

Heritage Statement

Land at Echo Street, Manchester

April 2023

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1. Introduction

- 1.1 This Heritage Statement has been prepared by Turley Heritage on behalf of IQ Student Accommodation to support a full planning application for or the construction of a purpose built student accommodation (PBSA) development at Echo Street, Manchester (the Site).

- 1.2 The formal description of development is as follows:

‘Development of purpose-built student accommodation (sui generis) comprising 3 interlinked towers with intermediary link buildings, associated amenity space and external landscaping.’

- 1.3 The requirement for this report stems from Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which requires that special regard be given to the desirability of preserving the special interest of listed buildings or their settings. Section 72 of the Act also places a duty upon the local planning authority in determining applications for development affecting conservation areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

- 1.4 The National Planning Policy Framework (NPPF) 2021 provides the Government’s national planning policy for the conservation of the historic environment. In respect of information requirements, Paragraph 194 sets out that:

‘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.’¹

- 1.5 Paragraph 195 then sets out that local planning authorities should identify and assess the particular significance of heritage assets that might be affected by proposals, including by development affecting the setting of a heritage asset. They should take this assessment into account when considering the impact of proposals to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal.

- 1.6 To comply with these requirements, Section 2 of this statement identifies the relevant designated and non-designated heritage assets with potential to be affected by the Proposed Scheme. Section 3 provides an overview of the history and development of the Proposed Scheme Site and the surrounding area. Section 4 provides a summary of the significance and setting of the identified designated assets. An assessment of the impact of the Proposed Scheme on the significance of the identified heritage assets is set out in Section 5, 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 (set out in detail at Appendix 1).

¹ National Planning Policy Framework (NPPF) 2021– para. 194.

- 1.7 The assessment of significance is based on desk based and formal archive research, a detailed knowledge of the historic environment of central Manchester and a number of site inspections.

2. The Heritage Assets

Introduction

- 2.1 The NPPF 2021 defines a heritage asset within Annex 2 (Glossary) 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)’.*²

Designated Heritage Assets

- 2.2 Designated heritage assets are those that possess a level of heritage interest that justifies designation and are then subject to particular procedures in planning decisions that involve them. A designated heritage asset is also defined within NPPF 2021, Annex 2 (Glossary) as:

*‘A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation’.*³

Conservation Areas

- 2.3 Conservation areas are designated on the basis of their special architectural and historic interest, the character and appearance of which it is desirable to preserve or enhance.
- 2.4 The Site is located in the eastern part of the Whitworth Street Conservation Area. The conservation area was first designated in September 1974 and was extended to include an area bounded by Whitworth Street, London Road and the Oxford Road Railway Viaduct, which includes the Proposed Scheme Site, in June 1985. The southern boundary of the conservation area is formed by the railway viaduct that connects Piccadilly and Oxford Road Stations. A plan of the conservation area boundary is provided in the Heritage Asset Plan at Appendix 2 and a series of distinctive character areas are identified and described in Section 4, below.

Listed Buildings

- 2.5 The following listed buildings (**Table 2.1**) are located close to the Site and have potential to be affected by the Proposed Scheme. They are identified on the Heritage Asset Plan in Appendix 2:

² National Planning Policy Framework (NPPF) 2021 - Annex 2: Glossary

³ National Planning Policy Framework (NPPF) 2021 - Annex 2: Glossary

Table 2.1: Listed Buildings within the Study Area

Listed Buildings	Date of Original Designation:	Grade:
London Road Police and Fire Station, London Road	03 October 1974	II*
The Shena Simon 6 th Form College, Whitworth Street	06 June 1994	II
Institute of Science and Technology (University of Manchester), Sackville Street / Whitworth Street	03 October 1974	II
Manchester South Junction and Altrincham Railway Viaduct	06 June 1994	II
Granby House, 61-63 Granby Row	03 October 1974	II
Orient House, 65-67 Granby Row	20 June 1988	II
Sculptural Wall, London Road	10 June 2011	II
Former Goods Yard Offices to Piccadilly Station, London Road	06 June 1994	II
Train Shed and Undercroft at Manchester Piccadilly Station, London Road	06 June 1994	II
Mintierna House	06 June 1994	II
46 Sackville Street	06 June 1994	II
42 and 44 Sackville Street	06 June 1974	II
Regency House with Barclays Bank	6 June 1994	II
Minshull House	8 May 1990	II
Rochdale Canal Lock Number 86, to east of Chorlton Street	06-Jun-1994	II
Rochdale Canal Boundary Wall to Canal Between Sackville Street and Chorlton Street	06-Jun-1994	II
Rochdale Canal Boundary Wall to Canal Between Chorlton Street and Minshull Street	06-Jun-1994	II

Non-Designated Heritage Assets

- 2.6 The NPPF identifies that heritage assets include not only designated heritage assets, such as listed buildings and conservation areas, but also assets that may be identified by the local planning authority during the plan making and or application process (including through the Council-led process of local listing). These are described for the purposes of the NPPF as ‘non-designated heritage assets’ and are a material planning consideration.

- 2.7 Manchester City Council does not maintain a published list of ‘locally listed’ buildings. However, in accordance with Historic England Good Practice Advice Note 2⁴, a HER search was conducted on 27th January 2023 for an area extending 250 metres from the boundary of the Site. The following non-designated heritage assets have been identified:

Table 2.2: Non-designated Heritage Assets located within the Study Area

Property Details:	HER Record Number:
The Monroe Public House, 36 London Road	12347.1.0
Jackson Street Mills (UMIST Campus) (now university of Manchester)	2078.1.0
Rochdale Canal	1386.2.0

- 2.8 The Monroe Public House is a three storey pub which wraps round the corner of Whitworth Street and London Road. It is rendered to the ground floor with decorative brick upper floors, including stone dressings and dentilled eaves. The HER search confirms that it can be identified on the 1888 OS Map. The building is screened from the Proposed Scheme Site by the mass of the London Road Police and Fire Station (LRPFS) and also the properties that enclose the southern side of Fairfield Street. The building will not be affected by the Proposed Scheme and is not considered further within this application.
- 2.9 The Rochdale Canal includes a number of designated listed buildings such as the boundary walls and locks. Those within our study area are listed above in Table 2.1. The Proposed Scheme is unlikely to be visible from the Rochdale Canal due to the distances involved and scale and mass of intervening built form and topography. If partially visible, it would be legible as a modern addition to the mixed urban townscape in which the asset and canal is already experienced. There will be no change to the appreciation of the architectural and historic special interest and its significance would be sustained. The building will not be affected by the Proposed Scheme and is not considered further within this application.
- 2.10 The Jackson Street Mills forms part of the UMIST Campus (now university of Manchester). The extant buildings dates from the 19th century but are now incorporated into the university campus which forms a contained site, separated from the Site by the Manchester South Junction and Altrincham Railway Viaduct. The Proposed Scheme is unlikely to be visible due to the distances involved and scale and mass of intervening built form and topography. The buildings will not be affected by the Proposed Scheme and are not considered further within this application.

⁴ Historic England (2015). Good Practice Advice Note 2: Managing Significance in Decision Taking in the Historic Environment.

3. The Proposed Scheme Site and Historic Development

Introduction

- 3.1 The Proposed Scheme is located on the southern side of Granby Row. The Oxford Road Railway Viaduct runs immediately to the south of the Site and beyond is the UMIST campus. Although the viaduct provides a strong physical edge between the UMIST campus and the Site, the railway arches provide a series of permeable links between Granby Row and the area to the south of the viaduct.

