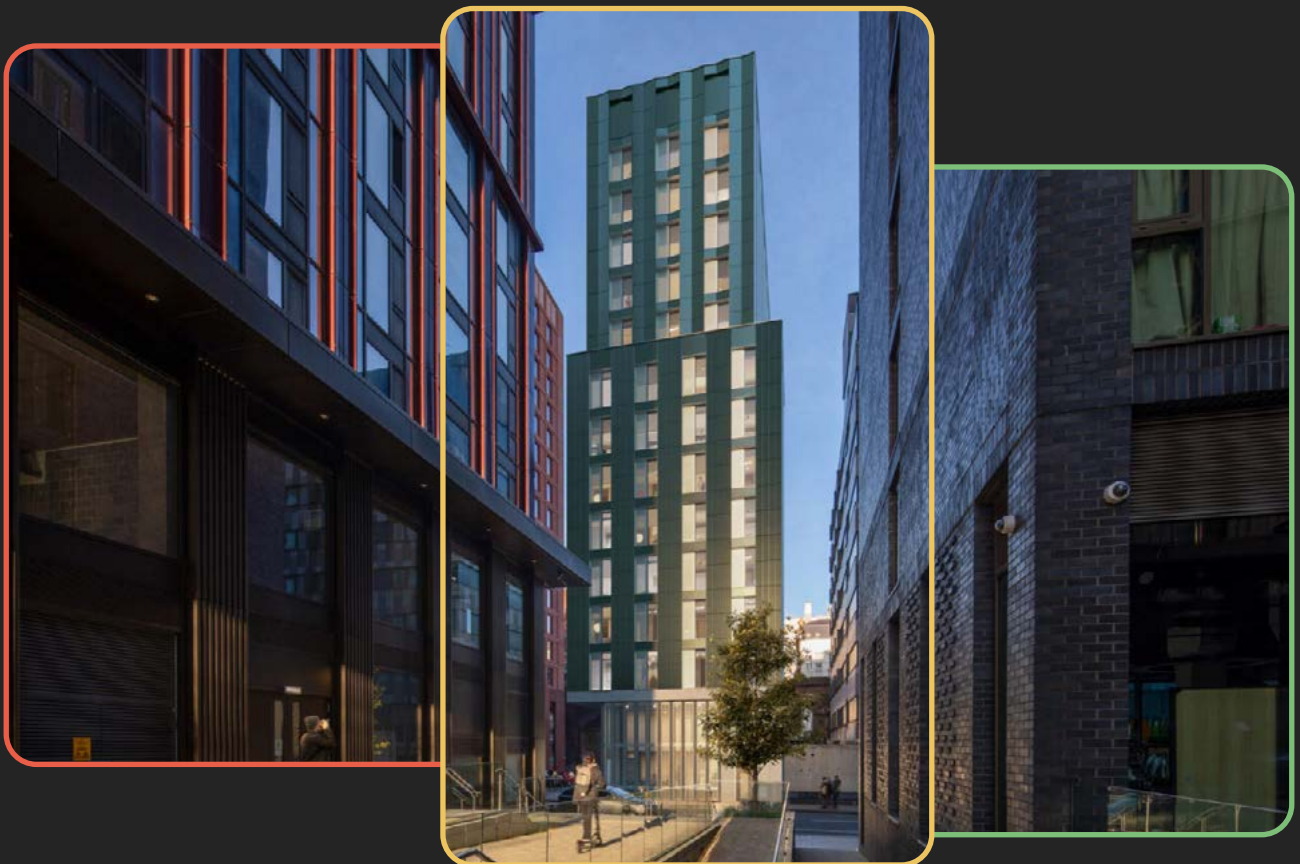


Charles Street

Heritage Statement



Heritage Statement

Charles Street, Manchester

December 2023

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Client

Jadebricks (Charles Street) Limited

Our reference

JADM3002

December 2023

1. Introduction

1.1 This Heritage Statement (the ‘Statement’) is prepared by Turley Heritage on behalf of Jadebricks (Charles Street) Limited (the ‘applicant’) in connection with an application for full planning permission for new purpose built student accommodation (‘PBSA’) development (the ‘Proposed Development’) on land to the north of Charles Street, Manchester (the ‘Site’).

1.2 The formal description of development is as follows:

“Full planning permission for the erection of a 15-storey purpose-built student accommodation building, including site preparation works, works over the public highway and associated works.”

1.3 There are no designated or non-designated heritage assets within the Site. However, the Site forms part of the setting of a number of nearby listed buildings and is located to the south of the Whitworth Street Conservation Area.

1.4 In determining the full planning application, Manchester City Council (‘MCC’) has a statutory duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the special interest and setting of listed buildings¹. Case law has established that ‘considerable importance and weight’ should be given to this statutory duty.

1.5 The setting of a conservation area is not protected by primary legislation. However, the National Planning Policy Framework (‘NPPF’) states the setting of a designated heritage asset (including conservation areas) can contribute to its significance.

1.6 The National Planning Policy Framework (‘NPPF’) (2023) provides the Government’s national planning policy on the conservation of the historic environment. In respect of information requirements for applications, Paragraph 194 states the following:

‘In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance’².

1.7 To comply with these requirements, Section 2 of this Statement introduces the Site and describes its context, history and development. Section 3 identifies relevant heritage assets with potential to be affected by the Proposed Development and Section 4 provides an assessment of their significance and setting, proportionate to both the importance of the asset and the likely impacts. An assessment of the impact of the Proposed Development on the significance of the relevant designated heritage assets is set out in Section 5, in light of the statutory duty of the 1990 Act, national planning policy set out

¹ s66(1) Planning (Listed Buildings and Conservation Areas) Act 1990

² MHCLG (2023) National Planning Policy Framework (NPPF) - para. 194

in the NPPF and local planning policy for the historic environment (set out in detail at **Appendix 1**). The Statement concludes with a summary and conclusions at Section 6.

- 1.8 This Heritage Statement has been undertaken on the basis of published information, proportionate archival research and site visits undertaken in September and October 2023. It has been prepared in accordance with Historic England Good Practice Advice on 'Managing Significance in Decision Taking in the Historic Environment' (GPA 2) and 'The Setting of Heritage Assets' (GPA 3).

2. Site Context and Historical Development

Site Context

- 2.1 The Site is located in the southern part of Manchester City Centre, south of the River Medlock and the grade II listed Manchester South Junction and Altrincham Railway ('MSJAR') Viaduct and north of Charles Street. The Site is a broadly rectangular plot of previously developed land currently occupied by a surface car park.
- 2.2 The northern boundary of the Site runs parallel with the MSJAR Viaduct and follows the existing property boundary line with a vehicle test centre, to the north, which occupies two of the viaduct arches. The western and southern boundaries of the Site are defined by York Street and Charles Street respectively. The recently-built Maldron Hotel (16 storeys) stands to the immediate west of the Site on the opposite side of York Street. To the south and on the opposite side of Charles Street is the multi-level 'Circle Square' development (rising to 36 storeys). The eastern boundary of the Site is defined by the existing property boundary with Bracken House (9 storeys).
- 2.3 This part of the City Centre is densely developed, with new developments including tall buildings having come forward in recent years in the area surrounding Oxford Road (A34) and the Manchester Oxford Road railway station.

Historical Development of the Site and Surrounding Area

- 2.4 The Site is located within a part of Manchester known historically as 'Chorlton-on-Medlock' which, by the mid 19th century, was densely developed with industrial buildings (including cotton mills, dye houses, distilleries and factories), located on both sides of the River Medlock and associated workers' housing extending south from the river in ordered rows. Examples of nearby industrial buildings at the time include the Old Garratt Dye Works, Medlock New Mill and Mynshull Mills, the latter two of which were located within the meander of the river. The relationship between these industrial buildings and the nearby housing was dramatically severed by the MSJAR Viaduct, built in 1846-9, which runs broadly north-east to south-west linking Manchester Piccadilly and Oxford Road stations. During the mid 19th century, the Site contained a group of terraced dwellings (**Figure 2.1**). Cartographic evidence indicates the buildings were built in the 1840s.
- 2.5 Over the course of the second half of the 19th century, sustained industrial growth and the increasing diversification of the city's industries led to the replacement and extension of some of the earlier industrial buildings, as well as the redevelopment of multiple housing plots to create space for further industrial buildings, and new schools, churches and other public amenities (**Figure 2.2**). The character of the area to the south of the viaduct however remained largely residential and many of the early 19th century terraced rows remained intact, including those within the Site.
- 2.6 Oxford Street / Oxford Road was by this time one of the primary routes out of the city and had increasingly become a focus for commercial and leisure developments, such as the Palace Theatre (1891), the Refuge Assurance Company Offices (1891), the

Hippodrome (1904), St James' Buildings (1912), in addition to the many smaller commercial units and public houses situated on street corners. This process coincided with a trend towards the clearance of early industrial sites and erection of new substantial, architecturally confident warehouse buildings for the storage and display of cloth and other highly desirable goods. For example, the former site of the Old Garratt Dye Works accommodated four such warehouses, including Asia House (c. 1900-10), India House (c. 1905-12), Lancaster House (c. 1905-12) and Manchester House (c. 1914).

Figure 2.1: Extract from OS Town Plan of Manchester, 1851



Figure 2.2: Extract from OS County Series Map of Lancashire, 1893

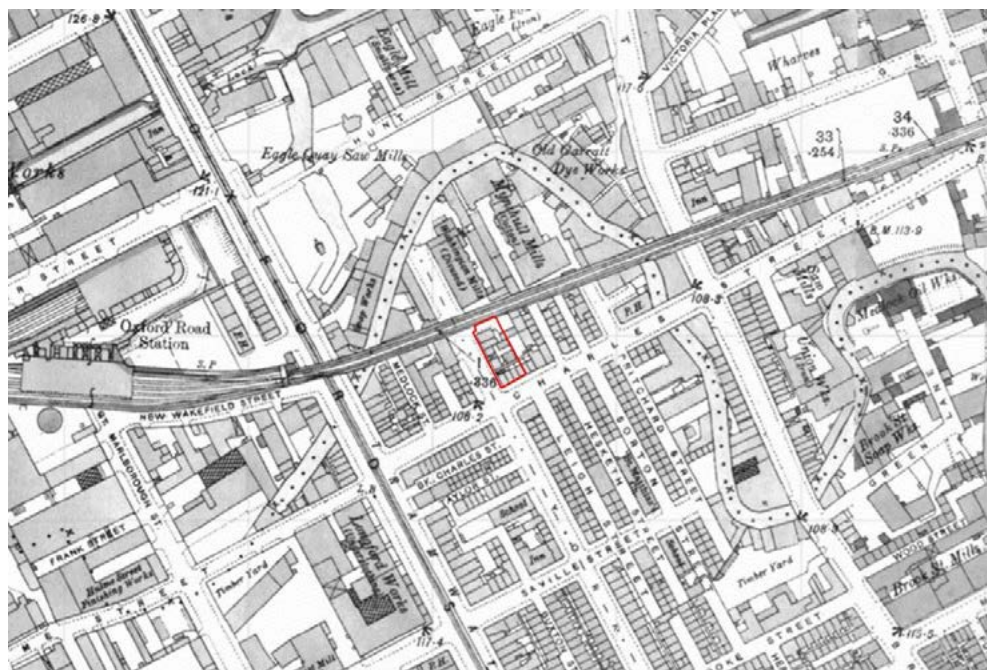
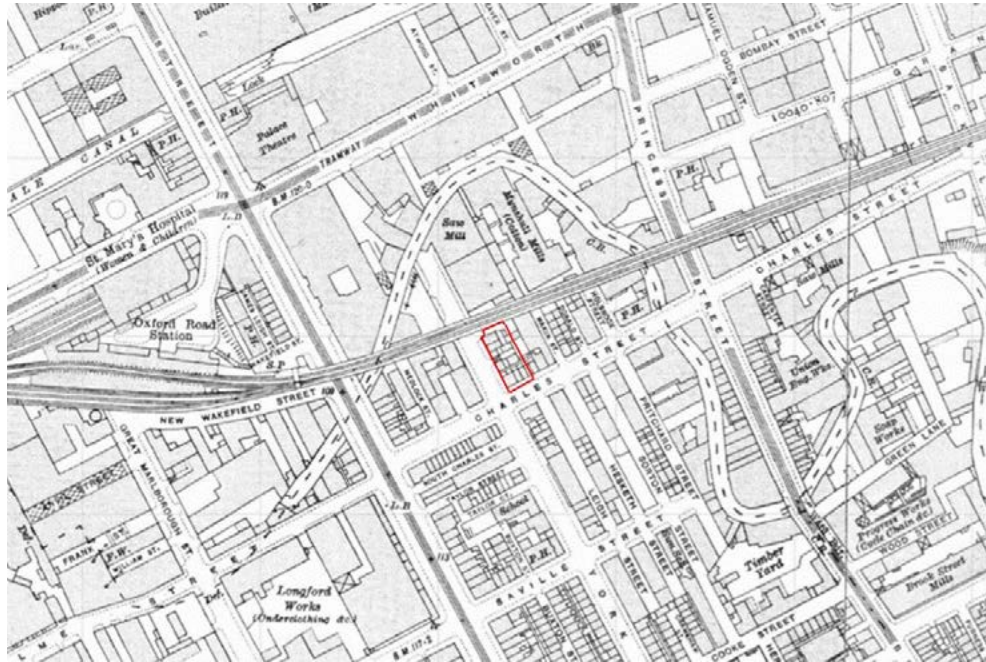


