



Ship Canal House

King Street, Manchester

**Heritage Statement: Reception and Lobby refurbishment
and basement works to Lombard Chambers**

Prepared for: Grosvenor
May 2023

Contents

1.	Introduction	3
1.1	Background and Proposals.....	3
1.2	Planning Policy Context	4
1.3	Historic England Guidance	4
2.	Heritage Context.....	5
2.1	Listed Buildings	5
2.2	Conservation Areas	6
2.3	Archaeological Potential	6
3.	History and Development.....	7
3.1	Introduction	7
3.2	Brief History and Development of area	7
3.3	History and Development of the Site	8
3.4	Site Description	14
4.	Significance Assessment.....	18
4.1	Introduction	18
4.2	Significance Appraisal (Lobby, Reception and Basement areas)	18
5.	Heritage Impact Assessment	21
5.1	Introduction	21
5.2	Assessment Methodology.....	21
5.3	The Proposals.....	21
5.4	Heritage Impact Assessment	24
5.5	Conclusions	26
	Appendices	27
	Appendix I: Listing Descriptions	27
	Appendix II: Assessing the Magnitude of Change or Impact	30

1. Introduction

1.1 Background and Proposals

Stephen Levrant Heritage Architecture (SLHA) have been commissioned by Savills Building & Project Consultancy on behalf of Grosvenor to prepare a Heritage Statement for minor refurbishment works to the basement, reception and lobby areas to Ship Canal House, 84-89 King Street Manchester (Grade II).

The Site is formed of three separately listed buildings that are physically interconnected at basement and ground floor level. Ship Canal House, occupying the dominant central portion of the King Street frontage, was constructed between 1924-27 by Harry S Fairhurst (shaded red, Figure 1).

The early-20th century building is directly adjacent to Lombard Chambers, at the junction of Brown Street and Chancery Lane, was established c.1868 and built to the design of George Truefitt (shaded green, below). Atlas Chambers, at the junction of King Street and Brown Street, was designed by Michael Waterhouse and opened in 1929 (shaded blue, Figure 1). All three are listed (grade II) and their list descriptions are included at **Appendix 1**. The site is also located within the Upper King Street Conservation Area.



Figure 1: Map showing the location of Ship Canal House (outlined in red), Lombard Chambers in green and Atlas Chambers in blue. **Source:** Google Images.

The proposed works to the reception, basement and lift lobbies can be described as follows; *“Internal new works to the basement to install shower and change facilities. Refurbishment of reception, and refurbishment of lift lobbies on all floors”*. The purpose of this document is to provide a proportionate assessment of the designated heritage assets within the subject site and the impact of the proposals upon this significance.

The proposals will affect the reception, lobby / WC and basement areas to Ship Canal House (Grade II) and the basement area to Lombard Chambers (Grade II). As these buildings technically fall under separate listings, two separate LBC applications are to be submitted in tandem.

Atlas Chambers will not be impacted by the proposed works.

The Heritage Statement should be considered alongside the detailed drawings and plans prepared by Savills and Bluesky Design. The information will support the Listed Building consent (LBC) Applications for the works.

The baseline significance assessment will inform the subsequent ‘impact’ assessment, forming the secondary half of the report. The objective of the impact assessment is to assess the acceptability of the proposals in accordance with local and national planning policy.

1.2 Planning Policy Context

The key planning policy documents are respectively, the: Planning (Listed Building and Conservation Areas) Act 1990, the National Planning Policy Framework (NPPF, 2021) and the Manchester City Council (MCC) Core Strategy (2012).

The policies in the NPPF constitute the Government’s view of what sustainable development means in practice. The definition requires development to give due weight to the appropriate conservation of heritage assets in order to be defined as sustainable development (**paragraph 8**). This is because one of the key dimensions of sustainability is protecting and enhancing the historic environment. It is thus necessary to demonstrate that the proposals for the site are demonstrably sustainable.

Paragraph 189 advises that heritage assets are *“an irreplaceable resource and should be conserved in a manner appropriate to their significance”*. The analysis of heritage significance in this document accords with the required NPPF approach, as it presents sufficient evidence to inform the design development and enable the Council, *“to reach an informed decision”*.

The analysis of heritage significance in this Heritage Statement accords with the requirements of **paragraphs 194 and 203** of the NPPF (2021) as it presents sufficient and proportionate evidence to enable the Council, *“to reach an informed decision”*. The conclusions of this Heritage Statement are thus based on the *“need to be proportionate to the significance of the heritage assets [potentially] affected, and the impact on the significance of those heritage assets”*.

In order to test the relative impact upon the built historic environment, the following Heritage Statement will assess the potential impact of the proposed scheme on the fabric and character of the Grade II listed Ship Canal House and the impact upon the significance of the Upper King Street Conservation Area.

1.3 Historic England Guidance

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

The present report takes account of the advice contained within the revised version of Advice Note 3 on understanding what constitutes the setting of a listed building, conservation area or other heritage asset. Lastly, the Heritage Statement accords with the requirements of the NPPF, and the guidance set out in **Historic England’s Advice Note 12**, *‘Statements of Heritage Significance: Analysing Significance in heritage Assets’* (October 2019), providing relevant and proportionate information sufficient to inform decision-making by the Council.

2. Heritage Context

2.1 Listed Buildings

Statutory listing of buildings means that a building is of special architectural or historic interest and is therefore of heritage significance. Grading of listed buildings reflects their architectural and historic interest; Grade I buildings are of exceptional interest; Grade II* buildings are particularly important buildings of more than special interest; and Grade II buildings are of special interest.

Figure 2 below, provides information on the Listed Buildings within the defined site area which have the potential to be impacted by the proposals. It will be clear that due to the internal nature of the works, the proposed refurbishment works will not incur any impact on the settings of nearby listed buildings.

1. Ship Canal House – Grade II (List UID: 1219203)
2. Atlas Chambers - Grade II (List UID: 1197941)
3. Lombard Chambers – Grade II (List UID: 1208211)

