the physical surroundings of an asset that might be considered when undertaking the assessment including, among other things: topography, other heritage assets, green space, functional relationships and degree of change over time. It also lists aspects associated with the experience of the asset which might be considered, including: views, intentional intervisibility, tranquillity, sense of enclosure, accessibility, rarity and land use.

Step 3 is to assess the effect of the proposed development on the significance of the asset(s). Step 4 is to explore ways to maximise enhancement and minimise harm. Step 5 is to make and document the decision and monitor outcomes.

A Court of Appeal judgement has confirmed that whilst issues of visibility are important when assessing setting, visibility does not necessarily confer a contribution to significance and factors other than visibility should also be considered, with Lindblom LJ stating at

²⁴ Historic England, *Statements of Heritage Significance: Analysing Significance in Heritage Assets*, Historic England Advice Note 12 (Swindon, October 2019).

²⁵ DLUHC, *NPPF*, Annex 2.

²⁶ DLUHC, *NPPF*, Annex 2.

²⁷ Historic England, *GPA:3*, pp. 8, 11.

paragraphs 25 and 26 of the judgement (referring to an earlier Court of Appeal judgement):

Paragraph 25 – “But – again in the particular context of visual effects – I said that if “a proposed development is to affect the setting of a listed building there must be a distinct visual relationship of some kind between the two – a visual relationship which is more than remote or ephemeral, and which in some way bears on one’s experience of the listed building in its surrounding landscape or townscape” (paragraph 56)”.

Paragraph 26 – “This does not mean, however, that factors other than the visual and physical must be ignored when a decision-maker is considering the extent of a listed building’s setting. Generally, of course, the decision-maker will be concentrating on visual and physical considerations, as in Williams (see also, for example, the first instance judgment in R. (on the application of Miller) v North Yorkshire County Council [2009] EWHC 2172 (Admin), at paragraph 89). But it is clear from the relevant national policy and guidance to which I have referred, in particular the guidance in paragraph 18a–013–20140306 of the PPG, that the Government recognizes the potential relevance of other considerations – economic, social and historical. These other considerations may include, for example, “the historic relationship between places”. Historic England’s advice in GPA3 was broadly to the same effect.”²⁸

Levels of significance

Descriptions of significance will naturally anticipate the ways in which impacts will be considered. Hence descriptions of the significance of Conservation Areas will make reference to their special interest and character and appearance, and the significance of Listed Buildings will be discussed with reference to the building, its setting and any features of special architectural or historic interest which it possesses.

In accordance with the levels of significance articulated in the *NPPF* and the *PPG*, three levels of significance are identified:

- **Designated heritage assets of the highest significance**, as identified in paragraph 206 of the *NPPF*, comprising Grade I and II* Listed Buildings, Grade I and II* Registered Parks and Gardens, Scheduled Monuments, Protected Wreck Sites, World Heritage Sites and Registered Battlefields (and also including some Conservation Areas) and non-designated heritage assets of archaeological interest which are demonstrably of equivalent significance to Scheduled Monuments, as identified in footnote 72 of the *NPPF*;²⁹
- **Designated heritage assets of less than the highest significance**, as identified in paragraph 206 of the *NPPF*, comprising Grade II Listed Buildings and Grade II Registered Parks and Gardens (and also some Conservation Areas);³⁰ and

²⁸ *Catesby Estates Ltd. v. Steer* [2018] EWCA Civ 1697, paras. 25 and 26.

²⁹ *DLUHC, NPPF*, para. 206 and fn. 72.

³⁰ *DLUHC, NPPF*, para. 206.

- **Non-designated heritage assets.** Non-designated heritage assets are defined within the PPG as *"buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets"*.³¹

Additionally, it is of course possible that sites, buildings or areas have no heritage significance.

Assessment of harm

Assessment of any harm will be articulated in terms of the policy and law that the proposed development will be assessed against, such as whether a proposed development preserves or enhances the character or appearance of a Conservation Area, and articulating the scale of any harm in order to inform a balanced judgement/weighting exercise as required by the NPPF.

In accordance with key policy, the following levels of harm may potentially be identified for designated heritage assets:

- **Substantial harm or total loss.** It has been clarified in a High Court Judgement of 2013 that this would be harm that would *"have such a serious impact on the significance of the asset that its significance was either vitiated altogether or very much reduced"*,³² and

- **Less than substantial harm.** Harm of a lesser level than that defined above.