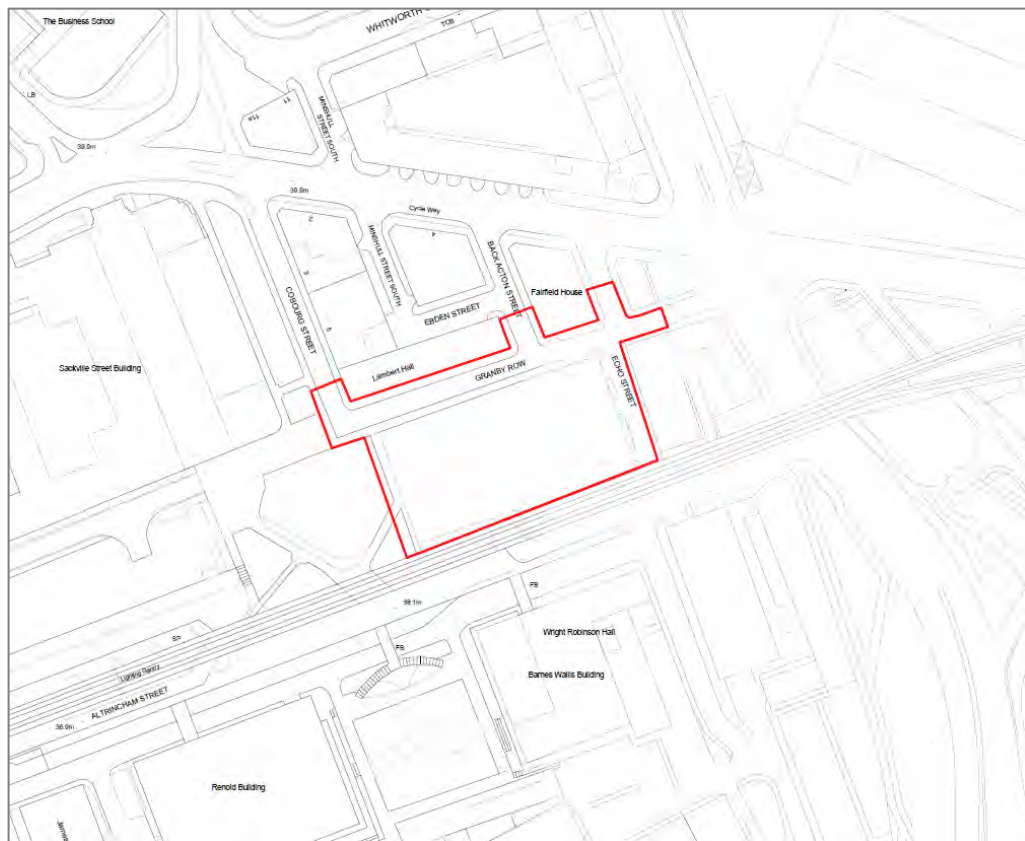


Figure 3.1: Proposed Scheme Site

- 3.2 The northern side of Granby Row, opposite the Proposed Scheme Site, maintains a sense of enclosure that is characteristic of the wider Whitworth Street Conservation Area. In contrast the southern side of Granby Row is more fragmented and open in character, including Vimto Gardens and the low level nursery building to the corner of Echo Street.
- 3.3 The Proposed Scheme immediately adjoins the boundary of the North Campus Strategic Regeneration Framework that was adopted by Manchester City Council in February 2017.

- 3.4 The Site is currently a vacant plot. The Site formerly contained the 15 storey Chandos Hall which was demolished under the consented application for a mixed use development comprising three towers ranging in height from 14, 20 and to 25 storeys (including lower ground floor level) and intermediary link buildings (Reference: 118267/FO/2017). This application was approved in 2018 but only partially implemented. To the east side of the Site is a group of 20th century buildings which enclose Echo Street and Granby Row.

Historic Development

- 3.5 The lower density fragmented townscape on the south side of Granby Row reflects a relatively recent pattern of development. Following the development of the Institute of Science and Technology, between 1895 and 1912, the southern side of Granby Row retained a series of large, narrow, footprints extending back from the Granby Row frontage. The scale of the properties suggests a series of warehouses, several of which were accessed from archways that entered courtyards behind the Granby Row frontage. The 1922 Ordnance Survey Map (**Figure: 3.2**) illustrates a more diverse townscape within the Proposed Scheme Site at that time, with both commercial and domestic scale properties in close proximity, while Granby Row gradually become more residential in grain towards Echo Street.