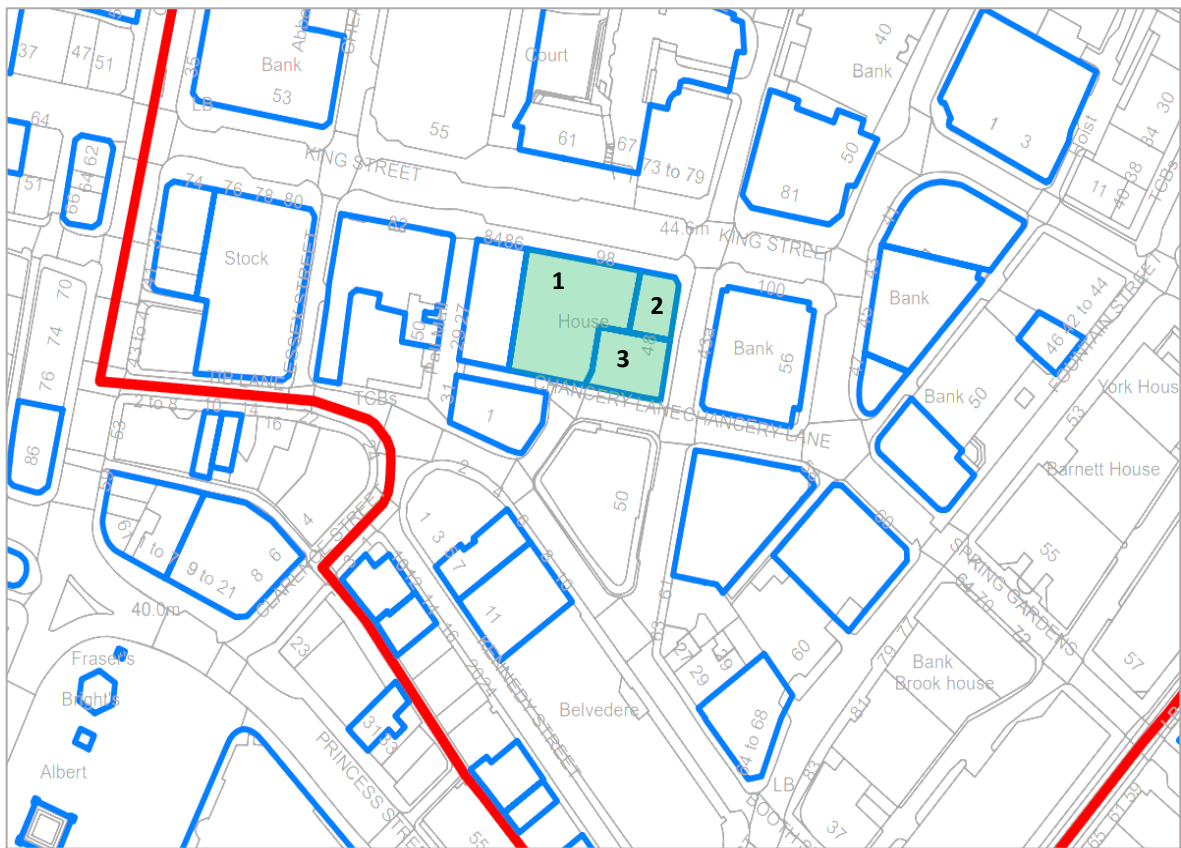


Figure 2: The extent of the Site is shaded green on the map. The three-listed buildings are numbered. The extent of the Upper King Street Conservation Area boundary is denoted by the red line. Source: Map adapted from Upper King Street Conservation Area Map - Manchester City Council website.

2.2 Conservation Areas

Conservation Areas are designated areas that are deemed to have special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The Site is situated within the Upper King Street Conservation Area. It will be evident the focus of the proposals is on the internal spaces of the building only and will not result in any material impact on the character and appearance of the Conservation Area. The Upper King Street Conservation Area has therefore been scoped out of further assessment.

2.3 Archaeological Potential

The proposals seek to make some light alterations to the existing basement area to Ship Canal House (Grade II), which also opens up into the basement areas to Lombard Chambers and Atlas House (both Grade II). The basement is currently being utilised as a car parking facility to serve the offices above.

This contemporary use has resulted in some considerable alteration to historic fabric within the basement levels of the listed buildings. The current proposals for the basement areas are limited and will not result in any further disruption to below-ground archaeology.

3. History and Development

3.1 Introduction

In order to understand the heritage significance of the Site as a component of the surrounding historic environment, it is first necessary to understand its historical development and the impact it made on the development of this part of the city.

This section of the report analyses and interprets historic maps and primary and secondary information in order to provide a sound evidence base, placing the site in the context of the development of King Street, Manchester.

3.2 Brief History and Development of area

The area around the Site has traditionally been home to Manchester's financial district. Up until the 17th century, the area around the Site had comprised open fields to the south of the medieval town of Manchester (based around the area where the Cathedral is today). Natural springs in the area provided a water supply to the town and gave rise to the names of 'Fountain Street' and 'Spring Gardens'.

By the 18th century, the settlement had begun to develop into a town, with planned streets and buildings of commerce. King Street was named in 1735 in support of the exiled Stuart King and was developed as a prestigious residential area.

Throughout the mid-to-late 19th century and into the early-20th century, residential buildings in the area were steadily demolished to make space for the prestigious office buildings of banks and insurance companies. In 1845 the Bank of England opened a branch at No. 82 King Street soon to be followed by other large, grand buildings along the street and up to Spring Gardens and Fountain Street; many of which form the immediate setting of the present-day Site.



Figure 3: 1888 Town Plan showing the location of Ship Canal House site outlined red. Lombard Chambers is shaded blue. **Source:** National Library of Scotland

Historic maps show that the land on which Ship Canal House now occupies had become fully developed with built form by the mid-19th century. In 1849, the buildings which previously occupied the site included: The Manchester & Salford Savings Bank; Messrs Cunliffe, Brook & Co. Bank; and the offices of The Manchester Fire Assurance Company. Lombard Chambers is evident on the map of 1888 (**Figure 3, above**).

Following the opening of the Manchester Ship Canal in 1894, the Manchester Ship Canal Company had established their headquarters at No.41 Spring Gardens in a building designed by Alfred Waterhouse. However, as the canal company continued to flourish, and perhaps further encouraged by the trading success of 1923 (the most successful up to that time), the decision was taken in 1924 to commission a new headquarters on King Street.

Ship Canal House was designed by Harry Smith Fairhurst, a prolific local architect, and was completed in 1927 by J Gerrard & Sons Ltd, a Swinton-based construction company. The building transformed the character of the area, being built in Portland Stone and of unrivalled scale. The Former Midland Bank was established just two years later (c.1929), built to the design of Sir Edwin Lutyens in 1929. Together, these early-20th century buildings signalled the success and progression of Manchester's financial core.

3.3 History and Development of the Site

Ship Canal House was originally designed in the 1924 by H. Fairhurst. When the building opened in 1927, it comprised eleven storeys (including basement and three attic floors) with a steel frame clad in Portland stone. Its neo-Classical frontage on to King Street is symmetrical (arranged in seven bays), with a two-storey colonnaded screen to the fifth and sixth floors. The attic floors are set back from the frontage. At the time of its construction, its height of 140 feet was greatly in excess of the Manchester average and Ship Canal House was considered to be the City's first skyscraper.

A grand statue of Neptune is situated to the centre of the roofline of the building, complete with a trident emblem in hand and flanked by sea-horses. It was said to be 'the finest group of sculpture to be seen in Manchester' and was designed by H R Bond with work carried out by Earp, Hobbs and Miller. Behind the parapet, lay the caretaker's flat, eclipsed from view.

The building was accessed from a grand, stepped entrance from King Street, complete with a double brass door set within a recessed porch. Upon entering the building, a decorative vestibule would have led onto open meeting rooms to the left and right side, with the entrance hall to the south. The hall featured a grand staircase with decorative lifts to either side (**Figure 8, below**), the ceiling was coffered with a clean, simple finish. A secondary stair was located to the south-eastern aspect of the floorplate.

Original plans from 1924 indicate the open-plan floorplates were quite similar on levels one to eight, with some greater variation to the ninth floor, part of which was used as accommodation for the building caretaker and so featured a living room and parlour, bedrooms, dining and kitchen spaces. The ninth floor also contained WCs which were accessible via the principal stair and lift core. The basement was also unique to the other floors, with a board room proposed (although it is unknown whether this was ever fully realised), strong rooms and numerous WC units. Historic plans and imagery indicate circular lights featured at roof level, these can be seen in the 1950s aerial photograph (**Figures 14 and 15 below**).

Two years after Ship Canal House was constructed, Atlas Chambers was completed to the east, built to the design of Michael Waterhouse. It too has a steel-frame clad in Portland stone and a neo-Classical style, but its double-height ornate entrance; a response to its corner plot; and pedimented three-bay attic lack the simplicity of Ship Canal House and somewhat unbalance the latter's symmetrical design.