With regards to these two categories, the PPG states:

"Within each category of harm (which category applies should be explicitly identified), the extent of the harm may vary and should be clearly articulated."³³

Hence, for example, harm that is less than substantial would be further described with reference to where it lies on that spectrum or scale of harm, for example low end, middle, and upper end of the less than substantial harm spectrum/scale.

It is also possible that development proposals will cause no harm or preserve the significance of heritage assets. Here, a High Court Judgement of 2014 is relevant. This concluded that with regard to preserving the setting of a Listed building or preserving the character and appearance of a Conservation Area, *"preserving"* means doing *"no harm"*.³⁴

Preservation does not mean no change, it specifically means no harm. GPA:2 states that *"Change to heritage assets is inevitable but it is only harmful when significance is damaged"*.³⁵ Thus, change is accepted in Historic England's guidance as part of the evolution of the landscape and environment. It is whether such change is neutral, harmful or beneficial to the significance of an asset that matters.

As part of this, setting may be a key consideration. When evaluating any harm to significance through changes to setting, this Report

³¹ DLUHC, PPG, paragraph 039, reference ID: 18a-039-20190723.

³² Bedford Borough Council v Secretary of State for Communities and Local Government [2013] EWHC 2847 (Admin), para. 25.

³³ DLUHC, PPG, paragraph 018, reference ID: 18a-018-20190723.

³⁴ R (Forge Field Society) v Sevenoaks District Council [2014] EWHC 1895 (Admin).

³⁵ Historic England, GPA:2, p. 9.

follows the methodology given in GPA:3, described above. Fundamental to this methodology is a consideration of “*what matters and why*”.³⁶ Of particular relevance is the checklist given on page 13 of GPA:3.³⁷

It should be noted that this key document also states:

“Setting is not itself a heritage asset, nor a heritage designation...”³⁸

Hence any impacts are described in terms of how they affect the significance of a heritage asset, and heritage interests that contribute to this significance, through changes to setting.

With regards to changes in setting, GPA:3 states that:

“Conserving or enhancing heritage assets by taking their settings into account need not prevent change”.³⁹

Benefits

Proposed development may also result in benefits to heritage assets, and these are articulated in terms of how they enhance the heritage interests, and hence the significance, of the assets concerned.

As detailed further in **Appendix 3**, the NPPF (at Paragraphs 207 and 208) requires harm to a designated heritage asset to be weighed against the public benefits of the development proposals.⁴⁰

Recent High Court Decisions have confirmed that enhancement to the historic environment should be considered as a public benefit under the provisions of Paragraphs 207 to 209.⁴¹

The PPG provides further clarity on what is meant by the term ‘public benefit’, including how these may be derived from enhancement to the historic environment (‘heritage benefits’), as follows:

“Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.

Examples of heritage benefits may include:

- ***sustaining or enhancing the significance of a heritage asset and the contribution of its setting***
- ***reducing or removing risks to a heritage asset***

³⁶ Historic England, GPA:3, p. 8.

³⁷ Historic England, GPA:3, p. 13.

³⁸ Historic England, GPA:3, p. 4.

³⁹ Historic England, GPA 3, p. 8.

⁴⁰ DLUHC, NPPF, paras. 207 and 208.

⁴¹ Including – Kay, R (on the application of) v Secretary of State for Housing Communities and Local Government & Anor [2020] EWHC 2292 (Admin); DLUHC, NPPF, paras. 207 and 209.

- ***securing the optimum viable use of a heritage asset in support of its long term conservation.”⁴²***

⁴² DLUHC, *PPG*, paragraph 020, reference ID: 18a-020-20190723.