Figure 2.3: Extract from OS County Series Map of Lancashire, 1922



- 2.7 The tight urban grain and domestic scale of the area to the south of the viaduct was also progressively eroded during this period, as groups of terraced houses were replaced by a new form of relatively modest workshops, factories and warehouses. These trends and the short time in which they occurred is best appreciated by comparing the 1893 with the 1922 OS map (**Figures 2.2 and 2.3**).
- 2.8 In contrast with most of the surrounding plots, the terraced buildings within the Site remained until as late as the 1960s. This was possibly a result of their alteration during the late 19th and/or early 20th century to accommodate ground floor commercial units, as evidenced in a series of photographs of the Site taken in the early 1960s (**Figures 2.4 and 2.5**). Between 1965 and 1968, however, the Site was cleared to form a surface car park in connection with a new detached office building ('Bracken House') to the east (**Figure 2.6**). This office building would later be converted for use as apartments in c. 2014.
- 2.9 The second half of the 20th century saw the restructuring of the economy of Manchester away from manufacturing and towards the service sector. This process was initiated by the Second World War and exacerbated by sharp national industrial decline in the 1960s and 70s, and it had a lasting effect on the built environment of the city's former industrial areas. Many former industrial buildings and any remaining terraced housing in the area surrounding the Site was redeveloped during this period, with the most significant intervention coming in 1975 with the construction of New Broadcasting House for the BBC. This building was the BBC's headquarters for North West England and was set over a huge footprint, requiring radical re-planning and the clearance of all standing buildings to the south of Charles Street (**Figure 2.7**).
- 2.10 While most of the plots to the south of the Site were cleared and redeveloped in this period, many of the now listed buildings to the north of the River Medlock survived and were converted to new uses. Mynshull Mills, located within the meander of the Medlock,

was demolished in the late 1950s and the former site came to be used for surface car parking. This car park was later extended when the neighbouring warehouse off York Street was also demolished in the late 1990s.

Figure 2.4: Photograph of York Street at junction with Charles Street, 1960



Figure 2.5: Photograph of buildings on north side of Charles Street, 1963



Figure 2.6: Extract from National Grid, 1968

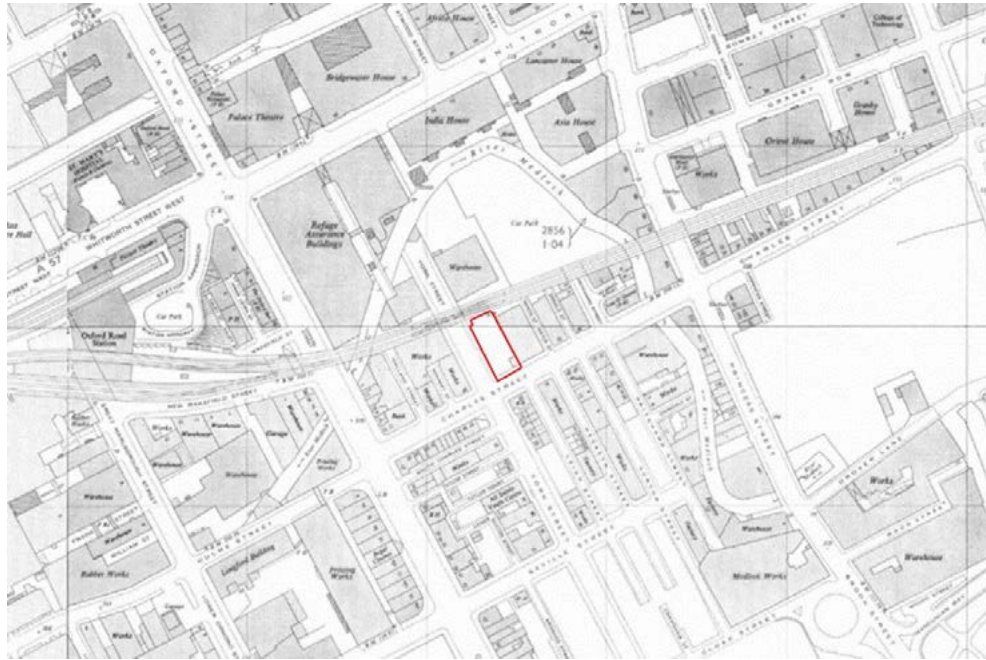
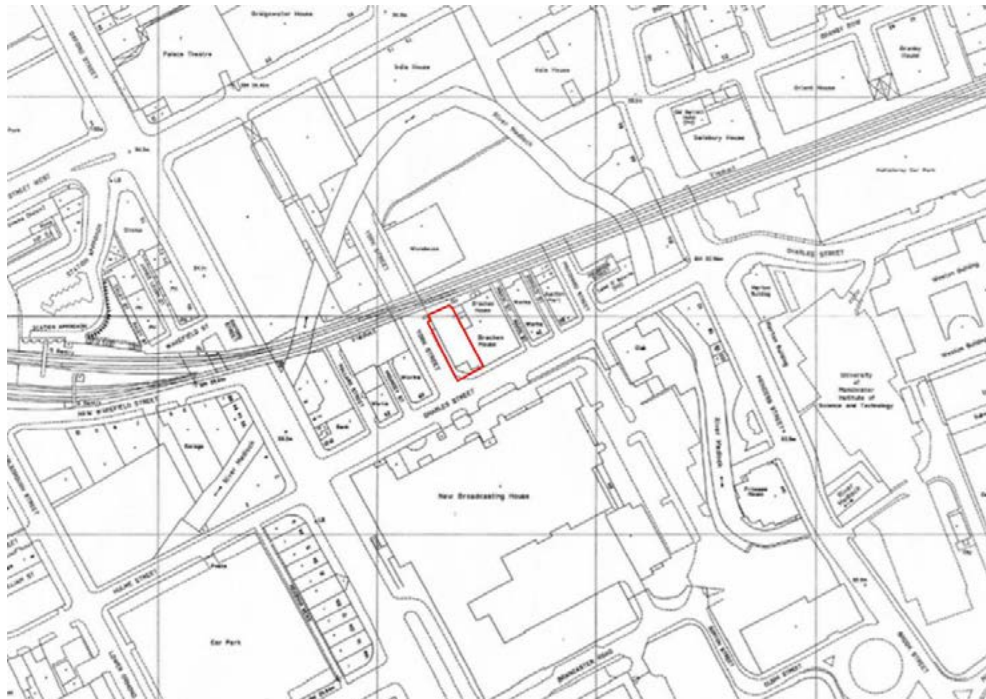


Figure 2.7: Extract from National Grid, 1995



- 2.11 In recent years, this part of the City Centre has continued to be a focus for commercial, leisure, education and, increasingly, residential use. The urban context of the area has also led to tall buildings being introduced around Oxford Street / Oxford Road and Manchester Oxford Road Station, the closest to the Site being the 36-storey element of the 'Circle Square' development on the former site of New Broadcasting House. The Maldron Hotel was also built on the neighbouring plot to the west of the Site in 2020-21

and rises to 16 storeys. The area has therefore continually developed over the course of the 20th and early 21st centuries, though its historic character survives in part in fragments of the early street layout to the north of Charles Street and in the remaining historic buildings structures, such as the Lass O' Gowrie Public House and the MSJAR Viaduct.

Summary of Historic Development

- The area surrounding the Site, known historically as Chorlton-on-Medlock, was densely developed and industrial in character by the mid 19th century
- The Site at this time contained a series of terraced dwellings which were later altered to incorporate shopfronts and ground floor commercial units
- The area increasingly became a focus for commercial and leisure activities in the late 19th and early 20th centuries. Large, architecturally elaborate warehouses were generally built to the north of the River Medlock and smaller industrial and commercial units on the sites of former terraced housing to the south
- The Site was redeveloped in the 1960s for use as car parking in association with a neighbouring new office building
- The area continued to be redeveloped in the second half of the 20th century in step with the transition of the city's economy away from industry and towards the service sector
- The Site is now surrounded by a mixture of modern developments, including tall buildings, and some surviving historic buildings and structures

3. Heritage Assets and Study Area

3.1 The NPPF (2023) defines a heritage asset 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)”.*³

Study Area

3.2 In defining an appropriate Study Area, best practice guidance, professional experience and judgement and a review of the potential effects of the Proposed Development on built heritage has been applied.

3.3 Designated and non-designated heritage assets within a 250m Study Area from the Site boundary have been identified and the potential effects of the Proposed Development on these assets has been considered. The Study Area has been defined by taking into consideration the following factors:

- The nature and scope of the Proposed Development;
- The proximity of heritage assets to the Application Site;
- The degree of inter-visibility between heritage assets and the Application Site taking into consideration, for instance, changes in topography as well as interposing townscape and landscape features;
- The theoretical visibility of the Proposed Development from within the immediate setting of any identified heritage assets, through the use of a Zone of Theoretical Visibility (‘ZTV’) (**Appendix 3**); and
- The significance of the relevant heritage assets and the contribution made by their setting including any historic or functional relationships.

3.4 The Study Area is shown on the Heritage Asset Plan, provided at **Appendix 2**, which also identifies all known heritage assets within the Study Area.

3.5 It is possible that the upper levels of the Proposed Development may be visible beyond the 250m Study Area; however, at that distance it will form part of distant views of the existing and evolving skyline within the area. The significance of heritage assets beyond the Study Area is unlikely to be affected by the Proposed Development, due to distance, intervening built form, vegetation and/or topography.

3.6 Due to the nature and scale of the proposals, it is also possible that the Proposed Development will be visible from other heritage assets not individually assessed within this Statement. In accordance with the NPPF and Historic England guidance, the

³ National Planning Policy Framework 2023 – Annex 2: Glossary

judgements made are based on the effect of the development on the **significance** of the identified assets, rather than whether the development will be visible from them, although this is also a consideration.

