



Donald Insall Associates

Chartered Architects and Historic Building Consultants

54 Princess Street, Manchester, M1 6HS

Heritage Impact Assessment

Havas Lynx Group



Contact information

Kate Martyn (Practice Director)

E: kate.martyn@insall-architects.co.uk

Antony Lowe (Senior Historic Buildings Advisor)

E: antony.lowe@insall-architects.co.uk

Manchester Studio

119-121 Ducie House, Ducie Street
Manchester, M1 2JW

0161 359 4326

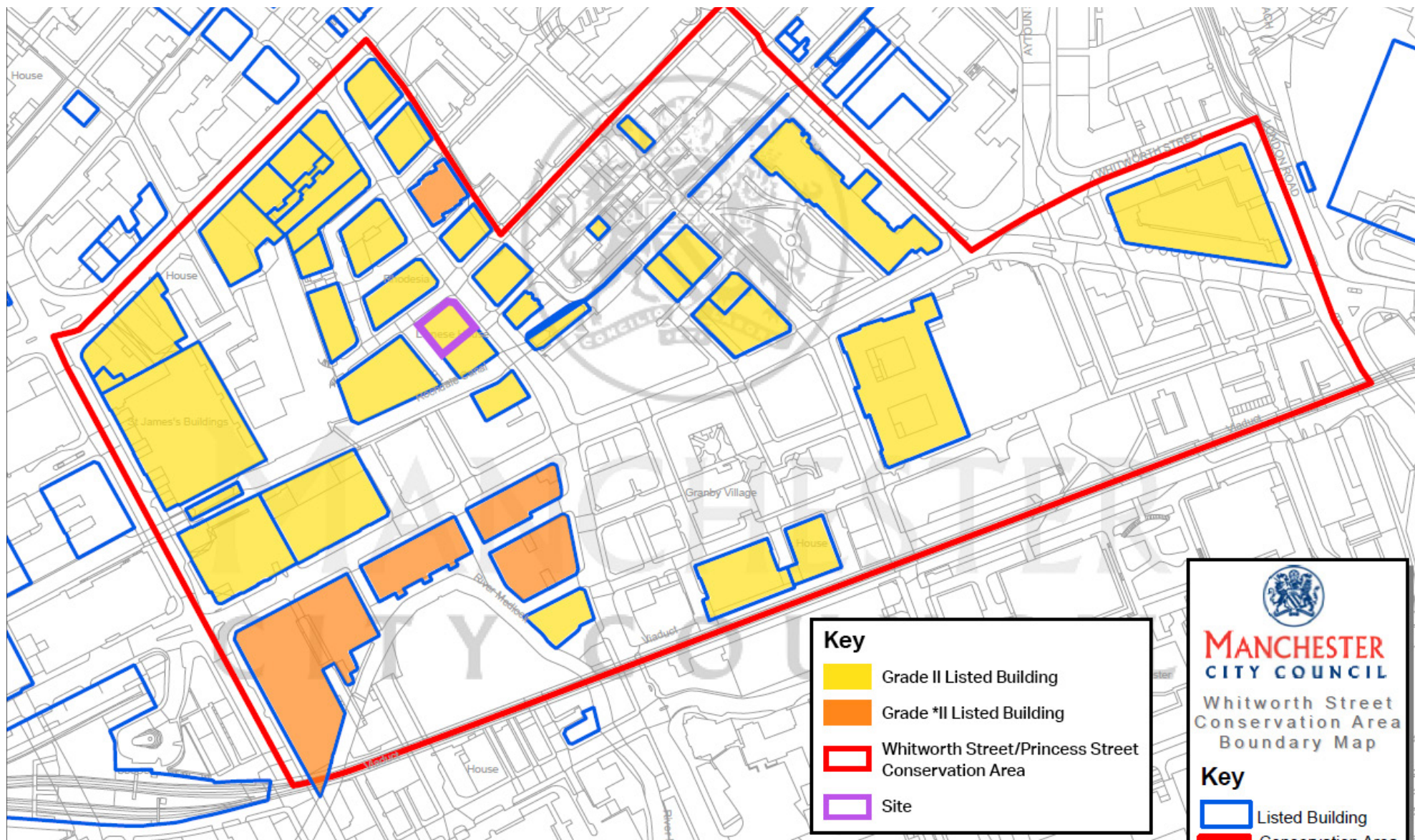
www.donaldinsallassociates.co.uk

<i>Version:</i>	V3
<i>Issue date:</i>	20/12/2023
<i>Prepared by:</i>	AZM, AJL
<i>Checked by:</i>	KM
<i>Version description:</i>	Full Report for Planning – resubmission following invalidation

This report and all intellectual property rights in it and arising from it are the property of or are under licence to Donald Insall Associates Limited. Neither the whole nor any part of this report, nor any drawing, plan, photograph, other document or any information contained within it may be reproduced in any form, including online, without the prior written consent of Donald Insall Associates Limited. All material in which the intellectual property rights have been licensed to Donald Insall Associates Limited, and such rights belong to third parties, may not be published or reproduced at all in any form, and any request for consent to the use of such material for publication or reproduction should be made directly to the owner of the intellectual property rights concerned.

Contents

1.0	Introduction	2
2.0	Historic Background	3
3.0	Site Survey Descriptions	16
4.0	Assessment of Significance	26
5.0	Commentary on the Proposals	27
Appendix I -	Statutory List Description	28
Appendix II -	Planning Policy and Guidance	29
Appendix III -	Further detail on the development of South Princess Street	34
Appendix IV –	Manchester Warehouse Typology	37



1.1. Heritage Assets with site location (Manchester City Council, annotated by Insalls)

1.0 Introduction

1.1 Introduction

Donald Insall Associates was commissioned by Havas Lynx Group in March 2023 to assist them in an application for listed building consent for the installation of air conditioning and condenser units at the fourth floor and basement levels of 54 Princess Street, Manchester, M1 6HS.

The investigation has comprised historical research, using both primary and secondary material, and a site inspection. A brief illustrated history of the site and building, with sources of reference and bibliography, is in Section 2; the site survey findings are in Section 3. The investigation has established the significance of the building, which is set out in Section 4; Section 5 provides a justification of the scheme according to the relevant legislation, planning policy and guidance.

1.2 The Building, its Legal Status and Policy Context

No. 54 Princess Street (also known as Brunel House and Lionesse House) is a Grade II-listed building, designated jointly with no.56, located in the City of Manchester's Whitworth Street/ Princess Street Conservation Area **[Plate 1.1]**.

Internal alterations to a listed building generally require listed building consent. The statutory list description of the listed building is included in Appendix I along with extracts from the relevant legislation and planning policy documents in Appendix II.

The Planning (Listed Buildings and Conservation Areas) Act 1990 is the legislative basis for decision-making on applications that relate to the historic environment. Section 16 of the Act impose statutory duties upon local planning authorities which, with regard to listed buildings, require the planning authority to have '*special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses*'.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plans applicable to the Site are the Manchester Core Strategy 2012-2027 (adopted 2012) and retained policies of the Unitary Development Plan (1995). These require that proposed works preserve or enhance the historic environment, including the character, setting and accessibility of important buildings and areas.

The courts have held that following the approach set out in the policies on the historic environment in the National Planning Policy Framework 2021 will effectively result in a decision-maker complying with its statutory duties. The Framework forms a material consideration for the purposes of section 38(6). The key message of the NPPF is the concept of 'sustainable development' which for the historic environment means that heritage assets 'should be conserved in a manner appropriate to their significance'.

The NPPF recognises that, in some cases, the significance of a designated heritage asset can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. The NPPF therefore states that any harm or loss to a designated heritage asset 'should require clear and convincing justification' and that any 'less than substantial' harm caused to the significance of a designated heritage asset should be weighed against the benefits of the proposal including, where appropriate, securing its optimum viable use. A designated heritage asset is defined as a World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area.

2.0 Historic Background

2.1 The Building

Brunel House is not featured by name in the studies of warehouses in central Manchester, or of 'the Manchester warehouse' (a distinct typology). This may indicate that it is regarded as a lesser example of the typology, whether because of its comparative plainness or because, perhaps, it has been deemed to lack certain features of the common model or form. This section lays out a summary chronology of the known operation, appearance and alteration of the building and its site from the 18th century to the present day.