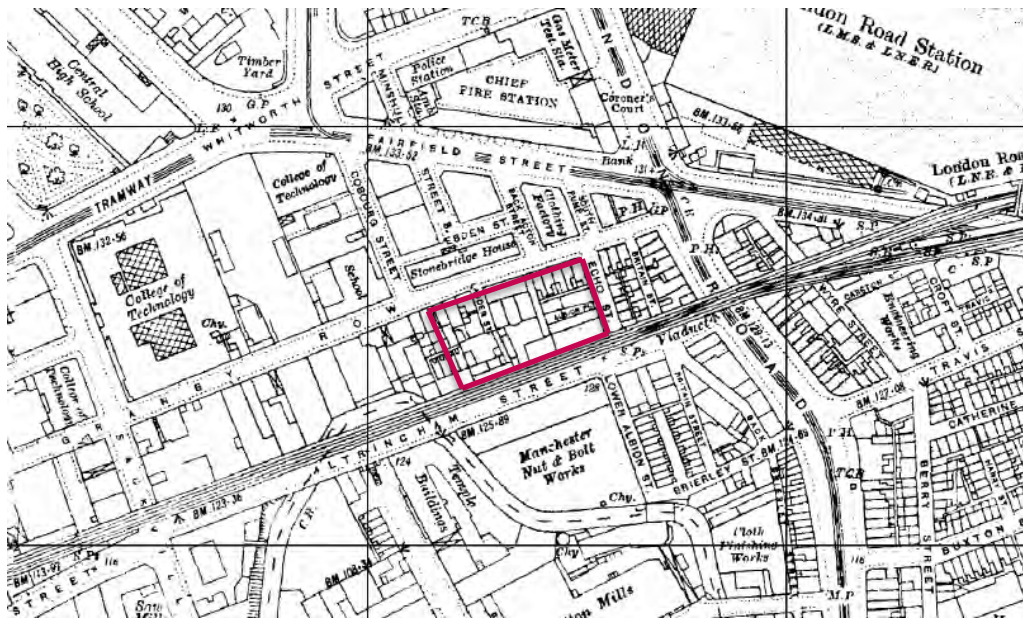


Figure 3.2: 1922 Ordnance Survey Map

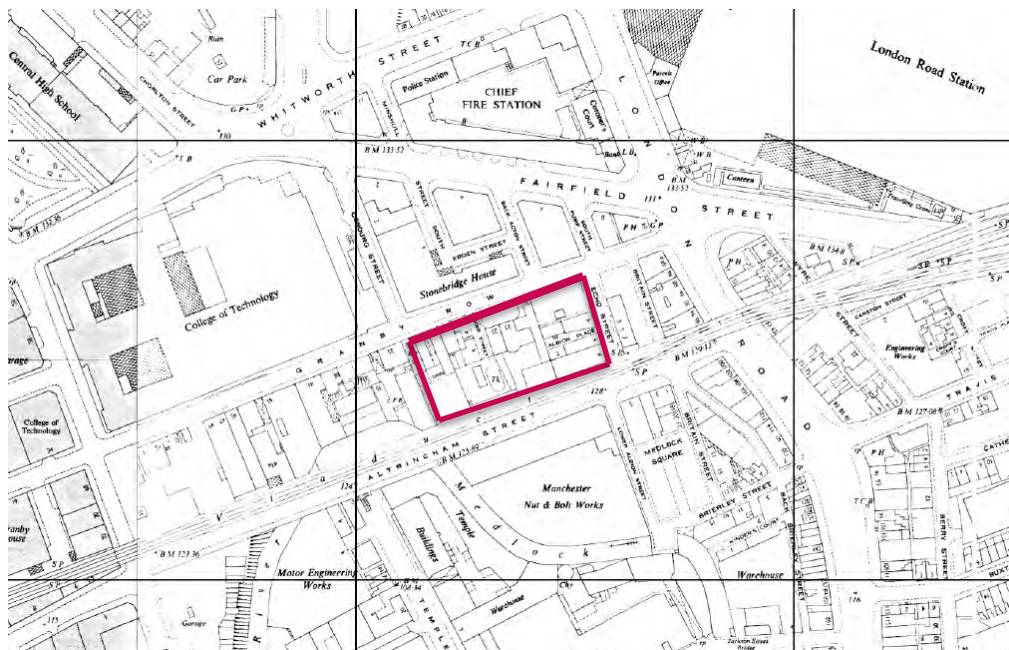


Figure 3.3: 1951-1964 Ordnance Survey Map

- 3.6 The 1951-1964 Ordnance Survey Map (**Figure: 3.3**) confirms that the buildings enclosing Granby Row maintained an intense sense of enclosure. The residential properties within the Proposed Scheme Site and Echo Street area had been replaced with larger commercial units and the Institute of Science and Technology had been extended significantly to the east. The railway viaduct would have been largely obscured from Granby Row by the density of the intervening buildings. The larger warehouse units and internal courtyards to the western end of Granby Row remained unaltered.
- 3.7 The 1969-1970 Ordnance Survey Map illustrates a series of dramatic changes that transformed the character of the southern side of Granby Row. Chandos Hall had been constructed by this time and the other buildings within the Proposed Scheme Site had been cleared. The principal building line was set back from the street frontage, contrary to the established character of the area, and the main entrance was accessed from a bridge link across a large void / light well that was formed behind a concrete retaining wall. The small footprint of Chandos Hall contrasted with the proportions and mass of the warehouse and university buildings that were established in the area prior to the construction of the residential tower.
- 3.8 The aerial image (**Figure 3.4**) and 1969-1970 Ordnance Survey Map (**Figure 3.5**) also confirms that the sequence of warehouses to the western end of the street had been cleared and replaced with the College of Science and Technology that comprises a single rectangular footprint with a long elevation providing a continuous sense of enclosure to Granby Row. A small landscaped area was located between Chandos Hall and the new College building. The rear service area between the College building and railway viaduct appears to correspond to the existing low retaining wall along the southern edge of Vimto Gardens. The existing park therefore appears to have been designed in two phases, retaining the levels of the former College building, rather than as a single designed landscape. The process of replacing the intense sense of enclosure

along Granby Row, that had existed until the mid C20th, with an open space, was complete and the railway viaduct gained a degree of prominence that had not been intended.



Figure 3.4: 1973 Aerial image

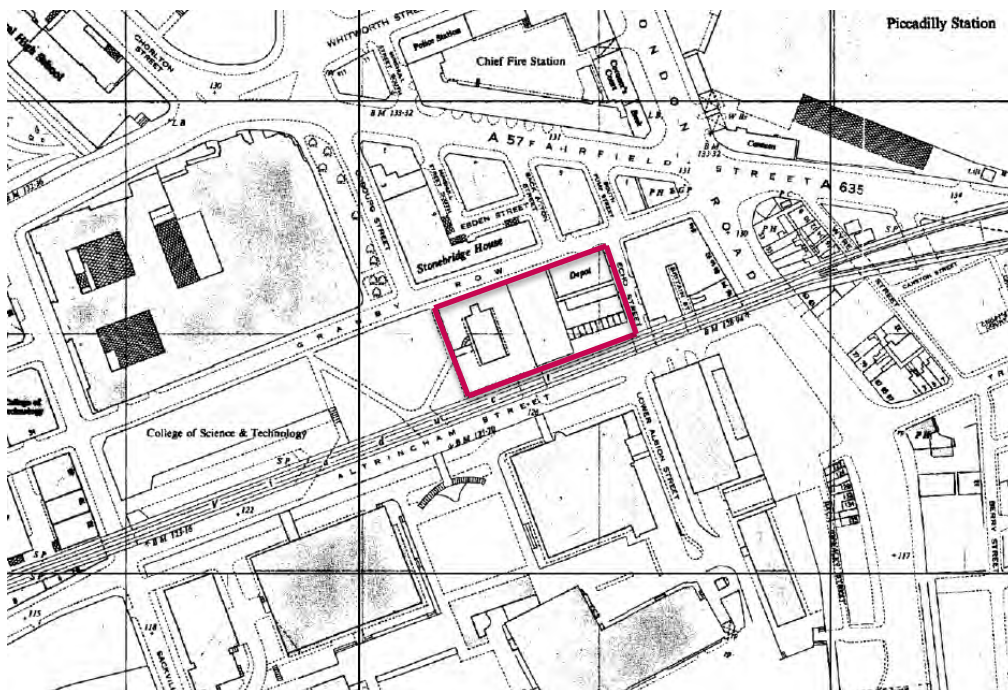


Figure 3.5: 1969-1970 Ordnance Survey Map



Figure 3.6: Aerial Image from 2022 (Ordnance Survey)



Figure 3.7: View from junction of Granby Row and Echo Street facing south west towards the Site, 2023.

- 3.9 Chandos Hall was demolished following consent for development in 2018 (Reference: 118267/FO/2017). **Figure 3.7** illustrates the existing vacant plot which is now surrounded by hoarding.

Summary of Historic Development

- 3.10 The lower density fragmented townscape on the south side of Granby Row reflects a relatively recent pattern of development. Historically the Proposed Scheme Site was densely developed with commercial and domestic scale properties. During the mid-20th century the land was cleared and Chandos Hall was constructed between 1962-1964. Change in the wider area also resulted in the clearance of much of the dense small scale development in the surrounding and its replacement with larger footprint buildings. This is particularly marked in the UMIST campus to the south. The full open character of Vimto gardens wasn't established until the late 20th century when the building covering the west side of the area was demolished. Chandos House was demolished following consent for the redevelopment of the Site in 2018. The Site is currently a vacant plot surrounded by hoarding.

4. Heritage Significance

Introduction

- 4.1 The NPPF 2021 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.”⁵

- 4.2 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 neutral.”⁶

- 4.3 Historic England has published general guidance regarding the preparation of statements of heritage significance, and how the proper analysis of the significance of heritage assets should be used to inform an assessment of impacts on that significance because of proposed change / applications.⁷

- 4.4 Historic England also provides guidance⁸ in respect of the setting and views of heritage assets, providing detail on understanding setting and views and the associated assessment of the impact of any changes. This presents a series of attributes of a setting which can be used to help assess its contribution to the significance of a heritage asset. These can comprise the asset’s physical surroundings; the experience of the asset; and the asset’s associative attributes.

Whitworth Street Conservation Area

Introduction

- 4.5 Whitworth Street Conservation Area was originally designed in 1974 and was enlarged in 1985 to include an area bounded by Whitworth Street, London Road and the railway viaduct. The Proposed Scheme Site is assessed to make an adverse contribution to the character and appearance of the conservation area and appears to have been included because the railway viaduct has been used as a consistent southern boundary to the conservation area.
- 4.6 Manchester City Council describes the conservation area as *“uniquely Mancunian in character”*. Its character results from the concentration of textile warehouses erected between 1850 and 1920; the distinctive architecture of which arose from their function and the expression of the owners’ wealth.

⁵ National Planning Policy Framework (NPPF) 2021 – Annex 2: Glossary

⁶ National Planning Policy Framework (NPPF) 2021 – Annex 2: Glossary

⁷ Historic England: Advice Note 12: Statements of Heritage Significance 2019

⁸ Historic England, Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets, 2017 (2nd Ed.)

4.7 The development of the Whitworth Street Conservation Area is closely linked to the Ancoats area of Manchester. The cotton mills provided a need for warehouses to store their products which led to specially designed buildings being built nearer the centre of the city. By the mid-19th century, 'Manchester had become the largest textile centre in the world' which increased the demand for warehousing larger than ever before. This led to the development of warehouses along Princess Street, Whitworth Street and Oxford Road.

4.8 The City Council (web based conservation area summary) confirms that:

"The great height of the warehouses along Princess Street, and especially on Whitworth Street, give the area its most obvious physical character of a canyon like atmosphere.... By the time Whitworth Street warehouses were built, the Edwardian penchant for decoration was at its height and the technology for constructing buildings with a steel frame or reinforced concrete frames enabled them to be taller than before. There 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."