Appendix 2: Legislative Framework

Legislation relating to the built historic environment is primarily set out within the *Planning (Listed Buildings and Conservation Areas) Act 1990*, which provides statutory protection for Listed Buildings and Conservation Areas.⁴³

Section 66(1) of the Act goes on to state that:

“In considering whether to grant planning permission [or permission in principle] for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”⁴⁴

In the 2014 Court of Appeal judgement in relation to the Barnwell Manor case, Sullivan LJ held that:

“Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight”

when the decision-maker carries out the balancing exercise.”⁴⁵

A judgement in the Court of Appeal (‘Mordue’) has clarified that, with regards to the setting of Listed Buildings, where the principles of the NPPF are applied (in particular paragraph 134 of the 2012 version of the NPPF, the requirements of which are now given in paragraph 208 of the current, revised NPPF, see **Appendix 3**), this is in keeping with the requirements of the 1990 Act.⁴⁶

With regards to development within Conservation Areas, Section 72(1) of the *Planning (Listed Buildings and Conservation Areas) Act 1990* states:

“In the exercise, with respect to any buildings or other land in a conservation area, of any powers under any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.”⁴⁷

Unlike Section 66(1), Section 72(1) of the Act does not make reference to the setting of a Conservation Area. This makes it plain that it is the character and appearance of the designated Conservation Area that is the focus of special attention.

⁴³ UK Public General Acts, Planning (Listed Buildings and Conservation Areas) Act 1990.

⁴⁴ UK Public General Acts, Planning (Listed Buildings and Conservation Areas) Act 1990, Section 66(1).

⁴⁵ Barnwell Manor Wind Energy Ltd v (1) East Northamptonshire DC & Others [2014] EWCA Civ 137. para. 24.

⁴⁶ Jones v Mordue [2015] EWCA Civ 1243.

⁴⁷ UK Public General Acts, Planning (Listed Buildings and Conservation Areas) Act 1990. Section 72(1).

In addition to the statutory obligations set out within the *Planning (Listed Buildings and Conservations Area) Act 1990*, Section 38(6) of the *Planning and Compulsory Purchase Act 2004* requires that all planning applications, including those for Listed Building Consent, are determined in accordance with the Development Plan unless material considerations indicate otherwise.⁴⁸

⁴⁸ UK Public General Acts, Planning and Compulsory Purchase Act 2004, Section 38(6).

Appendix 3: National Policy Guidance

The National Planning Policy Framework (December 2023)

National policy and guidance is set out in the Government's *National Planning Policy Framework (NPPF)* published in December 2023. This replaced and updated the previous *NPPF* (September 2023). The *NPPF* needs to be read as a whole and is intended to promote the concept of delivering sustainable development.

The *NPPF* sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The *NPPF* continues to recognise that the planning system is plan-led and that therefore Local Plans, incorporating Neighbourhood Plans, where relevant, are the starting point for the determination of any planning application, including those which relate to the historic environment.

The overarching policy change applicable to the proposed development is the presumption in favour of sustainable development. This presumption in favour of sustainable development (the 'presumption') sets out the tone of the Government's overall stance and operates with and through the other policies of the *NPPF*. Its purpose is to send a strong signal to all those involved in the planning process about the need to plan positively for appropriate new development; so that both plan-making and development management are proactive and driven by a search for opportunities to deliver sustainable development, rather than barriers. Conserving historic assets in a manner appropriate to their significance forms part of this drive towards sustainable development.

The purpose of the planning system is to contribute to the achievement of sustainable development and the *NPPF* sets out three 'objectives' to facilitate sustainable development: an economic objective, a social objective, and an environmental objective. The presumption is key to delivering these objectives, by creating a positive pro-development framework which is underpinned by the wider economic, environmental and social provisions of the *NPPF*. The presumption is set out in full at paragraph 11 of the *NPPF* and reads as follows:

"Plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

- a. all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;***
- b. strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:***
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting***

the overall scale, type or distribution of development in the plan area; or

- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.***

For decision-taking this means:

- a. approving development proposals that accord with an up-to-date development plan without delay; or***
- b. where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:***
 - i. the application policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or***
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”⁴⁹***

However, it is important to note that footnote 7 of the NPPF applies in relation to the final bullet of paragraph 11. This provides a context for paragraph 11 and reads as follows:

“The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 187) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 72); and areas at risk of flooding or coastal change.”⁵⁰ (our emphasis)

The NPPF continues to recognise that the planning system is planned and that therefore, Local Plans, incorporating Neighbourhood Plans, where relevant, are the starting point for the determination of any planning application.

Heritage Assets are defined in the NPPF as:

“A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).”⁵¹

⁴⁹ DLUHC, NPPF, para. 11.