2.1.1 Previous Use of the Site (to c.1880)

The southwards spread of the small post-medieval town of Manchester was comparatively slow. Tinker's map published in 1772 suggests that the Site still lay beyond the main town at this time, although it is possible that buildings did exist beyond this built-up area. By the first years of the 19th century, however, the Rochdale canal had been cut and the northwest-southeast aligned **Union Corn Mill** existed on all or part of the approximate location of the Site, bordered by the canal to its east, David Street (now Princess Street) to its north and undeveloped (probably agricultural) land to its south and west [**Plate 2.1**].

The mill was still in existence when the map published in 1821 was surveyed. A building had been added to its immediate south and the complex was now shown as occupying a roughly rectangular plot bound to its northwest by the newly formed **Mill Street (today known as Bloom Street)** [**Plate 2.2**]. The buildings may, however, have been replaced in the immediately subsequent years, and the land in the west separated

off. Maps published in 1824 and 1836 show a complex of buildings aligned northeast-southwest (running roughly parallel with the canal), situated in a smaller plot. Located in the east of the Site, by the 1830s this smaller plot was bound by new roads running along its southwest (today known as **Winser Street**) and northwest (since lost) [**Plate 2.3**].

This building was itself added to in subsequent years, with the area between Princess Street, Rochdale Canal, Mill Street and Winser Street possibly redeveloped by 1845. This removed the small road running through the Site to the northwest of the existing buildings and added further buildings in the Site's northeast and northwest [**Plates 2.4-2.5**]. It is recorded that the site was partly occupied by an **ironworks** at this time.¹

1 Emma J. Wells Heritage Consultancy (2014), p. 24; Kathryn Sather & Associates (2021), p. 26.



2.1 54 Princess Street, Roper, 1807 (Manchester Historical Maps)



2.3 54 Princess Street, Pigot, 1836 (Manchester Historical Maps)



2.2 54 Princess Street, Pigot, 1821 (Manchester Historical Maps)



2.2.2 Construction (c.1880)

The present-day nos. 54-56 are believed to have been built in the **1880s**, filling the entirety of the block between Princess Street, the Rochdale Canal, Mill Street and Winser Street.² They featured in the 1886 Goad fire insurance plan as two separate properties (already numbered 54 and 56), divided by a party wall [**Plate 2.6**]. No. 54 was described as a 'shipping warehouse' occupied by G. P. Gunnis & Co. and No. 56 was in use by Whitehead, Holland & Moss. The plan records a building of 4 ½ principal floors (presumably counting either the attic or a mezzanine) and a basement, in an entirely masonry construction. Although the plan lacks many of the details given for other buildings, and shows none of the doors or windows beyond those fronting onto the canal, features recorded for No. 54 include:

- A hovel (internal loading bay) to the rear, open to the adjacent floors and accessed via Bloom and Winser Street
- 7 simple skylights situated in the middle of the building and above the hovel
- Another skylight in the west, with a lightwell descending the full height of the building
- Two hoists to the east
- A 20HP steam boiler beneath the hovel

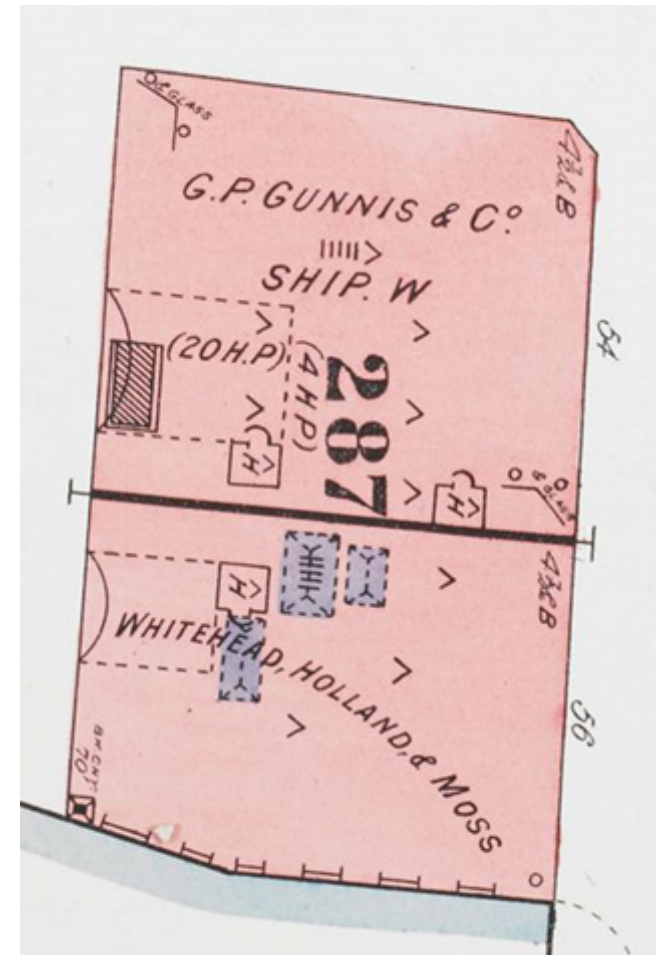
There is no evidence to indicate that the external footprint of the building as it was constructed was any different to the 8-bay building that exists today.

Internally, the structure of cast iron columns supporting timber beams and floorboards that survive today is also believed to be original to construction.³

Externally, all four elevations were built in red brick with sandstone details, each property having a multi-pitched timber roof with a covering of slate. On No. 54 the asymmetrical principal frontage (presenting to Princess Street) and secondary frontage (Bloom Street) were in a simple neo-classical style loosely informed by the Italian Palazzo style.

Internally, the Goad plan (and later map evidence) provides no information about the original plan form of the building. However, the fabric as it survives today indicates a generally open floor plan, incorporating a *piano nobile* raised ground floor (part of the Manchester Warehouse typology) that would have served as the reception area. At No. 54 the primary entrance was probably the grand pilastered corner doorway (since blocked), vertical circulation through the property possibly being via a single staircore.

3 Sanderson Weatherall LLP [undated], 4.3



2.6 54-56 Princess Street, 1886, Goad fire insurance plan (Digital Archives)

2 The limited detail of the maps for this period prevents a more precise dating.

2.2.3 The Shipping Warehouse (c.1880-1926)

No. 54 was occupied by G. P. Gunnis & Co. from at least as early as 1894/95 (and possibly earlier).⁴ It served as a shipping warehouse; storing, processing and dispatching the woven cloth that (initially at least) was manufactured at the company's separate factory. It is possible, however, that Gunnis was not its only occupant even in the first years of operation. Many such warehouses were intended for multiple occupancy or partial sub-letting, their open-plan design around a structure of metal columns allowing a flexible and changing division of space provided by movable partitions.

No. 54 passed to the textile merchant, manufacturing and shipping company S. D. Bles & Co. in around 1914. Bles & Co. was still at this address in 1926, when it entered liquidation.⁵

The map evidence for this period is limited in detail and provides little information about the building [Plates 2.7-2.8]. However, a photograph shows No. 54 with multiple chimneys and a row of windows to every floor (those on the ground floor running almost to pavement level, presumably to aid the display of goods) [Plate 2.9].

4 Hawthorn Estates (2021) gives a construction date of 1886 and states that G. P. Gunnis and Co. took ownership in 1887.

5 Emma J. Wells Heritage Consultancy (2014), p. 22.



2.7 54 Princess Street, OS surveyed 1894, published 1896 (NL Scotland)



2.7 54 Princess Street, OS surveyed 1894, published 1896 (NL Scotland)

(c) Manchester Libraries



2.9 54 (R) and 56 (L) Princess Street, 1904
(Manchester Image Collection)

2.2.4 The Mid and Later 20th Century

It is not clear how No. 54 was used immediately after the closure of Bles & Co. However, whilst the map evidence remains limited, the first aerial photographs date from this period and show the survival of the multi-pitched roof with its six skylights and two hoist shafts (the latter situated against the party wall). Also visible are the multiple chimneys, the windows to every floor and the clerestory windows at roof level [Plates 2.10-2.15]. The name Lionesse House appears to have been adopted by 1948.⁶ It seems likely that by this time the use of No. 54 was already primarily office-related, probably with little alteration to its basic plan form or fit out.