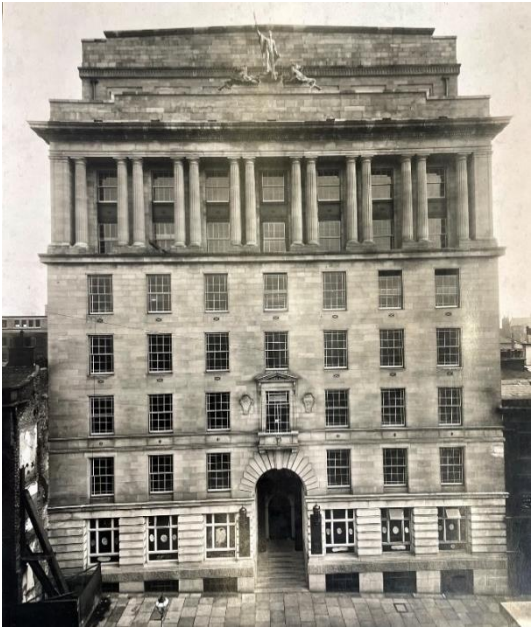
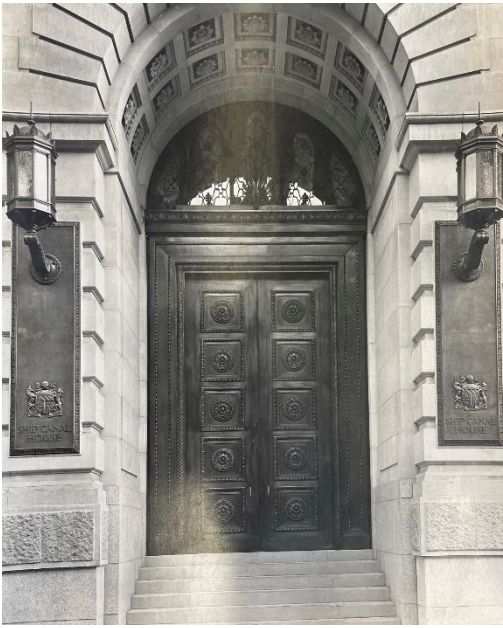
A planning application submitted in 1949 formed a link between Atlas Chambers and Lombard Chambers, which had been constructed in c.1868 (see **Figure 12 below**). An earlier application in 1926 altered the rear

staircase and infilled the open courtyard between Lombard Chambers and Ship Canal but it is not clear if these two buildings were linked at that time.

Ship Canal House remained the HQ of the Manchester Ship Canal Company until 1969, when the Port of Manchester, along with many others, was nationalised. Ship Canal House was subsequently sold.

Whilst the building retains its general external appearance, it is evident from historic photographs that the fenestration has been altered. As originally built, Ship Canal House had multi-paned timber sliding-sash windows - 6-over-6 with margin panes. Atlas Chambers, however, had Crittall metal-framed windows with central pivot casements, though the margin panes of Ship Canal House were replicated. The original windows appear to have been retained up to the late 1960s. It is not clear at what point they were replaced, but a comprehensive programme appears to have unified the fenestration in both buildings. Replacement metal-framed windows of the same design have been installed in both Ship Canal House and Atlas Chambers. However, the subtle horizontal mid-pane has been lost.

A major extension was added in the late 20th century to the rear side of Ship Canal House which infilled part of the return of the rear wing. Internally, the building has also been considerably altered. An early consent, granted in 1983, allowed partial demolition, alteration and extension to form new offices with associated showrooms/ office equipment sales (ref: 019081 & 019057). However, the main staircase survives which helps to provide some legibility of the original plan form. The most notable change is the addition of a third lift together with reconfiguration of the lift positions.

Table x: Historic Images of Site	
	
Figure 4: Early photograph of main elevation (Atlas Chambers not yet constructed). Date c.1927. Source: Manchester City Archives	Figure 5: Original entrance to Ship Canal House, accessed via King Street. Date c.1927. Source: Manchester City Archives

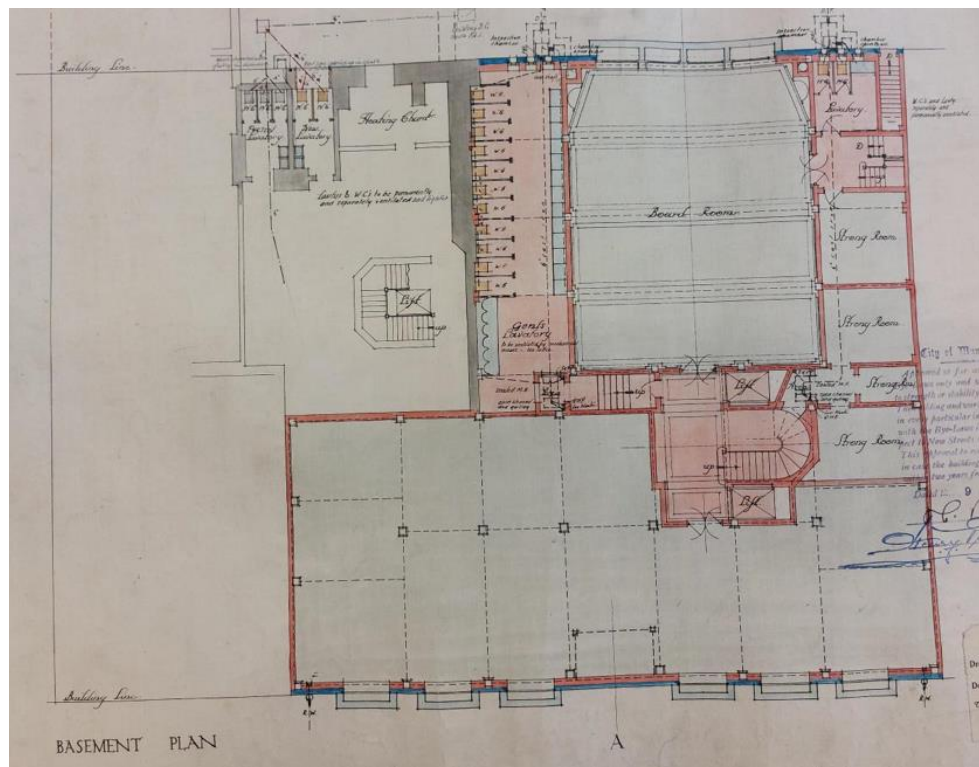


Figure 6: Original plan of Basement to Ship Canal House (1924) by H. Fairhurst. The plans suggest the board room was proposed to be located in the basement, with strong rooms and WCs flanking either side. **Source:** Manchester City Archives

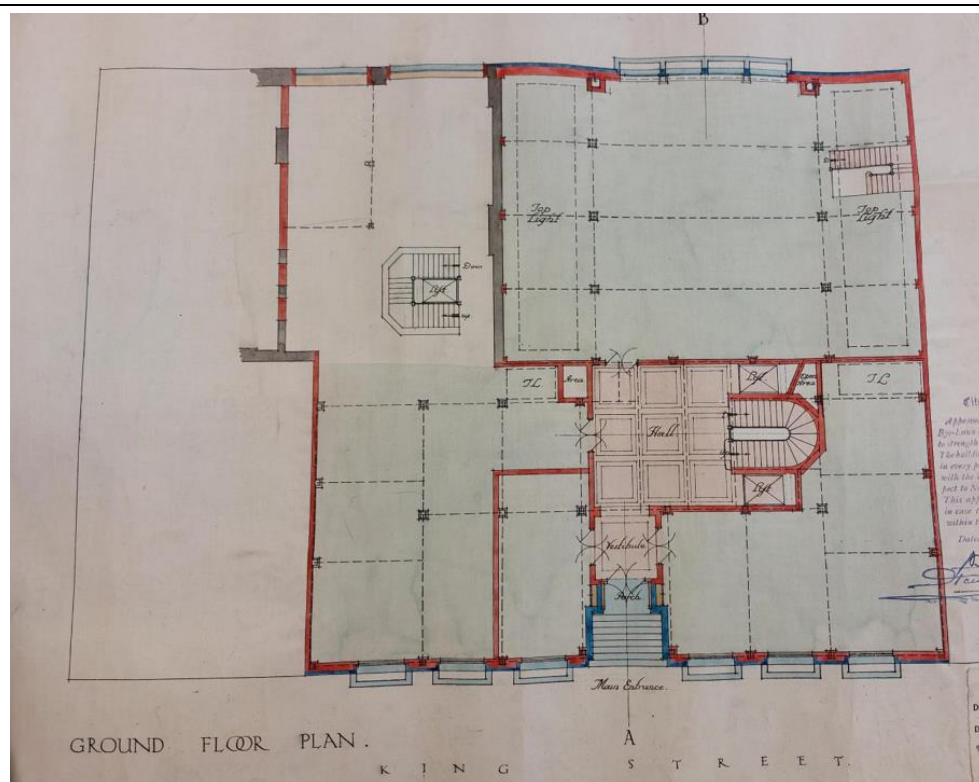


Figure 7: Original plans of Ground Floor (1924) by H. Fairhurst. The ground floor featured a decorative vestibule and entrance hall, complete with a curved stairwell and flanking lifts. **Source:** Manchester City Archives



Figure 8: Ground floor Entrance Hall – two lifts originally arranged either side of the staircase. The historic image provides greater understanding of the historic character of the entrance hall, principally the design of the floor tiles and detail of the coffered ceiling. **Source:** Manchester Archives



Figure 9: Ground floor Entrance Hall – two lifts originally arranged either side of the staircase. Close up image also provide detail of the brass, wall mounted lighting and pedament lighting which historically featured within these principal spaces. The walls featured recessed arch detail with exposed stone. **Source:** Manchester Archives Manchester Archives



Figure 10: Historic Image of Board Room within Ship Canal House. 1924 plans suggest the board room was located to the western aspect of the basement, featuring a highly decorative floor and coffered ceiling with timber panelling to the walls. **Source:** Manchester City Archives.