⁵⁰ DLUHC, NPPF, para. 11, fn. 7.

⁵¹ DLUHC, NPPF, Annex 2.

The NPPF goes on to define a Designated Heritage Asset as a:

“World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under relevant legislation.”⁵²

As set out above, significance is also defined as:

“The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site’s Statement of Outstanding Universal Value forms part of its significance.”⁵³

Section 16 of the NPPF relates to ‘Conserving and enhancing the historic environment’ and states at paragraph 201 that:

“Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.”⁵⁴

Paragraph 203 goes on to state that:

“In determining planning applications, local planning authorities should take account of:

- a. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;***
- b. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and***
- c. the desirability of new development making a positive contribution to local character and distinctiveness.”⁵⁵***

With regard to the impact of proposals on the significance of a heritage asset, paragraphs 205 and 206 are relevant and read as follows:

“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to

⁵² DLUHC, NPPF, Annex 2.

⁵³ DLUHC, NPPF, Annex 2.

⁵⁴ DLUHC, NPPF, para. 201.

⁵⁵ DLUHC, NPPF, para. 203.

substantial harm, total loss or less than substantial harm to its significance.”⁵⁶

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

Substantial harm to or loss of:

- a. grade II listed buildings, or grade II registered parks or gardens, should be exceptional;**
- b. assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.”⁵⁷**

In the context of the above, it should be noted that paragraph 207 reads as follows:

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

- a. the nature of the heritage asset prevents all reasonable uses of the site; and**
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and**
- c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and**
- d. the harm or loss is outweighed by the benefit of bringing the site back into use.”⁵⁸**

Paragraph 208 goes on to state:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”⁵⁹

National Planning Practice Guidance

The then Department for Communities and Local Government (now the Department for Levelling Up, Housing and Communities (DLUHC)) launched the planning practice guidance web-based resource in March 2014, accompanied by a ministerial statement which confirmed that a number of previous planning practice guidance documents were cancelled.

⁵⁶ DLUHC, *NPPF*, para. 205.

⁵⁷ DLUHC, *NPPF*, para. 206.

⁵⁸ DLUHC, *NPPF*, para. 207.

⁵⁹ DLUHC, *NPPF*, para. 208.

This also introduced the national Planning Practice Guidance (PPG) which comprised a full and consolidated review of planning practice guidance documents to be read alongside the NPPF.

The PPG has a discrete section on the subject of the Historic Environment, which confirms that the consideration of ‘significance’ in decision taking is important and states:

“Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals.”⁶⁰

In terms of assessment of substantial harm, the PPG confirms that whether a proposal causes substantial harm will be a judgement for the individual decision taker having regard to the individual circumstances and the policy set out within the NPPF. It goes on to state:

“In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset’s significance rather than the scale of the development that is to be assessed. The harm

may arise from works to the asset or from development within its setting.

While the impact of total destruction is obvious, partial destruction is likely to have a considerable impact but, depending on the circumstances, it may still be less than substantial harm or conceivably not harmful at all, for example, when removing later inappropriate additions to historic buildings which harm their significance. Similarly, works that are moderate or minor in scale are likely to cause less than substantial harm or no harm at all. However, even minor works have the potential to cause substantial harm.”⁶¹ (our emphasis)

National Design Guide:

Section C2 relates to valuing heritage, local history and culture and states:

“When determining how a site may be developed, it is important to understand the history of how the place has evolved. The local sense of place and identity are shaped by local history, culture and heritage, and how these have influenced the built environment and wider landscape.”⁶²

“Sensitive re-use or adaptation adds to the richness and variety of a scheme and to its diversity of activities and users. It helps to integrate heritage into proposals in an environmentally sustainable way.”⁶³

⁶⁰ DLUHC, PPG, paragraph 007, reference ID: 18a-007-20190723.

⁶¹ DLUHC, PPG, paragraph 018, reference ID: 18a-018-20190723.

⁶² DLUHC, NDG, para. 46.

⁶³ DLUHC, NDG, para. 47.