- 3.7 Site visits, together with consideration of the above factors, has affirmed that the proposed 250m Study Area is appropriate. Where relevant, designated and non-designated heritage assets within the Study Area are discussed and evaluated below.

Designated Heritage Assets

- 3.8 Designated heritage assets are those which possess a level of heritage interest that justifies designation and are then subject to particular procedures in planning decisions that involve them.

Listed Buildings

- 3.9 There are a number of listed buildings near to the Site. The listed buildings with potential to be affected by the Proposed Development are included at **Table 3.1**.

Table 3.1: Listed Buildings with potential to be affected by the Proposed Development

Name	List Entry No.	Grade	HAP no.
Asia House	1247432	II*	1
Former Refuge Assurance Company Offices	1271429	II*	2
India House (including attached wrought iron gateway linked to Lancaster House)	1254836	II*	3
Lancaster House	1254887	II*	4
Lass O' Gowrie Public House	1293175	II	13
Manchester House	1270897	II	15
Manchester South Junction and Altrincham Railway Viaduct	1200837	II	22

- 3.10 A number of listed buildings in proximity to the Site are unlikely to experience effects arising from the Proposed Development due to the following considerations:

- The nature and extent of their significance (including functional or historic connections);
- Lack of visual relationship between the asset and the Proposed Development due to intervening development;
- The orientation of view and the way in which a heritage asset is experienced and the contribution made by setting; and/or

- The existing urban context that characterises their setting in which the Proposed Development would also be experienced.

3.11 Those assets in proximity to the Site which are not considered to be affected by the Proposed Development are:

- Bridgewater House (LEN. 1270606, grade II)
- Central House (LEN. 1247389, grade II)
- Chatham Mill (LEN. 1293040, grade II)
- Dalton Statue in forecourt of Dalton College (LEN. 1197791, grade II)
- Dancehouse Theatre including Numbers 6-14 (LEN. 1384997, grade II)
- Former Electricity Power Station (LEN. 1255031, grade II)
- Granby House (LEN. 1218253, grade II)
- Lionesse House (LEN. 1247387, grade II)
- Manchester Oxford Road Station (including platform structures) (LEN. 1255053, grade II)
- Orient House (LEN. 1200838, grade II)
- Rochdale Canal Lock Number 87, to east of Princess Street, with cast iron footbridge beside street (LEN. 1247580, grade II)
- Rochdale Canal Lock Number 88, to east of Oxford Street (LEN. 1270857, grade II)
- St James Buildings (LEN. 1246571, grade II)
- The Palace Theatre (LEN. 1271227, grade II)
- Tootal, Broadhurst and Lee Building (LEN. 1271294, grade II*)

Conservation Areas

3.12 The Site is located to the south of the Whitworth Street Conservation Area, which was first designated by Manchester City Council in September 1974 and extended in June 1985.

3.13 The boundary of the Whitworth Street Conservation Area is shown on the Heritage Asset Plan at **Appendix 2**.

Non-designated Heritage Assets

3.14 The NPPF identifies that heritage assets include both designated heritage assets and assets identified by the local planning authority (including local listing). Historic

England's guidance on 'Managing Significance in Decision Taking in the Historic Environment' (2015) states that:

"Non-designated heritage assets include those that have been identified in a Historic Environment Record, in a local plan, through local listing or during the process of considering the application."

3.15 Manchester City Council does not maintain a local list of heritage assets. However, a search of the Greater Manchester HER was undertaken on 20th September 2023 and the below non-designated buildings and structures were identified within the Study Area:

- Textile Finishing Works (former)
- Rochdale Canal

3.16 For the same reasons as outlined in paragraph 3.10, these non-designated heritage assets are unlikely to experience effects arising from the Proposed Development and are therefore not considered further in this report.

4. Significance of Heritage Assets

- 4.1 The NPPF defines the significance of a heritage asset 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.”⁴

Listed Buildings

- 4.2 Listed buildings are defined as designated heritage assets that hold special architectural or historic interest that are, for the time being, included in a list compiled or approved by the Secretary of State under Section 1 of the Planning Act 1990, for the purposes of that Act. The principles of selection for listed buildings are published by the Department of Digital, Culture, Media and Sport (‘DDCMS’)⁵ and supported by Historic England’s Listing Selection Guides for each building type.

Conservation Areas

- 4.3 Conservation areas are designated on the basis of their special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. Historic England has published guidance in respect of conservation areas which provides a framework for the appraisal and assessment of the special interest of a conservation area.⁶

Setting

- 4.4 The NPPF defines the setting of a heritage asset 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 neutral⁷.”

- 4.5 Historic England has published guidance⁸ in respect of the setting of heritage assets, providing detail on understanding setting and the associated assessment of the impact of any changes. The guidance confirms that:

“setting is not a heritage asset, nor a heritage designation, rather its importance lies in what it contributes to the significance of the relevant heritage asset itself”.

4 MHCLG (2023) National Planning Policy Framework (NPPF) – Annex 2: Glossary

5 DDCMS, Principles of Selection for Listed Buildings, 2018

6 Historic England (2019) Good Practice Advice Note 1: Conservation Area Designation, Appraisal and Management

7 MHCLG (2023) National Planning Policy Framework (NPPF) – Annex 2: Glossary

8 Historic England (2017) Good Practice Advice Note 3: The Setting of Heritage Assets

- 4.6 The guidance sets out a step-by-step process for proportionate assessment of the significance of a heritage asset that may be affected by a proposal.
- 4.7 Further guidance on the definition of setting and how it should be taken into account is set out in the latest National Planning Practice Guidance ('NPPG') relating to the historic environment. The NPPG sets out that:

“The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places”.

- 4.8 The *Catesby Estates Ltd v Steer* (2018) EWCA Civ 1967 confirmed that historic, social and economic connections are relevant in assessing the contribution made by the setting of heritage assets.

Assessment

- 4.9 The following **Tables 4.1 and 4.2** describe the significance and setting of the heritage assets identified in Section 3 as having the potential to be affected by the Proposed Development.
- 4.10 The assessments are intended to be proportionate to the importance of the heritage assets and sufficient to understand whether any potential impacts from the Proposed Development arise. They have been informed by site visits, historic map regression and existing published information.

Table 4.1: Listed Buildings

Listed Building	Architectural and Historic Interest	Contribution made by Setting to Significance
Asia House (Grade II*) 	Architectural Interest Asia House is a large, grand, former packing and shipping warehouse built in c. 1900-10 to the designs of Harry S. Fairhurst. The building is six storeys with basement and attic and has an iron frame with brown sandstone ashlar and buff brick cladding above a polished granite plinth. The building has a bold Free Baroque design and also retains unusually elaborate internal decorative elements. The list entry description describes the building as “probably the best example of its kind in any Manchester warehouse”. Historic Interest The building is an excellent example of an Edwardian packing and shipping warehouse and its scale and appearance is a testament to the confidence of Manchester’s shipping merchant companies by the turn of the 20th century. The opulence of the front (east) elevation and the functionality of the rear (west) elevation also points to the former use of the building, whereby the ‘public facing’ front section contained offices and the rear section was used for storage space and the inspection of goods in natural light. The building also holds associative historical value for its connection with Harry S. Fairhurst, a locally prominent architect responsible for many of Manchester’s iconic warehouses.	Physical Surroundings Asia House is located on the west side of Princess Street, a major road in the eastern part of Manchester City Centre. The immediate surrounding area is densely developed with a mixture of historic and modern buildings, most of which are set on large footprints and range in height between c. 5 and 15 storeys. Experience of the Asset Asia House is primarily experienced from the east and north on Princess Street, where the high-quality ‘public facing’ elevations of the building are visible alongside other broadly contemporary former packing warehouses. This includes neighbouring Lancaster House and Manchester House, in particular, from which Asia House derives group value. Asia House is at the centre of this group and therefore does not hold the same level of townscape prominence as Lancaster House, which benefits from a corner location at the junction of two main roads. Rather, Asia House maintains the high standard of architecture present in the neighbouring former packing warehouses and in this sense derives townscape prominence from the group as a whole, in effect ‘borrowing’ the corner presence of the adjacent Lancaster House. The more functional rear elevation of the building is also visible from the south and west, on the opposite side of the River Medlock. However, views from further afield are generally obstructed by existing buildings and structures, including the MSJAR Viaduct. The narrowness of the streets surrounding the building reinforces the impression that these more functional, secondary elevations were not intended to be seen. Asia House also has a wider historic connection with the nearby Rochdale Canal, located to the north, which influenced the strategic location of the building for the shipping and transfer of goods.
Former Refuge Assurance Company Offices (Grade II*) 	Architectural Interest The former Refuge Assurance Company Offices were originally built to designs by Alfred Watehouse in 1891, before being extended in 1910, 1912 and 1932 and converted for use as a hotel in the 1990s. The building is four storeys with basement and attic and has a steel frame clad in red brick with deep brown and buff terracotta dressings and grey Dalbeattie granite to base of tower. The building is highly ornate with French Renaissance and Baroque features, including a tall, square clocktower added 1912. The interior of the building is of similar quality, with glazed brick and terracotta and Baroque features. The list entry description describes the building as a “very conspicuous landmark, and probably the apogee of ‘Manchester style’ late C19 commercial architecture.” The principal elevations of the building face north and west, addressing Whitworth Street and Oxford Street respectively, with a splayed corner emphasised by rich terracotta detailing and a tall domed top. The elaborate principal elevations contrast with the more restrained, functional south and east elevations which overlook the River	Physical Surroundings The former Refuge Assurance Company Offices is located on the east side of Oxford Street, north of the MSJAR Viaduct and south of Whitworth Street. The building forms part of a highly developed, urban context, which contains a mixture of historic and modern buildings, including tall towers. The setting of the listed building is also characterised in part by rail infrastructure associated with Manchester Oxford Road railway station, as well as the River Medlock, which runs to the west and south of the listed building before being culverted beneath Oxford Street / Oxford Road. Experience of the Asset The former Refuge Assurance Company Offices is primarily experienced from the west and north on Oxford Street and along Whitworth Street, where the principal elevations are visible and the architectural interest of the building is best appreciated. The tall clocktower also has wider townscape prominence and is visible in glimpses between and beyond buildings in all directions, including from the south on Oxford Road and Charles Street and east on Princess Street.