6 Kathryn Sather & Associates (2021), p. 27.



2.10 54 Princess Street, OS revised 1932, published 1934 (NL Scotland)



2.11 54 (L) and 56 (R) Princess Street, 1934 (HE Scotland)



2.12 54 (L) and 56 Princess Street, 1934 (HE Scotland)



2.13 54 (L) and 56 (R) Princess Street, 1934 (HE Scotland)



2.14 54 (R) and 56 (L) Princess Street, 1951 (HE Scotland)

2.15 54 (top) and 56 (bottom) Princess Street, 1951 (HE Scotland)

Conversion to dedicated office use occurred in the 1960s, under the National Motorist and Accident Insurance Union. The following alterations to convert the basement to a parking area occurred as part of these changes:

- Creation of a vehicle entrance (with roller shutter) to the northwest corner, situated in what had previously been a hoist.
- The insertion of a vehicular ramp, with a half-basement situated in the former boiler house.
- Removal of internal walls, with the addition of girders and the strengthening of columns.
- Replacement of certain timber beams with steel.
- Insertion of a mezzanine floor in the historic hovel (and alteration to the external entrance to the hovel).
- Insertion of a new central staircase and the infilling of the older staircore.
- Addition of a new fire exit and connecting stairs adjacent to the former concern entrance.⁷

On the ground floor, a new entrance was created on Princess Street, having 'a stone post and lintel frame', plus a lobby and steps up to the first floor. A replacement principal staircase was also added to the rear of this lobby, rising the full height of the building, and various smaller staircases across the building was removed. The corner entrance was converted to a smaller window and part of the ground floor was refloored and its bulkheads removed.

The first, second, third and fourth floors were retained as open-plan offices with small areas of partitioning (primarily to the north), each floor having WCs, a cloakroom and stairs positioned along the west, the fourth floor also with a kitchen. For fire safety, a laconite casing was adding to the columns and new floors of thermoplastic tiles on asphalt were inserted in service areas.⁸

The chimneystacks were removed at some date between the early 1950s and 1971, with safety railings also added at roof level [Plate 2.16].⁹

By 1987 the building was at least partially vacant. It is possible that by the 1990s No. 54 was entirely empty and suffering from dry rot, resulting in the replacement of large areas of its floorboards.¹⁰ The name Brunel House was adopted at some date after 1987 (although inconsistently until 1994 or later), presumably as part of a remodelling or a change in ownership or occupation. A bar/ restaurant was operational at ground-floor level by the early 2000s, if not before (consented in 1997), although it is not clear whether the semi-basement was also converted, or the proposed new entrance (in an unspecified location) created. At fourth floor, the reinstatement of skylights, changes to the fire escape access and the removal of partition walls were consented in 1999.

Lionesse House, comprised of Nos. 54 and 56, was listed at Grade II in 1994 [Plate 2.17].



2.16 54 (R) and 56 (L) Princess Street, 1973 (Local Image Collection)



2.17 54 (R) and 56 (L) Princess Street, 2004 (Historic England)

7 Ibid., pp. 5, 12, 27.

8 Ibid., p. 29.

9 OBi [undated], p. 7. The render to the canal-side elevation of No. 56 followed at some time between 1973 and 1994.

10 Sanderson Weatherall LLP [undated], 4.3

2.2.5 The 21st Century

The construction of unspecified 'demountable partitions' was consented in 2000. A report of 2014 concluded that with the exception of the columns, brackets, beams and floorboards few original features survived internally, although the exterior elevations were more intact.¹¹ By this time the northern section of the first floor – which it was now proposed to convert to a bar and restaurant – was in a 'disused, unusable condition'.¹² The 1960s entrance was now replaced by an aluminium framed doorway and a new lobby and stairs (consented in 2014). Consent for internal and external alterations allowing the use of the lower floors as a restaurant and bar was granted in 2014.

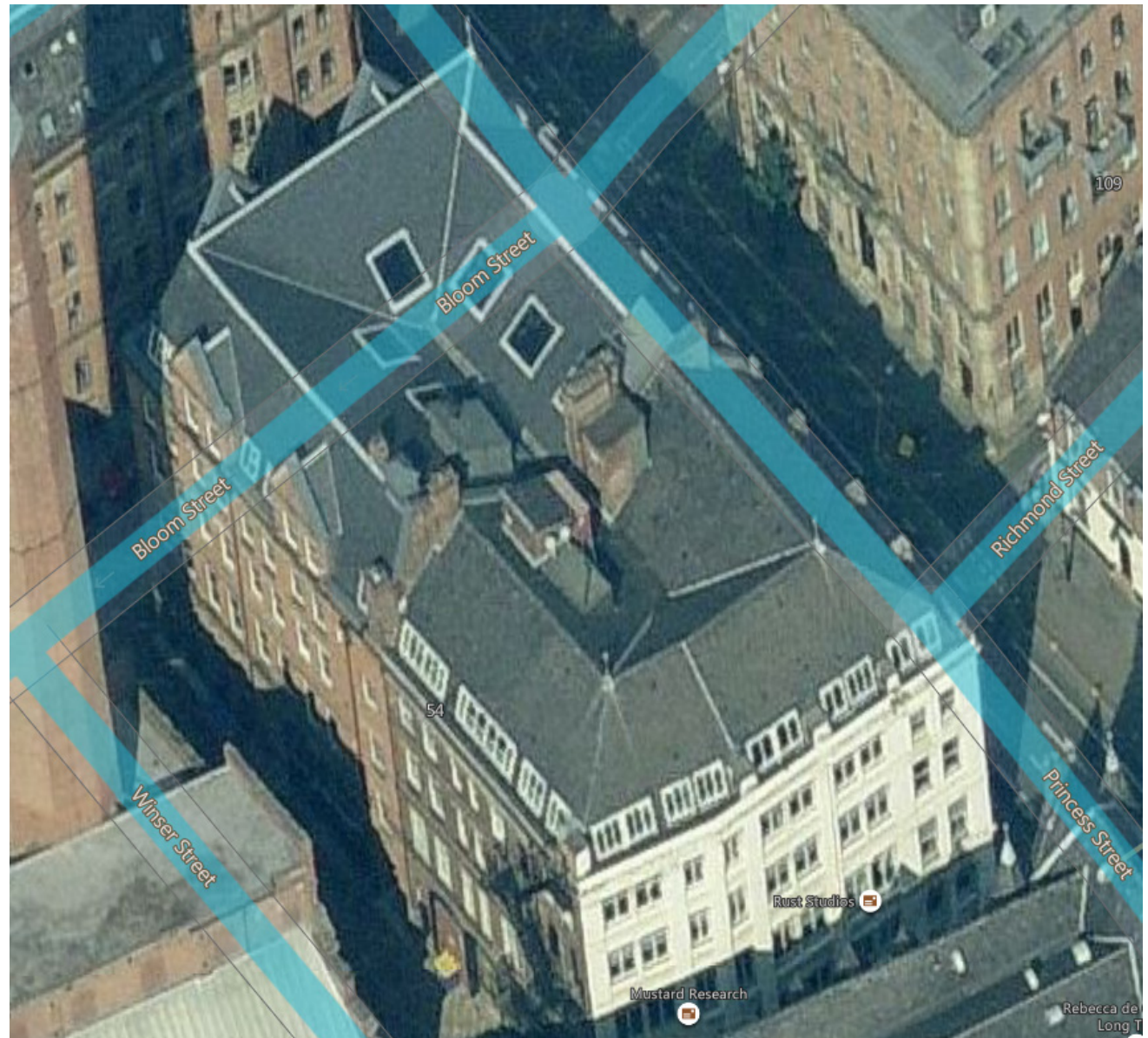
The addition of a platform lift from the main entrance and further changes to the internal fit out of the ground floor supporting its return to an office use followed subsequently (approved in 2017-19). This involved the exposure of the internal brickwork, grit-blasting to the interior and the insertion of soundproofing.