Figure 11: Atlas Chambers under construction
Source: Manchester Archives

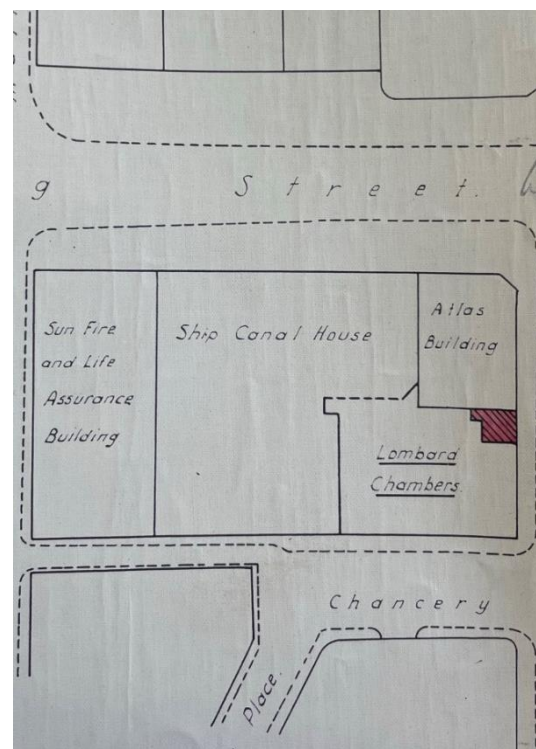


Figure 12: 1949 planning application to link Atlas and Lombard Chambers **Source:** Manchester Archives



Figure 13: 1956 photograph from which the two different styles of fenestration are evident. **Source:** Manchester City Archives



Figure 14 (left): Aerial Image of Ship Canal House c.1953. **Source:** Historic England Archive. Ref: raf_58_1158_f21_0052 and comparative view. **Figure 15 (right):** Aerial image c.2022 showing rooftop extensions and plant that has been added at roof level. **Source:** Google Maps.

3.4 Site Description

The following section provides a brief photographic record and description of the relevant parts of the Site which have the potential to be affected by the proposals.

Table 2: Site description	
Reception (Ship Canal House)	
	
Figure 16: Principal entrance, accessed via King Street. Original double doors and decorative brass fanlight feature. Source: site visit, October 2022.	Figure 17: Example of ground floor window to north elevation. Original brass mullion and transom with contemporary advertising hoarding. Source: site visit, October 2022.
	
Figure 18: Reception area. Contemporary fit out. All original floors, ceilings and internal features have been stripped out. A modern platform lift and stair features to corner. Source: site visit, October 2022.	Figure 19: Reception area, looking north. Contemporary fit out. All original floors, ceilings and internal features have been stripped out. Source: site visit, October 2022.

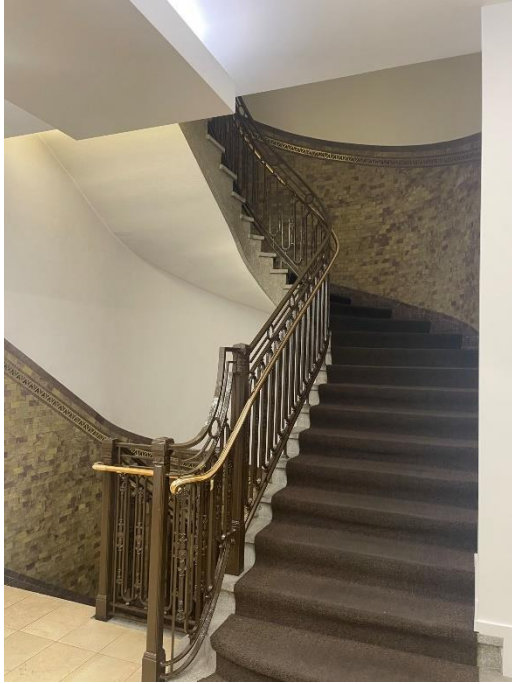


Figure 20: Original staircase, with brass balustrade and green tiling. **Source:** site visit, October 2022.

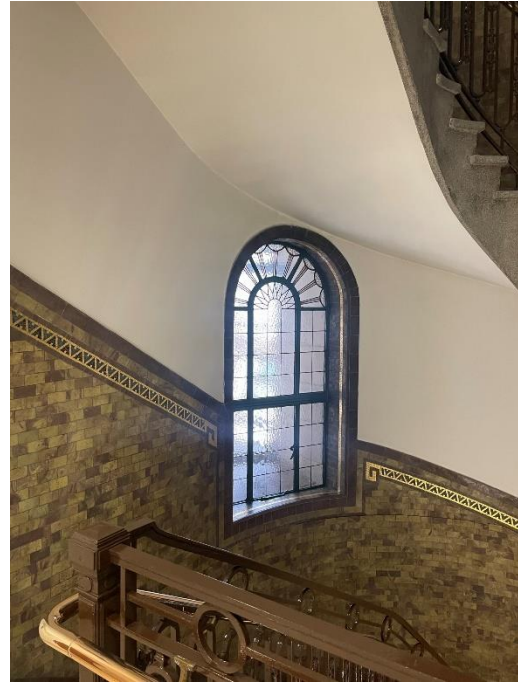


Figure 21: Original arched window with decorative leadwork. **Source:** site visit, October 2022.

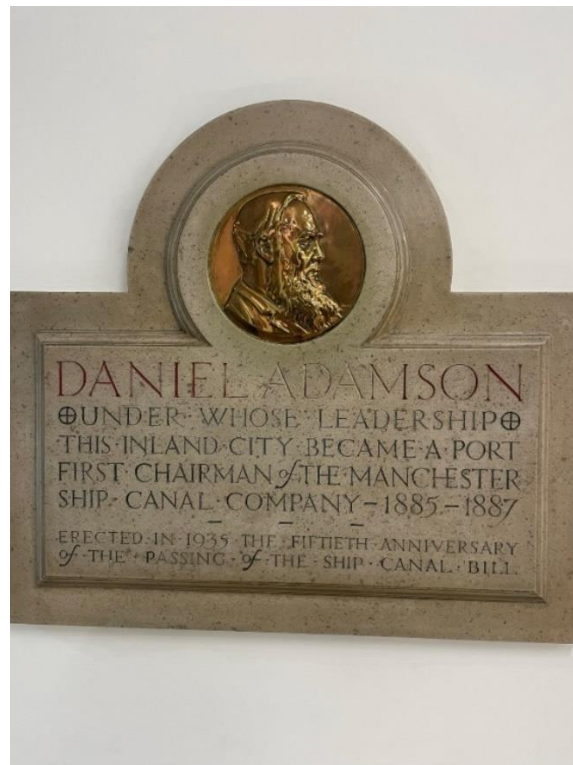


Figure 22: Ground floor reception area in 2006 with the 'Daniel Adamson Plaque' (honouring the first Chairman of the Company on the 50th Anniversary of the passing of the Ship Canal Bill). **Source:** site visit.



Figure 23: Modern lifts located to east of Entrance Hall. **Source:** site visit, October 2022.