It goes on to state that:

"Well-designed places and buildings are influenced positively by:

- ***the history and heritage of the site, its surroundings and the wider area, including cultural influences;***
- ***the significance and setting of heritage assets and any other specific features that merit conserving and enhancing;***
- ***the local vernacular, including historical building typologies such as the terrace, town house, mews, villa or mansion block, the treatment of façades, characteristic materials and details – see Identity.***

Today's new developments extend the history of the context. The best of them will become valued as tomorrow's heritage, representing the architecture and placemaking of the early 21st century."⁶⁴

⁶⁴ DLUHC, NDG, paras. 48–49.

Appendix 4: Relevant Development Plan Policies

Planning applications within Manchester City Centre are currently considered against the policy and guidance set out within the Core Strategy, which was adopted 11th July 2012, as well as the Places for Everyone Joint Development Plan Document, adopted 21st March 2024.

The following policy from the Core Strategy is relevant to the historic environment:

Policy EN3 – Heritage

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

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. (This paragraph has now been superseded by Policy JP-P2 of the Development Plan).

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

The following policy from the Development Plan is relevant to the historic environment:

Policy JP-P2: Heritage

“We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester’s distinct character, identity and sense of place. Local Plans will set out the key elements which contribute to the district’s identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:

- 1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;*
- 2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;*

3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;

4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and

5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

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

Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a

sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan.

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



Appendix 5: Former Liverpool Road Railway Station, Station Master's House List Entry

FORMER LIVERPOOL ROAD RAILWAY STATION STATION MASTERS HOUSE

Official list entry

Heritage Category: **Listed Building**

Grade: **I**

List Entry Number: **1291477**

Date first listed: **18-Dec-1963**

List Entry Name: **FORMER LIVERPOOL ROAD RAILWAY STATION STATION MASTERS HOUSE**

Statutory Address 1: **FORMER LIVERPOOL ROAD RAILWAY STATION, LIVERPOOL ROAD**

Statutory Address 2: **STATION MASTERS HOUSE, LIVERPOOL ROAD**

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

[Understanding list entries \(https://historicengland.org.uk/listing/the-list/understanding-list-entries/\)](https://historicengland.org.uk/listing/the-list/understanding-list-entries/)

[Corrections and minor amendments \(https://historicengland.org.uk/listing/the-list/minor-amendments/\)](https://historicengland.org.uk/listing/the-list/minor-amendments/)

Location

Statutory Address: **FORMER LIVERPOOL ROAD RAILWAY STATION, LIVERPOOL ROAD**

Statutory Address: **STATION MASTERS HOUSE, LIVERPOOL ROAD**

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

District: **Manchester (Metropolitan Authority)**

Parish: **Non Civil Parish**

National Grid Reference: **SJ 82952 97867**

Details

MANCHESTER

SJ8297 LIVERPOOL ROAD 698-1/18/213 (North side) 18/12/63 Former Liverpool Road Railway Station, and Station Master's House

GV I

Also known as: Museum of Science and Industry, Liverpool Road Station LOWER BYROM STREET. Passenger railway station at terminus of Liverpool and Manchester Railway, now part of museum complex. 1830, by George Stephenson for the Liverpool and Manchester Railway Company, with attached house of 1808, formerly occupied by station agent; altered. Red brick, the booking offices faced with sandstone ashlar and stucco; hipped slate roofs. Rectangular plan parallel to street, with house to left and added range of former shops to right. Classical style. The BOOKING OFFICES, which back onto an embankment carrying the railway line at 1st floor level to the rear, have a 2-storey 4-bay facade (2:1.2:1 windows), symmetrical except for the 4th bay, with channelled rustication to the ground floor, panelled pilasters to the upper floor, a moulded cornice and high parapet with cornice and blocking course. The 2nd bay (the centre of the symmetrical portion, containing the entrance to the 1st Class booking hall) breaks forward slightly, has a large square-headed doorway with an architrave of coupled pilasters, moulded cornice and blocking course surmounted by a vase-pedestal sundial, and a recessed panelled door with rectangular overlight; and at 1st floor a tripartite sashed window with a cornice. The flanking bays have 15-pane sashed windows at ground floor flanked by wide segmental-headed tripartite sashed windows with glazing bars, and 12-pane sashes at 1st floor with moulded architraves. The 4th bay, containing the entrance to the 2nd Class booking hall, has a doorway at ground floor similar to the other but with single pilasters, and a 12-