Fire safety works on all floors were approved in 2021. At basement level, the proposals included the treatment of the exposed steel and metalwork of the half-basement and the parking area and the replacement of the suspended ceiling to the corridor, showers, WC and stores. On the fourth floor it was proposed to simply replace the door, frame and ceiling of the riser cupboard [Plate 2.18].¹³

11 Ibid.

12 4D [undated], p. 10.

13 Kathryn Sather & Associates (2021).



2.18 54 Princess Street, 2023 (TomTom)

2.2.6 The Building Today

Today, inspection of the fabric reveals the following external changes to No. 54, all made at unrecorded dates:

- Alterations to the hovel entrance to Winser Street.
- Conversion of some ground-floor windows on Bloom Street and Winser Street to doorways, and the addition of extractor fans and ventilator grids to others.
- Repair of parapets and other stonework at roof level.¹⁴

Internally, the following alterations (also of unrecorded date) have also occurred (many likely to date to the 1960s):

- Replacement of some timber beams with steel.
- Application of plaster and cement-based render to some original walls and the addition of modern partition walls and suspended ceilings.
- Insertion of a passenger lift (running through the former hoist shaft) and service risers.
- Fit out with electric radiators, plasterboard ceilings (certain areas only) and textile and composite tiled flooring.
- To the basement, insertion of showers, WC and stores, with a connecting corridor with a suspended ceiling concealing service, and redecoration.

14 Sanderson Weatherall LLP [undated], 4.3.

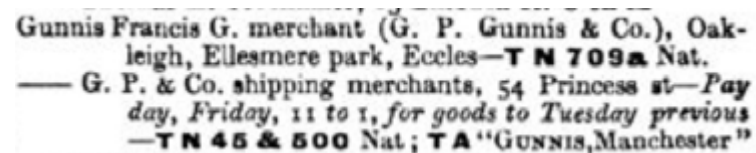
2.3 Associated Companies

Whilst there is no known record of the commissioning of 54 Princess Street it seems likely that it was built **for G. P. Gunnis & Co.**, its occupants in 1886. This fabric printing company was already in existence in 1880 (when it registered various patents for printed woven fabric), its address given at the time as 33 Chorlton Street (only a short distance from Princess Street/Bloom Street).¹⁵

It is possible that the company moved away from manufacturing soon after, for in 1883 it was listed in the local trade directory as 'merchants' (still at Chorlton Street). It then featured in an 1895 directory as 'shipping merchants', its address now listed as 54 Princess Street **[Plate 2.19]**. It was at this time one of the major manufacturers and exporters of printed cloth purchased by French companies for export to Africa, also shipping goods to Asia, Africa and the Americas.¹⁶

15 For details of the patents see <https://discovery.nationalarchives.gov.uk/details/r/C12561188>. <https://discovery.nationalarchives.gov.uk/details/r/C12294776> and <https://discovery.nationalarchives.gov.uk/details/r/C13113052>.

16 Aronson (1990).



2.19 54 Princess Street, Slater's Directory, 1895 (University of Leicester)

No. 54 was occupied by G. P. Gunnis & Co. until c.1913.¹⁷ All or part of the building then appears to have been occupied by S. D. Bles and Sons (this company possibly closing in the second half of the 1920s).¹⁸ Bles seems to have held the position of Honorary Consul to the Netherlands and to have combined his two occupations at one address. The Netherlands Consulate was still resident here in 1929.

The identities of the architects, engineers and contractors involved in the design and construction of the building are not known.

2.4 Relevant Planning History

The following applications of relevance are listed on Manchester City Council's online planning portal.

029575;1987; Approved
Construction of a canopy and alterations to existing entrance

029574; 1987; Approved
A) Illuminated name sign to canopy B) Two name plaques either side of entrance doorway

041788; 1992; Approved
Erection of a projecting angled flagpole and flag

050501/FU/CITY2/96; 1996; Approved
Change of use of part of ground floor and semi basement for use as licensed premises

052748/LO/CITY2/97; 1997; Approved

¹⁷ Hawthorn Estates (2021).

¹⁸ See *ibid.* and Kathryn Sather & Associates (2021), p. 58.

LISTED BUILDING CONSENT Formation of new access to proposed bar/restaurant

052747/FO/CITY2/97; 1997; Approved
Formation of new access to proposed bar/restaurant

057568/LO/CITY2/99; 1999; Approved
LISTED BUILDING CONSENT Alterations at fourth floor level including removal of partitions, reinstatement of rooflights and alteration to escape stair access

058326/LO/CITY2/00; 2000; Approved
LISTED BUILDING CONSENT Construction of demountable partitions within the floor area

106448/LO/2014/C2; 2014; Approved
LISTED BUILDING CONSENT External and internal alterations to existing vacant premises to allow use as a restaurant and bar

106447/FO/2014/C2;2014; Approved
Change of use of vacant premises to A3/A4 (Sui Generis) including external alterations and fitting out to form a bar and restaurant

106710/LO/2014/C2; 2014; Approved
LISTED BUILDING CONSENT Retrospective application for the removal of stone post and lintel frame, entrance doors and steps, and existing painted window frames above entrance door, installation of full height powder coated aluminium framed glazing to form new entrance frontage, the creation of a larger entrance lobby with new stepped access and associated works

106709/FO/2014/C2I 2014; Approved

Retrospective application for removal of stone post and lintel frame, entrance doors and steps, and existing painted window frames above entrance door, installation of full height powder coated aluminium framed glazing to form new entrance frontage

116792/FU/2017; 2017; Approved
Change of use of the ground floor suite from a restaurant (A3) to Business offices (B1) with alterations to the main entrance lobby

118698/LO/2017; 2017; Approved
Installation of a platform lift to provide lift access from the principle [sic] entrance to the raised ground floor reception and to the passenger lifts serving the upper floors

123962/LO/2019; 2019; Approved
Listed building consent for full refurbishment of the existing ground floor suite to provide office accommodation, including associated installation of a micro raised access floor, installation of new glazed and stud partitions, installations of new finishes throughout, mechanical and electrical installations, new tenant kitchen and new sanitary installations.

132507/LO/2021; 2021; Approved
LISTED BUILDING CONSENT for internal fire safety works to all floors including basement

2.5 Bibliography of Principal Sources

Primary Sources

Digital Archives of Manchester, The Goad Maps.
Insurance Plan of the City of Manchester [CD]
Dodge, M., Manchester Historical Maps, <https://manchester.publicprofler.org/beta/index.php>
Historic Scotland, Britain From Above, <https://www.britainfromabove.org.uk/>
Manchester City Council, Local Image Collection, <https://images.manchester.gov.uk/index.php>
National Library of Scotland, Maps, <https://maps.nls.uk/>
University of Leicester, Historical Directories of England & Wales, <https://specialcollections.le.ac.uk/digital/collection/p16445coll4>

Heritage Management Documents and Resources

4D Planning Consultants [undated]. 'Heritage Statement. 54 Princess Street, Manchester. Change of use (vacant premises to A3/A4 sui generis), external and internal alterations, and fitting out of bar and restaurant premises'
Emma J. Wells Heritage Consultancy for Property Alliance Group (2014). 'Brunel House, 54 Princess Street, Manchester. Heritage Statement'
Kathryn Sather & Associates (2021). '54 Princess Street, Manchester. Heritage Statement'
OBI [undated]. 'Heritage Statement. 54 Princess Street, Manchester. Change of use vacant premises A3 to B1, external and internal alterations to office premises'
Sanderson Weatherall LLP for Canada Lift Ltd [undated]. 'Heritage Statement and Design and Access Statement. 54 Princess Street, Manchester'
Historic England, National Heritage List for England, <https://historicengland.org.uk/listing/the-list>

Manchester City Council, View Planning Applications Online, <https://pa.manchester.gov.uk/online-applications/>

Secondary Sources

Aronson, A. (1990). 'A Documentation of African Trade Cloths in the Philadelphia Port Of History Museum', *Textile Society of America Symposium Proceedings*, no. 591 (1990), pp. 75-82
Barnwell, P. S, Cooper, M. and Taylor, S. (2002). 'Manchester - the warehouse legacy: introduction and guide'
Hartwell, C. (2001). *Pevsner City Guide: Manchester*
Parkinson-Bailey, J. J. (2000). *Manchester: An Architectural History*

Websites

Hawthorn Estates Limited (2021). 'Local History – Manchester – Brunel House', <https://www.hawthorn-estates.co.uk/brunel-house/>
Manchester City Council [undated]. 'Whitworth Street Conservation Area', https://www.manchester.gov.uk/info/511/conservation_areas/970/whitworth_street_conservation_area

3.0 Site Survey Descriptions

3.1 The Setting of the Building

The building is situated on Princess Street as it leads north from Whitworth Street to Portland Street. The street is characterised by a coherent collection of mid to late 19th century buildings, with a concentration of shipping warehouses, built hard up against the pavement edge and framing a cohesive urban structure with the main orientating frontage of Princess Street leading off onto smaller side roads including Winser and Bloom Streets. Built form draws cohesion through their historic warehouse uses, current offices use, scale, a common use of material, particularly brick and stone, and classical revival design influences. The Rochdale Canal bisects the area, approximately east-west, adding both a historical depth to the built form and providing an important public amenity **[Plates 3.1.1]**.