	Medlock. These elevations demonstrate less concern for architectural composition or uniformity of style and materials and hold a lower level of architectural interest. Historic Interest The building is a good example of a high quality Late Victorian / Edwardian office building and reflects the confidence and monetary power of the Refuge Assurance Company Ltd, which was founded in Cheshire in 1858. The spaces within the building, though now converted for use as a hotel, reflect its former use and function as offices with a large dining hall and ballroom in the basement. The building also holds associative historical value for its connection with nationally renowned architect Alfred Waterhouse, as well as his son Paul Waterhouse who is responsible for the extensions in 1910 and 1912.	Views of the building from the east and south east are largely obstructed by buildings and the MSJAR railway viaduct, though occasional glimpses of the more functional rear elevations are available, particularly along York Street. These views are less consequential than those of the principal elevations, but nevertheless serve to underline the form and scale of the building if not its architectural character. In general, the building is experienced in a highly developed, urban context alongside a mixture of historic and modern buildings, including much taller, modern towers; however, its distinct materiality and ornate detailing gives it prominence within a local context, notably in views from the north and west. As a result of a combination of its architectural distinction and decoration, high quality materiality, scale, height and massing and tall clocktower, the building has landmark value and is visually dominant within its context.
India House (including attached wrought iron gateway linked to Lancaster House) (Grade II*) 	Architectural Interest India House is a large, former pack warehouse built between 1905 and 1912 to the designs of Harry S. Fairhurst. The building is six storeys with basement and attic and is steel framed with cladding of buff terracotta and red brick with buff terracotta dressings. The building is Edwardian Baroque in style and incorporates architectural details such as a rock-faced plinth, channelled buff terracotta, corncing, arcades with brick pilasters, heavily enriched terracotta frieze and modillioned cornice, and an attic treated as a parapet. A large wrought iron gateway connects the building to Lancaster House and is included in the listing. Historic Interest The building is a fine example of an Edwardian packing warehouse and its scale and appearance is a reflection of the confidence of Manchester’s shipping merchant companies by the turn of the 20th century. The opulence of the principal (north) and return elevations is in contrast with the functional character of the rear (south) elevation, and reflects the former use of the building, whereby the ‘public facing’ front section would have contained offices and the rear section was used for storage space and the inspection of goods in natural light. The building also holds associative historical value for its connection with Harry S. Fairhurst, a locally prominent architect responsible for many of Manchester’s iconic warehouses.	Physical Surroundings India House is located on the south side of Whitworth Street and immediately north of the River Medlock. With the exception of the surface car park to the south, the building is surrounded by large buildings which occupy full urban blocks and range in height between c. 6 and 10 storeys, resulting in a relatively consistent townscape. The wider urban area is more varied in character, with some smaller-scale buildings being juxtaposed with towers, such as those in a cluster around Oxford Road / Oxford Street to the south-west of the listed building. Experience of the Asset The bulky scale and form of the buildings that surround India House and their back-of-pavement siting means the ‘public facing’ elevations of the listed building are experienced from within a relatively limited visual context. This includes views taken along Whitworth Street and from some of the adjoining roads. The more functional rear elevation of the building is also visible alongside other former packing warehouses from the south on York Street and within the adjacent car park. However, views from further south are generally obstructed by existing buildings and structures, including the MSJAR Viaduct. Views of this elevation are considered to be of secondary importance to those of the principal elevation, which is the architectural focus of the building The canyoning effect of Whitworth Street combined with the overall scale and opulent architectural character of the building gives it strong townscape presence. This sense of scale, architectural quality and grandeur is maintained by neighbouring Lancaster House and the former Refuge Assurance Company Offices, from which India House derives group value. India House also has a wider historic connection with the nearby Rochdale Canal, located to the north, which influenced the strategic location of the building for the shipping and transfer of goods.
Lancaster House (Grade II*)	Architectural Interest Lancaster House comprises several adjoining former shipping and packing warehouses built between 1905 and 1912 to the designs of Harry S. Fairhurst. The easternmost	Physical Surroundings Lancaster House is located at a prominent junction within Manchester City Centre between Princess Street and Whitworth Street. The listed building is surrounded on all



building (80 Princess Street / 67 Whitworth Street) occupies a corner plot to Princess Street and is seven storeys with basement and attic. The building is Edwardian Baroque in style, formed in brown and buff terracotta with some red brick and incorporates elaborate details, including a four stage Baroque spire which accentuates the northeast corner of the building. The westernmost building (69-71 Whitworth Street) is also seven storeys and is formed in buff terracotta with red brick beneath a hipped slate roof. The buildings form a single urban block and are united by their materiality, although they can still be perceived as separate buildings.

Historic Interest

Lancaster House is a fine example of a pair of former Edwardian packing warehouses. Their grand scale, form and architectural character is a reflection of the wealth and confidence which pervaded Manchester's shipping merchant companies by the turn of the 20th century. As with other examples, the relative elegance of the principal (north and east) elevations contrasts with the functional character of the rear (south) elevations, and reflects the former use of the buildings, whereby the 'public facing' front section would have contained offices and the rear section was used for storage space and the inspection of goods in natural light.

The buildings also hold associative historical value for their connection with Harry S. Fairhurst, a locally prominent architect responsible for many of Manchester's iconic warehouses.

sides by substantial buildings with large footprints which generally range in height between c. 5 and 15 storeys. The area forms part of the wider, continuous urban environment of the City Centre, which includes a variety of building forms and heights.

Experience of the Asset

Lancaster House is primarily experienced from the east on Princess Street and north on Whitworth Street, where the high-quality 'public facing' elevations of the building are visible alongside other broadly contemporary former packing warehouses.

The more functional rear elevation of the buildings are also visible from within an alley to the south, although they are largely obstructed in views from the opposite side of the River Medlock by the intermediary Asia House. The narrowness of the secondary streets surrounding Lancaster House gives the impression that the side and rear elevations were not intended to be readily seen.

The building derives townscape prominence from its corner location at the junction between two main roads, Whitworth Street and Princess Street. This is best experienced in views from the north and east.

Lancaster House derives group value from contemporaneous former packing warehouses on Whitworth Street and Princess Street, notably India House and Asia House, which maintain the high standard of architecture present in Lancaster House and reinforce the sense of confidence which pervades the building type and its period.

Lancaster House also has a wider historic connection with the nearby Rochdale Canal, located to the north, which influenced the strategic location of the building for the shipping and transfer of goods.

Lass O' Gowrie Public House (Grade II)



Architectural Interest

The Lass O' Gowrie is a public house first built in the mid 19th century and altered in c. 1900. The building is set over two storeys and has a characterful polytonal glazed terracotta frontage with lettering reading "ales and stout... Lass-O'-Gowrie... wines and spirits... bottled ales and stout", as well as other architectural features including pilaster panels, a Neo-Baroque doorway, segmental headed windows and a modillioned cornice.

Historic Interest

The Lass O' Gowrie holds historic interest as an inner city public house which would once have served the local working population of Chorlton-on-Medlock. The building is one of few surviving non-industrial buildings in the area and points to a resident community which was gradually displaced in the 20th century.

Physical Surroundings

The Lass O' Gowrie is located on the north side of Charles Street on the corner with Pritchard Street. The River Medlock runs to the immediate east of the listed building and the MSJAR Viaduct to the north. The listed building has a highly developed and varied urban context, with traditional buildings and structures of comparable scale being set adjacent to much larger and taller modern developments, such as the Circle Square complex to the south of Charles Street.

Experience of the Asset

The proximity of the two-storey Lass O' Gowrie Public House to neighbouring tall developments, notably the Circle Square complex to the south, gives the impression of the listed building being detached from its wider historic context; however, the building holds some distinction in its modern context by way of contrast with the surrounding buildings. The loss of 19th century housing from the area reinforces this impression, although the immediate physical relationship between the public house, the adjacent roads, the River Medlock and the railway viaduct is unchanged from the mid 19th century and is therefore considered to be a positive aspect of setting. The diminutive scale of the building and the visual obstruction caused by surrounding buildings and structures limits the geographical extent of the building's setting, which is experienced primarily from Charles Street and, to a lesser degree, Pritchard Street and Princess Street.

Manchester House (Grade II) 	Architectural Interest Manchester House is a large, former shipping and packing warehouse built in 1914 by Birkett & Son. The building is six storeys with basement and attic and has an iron frame with cladding of brown sandstone and buff brick. The building is Free Baroque in style and incorporates details including rustication, giant Ionic pilasters, festoons, a moulded frieze and a prominent mutuled cornice. Historic Interest The building is a fine example of an Edwardian packing warehouse and its scale and appearance is a reflection of the confidence of Manchester’s shipping merchant companies by the turn of the 20th century. The opulence of the principal (east and part of the north) elevations is in contrast with the functional character of the secondary (west and part of the north) elevation, and reflects the former use of the building, whereby the ‘public facing’ front section would have contained offices and the rear section was used for storage space and the inspection of goods in natural light.	Physical Surroundings Manchester House is located on the west side of Princess Street, overlooking the River Medlock to the west. The listed building has a highly developed urban context and is surrounded by substantial buildings set on large footprints. Those to north are former shipping and packing warehouses. To the west on the opposite side of the River Medlock is the York Street Car Park and the MSJAR Viaduct runs east to west to the south of the listed building. Experience of the Asset Manchester House is primarily experienced from the east on Princess Street, where the high-quality principal elevations of the building are visible alongside other broadly contemporary former packing warehouses. The more functional rear elevation of the building is also visible alongside other former packing warehouses from the south on York Street and within the adjacent car park. However, views from further south are generally obstructed by existing buildings and structures, including the MSJAR Viaduct. Manchester House also has a wider historic connection with the nearby Rochdale Canal, located to the north, which influenced the strategic location of the building for the shipping and transfer of goods.
Manchester South Junction and Altrincham Railway Viaduct (Grade II)	Architectural Interest The structure consists of a railway viaduct dating from the mid 19th century (c.1846-9) which is 1 ¾ miles long and traverses Manchester City Centre from Manchester Piccadilly into Castlefield. It is constructed from red brick with small sections of blue brick, sandstone dressings and cast iron bridges. The bridges consist of highly decorative Gothic-style ironwork, which is of significance for its high quality. The architectural interest of the viaduct is rooted in its repetitive, robust form and functionality, with occasional localised areas of decoration and detail, notably the numerous bridges. Historic Interest The structure is of historic interest as an early example of a railway viaduct dating from the second phase of railway development in Manchester in the mid 19th century. The structure is also of historic interest as it was constructed by David Bellhouse Junior, a notable Manchester builder.	Physical Surroundings The viaduct is continuous and its setting consists of urban development to its north and south, of varying character, height and density, and including some modern towers. Experience of the Asset The viaduct and its bridges are experienced in a mixture of static, dynamic and glimpsed views taken along its course from surrounding roads, buildings and open spaces. The viaduct is particularly prominent where it crosses major roads, such as London Road (A6), Sackville Street, Princess Street and Oxford Road / Oxford Street. The viaduct is mostly experienced in relatively short-distance views and behind other buildings and structures. However, some uninterrupted views of the viaduct are available from Whitworth Street West and Altrincham Street and reveal its form and length.

Table 4.2: Conservation Area

Conservation Area	Character and Appearance	Contribution made by Setting to Significance
Whitworth Street	The physical form of the Whitworth Street Conservation Area was established by the wealth of fine Victorian and Edwardian buildings erected in the period 1850 to 1920. These buildings are a testament to the historical importance of the textile industry in the city and the area is described by the City Council as “uniquely Mancunian in character”. Part of the Conservation Area lies in the valley of the River Medlock and is marked by a distinct southerly slope and by large bends in the course of the river creating contrasting spaces within	Physical Surroundings The Whitworth Street Conservation Area was designated in September 1974 and is bounded by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the MSJAR Viaduct. It was extended in June 1985 to include an area bounded by Whitworth Street, London Road and the viaduct.

the overlying grid system. The Rochdale Canal also traverses the area from north-east to south-west and two locks are located within the Conservation Area.

The great height and volume of the former warehouses along Princess Street, and especially on Whitworth Street, give the area its most obvious physical character of a canyon-like atmosphere. The Princess Street warehouses are relatively early in date, and for the most part are relatively plain and simplified developments of the Italian palazzo style. By the time the Whitworth Street warehouses were built, the Edwardian penchant for decoration was at its height and the technology for constructing buildings with a steel or reinforced concrete frame enabled them to be taller than before. These later buildings tended to substitute traditional brick for the then fashionable faience or glazed terracotta, which lends itself to rich decoration. Generally, slate is the predominant roofing material, though many roofs are not visible from ground level.

Entrance doors are frequently located on the corners of buildings, and this is often associated with the further emphasis of a corner by means of elaborate detail, or by means of an extended roofline embellished with a tower or cupola.

Property boundaries are marked by the buildings themselves, with buildings often covering the entire site up to the back of the pavement. Loading areas are often marked by large, decorative iron gates such as those at India House.