pane sash above like the others. Interior: separate booking halls and staircases leading to platform. Rear: 2 doorways to the platform with moulded stone surrounds, a tripartite sashed window to the left of the 1st Class doorway and a one-light sash to the left of the other. To the east, an added hipped-roof platform canopy on slender iron columns (C20 offices with glazed screen wall inserted under this roof). The former HOUSE to the left of the booking offices, 3 storeys and 3 bays to the same height, symmetrical, has a doorway with pedimented stone architrave, sashed windows of 16 panes at ground and 1st floors and 12 panes at 2nd floor, all with raised sills and flat-arched heads, and modillioned eaves; and a double-splayed left corner to the return wall, with sashed and blind windows. To the right of the booking offices is a long 9-bay range, recently rebuilt or restored, formerly with shops at ground floor and a train shed above, which is stuccoed at ground floor, has coupled pilasters, 1st-floor sill-band, moulded cornice and high brick parapet (carried across from the booking offices), and most bays with symmetrical openings including a round-headed doorway at ground floor flanked by windows in segmental-headed blank arches, and 2 windows above. HISTORY: oldest surviving passenger railway station in the world; ceased to handle passenger traffic in 1844 (when Hunt's Bank station was opened, now Victoria Station, q.v.), but continued in use as goods station until 1975. Forms group with Old Warehouse on opposite side of railway track (q.v.).

Listing NGR: SJ8295297867

Legacy

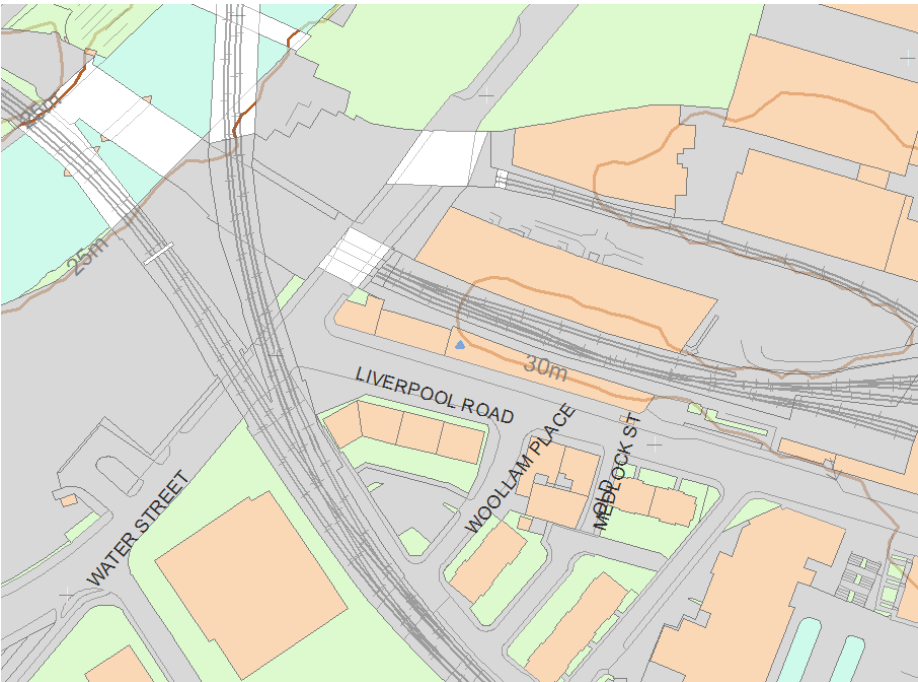
The contents of this record have been generated from a legacy data system.

Legacy System number: **388277**

Legacy System: **LBS**

Legal

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



Map

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End of official list entry

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Appendix 6: Power Hall of Museum of Science and Industry List Entry

POWER HALL OF MUSEUM OF SCIENCE AND INDUSTRY

Official list entry

Heritage Category: **Listed Building**

Grade: **II**

List Entry Number: **1291458**

Date first listed: **05-Jun-1994**

List Entry Name: **POWER HALL OF MUSEUM OF SCIENCE AND INDUSTRY**

Statutory Address 1: **POWER HALL OF MUSEUM OF SCIENCE AND INDUSTRY, LIVERPOOL ROAD**

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

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[Understanding list entries \(https://historicengland.org.uk/listing/the-list/understanding-list-entries/\)](https://historicengland.org.uk/listing/the-list/understanding-list-entries/)