Figure 24: Modern fit out to WC areas / circulation areas

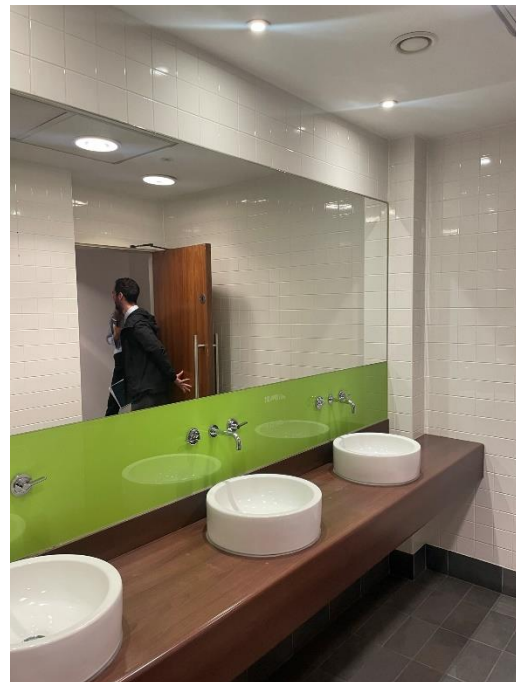


Figure 25: Modern fit out to WC areas

Basement (Ship Canal House / Lombard Chambers)

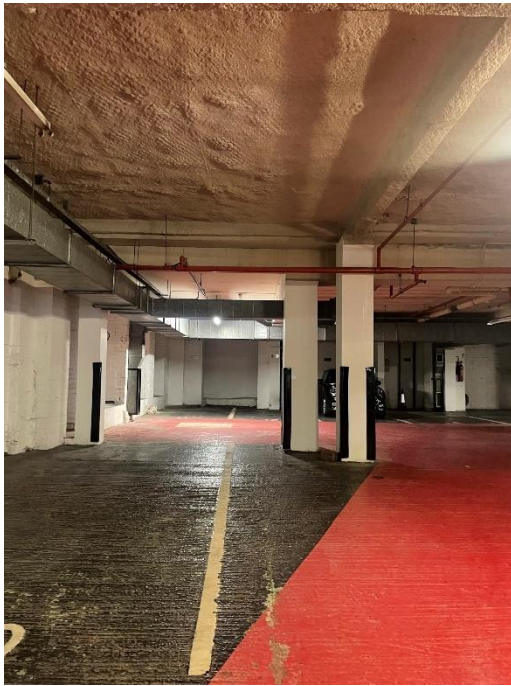


Figure 26a: Basement area (now used as a car park). Stripped out with some original brick external walls (overpainted white). Exposed ducting and M&E features throughout the space.



Figure 26b: Basement area, under Lombard Chambers. Stripped out with some original brick external walls (overpainted white).



Figure 27: External view of Lombard Chambers basement light, shown to be altered with modern vent unit.

4. Significance Assessment

4.1 Introduction

The purpose of the significance assessment is to use recognised criteria to assess the heritage significance and interest of the Site itself and of the settings of the identified heritage assets which could be affected by the form of the proposed development on the Site.

The assessment of significance accords with the requirements of the NPPF and uses Historic England's methodology outlined in its 2019 document, "Statements of Heritage Significance". Historic England's "Conservation Principles. Policies and Guidance" 2008 has also been acknowledged as part of the following assessment. The purpose of the significance assessment is to use recognised criteria to assess the heritage significance and interest of the areas of the Site affected by the proposals.

The assessment of significance accords with the requirements of the NPPF (2021) and uses Historic England's methodology outlined in its 2019 document, "Statements of Heritage Significance". Historic England's "Conservation Principles", 2017 draft, has also been utilised as part of the following assessment.

High significance relates to those parts or elements of the Site deemed to be of particularly special interest. These components are *fundamental* to the understanding of the building and its architectural design concept and play a major role in reflecting its historic, artistic/architectural or archaeological interest.

Medium heritage significance relates to those components of the Site deemed to be of some interest. They will make a modest contribution to the understanding of buildings design concept and play a minor role in reflecting their historic, artistic / architectural or archaeological interest.

Low significance relates to those components of the Site deemed to be of more modest interest. They provide a relatively *minor contribution* to the understanding of the architectural design concept and a modest role in revealing its historic, artistic/architectural or archaeological interest.

No significance/Detrimental features and elements that do not contain any special interest. These can *detract from the significance* of the building and maybe evidence of modern or ad-hoc refurbishments, or poor craftsmanship.

4.2 Significance Appraisal (Lobby, Reception and Basement areas)

Ship Canal House was listed at Grade II in March 1982 and is physically interconnected with Lombard Chambers (Grade II) and Atlas Chambers (Grade II). The basement areas to the buildings have been opened up to form an open car park space, which is largely devoid of historic fabric, with the exception of external walls and structural columns.

The basement floors have been overcovered in concrete screed and the glazed brick overpainted with white paint. The internal arrangement of rooms has become incomparable to the original form, leaving the space largely devoid of historic character. The basement areas contained under Lombard Chambers are principally of no heritage interest, with the exception of original walls and remnants of original structural components (high interest).

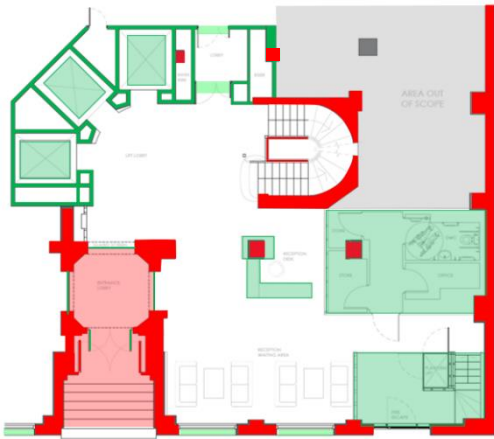
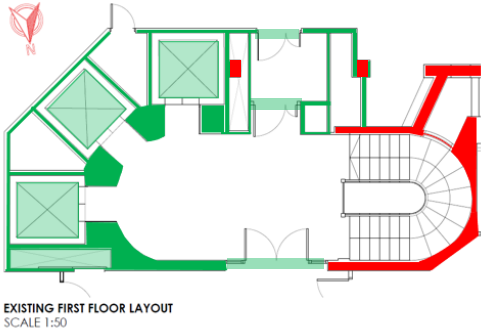
Not long after the building was listed, consent was granted (10 May 1983) for: “*Refurbishment of existing offices including partial demolition, alteration and extension to form new offices with associated showrooms/ office equipment sales*” (Planning Refs: 019057 & 019081). The interior of the building was not inspected at the time of listing, and so it is possible that historic features were lost as part of these consents. It is now however apparent that some extensive refurbishment works have been undertaken in all areas of the building, resulting in significant loss of historic fabric.

In 2006, the whole building received consent for a full refurbishment (Planning ref. 079179/LO/C1), including alterations to ground floor reception and toilets, refurbishment of the historic third floor boardrooms, and refurbishment of office areas on all floors. Subsequent consents have been for individual floor / unit revised fit-outs.

Elements of **no heritage significance** include the late 20th century rear extension; and all interventions completed as part of previously consented refurbishment works, including modern partitioned toilets suites; decorative schemes; modern flush doors; modern radiators; skirting trunking; all lighting and M&E.

Elements of **high heritage significance** include the original encased steel columns and structural ceiling beams; original windows; and original stairwells, including balustrading and tiled dado (outside of this application).

Figures 28-30 below provides further detail on the significant component parts of the reception, basement and lobby areas of the building.

Significance Plans	
	
Figure 28: Ground Floor Significance Plan: reception and lobby areas have been heavily altered, with new lift cores and fixed reception desks etc.	Figure 29: First Floor Significance Plan. Layout is consistent in lobby spaces to all floors (with regards to significance).