Plate 3.1.1 Front elevation of No.54 and its setting on Princess Street

3.2 The Building Externally

3.2.1 Front Elevation

Incorporating both Nos.54 and 56, the front elevation on Princess Street is red brick with stone dressings. Formed of eight primary bays, a ninth mediates the canted corner, every other bay is expressed with additional stone detailing at parapet, lintel and cill levels including stone balustrading and corbels. The facade is drawn together by banding and a cornice to the parapet. The raised ground floor incorporates rustication, with railings between, and larger arched windows with hood moulds and keystones. No.56 is accessed via a door set into a stone surround, and no.54 through modern doors set into two of the arched windows [Plate 3.2.1].



3.2.1 Front and north return elevation, with canted corner, at the junction of Princess and Bloom Streets, with chimney of the former electricity generating station behind

3.2.2 Rear Elevation

The rear, west, elevation is situated on Windser Place, a small street enclosed by the Site and Former Electricity Generating Station (Grade II), retaining stone setts and curb stones. The northern bays of the rear elevation continue the detailing from the north return elevation, including banding, cornice, ground floor rustication and arched windows at raised ground floor (though some are blocked), as well as articulating gablets. The southern bays lack some of the detailing but retain stone lintels and banding and include large arched openings to the ground floor, though partially infilled, indicating historic loading bays [Plate 3.2.2].



3.2.2 Rear elevation on Winsor Place, the change in detailing represents the connection between Nos.54 and 56

3.2.3 Return Elevations

Both return elevations are visible from the public realm. The south return, to no.56, fronts the Rochdale Canal, experienced as part of the narrower and more intimate linear course of historic industrial structures along its route. Here the brickwork is painted white with parapet, cornice, and fenestration with central mullioned pilasters. The north return elevation, along Bloom Street, is more decorative – reflective of its more public position – continuing the composition and detailing of the front facade, with some infilling to the lower section of the ground floor windows and with gablets to the roof level [Plate 3.2.3].



3.2.3 South return elevation of No.56 along the Rochdale Canal

3.2.4 Roof

The roof is largely concealed from the street behind the parapet, other than a turret to the northeast corner formed as the pitches of the front and return elevations meet. It is clad in slate with pitches set onto all elevations, with steep front slopes and longer rear slopes leading to a central valley gutter. Chimney stacks are set long the party wall between nos.54 and 56.

3.3 The Building Internally

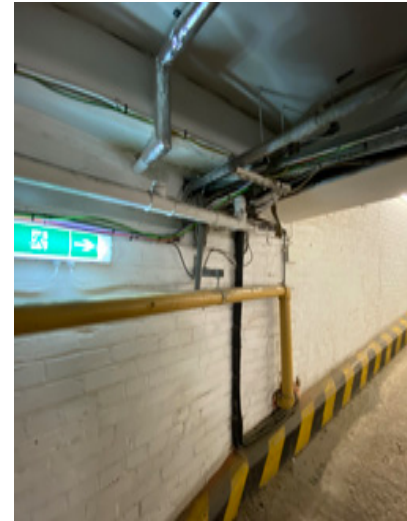
As the proposal relates only to the fourth floor and basement, the remainder of the building has not been surveyed. The building is currently in office use throughout.

3.3.1 Basement

The basement is currently used as a car park, with concrete floors and a range of services including an air conditioning condensing unit, cable trays, and a riser from the upper floors that leads into a boiler room (with pipes visible in the main car park area). Despite later change of use, though maintaining its service function, the space retains historic cast iron columns (though some are sprayed with insulation foam) and over-boarded ceiling beams, though some replaced with steel [Plates 3.3.1- 3.3.4].



3.3.1 Historic door between the staircore and basement



3.3.2 Location of the riser as it reaches the basement, with pipework leading into the adjoining boiler room



3.3.3 Existing condensing unit



3.3.4 Basement showing columns and overboarded beams. Location for the proposed condensing unit to the far wall

3.3.2 Fourth Floor

The fourth floor is in office use with an outlook over Princess Street, Bloom Street and Winsor Street. The space is generally open plan, with modern office furniture, strip lighting and carpets, incorporating later partitions for meeting rooms to the southeast corner and along the east wall, as well as enclosures for kitchen facilities and lockers to the centre, all of which preserve legibility of the space given their reduced height. The walls and ceilings are primarily plasterboard or plastered, with brickwork visible around window reveals.

The space is open to the roof structure, complex given the meeting of three asymmetric pitched roofs to the front and rear slopes and the gables to the return and rear elevations. All are timber and generally formed of rafters supported by vertical hangers and diagonal struts on tie beams. The beams are supported to the outer edges of the space by timbers with cast iron brackets, and to the inner area by cast iron columns which have a mix of circular and flat capitals. A service riser is sited in a modern partitioned service to the west wall. Cable trays are sited along several beams as well as across the west interior wall leading to the riser [Plates 3.3.5-3.3.17].



3.3.5 Fourth floor general view (orientated northwest to the rear elevation)



3.3.6 fourth floor general view looking to south interior wall



3.3.7 Fourth floor general view looking towards the north return elevation and northwest corner



3.3.8 Partial height partition to the southwest corner. The wall to the left is partially part of the historic hoist core, with the section adjoining the door a later addition



3.3.9 Indicative example of the timber supports with brackets, to the exterior of the southwest meeting room



3.3.10 Indicative example of partial height meeting room partitions to the north outer wall



3.3.11 Indicative example of interior of meeting pods to the north outer wall. Historic elements include the timber supports, brackets, and brickwork around window reveals



3.3.12 General view to the south interior wall



3.3.13 closeup of the south wall with partitions for toilets and the riser (central doorway)