4.9 The Pevsner architectural guide for the city agrees with the City Council's assessment, describing Princess Street as *"the most impressive Victorian street of the city."*

Character and Appearance

4.10 The character and appearance of the conservation area appears generally consistent in respect to the street pattern and sense of enclosure formed by the dense pattern of former warehouses. The grain of the street pattern is largely defined by Whitworth Street and Princess Street that form the principal east-west and north-south routes respectively. Sackville Street forms a further important north-south route. A series of secondary grids form a key part of the street hierarchy and incorporate narrow service lanes that provided access to the warehouses. The access arrangements, often based on an internal loading bay forms an important part of the circulation system, particularly in the area south of Whitworth Street.

4.11 The Rochdale Canal crosses through the conservation area on a broadly east- west alignment that is broadly parallel to Whitworth Street, however between Oxford Road and Princess Street the canal is enclosed to such a degree as to make little impact on the appearance of the conservation area. The Whitworth Street and Princess Street area experienced a rapid development of warehouses during the mid to late C19th. The warehouses were typically of a grand scale with the distinctive architecture expressing the wealth of the owners. The conservation area reflects the historic importance of the textile industry in Manchester and the area became the focus for packing and shipping warehouses, combining offices, making-up, inspection and packing facilities, showrooms and rooms to entertain clients.

4.12 The earliest mills in Manchester were in Ancoats but by the mid-19th century the need had developed for warehouses to store products in specially developed buildings. To meet these needs, the Whitworth Street area was developed with commercial warehouses built by manufacturers, wholesalers, independent merchants and packing companies. As demand grew, with Manchester becoming the largest textile centre in

the world, the area developed and buildings became increasingly large and distinctive in style.

- 4.13 The majority of the blocks formed by the street pattern are occupied by a single orthogonal building. Front elevations tend to maintain a very clear formal relationship with the street frontage with secondary elevations to the side and rear. This pattern is particularly pronounced with the later, Edwardian warehouses, but is less discernible amongst the earlier building. The sense of enclosure throughout most of the conservation area is particularly high due to the height of the warehouses and narrow width of the grid like street pattern.
- 4.14 Most of the buildings in the conservation area originated as warehouses, which have subsequently been converted in to business or residential uses. The quality of architecture is high and there are very few buildings within the conservation area that make an adverse contribution to its character and appearance. The architectural language is generally classical, rather than Venetian Gothic as in other parts of the city centre. However, the style and degree of decoration varies considerably from the mid to late Victorian buildings to the later more flamboyant Edwardian additions. Changes in the use of elevational materials contribute to the distinctiveness of the different phases of warehouse construction.
- 4.15 The longer east-west routes, including Whitworth Street and Granby Row, provide long vistas through the conservation area, the view west along Granby Row emphasising the landmark qualities of the tower of the Palace Hotel. North-south views tend to be restricted by the more informal alignment of key streets. The height and mass of key buildings, such as the Palace Hotel and Institute of Science and Technology, create important landmarks that can be appreciated from outside of the conservation area.
- 4.16 The topography is relatively consistent, with subtle changes, such as that associated with the River Medlock on Oxford Road, providing expansive views to the prominent rear elevations of the sequence of warehouses that enclose the southern side of Whitworth Street.
- 4.17 The overwhelming density of the conservation area is a function of the narrow streets, complex street pattern, massing of the buildings and limited open space. Sackville Gardens and Vimto Gardens are the only two landscaped spaces within the conservation area.
- 4.18 The Site is currently a vacant plot surrounded by hoarding. The former Chandos House was demolished following consent for the redevelopment of the Site in 2018. In the context of the above analysis, the Site is not considered to be in keeping with the character with the conservation area and, as a vacant plot, it is considered a negative feature to the character and appearance of the conservation area.

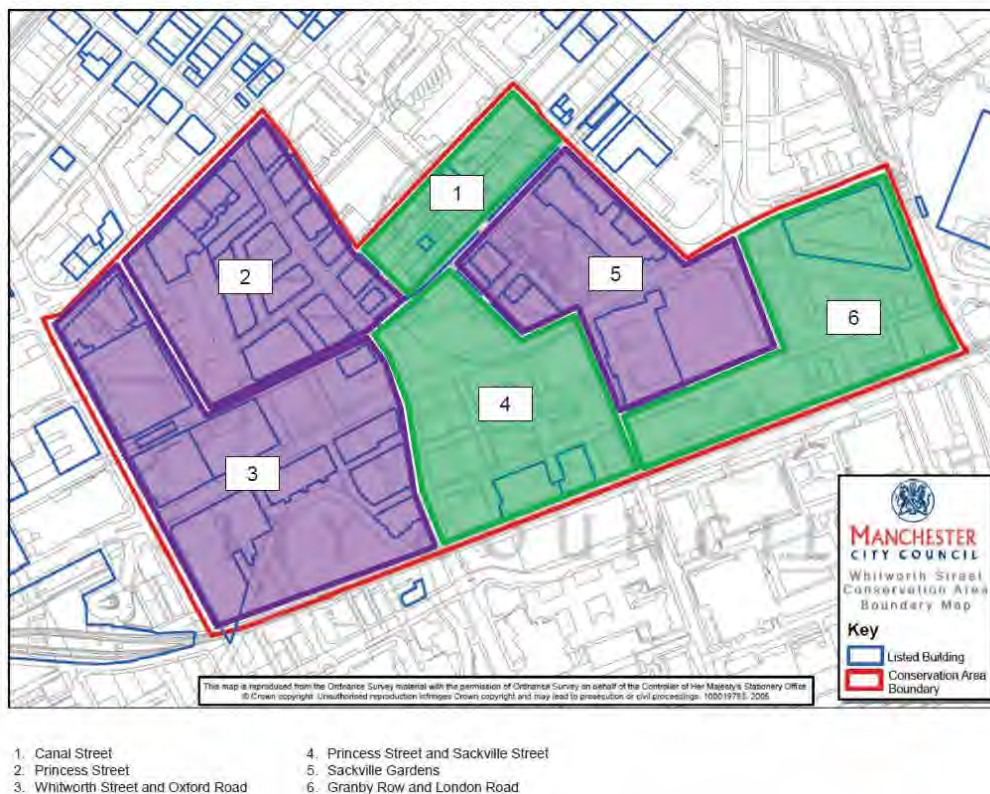


Figure 4.1: Whitworth Street Conservation Area Character Areas

Character Areas

4.19 Despite the apparent consistency within the broad framework, summarised above, there are subtle changes in character, for example related to building style or materiality, or distinctive changes in the street pattern that enable a series of character areas to be identified. The following character areas have been identified for the purposes of this statement and are shown in **Figure 4.1**.

Character Area: Canal Street

- 4.20 The Canal Street character area is formed by three parallel north east south-west linear streets the alignment of which is dictated by the Rochdale Canal. Richmond Street and Bloom Street, set back behind the Canal Street frontage are slightly narrower and secondary streets in the linear street pattern. The grain is tighter than elsewhere in the conservation area, with frontages formed by an eclectic combination of narrow frontages and buildings of greater diversity at eaves level relative to other parts of the conservation area. The rear streets of Richmond Street and Bloom Street are extremely narrow service streets, predominantly enclosed by rear elevations.
- 4.21 Subtle differences are discernible even within this one character area, for example to the south-west of Sackville Street, which cuts across the parallel street pattern, the buildings are of a more domestic scale and include several rendered and painted elevations that contrast with the otherwise predominant brickwork, however to the north-east of Sackville Street the linear streets are more typically enclosed with consistent frontages of four storey brick warehouses. The warehouses in this character area are smaller than those elsewhere in the conservation area and tend to form continuous linear frontages rather than occupying single blocks.