While the roads were originally paved with stone or timber setts, many have either been replaced or overlain with tarmac. In some secondary streets, often between buildings, the setts are still exposed.

The scale and density of built form means open spaces, green or otherwise, are not in the character of the area. Trees are also limited in number by the tendency for buildings to fully occupy their plots. Sackville Gardens, on the corner of Sackville Street and Whitworth Street, and the so-called 'Vimto Park', are exceptions to this rule.

The Conservation Area forms part of a continuous urban environment in Manchester City Centre and is bookended to the east and west by Manchester Piccadilly and Manchester Oxford Road Railway Stations respectively.

Experience of the Asset

The form and scale of the former warehouses creates a strong sense of enclosure within the Conservation Area which both emphasises the scale and prominence of these buildings while obstructing views into the area from the surrounding streets. The MSJAR viaduct emphasises this sense of enclosure by providing a physical and psychological barrier between the Conservation Area and the areas to the south of the boundary.

From within the Conservation Area, views are either terminated by the tall warehouses or channelled along the principal streets (Whitworth Street and Princess Street), though occasional glimpsed views of the wider City Centre are available through gaps between buildings.

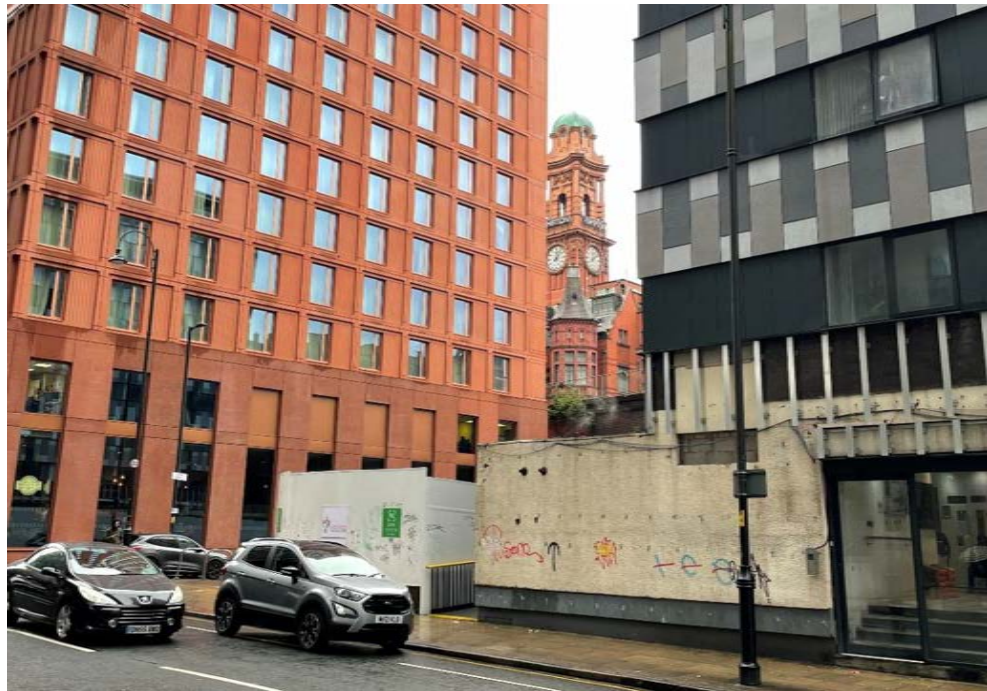
Contribution made by the Site

- 4.11 As set out in Section 2, historic map regression demonstrates the Site was historically occupied by a row of 19th century terraced dwellings which were later altered to accommodate ground floor commercial units before being demolished in the 1960s. The wider 19th century residential context of the Site was also gradually eroded over the course of the 20th century and the Site is now surrounded by a mixture of modern developments, including tall buildings. The Site itself now comprises a small surface car park associated with a neighbouring former office building, now containing apartments, known as 'Bracken House'.
- 4.12 The Site is experienced within a predominantly modern, urban context, alongside recent tall developments including Circle Square (rising to 36 storeys) and the Maldron Hotel (16 storeys). It is read as a small, private car parking area in conjunction with neighbouring Bracken House (9 storeys). The Site comprises an area of hardstanding bounded by a low, brick wall and in this sense reads as an open space which, together with York Street, separates Bracken House from the Maldron Hotel. It is previously developed land, and, in its current form, creates fragmentation. Views available through the site from Charles Street take in a section of the **MSJAR Viaduct** and, beyond this, the riverside elevations of the **Former Refuge Assurance Company Offices** (including the clocktower) and **India House** (Figures 4.1 and 4.2).
- 4.13 Taking account of the historic development of the Site, these views are best described as fortuitous, glimpsed views between modern buildings. The Site in its current form as a surface car park and intermittent bin storage area detracts from the experience of the **MSJAR Viaduct**, **Former Refuge Assurance Company Offices** and **India House** from within their wider settings, but nevertheless facilitates views towards the rear of these assets by being open and undeveloped.

Figure 4.1: View through the Site towards MSJAR Viaduct and India House from Charles Street



Figure 4.2: View through the Site towards the clocktower of the Former Refuge Assurance Company Offices from Charles Street



- 4.14 The nature and sheer length of the **MSJAR Viaduct** means that its setting is expansive and many similar glimpsed and dynamic views are available from other parts of its setting. This particular viewpoint reveals only a very small section of the viaduct and the Site in its current form can be described as an unsightly feature of the view. Nevertheless, it does not detract from an ability to appreciate the special architectural interest of the viaduct, which is rooted in its repetitive, robust form and functionality. The Site, overall, is considered to make a neutral contribution to the setting of the listed building.
- 4.15 The view through the Site towards **India House** from Charles Street is partially obstructed by the intervening MSJAR Viaduct. It also takes in the functional rear elevation of the listed building, which, as noted previously, is not the architectural focus of the building and is secondary in this respect to the principal (north) elevation. While the view is facilitated by the open nature of the Site, it does not reveal the significance of the listed building to any meaningful extent. Views from beyond the viaduct on York Street to the north-west of the Site, on the other hand, take in the listed building alongside other contemporaneous former packing warehouses. These views are more contributory in communicating the significance and group value of these buildings than those taken from the streets surrounding the Site. The Site makes a neutral contribution to the significance of India House.
- 4.16 The openness of the Site also facilitates a very brief, glimpsed view of the clocktower of the **Former Refuge Assurance Company Offices** from Charles Street (**Figure 4.2**). While key views of the listed building are generally taken from the north and west, glimpsed views of the clocktower from the wider surrounding area serve to reinforce the building's townscape prominence and special architectural interest. The Site, in its undeveloped state does facilitate one of these views; however, in its current condition

as a surface car park and bin storage area, it cannot be described as an aspect of setting that contributes to the experience, appreciation or significance of the grade II* listed building.

- 4.17 The Site is located on the same side of Charles Street as the **Lass O' Gowrie Public House**, albeit c. 60 metres to the south west and separated by several buildings and alleys. The Site therefore features in kinetic views of the asset taken along Charles Street and forms part of the varied townscape that now characterises its immediate setting (**Figure 4.3**). The Site in its current form as a small surface car park is experienced alongside York Street as a gap in the townscape and does not contribute to the significance of the Lass O' Gowrie Public House.

Figure 4.3: View north-east along Charles Street and towards Lass O' Gowrie Public House from junction with York Street



- 4.18 There is very limited intervisibility between the Site and the remaining listed buildings, namely **Manchester House**, **Lancaster House** and **Asia House**. Furthermore, their physical and psychological separation by the intervening distance, the MSJAR viaduct, the River Medlock and other intervening buildings and structures means the Site makes no contribution to their respective significance.
- 4.19 The Site lies immediately south of the southern boundary of the **Whitworth Street Conservation Area**, which is defined by the MSJAR viaduct. Having been redeveloped in the 1960s and in the context of further 20th and 21st century development in the immediate surrounding area, the Site does not tangibly contribute to the understanding of the historic development or character of the Conservation Area's setting. Furthermore, in a visual sense, the Site is experienced as a break in the townscape along the north side of Charles Street and is unattractive as an area of surface car parking and intermittent bin storage. The openness of the Site facilitates views into the Conservation Area from the south on Charles Street. However, these views are not of particular utility in revealing the significance or character and appearance of the Conservation Area,

which rests primarily on the interrelationship between its fine Edwardian and Victorian buildings. The Site forms part of the physical surroundings of the Conservation Area but does not make a specific contribution to its significance.

5. Impact Assessment

Introduction

- 5.1 Under s66(1) of The Planning (Listed Buildings and Conservation Areas) Act 1990, Manchester City Council, in determining the submitted full planning application has a statutory duty to pay special regard to the desirability of preserving listed buildings, their setting or any features of special interest they may possess.
- 5.2 Case law has confirmed that Parliament's intention in enacting s66(1) was that decision-makers should give considerable importance and weight to the desirability of preserving the special interest and setting of listed buildings, where 'preserve' means 'to cause no harm'⁹.
- 5.3 The setting of conservation areas is not expressly protected by primary legislation. However, the NPPF states that the setting of a designated heritage asset (including conservation areas) can contribute to its significance.
- 5.4 Paragraph 197 of the NPPF states that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, putting them into viable uses consistent with their conservation, as well as the desirability of new development making a positive contribution to local character and distinctiveness.
- 5.5 Paragraph 199 requires when considering the impact of development on the significance of a designated heritage asset that great weight should be given to the asset's conservation. 'Conservation' is defined by the NPPF as 'the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.'
- 5.6 Paragraphs 201 and 202 differentiate between 'substantial' and 'less than substantial harm' and provide a framework for the consideration of harm to the significance of designated heritage assets where it arises, bearing in mind the considerable importance and weight that must be given to the statutory duties of the 1990 Act.
- 5.7 Paragraph 203 requires that the effect of an application on the significance of a non-designated heritage asset is taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 5.8 Paragraph 206 requires that local planning authorities look for opportunities for new development within the setting of heritage assets to better reveal their significance. It states that proposals that preserve those elements of setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

⁹ East Northamptonshire DC v SSHCLG [2014] Civ 137 and South Lakeland DC v SsfE [1992] 2 AC 141

- 5.9 The relevant heritage legislation, policy and guidance context for consideration of the Proposed Development is set out in full in **Appendix 1**.
- 5.10 The key heritage issue to be taken into consideration in assessing the Proposed Development is therefore the impact on the significance of the identified designated heritage assets, as a result of development within their setting.

The Proposed Development

- 5.11 Full planning permission is sought for the erection of a 15-storey purpose-built student accommodation building, including site preparation works, works over the public highway and associated works.

Location and Siting

- 5.12 The proposed building has a rectangular footprint and is set back of pavement from Charles Street to the south York Street to the west, with a cantilevered section extending over the pavement to York Street from second floor level. The main entrance to the building is taken from the west on York Street and leads to a secure, external walled garden which in turn provides access to the building's reception areas.

Form and Appearance

- 5.13 The proposed building has been designed as a contextual response to the adjacent Maldron Hotel and Bracken House, as well as nearby historic buildings. The massing of the building is broken down into stepped sections which cantilever and align with the stepped frontage of the Maldron Hotel. The elevations of the building are also ordered into distinct primary ('decorative') and secondary ('functional') façades in response to the character of the significant Victorian and Edwardian buildings in the wider surrounding area. The primary elevations address Charles Street to the south and the MSJAR Viaduct to the north, while the secondary elevations address York Street and Bracken House.
- 5.14 The proposed materiality and tonality of the building reflects common materials and tones in the immediate surrounding area. For example, dark green terracotta cladding is the proposed facing material for the primary elevations. This material and colour is present in the signage of the nearby Lass O' Gowrie Public House and also in the window frames and detailing of the Former Refuge Assurance Company Offices. The secondary elevations will be clad in a mixture of white and glazed brickwork, which reflects the secondary elevations of nearby India House and the Former Refuge Assurance Company Offices.