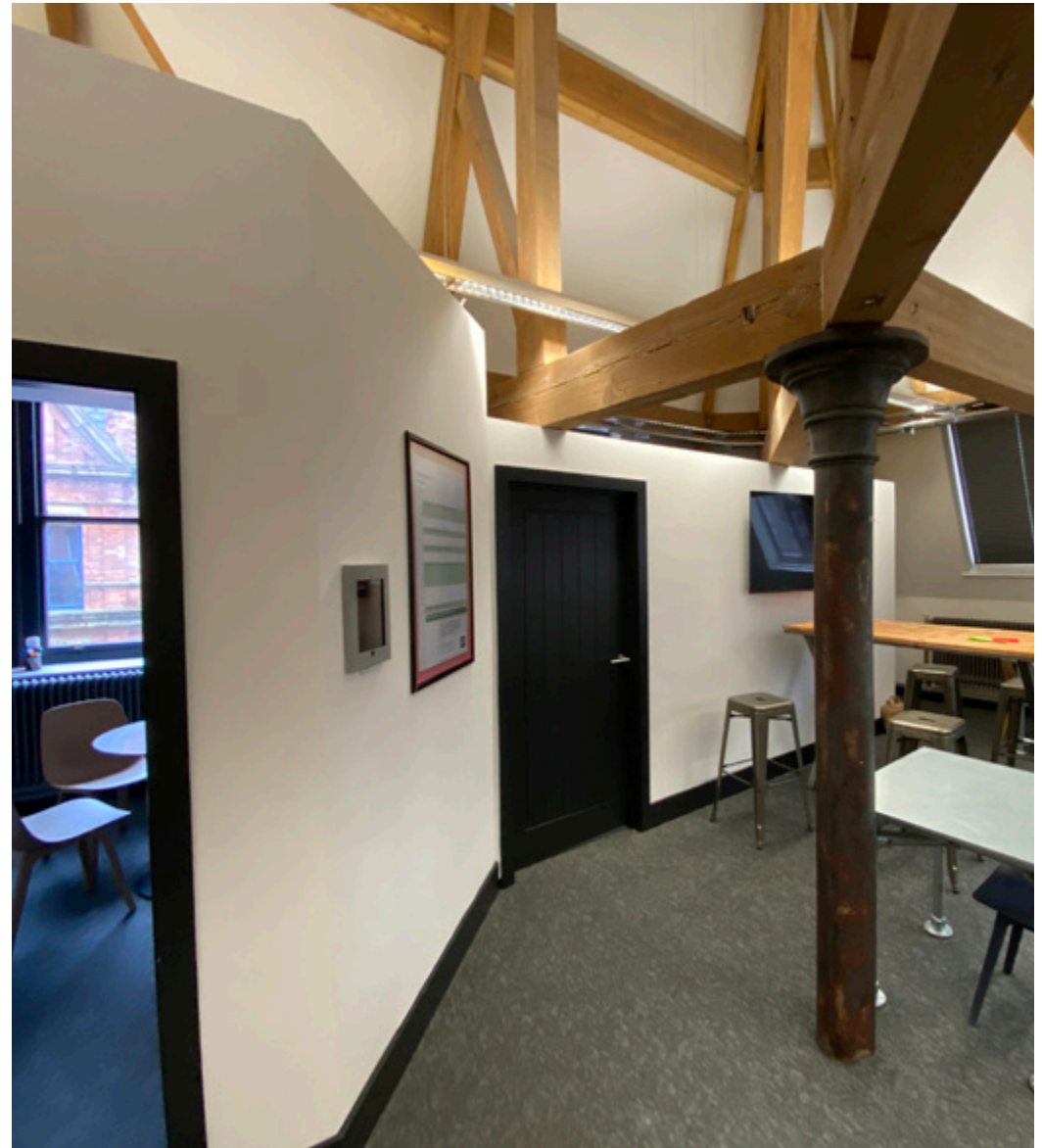
3.3.14 Existing riser cupboard



3.3.15 closeup of the south interior wall partitions, showing later canted addition to the earlier staircore wall



3.3.16 Indicative flat capital column



3.3.17 Indicative circular capital column, supporting the northwest turret

4.0 Assessment of Significance

4.1 Introduction

The purpose of this section is to provide an assessment of significance of 54 Princess Street, a constituent part of the listed building comprising Nos. 54 and 56, so that the proposals for change to the building are fully informed as to its significance and so that the effect of the proposals on that significance can be evaluated. This assessment responds to the requirement of the National Planning Policy Framework to 'recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance'. The NPPF defines significance as:

'The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological (potential to yield evidence about the past), architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting'.

4.2 Assessment of Significance

54-56 Princess Street (Grade II) was constructed in the late-19th century as a shipping warehouse. Its primary significance relates to its architectural expression, an aesthetic derived from the Italian Palazzo and particularly indicative of 19th century Manchester warehouses (see Appendix IV), providing an illustration of the rapid industrial growth and prominence of the city in this period. This is reflected principally in its external facades which remain largely intact with only minor alterations including the loss of its chimneys and reinforced through its setting given a close spatial

and visual relationship with the canal network and the canyon of warehouses of contemporary date and style along Princess Street.

Whilst subject to a higher level of alteration to accommodate new uses, the interior maintains elements that underpin the historical value of the building as illustrative of Manchester's industrial development through the evidence they provide of its original use. This is principally the surviving columns, roof structure and open plan form. The historic brickwork, where visible, is also of high importance as indicative of the original construction, eroded to a degree through later covering in areas. The conversion of the fourth floor has generally preserved the special interest of the building, with the modern partitions allowing the space and its historic structure to remain legible. The basement appears less intact, and a number of the columns have been coated in spray insulation, however their contribution to the legibility of the space is preserved as is its continued subservient function to the remaining floors.

5.0 Commentary on the Proposals

5.1 Description of the Proposals and their Impact on the Listed Building

The proposals are outlined in the accompanying drawings and technical information. In brief, they comprise the installation of air conditioning units to the fourth floor, with a condensing unit in the basement. It is proposed to install 12 wall-mounted and 2 ceiling mounted units on the fourth floor. The units will largely use existing cable trays and a riser to take pipework into the basement to a free-standing unit by the outer west wall (see plate 3.4.4) with one additional cable tray in the basement adjoining boxed in roof beams. To the fourth floor, two existing small space dividers (see plate 3.3.5) will be raised in height to accommodate units, and then at its upper part will be extended either side to facilitate additional cable trays.

The addition of air conditioning units is considered necessary to better enable continued use of the building as an office, given that overheating has caused closure previously. The proposal has carefully considered the elements of the interior that contribute to the significance of the building, principally the columns, roof structure and legibility of space, limiting impact on fabric. Most units will be sited on modern partition walls, with the increase in height needed to the small dividers to the centre of the room maintaining legibility of the space, avoiding full partitioning, and preserving built fabric by surrounding but not affixing to a small portion of the adjoining beams. The ceiling mounted units are sited on top of the modern meeting pods, with no impact on historic fabric. Only one is located on an earlier wall (see Image 1 on drawing MANPS54-2100-3P-0-SectionAA-BB) but the surface has been boarded / plastered previously and the historic brickwork is

imperceptible, with physical intervention needed only for affixing. Use of existing cable trays, and modern or new surfaces, rather than affixing to the historic beams, and riser, further limits impact on historic fabric, and the addition of a unit to the basement, where one exists already, perpetuates its use as an ancillary service space to the remainder of the building. The proposals will enable continued office use and have been designed to preserve the significance of the building primarily through consideration of significant historic fabric.

5.2 Justification of the Proposals and Conclusion

The proposals are minor in nature and relate to the installation of air conditioning units to the fourth floor, with condensing units in the basement. The proposals are considered necessary to allow continued use of the building for office space given current issues with overheating, ensuring its longer-term conservation, and have been sensitively designed to avoid impact to the primary elements of significance, most notably the internal timber and cast-iron structure. As such, the proposals would sustain the significance of the listed buildings in accordance with paragraph 197 of the National Planning Policy Framework. Furthermore, they would preserve the special architectural and historic interest of the listed buildings in accordance with the statutory duty set out in Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Policy 19 of the Unitary Development Plan (1995) and EN3 of the Core Strategy 2012.

Appendix I - Statutory List Description

Lionesse House, 54 and 56 Princess Street

Grade II Listed Building

Date First Listed: 6 June 1994

Listing NGR: SJ8423897742

Shipping warehouses, now bank, offices, etc. c.1880-90. Red brick with sandstone dressings, slate roof. Almost rectangular plan on island site parallel to street, with canted corner to No.54. Four storeys with basements and attics, 8 bays with 2 windows per bay, plus the canted corner which has one window in each face; with punch-dressed stone plinth, cornice over ground floor, string-courses and sill-bands to all upper floors, moulded cornice and parapet (No.54 brick, and No.56 stone with short brick chimneys). Arcaded ground floor of round-headed arches with keystones and linked hoodmoulds, round-headed doorway to 4th bay with pilastered surround including keystone, carved spandrels and cornice on brackets, inserted doorway to 6th bay, windows with altered glazing in the other bays. Upper floors have shallow rectangular 2-storey oriels in alternate bays, with pilasters and balustraded parapets, and square-headed windows throughout, all with stone lintels and all sashed windows without glazing bars. Mansard roof with low flat-roofed dormers, slated pyramidal turret-roof to right-hand corner. Right-hand return side simpler, but with 2 pedimented attic dormers. Forms part of uninterrupted linear group of similar buildings on this side of Princess Street.