Character Area 2: Princess Street

- 4.22 The Princess Street Character Area is bounded by Portland Street to the north, the Rochdale Canal to the south, the rear elevations of the Oxford Road properties to the west and both sides of Princess Street to the east.
- 4.23 The Princess Street frontages are interrupted by numerous junctions formed with narrow side streets. The multiple blocks each accommodate a single warehouse, typically of four storeys with an attic. The massing of the blocks combines with the slight deflection in alignment to reinforce the sense of enclosure.
- 4.24 The eastern side of Princess Street forms a shallow frontage, a single block deep, however a second row of warehouses is aligned behind the principal frontage on the western side of the street, giving further depth and enclosure to the Princess Street frontage.
- 4.25 Subtleties in architectural language are consistent with the phasing of the street. The eastern side of Princess Street is largely enclosed with Italian palazzo style warehouses from the 1860s and 70s, only pre-dated by the Mechanics Institute of 1854. In comparison the western side of the street is enclosed by more eclectic forms of architecture from the 1880s. However, a sense of unity is derived from the consistent use of red brick and stone dressings. The exception that proves the rule is the yellow brick warehouse at nos. 105-107 Princess Street.



Figure 4.2: The contrast in scale and grain between Princess Street and Canal Street



Figure 4.3: The western frontage of Princess Street

- 4.26 The well-proportioned front elevation of the more eclectic style warehouses incorporate restrained corner details and continue the architectural detailing of string courses, arches and piers into the side and rear elevations, in contrast with other parts of the conservation area where white glazed bricks and larger window openings contrast with the solidity of the brick and faience clad front elevations. The principal entrances to the warehouses in this part of the conservation area tend to be treated as restrained elements of the elevation rather than being celebrated.
- 4.27 The warehouses on the eastern side of Princess Street are exclusively shipping warehouses whereas a greater mix of uses on the western side of the street includes shipping, packing and textile warehouses. The massive former electricity power station, with its tall octagonal chimney, forms a considerable landmark with the Princess Street Character Area.

Character Area 3: Whitworth Street and Oxford Road

- 4.28 The Whitworth Street and Oxford Road character is bounded by the River Medlock to the south, Princess Street to the east, Oxford Road to the west and Whitworth Street to the north. This character area is renowned for the series of massive warehouses that create a canyon-like sense of enclosure along the western end of Whitworth Street. The formality of the Whitworth Street frontage contrasts sharply with the open aspect over the meandering route of the River Medlock and the cleared site between the railway viaduct and river that provides a dramatic aspect to the mass of rear warehouses with their distinctive white glazed brick cladding.
- 4.29 The Palace Hotel to the corner of Oxford Road and Whitworth Street pre-dated the warehouses and is of a similar scale and mass and incorporates one of Manchester's most notable landmarks with the tower over the main entrance.
- 4.30 The side streets that provide the access and egress into the internal loading bays of the warehouses form an off-set grid pattern, which is interrupted by the informality of the river. The side streets are extremely narrow single lane spaces that accentuate the height and mass of the warehouses and still retain historic street surfaces and curb details.
- 4.31 The mix of architectural styles is more diverse than the Princess Street Character Area, including. The materiality and form of steel frame construction also contribute to the distinctiveness of the Whitworth Street and Oxford Road Character Area. For example, India House, designed in 1906 in the Edwardian Baroque style, combines red brick with buff terracotta, Lancaster House, also Edwardian Baroque from 1906, combines brown and buff terracotta with some red brick and turning the corner into Princess Street Asia House introduces brown ashlar sandstone with buff brick and polished granite in the Free Baroque elevations. There is a widespread use of materials such as terracotta and faience, representing innovative fashionable materials at the time of construction.



Figure 4.4: The Whitworth Street frontage



Figure 4.5: Functional side and rear elevations to the narrow warehouse passageways

- 4.32 The architectural language of the side and rear elevations contrasts with the formality of the imposing front elevations. The approach is purely functional, with larger areas of glazing and white glazed bricks enhancing levels of natural light.
- 4.33 The roof scape is more dynamic than other parts of the conservation area, including for example the tower of the Palace Hotel and the Baroque turret of Lancaster House at the corner of Princess Street and Whitworth Street.

Character Area 4: Princess Street to Granville Street

- 4.34 The street pattern comprises a relatively consistent grid of principal north-south streets punctuated by narrower secondary east-west streets between Sackville Street and Princess Street. The height and mass of the warehouses, and later residential blocks, and narrow proportions of the side streets form an intense sense of enclosure that is consistent with other parts of the conservation area.
- 4.35 The alignment of east-west streets of Granby Row and Bombay Street is slightly off-set from the grid pattern of character area 3 immediately to the west. Views to the west, from character area 4 are therefore terminated by the mass of the warehouses on the western side of Princess Street, which further accentuates the sense of enclosure.
- 4.36 The architectural style of the former warehouses is at its most eclectic between Princess Street and Sackville Street. For example, the classical style of Orient House, incorporating the giant colonnade of fluted Ionic columns to the upper floors, clad in white and matt glazed terracotta, stands next to the red brick and white stone dressing of Granby House, which includes Art Nouveau decoration to the upper floors. The detailing of the two buildings stands in sharp contrast, however the height and mass and sense of enclosure maintains a sense of continuity.
- 4.37 Character area 4 also includes some recent development including the Garratt public house on the corner of Granby Row and Princess Street and the Manchester New Square development located on land at the junction of Princess Street and Whitworth Street. This development increases the scale and height of development whilst maintaining the grid pattern, and robust mass and form, characteristic of the area.



Figure 4.6: Eclectic architectural style in Character Area 4



Figure 4.7: Manchester New Square development

Character Area 5: Sackville Gardens

- 4.38 The Sackville Gardens character area is essentially derived from two large institutional buildings comprising the Shena Simon 6th Form College and the Institute of Science and Technology, located on the northern and southern sides of Whitworth Street respectively, and the open space of Sackville Gardens.
- 4.39 Sackville Gardens is enclosed to the Whitworth Street and Sackville Street frontages by a low red brick plinth wall with a simply stepped stone coping. The cluster of mature trees provides relief from the intensity of the adjoining warehouses and enclosed streets.
- 4.40 The eastern side of the Gardens is enclosed by the rear elevation of the Shena Simon 6th Form College, which was originally designed as a school between 1897–1901. The long range of buildings was extended in 1911 and the different phases of the building can be appreciated from Sackville Gardens. The front elevation to Chorlton Street is constructed in red brick with terracotta dressings in the French Renaissance style. However, the rear elevation appears more functional despite its prominence overlooking Sackville Gardens.



Figure 4.8: The prominent corner turret of the Shena Simon Sixth Form College

- 4.41 The Institute of Science and Technology was constructed between 1895-1912 as a five storey French Renaissance style university institute with a grand entrance on Sackville Street. The building steps back from the Whitworth Street frontage with a series of gables that emphasise the vertical proportions of the building. The vast extension, designed in 1927 and completed in 1957, presents a central projecting bay incorporating the main entrance to Whitworth Street and rises above with a much

taller element that projects back above the full width of the building at right-angles to Whitworth Street.

- 4.42 The combined mass of the two phases of the Institute of Science and Technology completes a whole city-block, with the tallest part of the extension providing one of the most distinctive landmarks to the west of Piccadilly Station. The scale and height of the Institute could be considered to constitute a specific character area in its own right and provides a significant backdrop to the Site and the wider Character Area 6.