[Corrections and minor amendments \(https://historicengland.org.uk/listing/the-list/minor-amendments/\)](https://historicengland.org.uk/listing/the-list/minor-amendments/)

Location

Statutory Address: **POWER HALL OF MUSEUM OF SCIENCE AND INDUSTRY, LIVERPOOL ROAD**

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

District: **Manchester (Metropolitan Authority)**

Parish: **Non Civil Parish**

National Grid Reference: **SJ 83155 97820**

Details

This list entry was subject to a Minor Amendment on 15/11/2016

SJ8397NW 698-1/30/218

MANCHESTER LIVERPOOL ROAD (North side) Power Hall of Museum of Science and Industry

GV II Railway goods transfer shed, now museum exhibition hall. 1855, for London and North Western Railway. Red brick with some sandstone dressings, hipped slate roof. Very long rectangular plan parallel to street, with wide splayed corner and short return to Lower Byrom Street. Single storey, 6:7.4 blind windows with wagon entrances between these groups and another in the splayed corner; round-headed blind windows with stepped surrounds and raised stone sills, large square-headed wagon doorways with flat-arched heads and stone fenders at the bases of the jambs (formerly furnished with sliding wooden doors but now glazed); continuous brick frieze with simplified corbel table and white brick band, brick parapet with stone coping. Three-bay return side similar.

Includes offices at the W end with four pairs of arched windows with keystones and shared stone sills to each of the two storeys, which are separated by a dentillated string course (formerly eaves, prior to the addition of the first floor). Rubbed-brick arched doorway on Liverpool Road with stone open pediment above retains timber double doors and later fanlight. Four-pane timber sash windows to front and rear elevation (some to rear altered during conversion to museum). Modillioned timber box gutter, central four-pot chimney stack and two-pot end stack. Rear (N) wall has carriage stones at each corner. Office interior said to retain fireplaces and cornices.

Listing NGR: SJ8315597820

Legacy

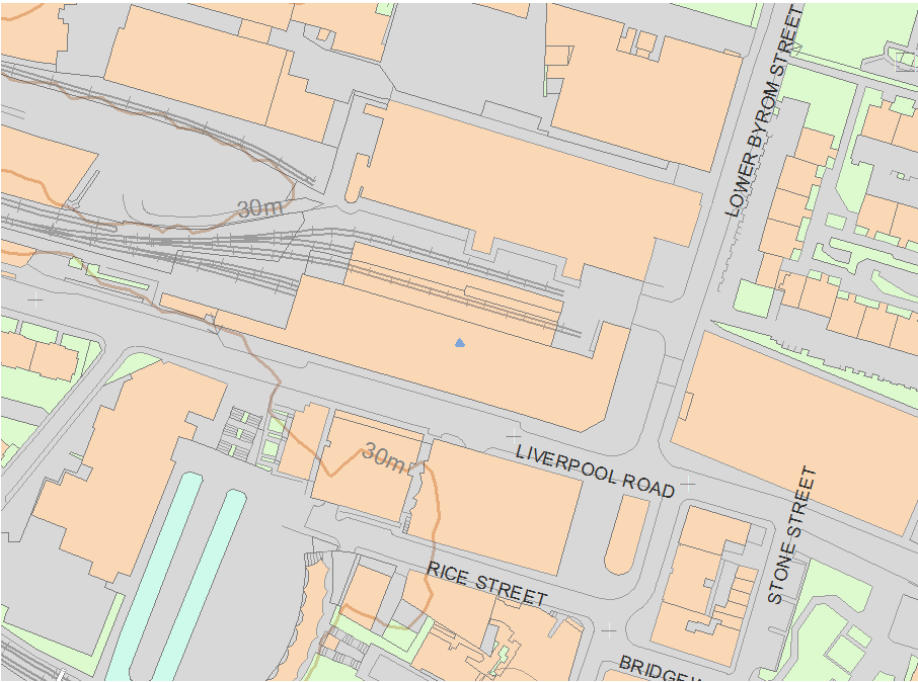
The contents of this record have been generated from a legacy data system.

Legacy System number: 388281

Legacy System: LBS

Legal

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



Map

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Planning (Listed Buildings and Conservation Areas) Act 1990
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