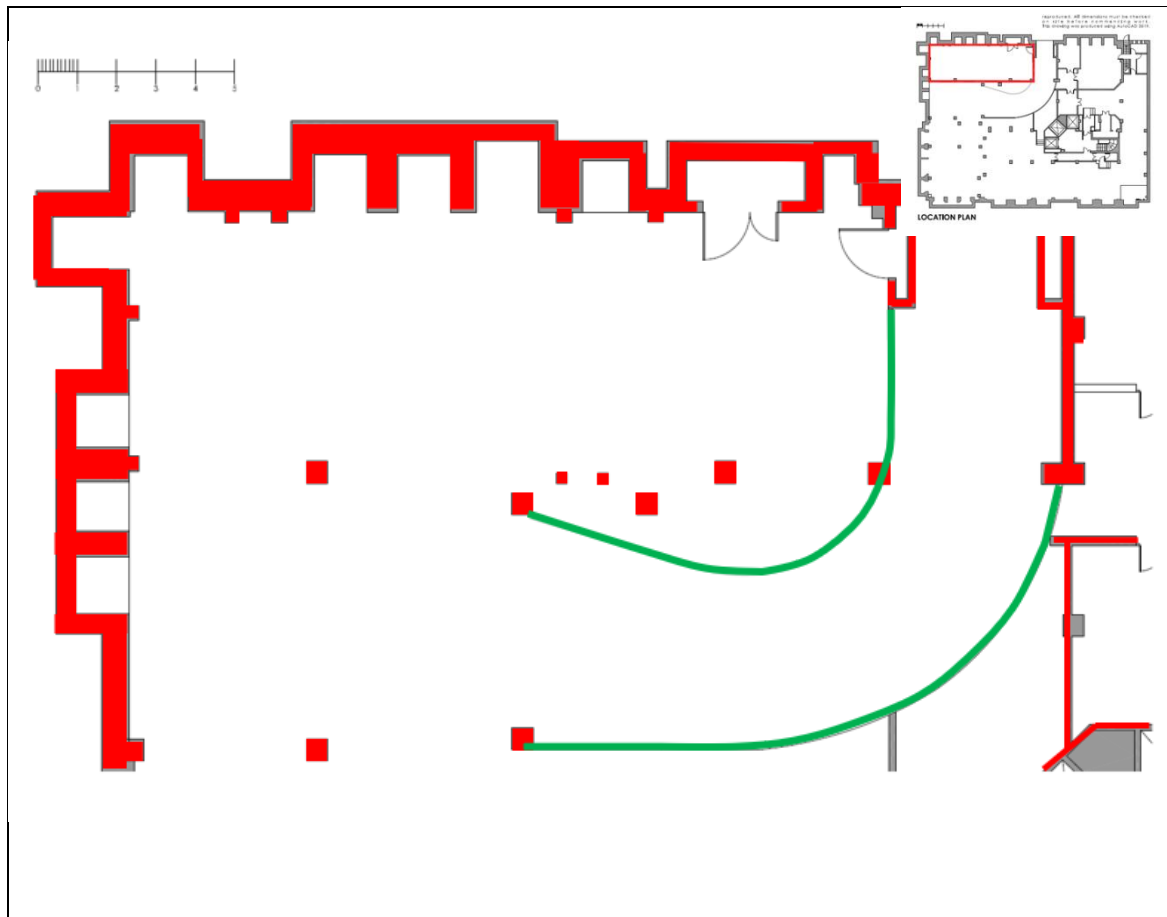


Figure 30: Basement Significance Plan. Portion of basement area proposed to be refurbished is located to the south-eastern aspect of the space, which is located underneath Lombard Chambers (Grade II), although interlinked with the basement to Atlas Chambers and Ship Canal House (both Grade II).

5. Heritage Impact Assessment

5.1 Introduction

This assessment of the potential heritage impact principally concerns the impact upon the fabric and character of Ship Canal House. The significance of which has been identified above in preparation for the following impact assessment.

The magnitude of impact is a product of the extent of change which is likely to result from the proposals. Where the proposed changes are considered to enhance the fabric, character or appreciation of a heritage asset, the impact on its significance will be deemed to be beneficial. Conversely, where the Proposed Development is considered to compromise or diminish its positive heritage values the impact on the significance will be deemed adverse. Where the proposals will result in no harm, nor benefit, the impact will be neutral.

Therefore, measuring the heritage impact of the Proposed Development is essentially an evaluation of change to the: fabric, character, and appearance of the identified heritage asset, balanced against its relative significance. Please refer to **Table 4, Appendix II** for relative significance / impact values used in this Heritage Statement.

5.2 Assessment Methodology

Whilst there is no one set of criteria provided in Historic England guidance which identifies a clear methodology on how to assess heritage impact, one set of guidance which is widely adopted for assessing heritage impact, is provided by ICOMOS in Appendix 3A of, 'Guidance on Heritage Impact Assessments for Cultural World Heritage Properties' (2011). The following assessment has been undertaken in accordance with recognised ICOMOS methodology and Historic England's Guidance note on 'Making changes to heritage assets' (HE Advice Note 2, 2016).

The focus is on providing necessary and proportionate amount of information based on the perceived level of heritage significance. With this in mind, and in accordance with the revised policy guidance, the following Heritage Impact Assessment is presented in the form of long form text discussion comprising an assessment of the extent of change to the settings of the identified heritage assets which would arise as a result of the proposed development, the impact of that change, and whether any such changes could be considered to amount to either 'harm' or 'substantial harm' within the terms set out by the NPPF 2021 (paras 201-202).

5.3 The Proposals

The proposed works to the reception, basement and lift lobbies can be described as follows; *"Internal new works to the basement to install shower and change facilities. Refurbishment of reception, and refurbishment of lift lobbies on all floors"*.

PLAN



Figure 31: Plan of proposals to reception area. **Source:** Bluesky.



Figure 31: Indicative CGI of proposals to entrance vestibule. **Source:** Bluesky.

The proposed development includes the following key elements:

Ground Floor Reception:

- The Reception scheme is a light touch refurbishment with no alterations to the structural and existing walls and doors locations. Only surface changes and new furniture are being proposed. The existing reception desk will be overclad to tie in with the new scheme.
- The ceiling will remain as existing with alterations to the lighting only. The existing bulkhead over the waiting area will be painted and new strip lighting will be added into existing lighting toughs.
- New Lighting scheme: chandelier to entrance lobby, wall mounted and suspended lighting;
- Existing walnut veneer panelling to be retained (lift core and reception area);
- Reception desk to be retained and reclad;
- Dark green fluted timber planter with replica planting to both sides of screen
- New carpet runner to main stair well with brass stair rod with 'Castle' style finials and satin brass fixing eyes - to be non-mechanically fixed to existing stair
- New carpet floor finishes are proposed to the waiting area, with the reception tiled floor being retained throughout.
- Existing wall plaque to be retained and protected for the duration of the works.
- Original stonework to reception to be retained and protected for the duration of the works.
- Existing cladding to column to be removed and reclad in fluted panelled design.
- Existing stairs and balustrade to be retained and protected for the duration of the works.

Upper Floors - Lift Lobbies

- The removal of the previous modern installations, including: — WC fixtures, modern lighting and modern stair carpet.
- New ceilings - coffered design with concealed lighting. The new bulkheads will allow directional lighting to be included in order to increase light levels in the stairwell (without the need for chasing into the original building fabric).
- New carpet runner to main stairwell, with brass stair rod with 'Castle' style finials and satin brass fixing eyes - to be non-mechanically fixed to existing stair. New brass nosings to be non-mechanically fixed to leading edge of tread to provide visual contrast.
- New lighting. Additional lighting to the stairwell via directional fittings within new landing ceiling bulkheads. (These lights should emphasize the gold details in the original stair tiling). General lighting to the lobby areas will be via the ceiling coffer.
- Wall finishes include new paint colours to reflect the overall scheme to the upper floors.
- A new fluted wall panel, full height and painted to match the wall, will highlight floor signage to the right of the existing lifts. The panelling details are reflected elsewhere in the scheme and with a brushed brass floor number.
- Existing lift doors to be retained

Basement:

- Ground works to car park to provide drainage to the new shower and changing facilities.
- New ceiling finishes.
- New flooring finishes
- New mechanical ventilation
- New partition layout to create showers, washrooms, drying room and locker area.
- Modern white paint (DOFF CLEANER) to be removed from existing glazed brick areas to expose this original 1927 feature.