Appendix II - Planning Policy and Guidance

Planning (Listed Buildings and Conservation Areas) Act 1990

The Act is legislative basis for decision making on applications that relate to the historic environment.

Section 16 of the Act impose a statutory duty upon local planning authorities to consider the impact of proposals upon listed buildings and states that:

[...] in considering whether to grant listed building consent for any works the local planning authority or 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.

Local Policy

Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester (the UDP) was adopted by the Council in 1995 as the statutory document that set out guidelines for all development in Manchester and provided a framework from which to base decisions about planning applications. Although the UDP has been superseded the following policies were retained and remain extant.

19. Listed Buildings

DC19.1 In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention,

restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

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

Manchester Local Plan. Core Strategy Development Plan Document (2012)

The Core Strategy was adopted in July 2012.

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

National Planning Policy Framework

Any proposals for consent relating to heritage assets are subject to the policies of the NPPF (July 2021). This sets out the Government's planning policies for England and how these are expected to be applied. With regard to 'Conserving and enhancing the historic environment', the framework requires proposals relating to heritage assets to be justified and an explanation of their effect on the heritage asset's significance provided.

Paragraph 7 of the Framework states that the purpose of the planning system is to 'contribute to the achievement of sustainable development' and that, at a very high level, 'the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'.

At paragraph 8, the document expands on this as follows:

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives:

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

and notes at paragraph 10:

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).

With regard to the significance of a heritage asset, the framework contains the following policies:

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

In determining applications local planning authorities are required to take account of significance, viability, sustainability and local character and distinctiveness. Paragraph 197 of the NPPF identifies the following criteria in relation to this:

the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness

With regard to potential 'harm' to the significance designated heritage asset, in paragraph 199 the framework states the following:

...great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

The Framework goes on to state at paragraph 200 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. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

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

With regard to 'less than substantial harm' to the significance of a designated heritage asset, paragraph 202 of the NPPF states the following:

202. 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.

The Framework requires local planning authorities to look for opportunities for new development within conservation areas and world heritage sites and within the setting of heritage assets to enhance or better reveal their significance. Paragraph 206 states that:

... Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) was published on 23 July 2019 to support the National Planning Policy Framework (NPPF) and the planning system. It includes particular guidance on matters relating to protecting the historic environment in the section: Conserving and Enhancing the Historic Environment.

The relevant guidance is as follows:

Paragraph 2: What is meant by the conservation and enhancement of the historic environment?

Conservation is an active process of maintenance and managing change. It requires a flexible and thoughtful approach to get the best out of assets as

diverse as listed buildings in every day use and as yet undiscovered, undesignated buried remains of archaeological interest.

In the case of buildings, generally the risks of neglect and decay of heritage assets are best addressed through ensuring that they remain in active use that is consistent with their conservation. Ensuring such heritage assets remain used and valued is likely to require sympathetic changes to be made from time to time. In the case of archaeological sites, many have no active use, and so for those kinds of sites, periodic changes may not be necessary, though on-going management remains important.

Where changes are proposed, the National Planning Policy Framework sets out a clear framework for both plan-making and decision-making in respect of applications for planning permission and listed building consent to ensure that heritage assets are conserved, and where appropriate enhanced, in a manner that is consistent with their significance and thereby achieving sustainable development. Heritage assets are either designated heritage assets or non-designated heritage assets.

Part of the public value of heritage assets is the contribution that they can make to understanding and interpreting our past. So where the complete or partial loss of a heritage asset is justified (noting that the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted), the aim then is to:

- capture and record the evidence of the asset's significance which is to be lost

- interpret its contribution to the understanding of our past; and
- make that publicly available (National Planning Policy Framework paragraph 199)

Paragraph 6: What is "significance"?

'Significance' in terms of heritage-related planning policy is defined in the Glossary of the National Planning Policy Framework as the value of a heritage asset to this and future generations because of its heritage interest. Significance derives not only from a heritage asset's physical presence, but also from its setting.

The National Planning Policy Framework definition further states that in the planning context heritage interest may be archaeological, architectural, artistic or historic. This can be interpreted as follows:

- **archaeological interest:** As defined in the Glossary to the National Planning Policy Framework, there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
- **architectural and artistic interest:** These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.
- **historic interest:** An interest in past lives and events

(including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

In legislation and designation criteria, the terms 'special architectural or historic interest' of a listed building and the 'national importance' of a scheduled monument are used to describe all or part of what, in planning terms, is referred to as the identified heritage asset's significance.

Paragraph 7: Why is 'significance' important in decision-taking?

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

Paragraph 13: What is the setting of a heritage asset and how should it be taken into account?

The setting of a heritage asset is defined in the Glossary of the National Planning Policy Framework.

All heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not. The setting of a heritage asset and the asset's curtilage may not have the same extent.

The extent and importance of setting is often expressed by reference to the visual relationship between the asset and the proposed development and associated visual/physical considerations. Although views of or from an asset will play an important part in the assessment of impacts on setting, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust, smell and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each.

The contribution that setting makes to the significance of the heritage asset does not depend on there being public rights of way or an ability to otherwise access or experience that setting. The contribution may vary over time.

When assessing any application which may affect the setting of a heritage asset, local planning authorities may need to consider the implications of cumulative change. They may also need to consider the fact that developments which materially detract from the asset's significance may also damage its economic viability now, or in the future, thereby threatening its ongoing conservation.

Paragraph 15: What is the optimum viable use for a heritage asset and how is it taken into account in planning decisions?

The vast majority of heritage assets are in private hands. Thus, sustaining heritage assets in the long term often requires an incentive for their active

conservation. Putting heritage assets to a viable use is likely to lead to the investment in their maintenance necessary for their long-term conservation.

By their nature, some heritage assets have limited or even no economic end use. A scheduled monument in a rural area may preclude any use of the land other than as a pasture, whereas a listed building may potentially have a variety of alternative uses such as residential, commercial and leisure.

In a small number of cases a heritage asset may be capable of active use in theory but be so important and sensitive to change that alterations to accommodate a viable use would lead to an unacceptable loss of significance.

It is important that any use is viable, not just for the owner, but also for the future conservation of the asset: a series of failed ventures could result in a number of unnecessary harmful changes being made to the asset.

If there is only one viable use, that use is the optimum viable use. If there is a range of alternative economically viable uses, the optimum viable use is the one likely to cause the least harm to the significance of the asset, not just through necessary initial changes, but also as a result of subsequent wear and tear and likely future changes. The optimum viable use may not necessarily be the most economically viable one. Nor need it be the original use. However, if from a conservation point of view there is no real difference between alternative economically viable uses, then the choice of use is a decision for the owner, subject of course to obtaining any necessary consents.

Harmful development may sometimes be justified in the interests of realising the optimum viable use of an asset, notwithstanding the loss of significance caused, and provided the harm is minimised. The policy on addressing substantial and less than substantial harm is set out in paragraphs 199-203 of the National Planning Policy Framework.

Paragraph 18: How can the possibility of harm to a heritage asset be assessed?

What matters in assessing whether a proposal might cause harm is the impact on the significance of the heritage asset. As the National Planning Policy Framework makes clear, significance derives not only from a heritage asset's physical presence, but also from its setting.

Proposed development affecting a heritage asset may have no impact on its significance or may enhance its significance and therefore cause no harm to the heritage asset. Where potential harm to designated heritage assets is identified, it needs to be categorised as either less than substantial harm or substantial harm (which includes total loss) in order to identify which policies in the National Planning Policy Framework (paragraphs 199-203) apply.

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

Whether a proposal causes substantial harm will be a judgment for the decision-maker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. In general terms, substantial harm is a high test, so it may not arise in

many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting.

While the impact of total destruction is obvious, partial destruction is likely to have a considerable impact but, depending on the circumstances, it may still be less than substantial harm or conceivably not harmful at all, for example, when removing later additions to historic buildings where those additions are inappropriate and harm the buildings' significance. Similarly, works that are moderate or minor in scale are likely to cause less than substantial harm or no harm at all. However, even minor works have the potential to cause substantial harm, depending on the nature of their impact on the asset and its setting.