Character Area 6: Granby Row and London Road

- 4.43 Character Area 6 is bounded by the railway viaduct to the south, London Road to the east and Whitworth Street to the north. It comprises the most diverse part of the conservation area, the character and appearance of which has been weakened by the clearance that took place during the mid C20th and the eclectic mix of buildings that have been developed since that time.
- 4.44 The street pattern is influenced by the linear form of the railway viaduct that runs parallel with Granby Row and the significant change of alignment on the northern side of the character area as Whitworth Street enters Fairfield Street. A series of short streets project at right-angles north from Granby Row in the triangular area created by Fairfield Street and replicate the intensity of enclosure found elsewhere in the conservation area.
- 4.45 The northern part of the character area is occupied by the LRPFS that is defined by the triangular site formed by London Road, Whitworth Street and Fairfield Street. The Edwardian Baroque style and materiality of red brick and yellow terracotta has a resonance with the warehouses to the western end of Whitworth Street but appears isolated from the conservation area by the open character of the Whitworth Street and Fairfield Street junction and the opportunity of developing a dialogue with buildings of a similar style is interrupted by the scale of the Institute of Science and Technology extension and the more fragmented townscape to the eastern end of Granby Row.
- 4.46 The eastern part of Granby Row is characterised by the open aspect of Vimto Gardens, which lends the railway viaduct a level of prominence that only became possible following the clearance of the warehouses and subsequent college building that previously enclosed the eastern side of the street.

Contribution of the Site to the Character and Appearance of the Whitworth Street Conservation Area

- 4.47 The Site is currently a vacant plot located where the former Chandos Hall (a 20th century tower block) was demolished following the consented redevelopment of the Site in 2018. This Site is surrounded by hoardings and creates an unoccupied space. This contrasts with the larger scale of warehouses and later 20th century development that are located within this area.
- 4.48 Overall, the Site is not considered to be in keeping with the character with the conservation area and, as a vacant plot, it is considered to make a negative contribution to the character and appearance of the conservation area. Without built development, it creates fragmentation and does not contribute to the street pattern, enclosure and definition that is characteristic of the conservation area.



Figure 4.9: View of Site from Echo Street facing towards Granby Row



Figure 4.10: View facing south east towards the Site from the junction of Granby Row and Cobourg Street

Summary of Character and Appearance of Whitworth Street Conservation Area

4.49 The character and appearance of the Whitworth Street Conservation Area can be summarised as follow:

- A series of small pockets of off-set grid street patterns that combine to form a dense and consistent townscape.
- An area dominated by former warehouses that reflect changes in style towards the end of the C19th and early part of the C20th.
- A high level of enclosure dominated by the scale and mass of the warehouses with few open spaces.
- Buildings are high quality and high status, often individually distinctive.
- There is a highly decorative quality to many of the structures, interesting textures and use of materials such as terracotta and faience, often in innovative ways.
- The pre-dominance of brick and terracotta that provides continuity despite the diversity of architectural styles.

Listed Buildings

London Road Police and Fire Station (grade II*)

Special Architectural and Historic Interest

- 4.50 The London Road Police and Fire Station (LRPFS) to the north east of the Site, was grade II* listed in 1974. It dates from 1901-06 and was designed by Woodhouse, Willoughby and Langham, who won a competition judged by Waterhouse.⁹ The building occupies a large triangular site, arranged around a central courtyard, used for drill.
- 4.51 The eye-catching Edwardian Baroque style, constructed with red brick, terracotta and brown faience, creates an impressive landmark next to Piccadilly station, with a complex roofscape of turrets, cupolas and an off-central main tower. The plan is large and irregular on a quadrilateral plan arranged around a central courtyard. The list description describes the building as '*ebullient Edwardian baroque*¹⁰' in style. The four storey main range has a giant round headed archway with banded surround and inner lintel lettered 'Fire and Police Station'. To the ground floor are large square windows and to the second and third floor a giant colonnaded screen. To the roofline is a balustraded parapet and end turrets are finished with baroque cupolas. The long returns to Fairfield Street and Whitworth Street are in generally in similar style.
- 4.52 The inner courtyard has iron balconies to three levels providing views over the central courtyard space.

⁹ Pevsner Architectural Guides Manchester (Clare Hartwell, 2001)

¹⁰ Historic England List Description: Police and Fire Station

- 4.53 The four storey complex was designed to accommodate thirty two firemen and their families and six single men as well as ancillary functions to the police and fire station, including a coroner's court and gymnasium.
- 4.54 The significance of the building is attributed to both its aesthetic value and also the historic value as a complete example of a combined police and fire complex that accommodated the families of the staff. The list description describes the building as '*an ambitious building with much good detail of the period, in unusually complete condition*'¹¹.



Figure 4.11: London Road Police and Fire Station, viewed from London Road

Contribution of Setting to Significance

Description of Surroundings

- 4.55 The building fills an entire triangular city block, enclosed by London Road to the east, Fairfield Street to the south and Whitworth Street to the north. It is surrounded by the complex urban environment of Manchester City Centre which includes the broad mass of Piccadilly Station to the east. To the north is a single amalgamated block which has been developed with tall modern developments including Motel One during the 20th and 21st century. To the south and east are some smaller blocks which were developed with lower brick buildings during the late 20th century and some surviving traditional buildings. The Proposed Scheme Site is to the south of these buildings.

Experience of the Asset

- 4.56 The long and robust elevations of the Police and Fire Station are principally viewed from the immediately surrounding streets; in close-up views the mass and scale of the building and its decorative elevations are best experienced. In particular it is best

¹¹ Historic England List Description: Police and Fire Station

viewed from London Road, from the north and south where the principal main entrance range is experienced. The main side elevations are visible from Whitworth and Fairfield Streets. When viewed from Fairfield Street travelling west past Piccadilly Station into the city centre the tall off-centre tower on the southern elevation forms a prominent landmark and rises above the skyline. Street clutter and trees screen views of much of the lower elevations from this vantage point, until the junction; the building is a striking landmark feature at the Fairfield Street/Whitworth Street junction.

- 4.57 Some glimpsed views are available of the building from the middle distance; in which views of the building terminates views along narrow streets. The finer grain of junctions along the south side of Fairfield Street contrasts with the long elevation of the Police and Fire Station, contributing to the perceived scale of the building. Views of this nature include those along Pump Street and Back Acton Street.
- 4.58 The scale, architectural style and triangular plan form enable the police and fire station to command its immediate setting, although it now defers in scale to the recent residential development immediately to the north on Whitworth Street. The building provides an intense level of enclosure to Whitworth Street, Fairfield Street and London Road and contributes to the sense of arrival next to the main entrance to Piccadilly station. The form is strong and assertive in the streetscape and forms a confident feature.
- 4.59 The decorative form and profile of the building is striking and an important aspect of the experience. The curved forms of the cupolas and distinctive colours and textures of the decoration emphasise the quality and individuality of the building in the streetscape, ensuring its individuality.
- 4.60 The building is experienced in the context of its position in central Manchester and is surrounded by a complex and variable urban cityscape including traditional and modern buildings. The urban position of the structure is integral to its functionality. There is a dialogue between the building and other traditional examples to the south resulting from height, and materiality, though the scale and mass of the PFS is markedly greater, and its emphasis is horizontal. To the east is the bulk of Piccadilly Station and to the west the Institute of Science and Technology Building.
- 4.61 The volume of traffic and scale of the Fairfield Road and London Road junction affect the current setting of the building, by virtue of their noise and visual clutter.

Contribution of the Site to Significance

- 4.62 The Site is a vacant plot located to the south of the former police and fire station. Due to the intervening buildings the Site is not visible from the listed building. There is no historical relationship or development association between the listed building and the Site. Accordingly, the Site is not considered to make a contribution to the heritage significance or setting of the Grade II* listed former police and fire station.

The Shena Simon 6th Form College, Whitworth Street (grade II)

Special Architectural and Historic Interest

- 4.63 The former Manchester Central School is located to the north west of the Proposed Scheme Site and dates to 1900. It was designed by Potts and Pickup in a French

Renaissance style comprising four storeys of red brick and terracotta dressings. The corner turret provides a landmark to the corner of Whitworth Street and Chorlton Street. The building encloses Sackville Gardens (daring to 1900) to the rear, although with limited success as Pevsner describes it as “*straggly and unimaginative*”.

- 4.64 The building is of historic interest as a purpose built 1900 educational building. The building was re-named in the 1970's after Shena Simon who was a politician and educationalist and who founded the Women's Citizens Association in Manchester and, along with her husband Ernest Simon donated Wythenshawe Park to the city of Manchester.