Impact on Significance

Impact on Listed Buildings

- 5.15 The **Manchester South Junction and Altrincham Railway Viaduct** runs broadly east to west, approximately five metres to the north of the northern boundary of the application Site. Glimpsed views of a small section of the viaduct are available from Charles Street and the Site in its current form partly facilitates these views with the adjacent York Street. By introducing built form in this location, the Proposed Development will reduce the extent of these glimpsed views to the width of York Street. However, taking into account the sheer length of the viaduct, many similar glimpsed and dynamic views will

continue to be available from other parts of its setting and narrow glimpsed views of the asset are characteristic of its setting. The glimpsed view of the viaduct that will remain along York Street will continue to allow the viaduct and its route through the city to be experienced.

- 5.16 The Proposed Development will be visible in combination with the listed structure in views from the north on Whitworth Street and through gaps between existing buildings (**Figure 5.1**). These glimpsed views already reveal the urban context of the viaduct and feature the 16-storey Maldron Hotel, 9-storey Bracken House and 36-storey Circle Square. The proposed building will supplement these existing buildings in views from the north and serve to reinforce the existing urban context of the viaduct.

Figure 5.1: Proposed view towards MSJAR Viaduct from north on Whitworth Street, between India House (left) and the Former Refuge Assurance Company Offices (right)



- 5.17 In its current form, the Site makes a neutral contribution to the setting and significance of the viaduct, which is primarily rooted in its repetitive, robust form and functionality and its historic interest as part of the second phase of railway construction in Manchester. The introduction of a high-quality, contextual building in a part of the immediate setting of the viaduct will partially close an existing view and will be visible in combination with the viaduct from other locations. However, the setting of the structure is already characterised by modern buildings, such that the Proposed Development will reinforce the established urban character and therefore sustain the significance of the listed viaduct.
- 5.18 The **Former Refuge Assurance Company Offices** is located at the junction between Oxford Street and Whitworth Street, roughly 60 metres to the north-west of the Site and separated by the MSJAR Viaduct and River Medlock. At present, the open nature of the Site facilitates a fortuitous yet established glimpsed view of the building's clocktower (refer to **Figure 4.2**). In its current condition as a surface car park and bin storage area,

the Site cannot be described as an aspect of setting that contributes to the experience, appreciation or significance of the grade II* listed building.

- 5.19 The Proposed Development will introduce built form on the Site and permanently obstruct this glimpsed view. The impact of this change is limited by the fact that the rear elevations of the listed building are of secondary importance to the principal elevations, as well as the extent to which the rear of the building and the clocktower will continue to be visible from within the surrounding area. While one glimpsed view of the clocktower will be lost, many more views would be retained in the setting of the listed building and therefore its townscape prominence would be sustained.
- 5.20 The Proposed Development will also be visible in combination with the listed building in respect of glimpsed views from Whitworth Street (refer to **Figure 5.1**) and longer distance views taken along Whitworth Street West. In these views, the proposed building will be visible to a limited extent beyond the listed building and will form part of the established urban background alongside the Maldron Hotel and Circle Square (**Figure 5.2**). In regard to long distance views from Whitworth Street West, the limited extent to which the Proposed Development will be visible from this street means it will not challenge the clocktower for townscape prominence or distract from the architectural interest of the listed building.

Figure 5.2: Proposed view towards the Former Refuge Assurance Company Offices from Whitworth Street West



- 5.21 At present, the Site, despite allowing glimpsed views in its current undeveloped state, does not contribute to the significance of the Former Refuge Assurance Company Offices.. The Proposed Development will introduce a high-quality, contextual building into the setting of the listed building. Where visible, it will be read as part of the existing urban context on the south side of the MSJAR Viaduct which already includes modern, tall buildings such as the Maldron Hotel, Circle Square, Artisan Heights and Bridgewater Heights. It is not considered that the Proposed Development would detract from the

presence or prominence of the grade II* listed building, which is principally experienced from Oxford Road. The rear of the listed building will remain visible and appreciable in views from York Street and the alleys surrounding Asia House, as well as in glimpsed views from Princess Street. It is concluded that the significance of the Former Refuge Assurance Company Offices would be unharmed and sustained.

- 5.22 **India House** is located on the south side of Whitworth Street, approx. 100 metres to the north of the Site and separated by the MSJAR Viaduct and River Medlock. In its current form, the Site does not contribute to the significance of the asset.
- 5.23 The Proposed Development will partially obstruct the glimpsed view towards the rear elevation of India House from Charles Street (refer to **Figure 4.1**). This view is fortuitous and is already partially obstructed by the MSJAR viaduct and does not reveal the significance of the listed building to any meaningful extent. The obstruction of this view is therefore considered to be immaterial in the context of the setting and significance of the listed building and the impact will be neutral.

Figure 5.3: Proposed view south-west from alley to rear of Lancaster House, Asia House and Manchester House, taking in India House (right) and the Former Refuge Assurance Company Offices (centre)



- 5.24 Secondly, the proposed new building will be visible in combination with India House to a greater extent in terms of views from the north on Whitworth Street (refer to **Figure 5.1**) and from the east on the alleys surrounding Asia House (**Figure 5.3**). The siting of the Proposed Development, distanced from the listed building and alongside other modern tall buildings including the Maldrón Hotel and Circle Square, means the two buildings are unlikely to be compared directly in these views. The separation between the proposed building and India House is emphasised by the River Medlock and MSJAR viaduct. The proposed building will generally be experienced either as a peripheral or background element and as a constituent part of the wider urban context that currently makes a neutral contribution to the setting and significance of India House.

- 5.25 The Proposed Development will not impact upon identified key views of India House taken along the canyoning Whitworth Street, where it is viewed in conjunction with other former packing and shipping warehouses. By extension, the Proposed Development will not undermine the group value that India House derives from these interrelationships, which is a key aspect of the building's architectural and historic interest. The impact of the Proposed Development on the setting and significance of India House is therefore judged to be neutral.
- 5.26 **Lancaster House** is located on the south-west corner of the junction between Whitworth Street and Princess Street, approx. 125 metres to the north east of the Site and separated by the MSJAR Viaduct and River Medlock. As a result of the distance between the Site and the listed building, the lack of intervisibility and absence of historic or functional associations, the Site makes no contribution to the significance of Lancaster House in its current form.
- 5.27 The Proposed Development will introduce a 15-storey building onto the Site, which, by virtue of its height, will be visible from Lancaster House in terms of views out from the listed building and surrounding alleys to the south and west (refer to **Figure 5.3**). South-facing views from the listed building already take in a varied urban townscape characterised by tall, modern buildings, including the Maldron Hotel, Bracken House and Circle Square. These views only contribute to the significance of the listed building insofar as they reveal its relationship and group value with other former packing and shipping warehouses, such as neighbouring India House. The upper storeys of the proposed new building would be visible beyond the MSJAR viaduct, set between Bracken House and the Maldron Hotel and in front of the much taller Circle Square. The building will therefore be experienced as part of the existing urban context to the south side of the viaduct and will not affect the listed building's relationship with the nearby former packing warehouses. In this respect, the Proposed Development will have a neutral effect on setting and sustain the significance of Lancaster House.
- 5.28 As a result of the visual enclosure provided by Lancaster House and the surrounding buildings, the Proposed Development will not affect key views of the listed building taken from along Whitworth Street and Princess Street. These views are of particular importance in revealing the architectural interest of the principal elevations of the building, its streetscene prominence and relationship with other former packing warehouses, such as India House and Asia House. The impact of the Proposed Development on the setting and significance of Lancaster House is therefore judged to be neutral.
- 5.29 **Asia House** is located on the west side of Princess Street, between Lancaster House to the north and Manchester House to the south. The Site is approx. 100 metres to the south-west of Asia House, beyond the River Medlock and MSJAR viaduct, and currently makes no notable contribution to its setting.
- 5.30 The Proposed Development will introduce a 15-storey building onto the Site, which will be visible in combination with Asia House in terms of views out from the listed building and the surrounding alleys (refer to **Figure 5.3**). These views are only valuable insofar as they reveal the relationship between Asia House and other former packing warehouses, such as India House and Lancaster House. The views are already influenced by a varied

urban townscape which includes modern, tall buildings sited beyond the MSJAR Viaduct and Former Refuge Assurance Company Offices. The proposed new building, as a result of its siting between the Maldron Hotel and Bracken House, and its commensurate scale and form with these buildings, will be experienced as part of this established urban context. It will not affect the ability to appreciate the relationship between Asia House and the nearby former packing warehouses, nor will it diminish the group value derived from this relationship. The effect of this visual impact is therefore considered to be neutral.

- 5.31 Key views of the principal elevation of Asia House are taken from the east and north east along Princess Street. These views are particularly important in revealing the architectural character and quality of the building and its relationship with nearby former packing warehouses, including Lancaster House and Manchester House. The views are generally well contained and channelled along the street by the tall buildings which are sited back-of-pavement. The visual screening provided by the existing buildings means the Proposed Development would not be experienced in these key views. The overall impact of the Proposed Development on the setting and significance of Asia House is considered to be neutral.
- 5.32 **Manchester House** is located on the west side of Princess Street and south of Asia House. The Site is approx. 85 metres to the south-west of Manchester House and is separated by the MSJAR Viaduct and River Medlock. As a result of the distance between the Site and the listed building, the lack of intervisibility and absence of historic or functional associations, the Site makes no contribution to the significance of Manchester House in its current form.
- 5.33 The Proposed Development involves the erection of a 15-storey building, which will be visible in combination with Manchester House in respect of views out from the listed building and the alley to the immediate north-west (refer to **Figure 5.3**). As previously discussed in regard to Lancaster House and Asia House, these views only contribute to the significance of the listed building insofar as they reveal its relationship and group value with other former packing and shipping warehouses. The views are already backgrounded by a varied urban townscape which includes modern, tall buildings sited beyond the MSJAR Viaduct and Former Refuge Assurance Company Offices. The upper storeys of the proposed new building would be visible beyond the MSJAR viaduct, set between Bracken House and the Maldron Hotel and in front of the much taller Circle Square. The building will therefore be experienced as part of the existing urban context to the south side of the viaduct which currently makes a neutral contribution to the significance of Lancaster House and will not affect the listed building's relationship with the nearby former packing warehouses. In this respect, the Proposed Development will have a neutral effect on setting and sustain the significance of Manchester House.
- 5.34 Key views of Manchester House are taken from the east along Princess Street and are generally contained within the street by the surrounding buildings. These views are particularly important in revealing the architectural interest and quality of the principal elevations of the listed building and its relationship with other former packing warehouses, such as neighbouring Asia House. The Proposed Development will not feature in these key views as a result of the screening effect of the intervening buildings on the west side of Princess Street; thus, the group value derived from the nearby former

packing warehouses will be sustained. The impact of the Proposed Development on the setting and significance of Manchester House is therefore judged to be neutral.