5.4 Heritage Impact Assessment

The proposed internal works to the reception, lobby and basement areas to Ship Canal House will largely necessitate an upgrade to areas which have already been heavily altered, now consisting principally of modern fabric.

Reception works – discussion

The focus of the works to the reception are very minimal, with the existing modern flooring and ceilings being retained and walls repainted in a light colour. The areas of the space which are original and yield high heritage significance are limited to the decorative stairwell and entrance vestibule; these are to be retained and made good as part of the proposals. The key changes derive from a new lighting scheme, which will seek to utilise existing M&E where possible, with the key changes being to decorative finishes. New pendant lighting is to be fixed into modern, suspended plaster ceilings; thus incurring no physical intervention to historic fabric.

The attention to finishing details has been informed by an understanding of the buildings original character, with the use of brass detailing to new lighting and signage. The glazed section within the vestibule is to be maintained, with a new planter featuring 'Ship Canal House' in brass lettering.

Where modern walls are connected to original fabric, the affected area will be 'made good'. The removal of existing, modern partitioning is necessary in order to reconfigure the reception space to adhere to current occupier demands.

Overall, the proposals to refurbish the reception space are demonstrably well considered and appropriate for the principal space. Areas of historic significance will be maintained and protected as part of the works, incurring a **neutral impact**.

Lift lobby / WC areas – discussion

The lift lobby areas have been heavily altered, with the original lifts by the stairwell having been removed c.late-20th century and three new lift cores being installed to the eastern aspect of the space. The proposals for the lobby areas seek to lightly refurbish the existing provision and enhance the visual appearance of the space.

The WC areas are a modern addition. The proposals will remove all WC / sanitaryware and upgrade with new facilities. The WCs will be located in the same locations and use existing M&E, the degree of intervention to historic fabric will therefore be minimal, incurring a **neutral impact** overall.

Basement works – discussion

The proposals seek to introduce new bicycle storage and WC provision within the basement area, this will be located to the south-eastern aspect of the floorplate; below Lombard Chambers (Grade II). The bicycle racks will be freestanding, and not fixed to any original fabric. Where original brick walls have been overpainted white, this is proposed to be removed (using a DOFF cleaner), exposing the original glazed brick, which is understood to be a cream colour. Thereby incurring one instance of **minor beneficial impact** (direct and indirect).

In order to facilitate the new WC/changing room units, additional ventilation and M&E will be required (refer to Savills drawings for detail). The proposals for M&E will terminate the supply and extract ductwork at the high-level glazing in the basement on the chancery lane elevation as this glazing is already utilised for ventilation purposes for other systems within the building, and it was considered that this option would have a neutral impact (both physical and visual) on the existing elevation to Lombard Chambers, as there would be no visual change when viewed externally (refer to **Figure 27 above**).

The initial option considered was to route the supply and extract work vertically through the building to discharge at roof level, however there is inadequate riser space available to facilitate this, and the ductwork installation required would be excessive, resulting in larger fans and increased energy usage. This option was subsequently discounted.

An option to utilise alternative elevations to discharge through was also reviewed, however there are limited options available at basement level, and existing ductwork levels within the basement would mean that any new ductwork would have to pass under the existing ductwork, which would be prohibitive in terms of required clearance for vehicles using the car park. This option was therefore also discounted.

The preferred option will incur some **negligible adverse physical impact** but has been demonstrated to be the most viable to enable the basement spaces to be actively used as WC / bike store facilities.

5.5 Conclusions

- The Site contains three listed buildings listed at Grade II (Ship Canal House, Atlas House and Lombard Chambers). The site is also located within the Upper King Street Conservation Area.
- Due to the nature of the proposals, the Conservation Area has been scoped out of the Heritage Impact Assessment, with the focus being on the relative impact upon the fabric and character of the affected areas within the listed buildings identified above.
- The focus of the proposals is to refurbish the reception and lobby areas within Ship Canal House, with some refurbishment also proposed within the basement spaces below Lombard Chambers.
- As demonstrated within the Heritage Impact Assessment, the special interest of the Grade II listed Atlas Building will not be affected by the proposals.
- Ship Canal House site is interconnected at basement level with Atlas Chambers and Lombard Chambers (both separately listed at Grade II). As the works to the basement are primarily located beneath Lombard Chambers, a separate LBC application will be submitted alongside the LBC for the reception and lobby areas. The foregoing Heritage Statement report is to be submitted in tandem with both applications.
- The significance appraisal concluded that there is a high capacity for change within the internal spaces of the Grade II listed building due to the extent of alteration to significant historic fabric. The proposals seek to lightly refurbish the reception, lobby and basement areas and upgrade the spaces to suit contemporary office uses. The proposals have been carefully considered with the focus of intervention centred around modern fabric only, replacing this with a more contemporary provision.
- The Heritage Impact Assessment has demonstrated that the proposals will incur a predominantly neutral impact on the Grade II listed Ship Canal House, with some select instances of negligible adverse impact on the basement area (which is located underneath the Grade II listed Lombard Chambers). It will be clear the works within the aspect of the basement area to Lombard Chambers are minimal and will utilise existing M&E ducting / openings to accommodate the new bike store and WC units.
- The Proposed Development will be understood as a new and sensitive reuse of the Grade II listed Ship Canal House (inclusive of the basement areas to Lombard Chambers, also Grade II) and will not detract from the ability to understand and appreciate the significance of the designated heritage assets to any appreciable degree.
- It is therefore considered the proposals are appropriately balanced and in accordance with the requirements of local and national planning policy.

Appendix I: Listing Descriptions

1. SHIP CANAL HOUSE, 88-96, KING STREET

Heritage Category: Listed Building

Grade: II

List Entry Number: 1219203

Date first listed: 09-Mar-1982

Statutory Address 1: SHIP CANAL HOUSE, 88-96, KING STREET

Details

MANCHESTER

SJ8398SE KING STREET 698-1/27/196 (South side) 09/03/82 Nos.88 TO 96 (Even) Ship Canal House

GV II

Office building. 1927, by Harry S. Fairhurst. Steel-framed structure with cladding of Portland stone (roof not visible). L-shaped plan (rectangular but for re-entrant round rear of 44-46 Brown Street). C20 classical style. Seven storeys with basement and attic, 7 bays, symmetrical; with channelled rustication to ground floor, unusual giant colonnaded screen to 5th and 6th floors consisting of paired fluted Tuscan columns in antis, plain frieze and prominent mutuled cornice, parapet surmounted by figure of Neptune flanked by Tritons, and set-back attic storey. The centre has a round-headed entrance arch breaking into the 1st floor, with rusticated voussoirs and triple keystone, and internal steps up to a recessed doorway; and above this a stone balcony and pedimented architrave the central 2nd floor window. Otherwise all the windows have plain surrounds and margin panes to centrally-hinged casement openings, those behind the colonnade being tiered; and the attic has lunettes. Right-hand side abutted by Nos 84-86 (q.v.), left side abutted by No.98 (q.v.). Interior not inspected

Listing NGR: SJ8396198244

2. ATLAS CHAMBERS

Heritage Category: Listed Building

Grade: II

List Entry Number: 1197941

Date first listed: 06-June-1994

Statutory Address 1: ATLAS CHAMBERS, 98, KING STREET

SJ8398SE KING STREET 698-1/27/197 (South side) No.98 Atlas Chambers

GV II

Insurance company office, now banking hall and offices. 1929, by Michael Waterhouse (grandson of Alfred Waterhouse), for the Atlas Assurance Company. Steel-framed with cladding of Portland stone (roof not visible). Narrow rectangular plan on corner site, with chamfered corner. C20 classical style. A 6-storey 4-window facade plus 3-window attic, consisting of a 2-storey banking hall with a cornice, then 3 regular storeys (the upper 2 with shallow giant pilasters) with another cornice, and the top floor and attic treated as a 2-storey 3-window pedimented penthouse with flanking 1-storey wings. The banking hall has a plate-glass screen with a bronze doorway set in the centre and surmounted by a bronze Atlas with golden globe, a bronze plaque on the corner and a cartouche above this, and its left return side (to Brown Street) has a similar plate-glass screen with fluted Doric columns distyle in antis. The upper floors have very regular fenestration (matching that of Ship Canal House to the right) consisting of tilting casement windows with margin panes and plain surrounds, the one-window corner and 6-window return side matching the front (but the attic storey set back at this side). Forms group with Ship Canal House (with which it is easily confused at first sight; q.v.).