Figure 4.12: Shena Simon Sixth Form College

Contribution of Setting to Significance

Description of Surroundings

- 4.65 The school is elongated and encloses Chorlton Street to the east. On the opposing side of Sackville Street is a varied street frontage. To the north are warehouses including Mintierna and Minshull which enclose the street frontage; however to the south of them is a mid-20th century concrete tower on a podium which is set back from the street frontage. Beyond is the MMU library building, built in 1994 which follows the curve of Chorlton Street. The varied buildings and building line results in a disparate urban grain. To the west (rear) of the building is Sackville Gardens. To the north is the Rochdale Canal and Canal Street beyond.

Experience of the Asset

- 4.66 The building is best experienced from Chorlton Street, where the length and quality of the principal elevations can be viewed, although as aforementioned the building is experienced in a context of change and an inconsistent urban grain. The Sackville

Gardens to the rear provide a space from which the building can be viewed; the open character of the gardens is unusual in the otherwise dense cityscape.

- 4.67 The setting of the former school is dominated by the scale of the 1950s extension (designed in 1927) to the Institute of Science and Technology building.

Contribution of the Proposed Scheme Site to Significance

- 4.68 The Site is a vacant plot located to the south of the Shena Simon Sixth Form College. Due to intervening built form the Site is not visible from the listed building. There is no historical relationship or development association between the listed building and the Site. Accordingly, the Site is not considered to make a contribution to the heritage significance or setting of the Grade II listed building.

Granby House, 61-63 Granby Row (grade II)

Special Architectural and Historic Interest

- 4.69 Granby House to the west of the Proposed Scheme Site was designed by Goldsmith and Son, originally as a packing warehouse (c. 1908) and subsequently converted to residential apartments. It is six storeys high, with an attic, and is constructed in red brick with Portland Stone dressings, a distinctive detail in the Whitworth Street area due to the very pale nature of the stone. The lunettes and Art Nouveau details and polygonal corner piers add to the aesthetic value of the building.



Figure 4.13: Granby House

Contribution of Setting to Significance

Description of Surroundings

- 4.70 Granby House is located to the south side of Granby Row. To the west is Orient House, a warehouse of similar scale and mass, and to the east is a further unlisted brick warehouse. These structures abut the street frontage and contribute towards a strong enclosure of the south side of Granby Row. The north side of Granby Row is developed with a 20th century building, which is partially set back from the road frontage, resulting in a somewhat more fragmentary appearance. The enclosure of Granby Row is stronger at the east end of the road: the west end of Granby Row, in the vicinity of the Proposed Scheme Site is increasingly fragmentary, principally as a result of the open space created by Vimto Gardens and the set-back position of Chandos Hall.

Experience of the Asset

- 4.71 Granby Row is relatively narrow, as a secondary street in the off-centred grid of streets that form the Whitworth Street area and the height and back of pavement building line of Granby House emphasises a sense of enclosure. The building is best experienced from Granby Street, with only glimpsed views available above the railway viaduct to the rear. Despite the contrasting styles and materials the building combines with the adjoining grade II listed Orient House to create a strong presence on Granby Row.

Contribution of the Proposed Scheme Site to Significance

- 4.72 The Site is a vacant plot located to the east of Granby House. It forms a continuation of the open space formed by Vimto Gardens however, it is not discernible as a distinct area or visible from the listed building. There is no historical relationship or development association between the listed building and the Site. Accordingly, the Site is not considered to make a contribution to the heritage significance or setting of the Grade II listed building.

Orient House, 65-67 Granby Row (grade II)

Special Architectural and Historic Interest

- 4.73 Orient House, to the west of the Proposed Scheme Site was also designed by Goldsmith as a packaging warehouse, for Barlows Ltd and opened in 1914.
- 4.74 It is a steel frame construction, clad in white faience. At nine storeys, over a basement, the building contributes to an intense sense of enclosure to the western end of Granby Row. The front elevation is symmetrical, with two outer projecting bays framing seven central bays articulated with a large scale colonnade of fluted ionic columns. Pevsner describes the effect as “*One of the most extravagant*”. The rear and side elevations are more utilitarian in appearance and contrast with the frontage.



Figure 4.14: Orient House

Contribution of Setting to significance

Description of surroundings

- 4.75 Orient House is located to the south side of Granby Row. To the east is Granby House, a warehouse of similar scale and mass, and to the west is a mid-20th century building set back from the street frontage. The set back position of this structure reduces the enclosure of the street. The north side of Granby Row is developed with a 20th century building, which is partially set back from the road frontage, and which contributes to a fragmentary appearance. As aforementioned, the enclosure of Granby Row is stronger at the east end of the road, principally resulting from the position of Orient House and Granby House: the west end of Granby Row, in the vicinity of the Proposed Scheme Site is increasingly fragmentary.

Experience of the Asset

- 4.76 As aforementioned, Orient House is experienced alongside Granby House and in the surrounding area Granby Row is relatively narrow. The height and back of pavement building line of the buildings emphasise the sense of enclosure, although change in the surrounding area has diminished the overall sense of enclosure. The building is best experienced from Granby Street, with only glimpsed views available above the railway viaduct to the rear. Despite the contrasting styles and materials, the building combines with the adjoining grade II listed Granby House to create a strong presence on Granby Row.
- 4.77 The scale of the building, pale colour of the faience and use of classical motifs can only be appreciated from Granby Row itself due to the high degree of enclosure and density

of the grid street pattern. The massive upper floor colonnade reinforces the scale of the building and sense of enclosure in Granby Row.

Contribution of the Proposed Scheme Site to Significance

- 4.78 The Site is a vacant plot located to the east of Orient House. It forms a continuation of the open space formed by Vimto Gardens however, it is not discernible as a distinct area or visible from the listed building. There is no historical relationship or development association between the listed building and the Site. Accordingly, the Site is not considered to make a contribution to the heritage significance or setting of the Grade II listed building.

Sculptural Wall, London Road (grade II)

Special Architectural and Historic Interest

- 4.79 The Sculptural Wall and Sound Buffer to the south east of the Proposed Scheme Site was designed in 1968 by Anthony Hollaway. The list description confirms that the reasons for designation include the design quality that combines both special artistic and architectural interest. *"It was designed by the highly successful artist Anthony Hollaway in collaboration with the notable regional architect Harry M Fairhurst."*
- 4.80 The sculpture is approximately 68 metres long and 5 metres high, and forms a buffer zone of prefabricated concrete panels, slotted into concrete columns, along the side of London Road.
- 4.81 The sculpture is of architectural and historic interest as a good and rare example of a sound buffer illustrating a concept introduced in the 1950's as 60's of separating people from the noise and visual intrusion of vehicles.
- 4.82 The Corridor Manchester: North Campus Strategic Regeneration Framework (December 2017 Draft) suggests options for the wall as part of the wider redevelopment of the UMIST campus. Options include its incorporation and integration into a new building, or the removal/ relocation of parts of the structure to create a new opening¹².

Contribution of Setting to significance

Description of Surroundings

- 4.83 The wall is positioned to the west of London Road, enclosing the east side of the UMIST buildings. To the north is Altrincham Street.

Experience of the Asset

- 4.84 The artistic and architectural quality of the structure can only be appreciated from London Road itself, the rear of the structure is largely screened by UMIST buildings, including Cruickshank and Seward's Chemical Engineering Pilot Plant. The listed structure is located some way to the east of the Proposed Scheme Site, with inter-visibility obscured by several key UMIST buildings, including the Barnes Wallace Building. The Oxford Road Railway Viaduct also creates a physical edge defining

¹² Bennets Associates, Corridor Manchester: North Campus Strategic Regeneration Framework Draft Version (December 2016)

distinctive character areas, with UMIST to the south and Chandos Hall as being within the Whitworth Street corridor to the north of the railway.

- 4.85 The wall is now enclosed by a wire mesh fence which limits access to the structure and reduces the ability to appreciate it.