- 5.35 The **Lass O' Gowrie Public House** is located on the north side of Charles Street and west of the junction with Princess Street. The Site lies approx. 60 metres to the south-west of the listed building, beyond a number of intervening buildings and alleys. The Site in its current form as a small surface car park is considered to make a neutral contribution to the significance of the Lass O' Gowrie Public House.
- 5.36 The Proposed Development involves the erection of a 15-storey building, which will be experienced in conjunction with the Lass O' Gowrie Public House in dynamic views taken along Charles Street (**Figures 5.4 and 5.5**). The proposed new building has been designed as a contextual response to neighbouring Bracken House and the Maldron Hotel and is commensurate in form, scale and massing with these existing buildings. The materiality of the primary elevations of the proposed building is intended, at least in part, as a reference to the dark green painted terracotta signage of the Lass O' Gowrie Public House. When taken together with the orange terracotta-clad Maldron Hotel, the proposed new building will reflect the prevailing tones of the Lass O' Gowrie Public House.
- 5.37 Views of the Lass O' Gowrie Public House from along Charles Street are important in revealing the architectural interest of the principal elevations of the building and its historic relationship with Charles street, Pritchard Street and the River Medlock. These views are already characterised by modern buildings, notably Circle Square; however, the Lass O' Gowrie holds some distinction in its context by way of contrast with the surrounding modern buildings.

Figure 5.4: Proposed view west along Charles Street, taking in the Lass O' Gowrie Public House (centre right)



Figure 5.5: Proposed view east towards Charles Street from Hulme Street



- 5.38 As a contextual, high-quality modern building, the Proposed Development will reinforce the established character of recent developments on Charles Street. The Lass O' Gowrie Public House will continue to derive significance from its physical relationship with the immediate surrounding streets and the River Medlock, as well as the distinction it experiences in the streetscene by way of contrast with these surrounding modern developments. While the proposed new building will be visible at times in conjunction with the listed building, it will generally be perceived as a background or peripheral element of views, forming part of the wider urban context in which the listed building is already experienced. For these reasons, the impact of the Proposed Development on the setting and significance of the Lass O' Gowrie Public House is judged to be neutral.

Impact on Conservation Areas

- 5.39 The **Whitworth Street Conservation Area** is bounded by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the MSJAR Viaduct, immediately beyond which lies the application Site. As with most of the urban plots to the south of the Conservation Area, the Site was redeveloped in the 20th century and no longer resembles its historic configuration. The Site is experienced as a break in the townscape along Charles Street and is unattractive as an area of surface car parking and intermittent bin storage (refer to **Figure 4.1**). Overall, the Site makes a neutral contribution to the significance of the Conservation Area.
- 5.40 The Proposed Development will introduce a 15-storey building on the Site and to the immediate south of the Conservation Area, visible in views both into and out of the boundary and the experience of its immediate setting. Glimpsed views into the Conservation Area from the south on Charles Street will be partially obstructed by the proposed new building. However, these views are not of particular utility in revealing the significance of the Conservation Area, which rests primarily on the interrelationship between its fine Edwardian and Victorian buildings, most of which are not visible from within the proximity of the Site. Not only will a glimpsed view from Charles Street across

York Street and into the Conservation Area remain, but the more significant uninterrupted view of the rear elevations of the former packing warehouses and Former Refuge Assurance Company Offices from within the Conservation Area boundary will be unaffected by the Proposed Development (**Figure 5.6**). This visual impact is therefore considered to have a neutral effect on the significance of the Conservation Area.

Figure 5.6: View of the rear elevations of the Former Refuge Assurance Company Offices and former packing warehouses from within the boundary of the Whitworth Street Conservation Area on York Street



- 5.41 One of the most important aspects of the character and appearance of the Conservation Area is the enclosing effect of the Victorian and Edwardian former packing warehouses to either side of Whitworth Street and Princess Street, which channel and contain views along these streets and emphasise the scale and presence of the former warehousing. However, as illustrated in **Figures 5.1 and 5.3**, the Proposed Development will be visible in occasional glimpsed views from these principal streets through the gaps between the former warehouses, as well as from the alleys that surround them.
- 5.42 South-facing views out from within the Conservation Area boundary are backgrounded by the varied urban townscape to the south of the MSJAR viaduct, which includes modern buildings such as Bracken House, the Maldron Hotel and Circle Square. The proposed new building is of a scale, form and architectural character which is commensurate with these recent developments and, taking account of its siting, would be experienced as part of this established group of modern buildings. The Proposed Development would therefore sustain the character of views south from within the Conservation Area and thereby maintain the ability to appreciate the relationship between the former warehouses and their group and townscape value.
- 5.43 The ZTV (**Appendix 3**) also indicates that the Proposed Development will be visible from other locations within the Conservation Area to varying degrees. Taking account of the highly enclosed nature of the streets within the Conservation Area and the volume and

scale of its constituent buildings, these views are expected to be limited to occasional glimpses. Views out from within the Conservation Area towards the Site already contain modern, tall buildings including Bracken House, the Maldron Hotel, Circle Square, Artisan Heights and Bridgewater Heights. The Proposed Development is therefore expected to be experienced as a peripheral or background element alongside these existing buildings and will reinforce the urban context of the Conservation Area. The resulting impact from this change is considered to be neutral.

- 5.44 For these reasons, the Proposed Development will sustain the significance of the Conservation Area.

Statutory Duty

- 5.45 The statutory duty of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the special interest and setting of a listed building is a matter which should be afforded considerable importance and weight. The presumption is therefore that development proposals should not give rise to harm to the special interest of a listed building or its setting.

- 5.46 Based on the above assessment, it is concluded that there would be no harm to the significance of the following heritage assets:

- Manchester South Junction and Altrincham Railway Viaduct (grade II listed building)
- Former Refuge Assurance Company Offices (grade II* listed building)
- India House (grade II* listed building)
- Lancaster House (grade II* listed building)
- Asia House (grade II* listed building)
- Manchester House (grade II listed building)
- Lass O' Gowrie Public House (grade II listed building)
- Whitworth Street Conservation Area

- 5.47 The Proposed Development will therefore meet the objectives of Paragraphs 197, 199 and 206 of the NPPF and the requirements of s.66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 can be satisfied if full planning permission is granted.

Local Planning Policy

- 5.48 In accordance with Policies CC 9 and EN 3 of the Core Strategy Development Plan Document and Policy DC19.1 of the Unitary Development Plan, the Proposed Development will sustain the significance of the historic environment, including nearby listed buildings and conservation areas, and will preserve those elements of setting that contribute to the significance of the identified listed buildings.

6. Summary and Conclusions

- 6.1 This Heritage Statement is prepared by Turley Heritage on behalf of Jadebricks (Charles Street) Limited in connection with an application for full planning permission for new purpose built student accommodation development on land to the north of Charles Street, Manchester.
- 6.2 There are no designated or non-designated heritage assets within the Site. However, the Site forms part of the setting of a number of nearby listed buildings and is located to the south of the Whitworth Street Conservation Area.
- 6.3 A review of the history and development of the Site and surrounding area has been undertaken in Section 2 and the significance and setting of heritage assets with potential to be affected by the Proposed Development has been described in Section 4.
- 6.4 Section 5 provides an assessment of the impact of the Proposed Development on the significance of the relevant designated heritage assets, in light of the statutory duty of the 1990 Act, national planning policy set out in the NPPF and local planning policy for the historic environment.
- 6.5 Based on our assessment of heritage assets with potential to be affected by the Proposed Development, it is concluded that there would be no harm to the significance of the following:
- Manchester South Junction and Altrincham Railway Viaduct (grade II listed building)
 - Former Refuge Assurance Company Offices (grade II* listed building)
 - India House (grade II* listed building)
 - Lancaster House (grade II* listed building)
 - Asia House (grade II* listed building)
 - Manchester House (grade II listed building)
 - Lass O' Gowrie Public House (grade II listed building)
 - Whitworth Street Conservation Area
- 6.6 The Proposed Development will (in respect of these assets) meet the objectives of Paragraphs 197, 199 and 206 of the NPPF and the requirements of s.66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 can be satisfied if full planning permission is granted by MCC.

Appendix 1: Heritage Legislation, Planning Policy and Guidance

Legislation

The Planning (Listed Buildings and Conservation Areas) Act 1990

In determining applications for planning permission affecting the setting of statutory listed buildings, the following duty is placed on the decision maker:

“s.66 (1) In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”

Case law has confirmed that Parliament’s intention in enacting section 66(1) was that decision makers should give *“considerable importance and weight”* to the desirability of preserving the special interest and setting of listed buildings, where *“preserve”* means to *“to do no harm”*. The presumption is therefore that development proposals should not give rise to harm to the special interest of a listed building. This duty must be borne in mind strongly when considering cases where harm may be considered to accrue, and then the balancing of such harm against public benefits as required by national planning policy.

National Planning Policy

National Planning Policy Framework (NPPF) (2023)

The National Planning Policy Framework provides a statement of Government planning policies with regard to the protection of all heritage assets. One of the core planning principles of the NPPF is that planning should:

“conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.”

Chapter 16 outlines the Government’s guidance regarding conserving and enhancing the historic environment.

Paragraph 194 outlines the information required to support planning applications affecting heritage assets, stating that applicants should provide a description of the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset’s importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 197 states that with regard to determining planning applications planning authorities should take account of the desirability of sustaining and enhancing the significance of the heritage assets, and putting them into viable uses consistent with their conservation, as well as the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199 confirms that 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. It is also confirmed that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Any harm to, or loss, of significance of a designated heritage asset should require clear and convincing justification.

Paragraph 200 confirms that 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.

Paragraph 201 states that 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:

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

Paragraph 202 states that 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.

Paragraph 203 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighting applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 206 states that local planning authorities should look for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of a heritage asset should be treated favourably.

National Guidance

National Planning Practice Guidance (PPG) (2023)

Whilst not planning policy, Planning Practice Guidance provides a clear indication of the Government's approach to the application of national policy contained in the NPPF. Where there is conflict between the guidance in the PPG and earlier documents the PPG will take precedence.

Historic England: Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision Taking in the Historic Environment (2015)

GPA Note 2 provides information to assist in implementing historic environment policy in the Framework and the related guidance given in the NPPG. These include; assessing the significance of heritage assets, using appropriate expertise, historic environment records, recording and furthering understanding, neglect and unauthorised works, marketing and design and distinctiveness.

Guidance: Historic England Good Practice Advice in Planning Note 3 (Second Edition) (December 2017) 'The Setting of Heritage Assets'

Historic England has recently published revised guidance relating to the setting and views of heritage assets. The document gives general advice on understanding setting and how it may contribute to the significance of heritage assets. It also provides advice on how views play a part in setting. It suggests a staged approach to taking decisions on the level of the contribution which setting and related views make to the significance of heritage assets.

The guidance clarifies that there can be a distinction between views that are valued for reasons other than their contribution to heritage significance such as reasons of landscape character or visual amenity.

It states that the extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. It also clarifies that the contribution that setting makes to the significance of the heritage asset does not depend on there being public rights or an ability to access or experience that setting.

Paragraph 9 of the guidance states that setting is not itself a heritage asset. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance.

The guidance highlights a series of other considerations that can be relevant to the assessing the impact of development such as 'change over time', 'cumulative change', 'access and setting', 'buried assets and setting', 'designed settings', 'setting and urban design', and 'setting and economic viability'.

It is identified within the guidance that views which contribute more to understanding the significance of a heritage asset include the following:

- Those where the composition within the view was a fundamental aspect of the design or function of the heritage asset.
- Those where town- or village-scape reveals views with unplanned or unintended beauty.
- Those with historical associations.
- Those with cultural associations.
- Those where relationships between the asset and other heritage assets or natural features or phenomena are particularly relevant.

As set out above, a staged approach to assessment is advocated involving identification of the assets that may be affected, assessing the degree to which setting makes a contribution to the significance of the heritage asset or allows significance to be appreciated, assessing the effects of the proposed development and exploring ways to maximise enhancement and avoid or minimise harm.

In assessing the degree to which these settings and views make a contribution to the significance of the heritage assets or allow significance to be appreciated, the key attributes of the heritage asset should be addressed and then the following considered:

- The physical surroundings of the asset and its relationship with other assets;
- The asset's intangible associations with its surroundings, and patterns of use;
- The contribution made by noise, smells etc to significance; and
- The way views allow the significance of the asset to be appreciated.