Listing NGR: SJ8398798247

3. LOMBARD CHAMBERS

Heritage Category: Listed Building

Grade: II

List Entry Number: 1208211

Date first listed: 03-Oct-1974

Statutory Address 1: LOMBARD CHAMBERS, BROWN STREET

Details:

MANCHESTER

SJ8398SE BROWN STREET 698-1/27/31 (West side) 03/10/74 Nos.46 AND 48 Lombard Chambers

GV II

Bank, now offices. Dated 1868 over doorway, by George Truefitt. Sandstone ashlar, slate roof. Rectangular plan on corner site. Eclectic style, with Gothic details. Three storeys, with a 4-window facade to Brown Street and 4:3-window facade to Chancery Lane, hinged on a 3-window semi-cylindrical oriel above ground floor; with channelled rustication at ground floor, enriched frieze and cornice above 2nd floor, and steeply-pitched roof with gabled dormers. The principal feature of both facades is the corner, which has a round-headed doorway in each side with incised decoration to the heads and enriched linked imposts, the doorways protected by a very prominent underhang to the oriel balcony, which has arch-vaults over the doorways and concave pendentives all richly carved, including a shield and the date 1868 in the centre; a wrought-iron balustrade to the balcony, tall curved French windows at 1st floor with pilaster strips and elaborate consoles to an enriched cornice, curved casements at 2nd floor with enriched surrounds, and an attic turret with gables over windows which have foliated colonnettes and carved tympana, the whole finished with a wrought-iron corona. Otherwise, each facade has a 3-bay arcade of windows in style matching the doorways, plus a doorway to the right of that to Brown Street; tall casements at 1st floor with cornices on consoles and linked pseudo-balconies on brackets, a semi-circular balcony to the window over the right-hand doorway, and windows at 2nd floor and attic level like those of the oriel; and the further end of the Chancery Lane facade has a wide round-headed archway at ground floor, and windows like the others but without the balcony at 1st floor. Interior not inspected.

Listing NGR: SJ8398698224

Appendix II: Assessing the Magnitude of Change or Impact

The magnitude of change or impact is assessed based upon a detailed understanding of how and to what extent the proposed development might impact the heritage asset.

The contribution of the setting to the value of the heritage asset is an integral component which also contributes to the overall value or significance of the asset. Which in turn, allows for the magnitude of direct and / or indirect heritage impact to be determined.

Table 4: Criteria for defining the effect and degree of direct and indirect heritage impact

Definition of magnitude and nature of heritage impact.	Direct heritage impacts	Indirect heritage impact
Major adverse Impact. <i>Substantial harm of this nature, which results in total loss of significance or fundamentally affects the significance of defined heritage assets, should normally be avoided.</i>	Development resulting in demolition of a significant historic fabric component which results in total loss of significance, or fundamental compromises the setting of a designated heritage asset.	Substantially harmful change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development severely erodes the heritage interest of the identified heritage assets in the view, or the ability to understand and appreciate its architectural and historic interest and thus results in total loss of significance.
Moderate Adverse Impact. <i>Less-than-substantial harm will need to be demonstrably mitigated and justified by clear public benefits.</i>	Development resulting in extensive harmful alterations (but not total demolition) of a designated heritage asset or its setting.	Less than substantial harm to the fabric and character of a heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a clearly discernible extent the heritage interest of the heritage assets in the view, or the ability to appreciate its heritage interest.
Minor Adverse Impact. <i>The negative impact on the setting or overall character will need to be clearly balanced by appropriate mitigation.</i>	Development resulting in alterations to a designated heritage asset which result in minor compromise of its fabric or erosion of its character.	Minor compromise to the fabric and character of an identified heritage asset, or the setting of the heritage assets. Where the development erodes to a minor extent the heritage interest of the heritage asset and its setting, such that it is noticeably changed.
Negligible adverse impact. <i>This does not mean that there will be no physical or visual</i>	Development resulting in negligible direct impact on a designated heritage asset which results in the removal of a minor,	Negligible perceptible change to the character of an identified heritage

<i>change, rather than the resultant difference would not diminish the value of the heritage assets' significant physical fabric, their settings or significance to any appreciable degree.</i>	original fabric component, but avoids diminishing its character and its special architectural or historic interest.	asset, or the experience and understanding of its special interest. The degree of change would alter, but not diminish, the intrinsic heritage interest of the identified heritage assets, or the experience and appreciation of the buildings or the designated area to any appreciable degree.
Neutral Impact. <i>This does not necessarily mean that there will be no physical or visual change, rather that the resultant difference will be imperceptible or appropriately balanced.</i>	Development which comprises an imperceptible physical impact resulting in no apparent change or achieved by removing a component of no heritage value which detracts from the special interest of the building fabric.	Imperceptible change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. A neutral impact occurs when the development does not affect the architectural, aesthetic and historic interest of the heritage assets in the view, or the ability to appreciate its significance to any measurable degree.
Negligible beneficial impact. <i>The resultant difference will be imperceptible but have a positive impact on the understanding or appreciation of the heritage asset.</i>	Development resulting in a negligible beneficial direct impact on a designated heritage asset which results in the removal of a minor non-original fabric component which detracts from the character and its special architectural or historic interest.	Negligible perceptible change to the character of a heritage asset, or the experience and understanding of its special interest. The degree of change would imperceptibly enhance the intrinsic architectural and historic of the identified heritage assets, or the experience and appreciation of the buildings or the designated area.
Minor Beneficial Impact. <i>The proposed change would result in a demonstrable improvement to the overall character or setting of a heritage asset.</i>	Development resulting in alterations to a built heritage asset which deliver a minor beneficial physical impact or enhancement of the site's special interest.	Minor enhancement to the fabric and character of a heritage asset, or the setting of the identified designated heritage assets. Where the development enhances to a minor extent the architectural and historic interest of the heritage assets in the view, or the ability to appreciate its significance.
Moderate Beneficial Impact. <i>The proposed change would result in a considerable improvement to the overall</i>	Development resulting in alterations to a built heritage asset resulting in moderate beneficial physical impact, or an	Evident improvement of the fabric and character of a designated heritage asset (or the setting of the identified designated heritage assets) resulting

<i>character and appreciation of a heritage asset with clear beneficial enhancement of its heritage interest.</i>	enhancement of the site's character.	in an enhancement of its cultural heritage interest. Moderate enhancement to the setting of the built heritage asset. Where the development will enhance to a clearly discernible extent the heritage interest of the heritage assets in the view, or the ability to appreciate its significance.
Major beneficial Impact. <i>The proposed change would result in substantial improvement to the overall character and appreciation of a heritage asset, revealing and/or enhancing important characteristics of its heritage interest.</i>	Development resulting in restoration or alterations to a designated heritage asset which comprises substantial restoration of its fabric and historic character and an enhancement of its cultural heritage interest.	Substantial improvement of the fabric and character of a designated heritage asset (or the setting of the identified designated heritage assets) resulting in a significant enhancement of its cultural heritage interest. Substantial restoration or enhancement of the setting of the built heritage asset where the development will enhance to a fundamental extent the heritage interest of the heritage assets in the view, or the ability to appreciate its significance.