The National Planning Policy Framework 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 also makes clear that any harm to a designated heritage asset requires clear and convincing justification and sets out certain assets in respect of which harm should be exceptional/wholly exceptional (see National Planning Policy Framework, paragraph 200).

Paragraph 20: What is meant by the term public benefits?

The National Planning Policy Framework requires any harm to designated heritage assets to be weighed against the public benefits of the proposal.

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

Examples of heritage benefits may include:

- sustaining or enhancing the significance of a heritage asset and the contribution of its setting
- reducing or removing risks to a heritage asset
- securing the optimum viable use of a heritage asset in support of its long term conservation

Appendix III - Further detail on the development of South Princess Street

19th-Century Development

The area now occupied by the southern section of Princess Street is comparatively young when put in the context of Manchester's development as a whole. Even as late as 1772, Tinker's map seemed to suggest that the built-up area of the town ran only as far as Tib Lane, the area to the south of this perhaps still being undeveloped agricultural land.

By 1804, however, Princess Street already ran as far south as the new Rochdale Canal (completed that year). South of Portland Street, a dense web of development was emerging along the northeast side of the road (and then continuing to the northeast). The southwest side of Princess Street (then known as Bond Street/ David Street) was less developed but buildings were already visible lining the road and situated around the canal and branch canal. This trend continued into the 1840s [Plates 2.20-2.22].



2.20 Princess Street and surroundings, Roper, 1807
(Manchester Historical Maps)



2.22 Princess Street and surroundings, OS surveyed 1845, published 1848 (NL Scotland)



2.21 Princess Street, Pigot and surroundings, 1836
(Manchester Historical Maps)

A notable acceleration in the construction of early warehouses began in c.1860 as Whitworth, Oxford and Portland streets, and the connecting roads, consolidated their position as Manchester's commercial district. Amongst the earliest were the joint warehouse and shop at **61 Oxford Street** (Grade II) and the associated shipping warehouse at **127-133 Portland Street** (Grade II), both built in 1860 for the cotton manufacturers and merchants Louis Behrens and Sons.² Manchester was by this time well-established as 'Cottonopolis' – the cotton trading capital of the world.³ Manufacturers now needed dedicated warehouse and showroom facilities and such was the demand for space that the new buildings were of multiple floors and ran to abut the pavements to every side.

Development continued into the second half of the century, resulting in the construction of row of shipping packing warehouses running along the southwest side of Princess Street. These included **Central Warehouse** (No. 74) (Grade II, c.1880), **Rhodesia House** (No. 102) (Grade II, c.1880-90) and **Transact House** (48 and 50 Princess Street) (Grade II, c.1880-90), each building typically occupying an entire block.

The 1896 Ordnance Survey map (surveyed in 1894) shows Princess Street, Portland Street and the roads to their northeast densely packed. The opening of the Manchester Ship Canal (1896) created further demand for packing, dispatch and shipping services and warehouses now also began to dominate Whitworth Street East. Here, the newest packing warehouses were now owned and operated by dedicated shipping companies, each serving a number of clients [Plate 2.23].



2.23 Princess Street and surroundings, OS surveyed 1894, published 1896 (NL Scotland)

Early 20th Century Development

Further packing and shipping warehouses quickly followed on and around Whitworth Street. **India House** (1905-06, Grade II*), **Lancaster House** (1909, Grade II*), **Asia House** (1910, Grade II*) and **Bridgewater House** (1912, Grade II) were all part of a new phase of metal-framed construction and, consequently, rose high above the older warehouses to their east. To power this industry, a number of electricity substations emerged, one being positioned to the Site's immediate west (Grade II, 1901) [Plate 2.24].

'Cottonopolis' had, however, passed its zenith even before the Great Depression started in 1929. The period of city centre warehouse building was now over and Lee House, an intended skyscraper extension to Oxford Street's Tootal, Broadhurst & Lee building (1896-98, Grade II*), was never completed. Yet, the existing buildings generally remained in situ, little redevelopment occurring before the Second World War [Plate 2.25].

Late 20th Century Development and the Present Day

Manchester's textile industry never recovered and by the post-war period many of the packing and shipping warehouses were at least partially vacant, particularly on their upper floors. A phase of residential conversion began in the 1980s and continued into the early 20th century (as, for example, at Lancaster House and India House, both in the 1980s). Other buildings were restored and converted for office use (as at Central House, 1989). Restoration and conversion has continued through the 21st century, often targeted at multi-occupant office use and involving the insertion of car parks at basement level.



2.24 Princess Street and surroundings, OS revised 1915-16, published 1922 (NL Scotland)



2.25 Princess Street and surroundings, OS revised 1932, published 1934 (NL Scotland)

Appendix IV – Manchester Warehouse Typology

Historic England's guidance document states that:

Manchester is known for its cotton mills, the Town Hall and its imposing commercial architecture, but it is textile warehouses that provide the distinctive element in its streetscape and make it unlike any other town in England. These warehouses were only built during the century following 1825 - a relatively short time in the history of Manchester - and were never found throughout the city. However, they are intimately connected with Manchester's past position as the centre for the manufacturing and selling of cotton goods within England and to other parts of the world. Their monumental scale and sometimes exuberant architectural style dominate the areas of the town in which they are clustered [...] Nowhere else in Britain has there ever been such a concentration of buildings of this kind: the streets of the commercial quarter of Manchester are as distinctive as are those of governmental London.¹⁹

Manchester's textile industry expanded substantially from the 1820s onwards, prompting a boom in the building of warehouse-cum-showrooms. Whilst those of the 1820s and 1830s had been functional in design by the 1840s merchants were increasingly adopting

an Italian Palazzo style in the exterior decoration of their warehouses. This remained the dominant style for Manchester's city-centre textile warehouses until the 1860s, after which a greater variety in style emerged.

The Italian Palazzo style typically included:

- To the principal frontages: a hierarchical architectural treatment of the windows at different floors (also reflecting changing functions); use of bold relief for decoration and architectural details; the incorporation of parapets and balustrades to conceal the attic storey; the emphasis of the vertical dimension
- To the rear and return elevations: a plainer, more functional, design

Other characteristics adopted for the grand warehouses built in Manchester city centre during this period typically included:

- Structurally, a framework of cast iron columns and timber beams
- Internally, hoists for the movement of cloth between floors
- A hovel (internal loading bay) with a wall crane, approached via a wagon way to the building's rear or side
- Internally, architectural decoration to the ground and first floors, the floors above being plainer
- Use of glazing and tiling to maximise internal light levels, with ground-floor windows extending to street level (as display windows)
- An open floorplan

The use of space typically incorporated:

- The main entrance leading to steps to a raised ground floor (the *piano nobile*), from which the grand principal staircase rose the full height of the building
- Ground floor: offices and showroom
- First floor: offices, sample and pattern rooms, waiting rooms
- Upper floors: spaces for storing and preparing cloth
- Basement: spaces for packing (lit by pavement-level windows), and (in export and shipping warehouses) the hydraulic presses used to compress the cloth
- Basement or below the hovel: boiler and steam engine (for hydraulic power)
- Side or rear: service entrance and workers' staircase

The early Manchester Warehouse typology is expressed in 54 (and 56) Princess Street as it survives today in the following ways:

- The building's substantial height
- The incorporation of a corner entrance to No. 54, the corner also emphasised by the turret embellishment to the extended roofline
- The ground floor elevated high above street level (the *piano nobile*)
- The high semi-basement
- Externally, the (fairly low-key) use of the Italianate Palazzo style

19 Barnwell, P. S, Cooper, M. and Taylor, S. (2002). 'Manchester - the warehouse legacy: introduction and guide', p. 1.

As Manchester City Council notes,

The Princess Street warehouses are relatively early in date, and for the most part are relatively plain and simplified developments of the Italian palazzo style. By the time the Whitworth Street warehouses were built, the Edwardian penchant for decoration was at its height, and the technology for constructing buildings with a steel or reinforced concrete frame enabled them to be taller than before. These later buildings also tended to abandon the use of traditional brick as a wall material, and instead favoured the then fashionable faience or glazed terracotta, which lends itself to rich decoration.²⁰

20 Manchester City Council [undated].