The Step 2 Checklist provides a list of potential setting attributes that may help to elucidate its contribution to significance under the headings 'The asset's physical surroundings' and 'Experience of the asset'. The Step 3 Checklist provides a list of potential attributes of a development affecting setting that may help to elucidate its implications for the significance of the heritage asset including the 'Location and siting of development', the 'Form and appearance of development', 'Wider effects of the development' and 'Permanence of the development'.

Local Policy

Manchester City Council: Core Strategy Development Plan Document (July 2012)

Policy CC 9 Design and Heritage

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

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

The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment."

Policy EN 3 Heritage

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

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

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

Manchester City Council: Extant Unitary Development Policies

Policy DC19.1 Listed Buildings

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

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

Places for Everyone Plan – Modifications Version 2023

Nine planning authorities in Greater Manchester, including Salford City Council, are in the process of preparing a joint development plan (to 2037) known as 'Places for Everyone'. The Plan was submitted to the Secretary of State in February 2022 and examined in public hearing sessions between November 2022 and July 2023. A series of main modifications are now being considered through public consultation, with a view to the Plan being adopted in 2024. The advanced stage of the draft Plan means that it can now be afforded weight in the planning process.

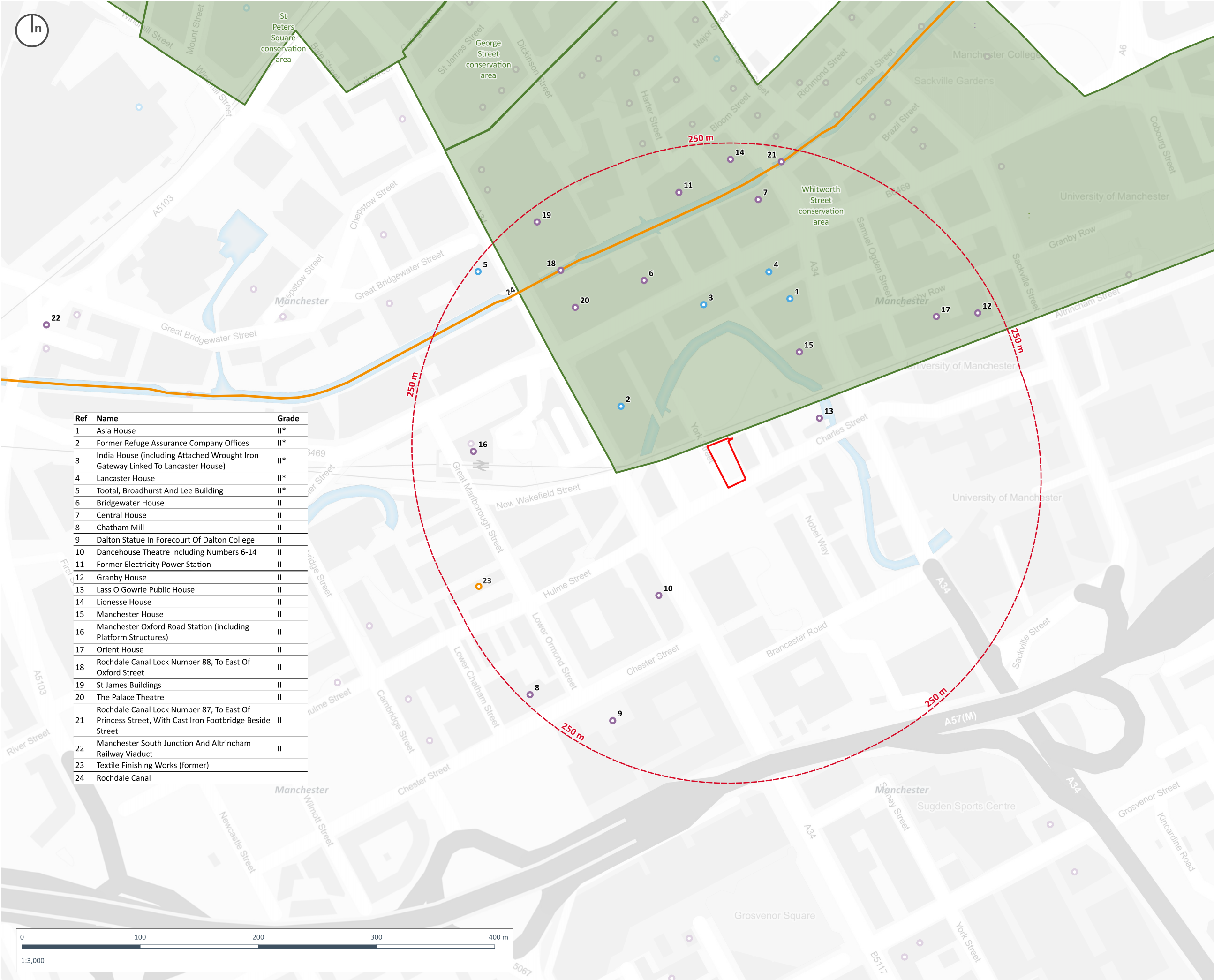
Draft Policy JP-P2 (Heritage) states *"we will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage 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:

- (i) Setting out a clear vision that recognises and embeds the role of heritage in place-making;
- (ii) 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;
- (iii) 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;
- (iv) Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic vitality, accessibility and environmental quality of a place, and to social wellbeing; and
- (v) 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."

Appendix 2: Heritage Asset Plan



Ref	Name	Grade
1	Asia House	II*
2	Former Refuge Assurance Company Offices	II*
3	India House (including Attached Wrought Iron Gateway Linked To Lancaster House)	II*
4	Lancaster House	II*
5	Tootal, Broadhurst And Lee Building	II*
6	Bridgewater House	II
7	Central House	II
8	Chatham Mill	II
9	Dalton Statue In Forecourt Of Dalton College	II
10	Dancehouse Theatre Including Numbers 6-14	II
11	Former Electricity Power Station	II
12	Granby House	II
13	Lass O Gowrie Public House	II
14	Lionesse House	II
15	Manchester House	II
16	Manchester Oxford Road Station (including Platform Structures)	II
17	Orient House	II
18	Rochdale Canal Lock Number 88, To East Of Oxford Street	II
19	St James Buildings	II
20	The Palace Theatre	II
21	Rochdale Canal Lock Number 87, To East Of Princess Street, With Cast Iron Footbridge Beside Street	II
22	Manchester South Junction And Altrincham Railway Viaduct	II
23	Textile Finishing Works (former)	
24	Rochdale Canal	

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- Application Site
- Study Area
- Conservation Area
- Non-designated Heritage Assets

Listed Buildings

- I
- II*
- II

CLIENT:
Jadebricks Limited

PROJECT:
Charles Street, Manchester

DRAWING:
Heritage Asset Plan

PROJECT NUMBER:
JADM3002-04

DRAWING NUMBER:
GIS_101

CHECKED BY:
JR

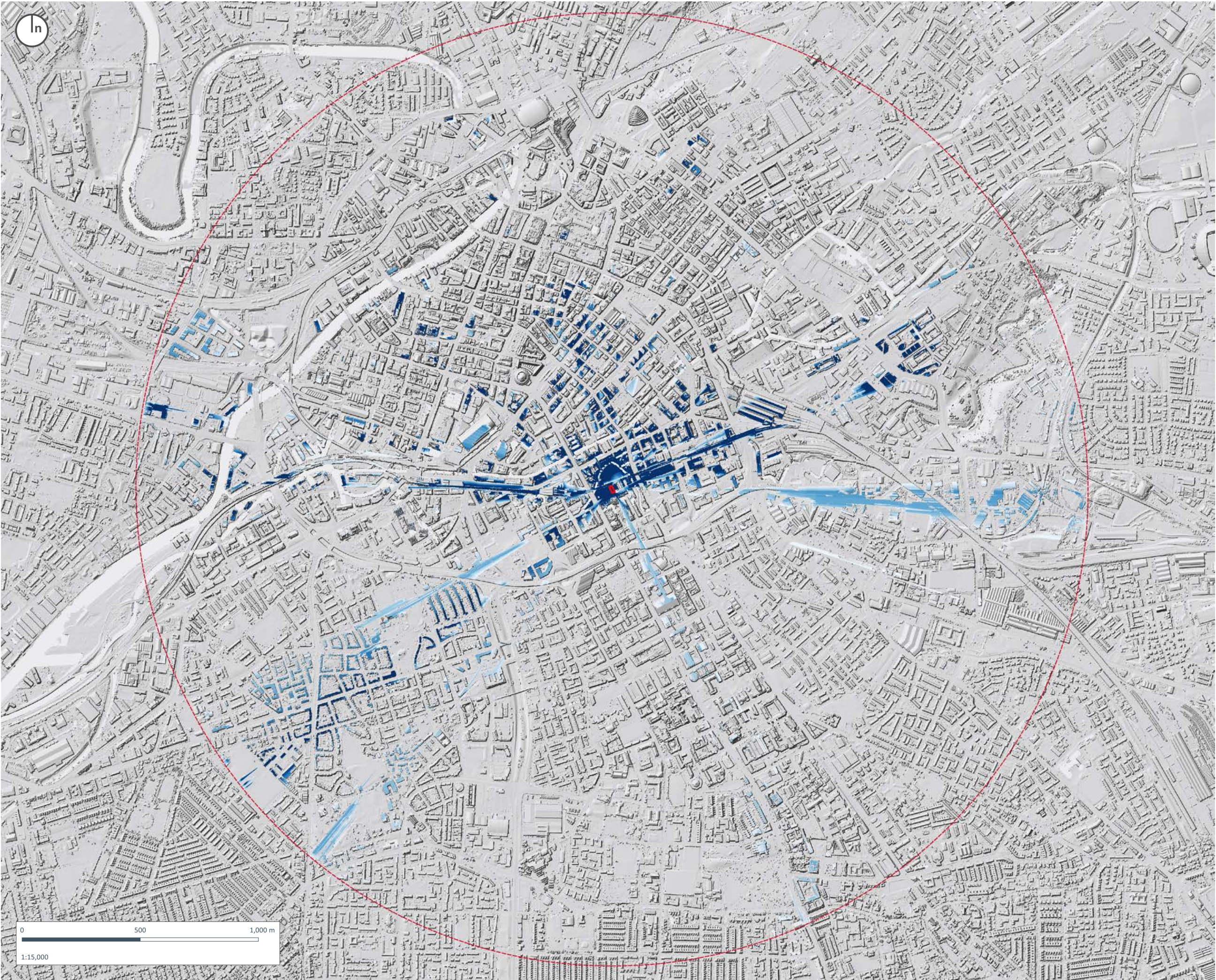
REVISION:
1.0

STATUS:
Draft

DATE:
October 2023

SCALE:
1:3,000 @ A3

Appendix 3: Zone of Theoretical Visibility



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Study Site

Study Area

High potential visibility

No visibility

Notes:-
This viewshed was created using Lidar data from the National Lidar Programme, available from the Environment Agency. The most recent data to cover this area is from 2020. This was captured as a Digital Surface Model (DSM) at a 1m resolution. The inset map shows the building heights (in metres from ground level) used for the viewshed.



CLIENT:
Jadebricks Limited

PROJECT:
Charles Street, Manchester

DRAWING:
Zone of Theoretical Visibility - 2km

PROJECT NUMBER:
JADM3002

DRAWING NUMBER:
GIS_100

CHECKED BY:
CW

REVISION:
1.0

STATUS:
Draft

DATE:
October 2023

SCALE:
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