Figure 4.15: Sculptural Wall

Contribution of Proposed Scheme Site to Significance

- 4.86 The Site is a vacant plot located to the north the Sculptural Wall and is separated by the UMIST buildings and railway viaduct. There is no historical relationship or development association between the listed building and the Site. Accordingly, the Site is not considered to make a contribution to the heritage significance or setting of the Grade II listed building.

Former Goods Yard Office to Piccadilly Station (grade II)

Special Architectural and Historic Interest

- 4.87 The former Goods Yard offices to the north east of the Proposed Scheme Site were listed grade II in 1994 and were constructed c.1850-60. The structure largely consists of the remaining principal elevation which is constructed of sandstone ashlar in a renaissance style with pilasters and a pedimented doorway. It effectively forms the elevation of the station basement and undercroft and encloses the eastern side of London Road.

Contribution of Setting to Significance

Description of surroundings

- 4.88 The stone elevation of the former Goods Yard Office is now encompassed within the modern late 20th century elevation of the station enclosing the east side of London Road. London Road is a broad dual carriageway. To the west side of London Road is the LRPFS.

Experience of the asset

- 4.89 The elevation of the Former Goods Yard Office is experienced from London Road as a continuous part of the consistent elevation of Piccadilly Station. It is a relatively small section of the overall station complex and surrounded by the variable modern streetscape of central Manchester which includes a variety of traditional and modern buildings.
- 4.90 The façade forms part of the Manchester Piccadilly Station complex and the station building is integral to its form and the legibility of its historic function. This aspect of setting therefore makes a contribution to significance.

Contribution of the Proposed Scheme Site to Significance

- 4.91 The Proposed Scheme Site is screened from the listed elevation by intervening development including the Police and Fire Station and buildings that enclose the southern side of Fairhurst Street, although both buildings can be experienced from the junction of Fairfield Street and London Road. Chandos Hall forms part of the complex urban surroundings of the Former Goods Yard Office but it is not an aspect of setting that contributes to significance.

Train Shed to Piccadilly Station (grade II)

Special Architectural and Historic Interest

- 4.92 The Train Shed (also to the north east of the Proposed Scheme Site) structure dates from 1881 and consists of the principal shed to the railway station. It was the second remodelling of the former Store Street Station, built in 1842. The Train Shed is constructed with cast-iron columns, supporting a very large glazed roof, above a brick under-croft. The roof is glazed (modern) and includes semi-circular arched spans. It is rectangular in plan form and includes large round-headed windows in the side walls. The scale of the station complex lends the structure a landmark status on the eastern edge of the City Centre.



Figure 4.16: Train Shed to Piccadilly Station

- 4.93 The structure is of historic interest as a train shed dating from the mid to late 19th century. The structure is also of interest as being the second remodelling of the former Store Street / London Road Station built in the early to mid-19th century.

Contribution of Setting to Significance

Description of surroundings

- 4.94 The Train Shed at Piccadilly Station occupies a large portion of the present railway station and is bounded to its north by Sheffield Street and Fairfield Street to its south. The structure is largely concealed behind the modern extension to the railway station to its west. The principal entrance is to the west where a large scale ramp raises up from London Road.

Experience of the Asset

- 4.95 The structure is principally experienced from the south along Fairfield Street, allowing for the cast iron columns, brick arches and supporting glass roof to be clearly appreciated. The structure is also visible in views along Sheffield Street and Broad Street to its north. There are also distant views of the structure from Baird Street to its north east and other vantage points around the city centre. The building is experienced as part of a complex, high density, cityscape of many periods and forms of building.

Contribution of the Proposed Scheme Site to significance

- 4.96 The Site is a vacant plot located to the west of the Former Goods Yard Office and separated by the busy junction of Fairfield Street and London Road and the intervening built form. The Site is not visible from the listed building. There is no historical

relationship or development association between the listed building and the Site. Accordingly, the Site is not considered to make a contribution to the heritage significance or setting of the Grade II Former Goods Yard Office.

Institute of Science and Technology (grade II)

Special Architectural and Historic Interest

- 4.97 The original Institute building to the north west of the Proposed Scheme Site was first listed grade II in 1974. The building dates from 1895-1912 and was designed by Spalding and Cross, who also designed Victoria Square, the large scale tenement housing in Ancoats. Pevsner enthuses over the Institute building, describing it as “*a splendid expression of municipal; pride and confidence*”.¹³ The building is designed in a French Renaissance style over five floors and is constructed of red brick with red sandstone and terracotta dressings. The main entrance on Sackville Street is emphasised with a large projecting bay, finished with an elaborate gable and framed with polygonal corner piers. The list description confirms that the interior of the building was not inspected at the time of listing.
- 4.98 The large extension to the rear, designed in 1927, but not complete until 1957, is described by Pevsner as “*a gross anachronism by then*”. The scale of the building dominates the enclosing streets, particularly Sackville Street, which is narrower than Whitworth Street, emphasising the scale of the main entrance bay.



Figure 4.17: Institute of Science and Technology

¹³ Pevsner Architectural Guides Hartwell 2001

Contribution of Setting to Significance

Description of surroundings

- 4.99 The Institute building is large scale and encloses an entire block which is defined by Granby Row to the south, Coburg Street to the east, Fairfield Street/Whitworth Street to the north and Sackville Street to the west.
- 4.100 The height and mass of the extension dominates views into the eastern end of the Conservation Area and terminates views along streets in the vicinity including Aytoun Street, Chorlton Street and Sackville Street.

Experience of the Asset

- 4.101 The use of brick and terracotta has a resonance with the warehouses that define the character of the area. The intense enclosure and mass of the building to Sackville Street is also consistent with key character areas within the conservation area. Those aspects of setting contribute positively to the significance of the building. In other respects the building is a specific architectural form that was designed for an institutional use. The setting to the south, enclosing Granby Row, has been eroded by the removal of the warehouses that once created an intense sense of enclosure to the street, lending the rear elevation of the Institute a far greater prominence than was originally envisaged; this elevation is viewed from Vimto Gardens.

Contribution of Proposed Scheme Site to Significance

- 4.102 The Site is a vacant plot located to the south of the Institute of Science and Technology. Due to intervening built form the Site is not visible from the listed building. There is no historical relationship or development association between the listed building and the Site. Accordingly, the Site is not considered to make a contribution to the heritage significance or setting of the Grade II listed building.

Manchester South Junction and Altrincham Railway Viaduct (grade II)

Special Architectural Interest

- 4.103 The viaduct is an impressive 1 ¾ mile long urban viaduct with a series of well-detailed bridges, some including highly decorative Gothic-style ironwork. The 224 brick arches include a skew arch adjoining Vimto Gardens and connect Piccadilly Station to Liverpool Road following approximately the route of the Medlock. It was constructed in 1845 by David Bellhouse Junior and several of the cast iron bridges were built by his son the engineer and iron founder Edward Taylor Bellhouse.
- 4.104 The tallest arches are located between Piccadilly and Oxford Road Stations, including the part of the viaduct that encloses the southern edge of the Proposed Scheme Site. The parapet has been reconstructed in places and following electrification a series of gantries have been incorporated into the deck and parapet of the structure.



Figure 4.18: Manchester South Junction and Altrincham Railway Junction

- 4.105 The viaduct is an early example of a railway viaduct from the second phase of railway development between 1841-1850 known as 'railway mania'. It was constructed between 1846-9 by David Bellhouse Jnr as the earliest suburban railway in Manchester. The viaduct was designed to link the Sheffield, Ashton-under-Lyme and Manchester Railway and the Manchester to Birmingham Railway with the Liverpool and Manchester Railway.

Contribution of Setting to Significance

Description of surroundings

- 4.106 The course of the viaduct follows a dense and highly complex urban setting through the city centre of Manchester, comprising a mixed commercial, educational and residential townscape that has continued to evolve since the construction of the railway.

Experience of the Asset

- 4.107 The viaduct forms an impressive structure that wraps around the southern edge of the city centre. There are many glimpses views of the viaduct with dramatic contrasts in scale in comparison with many of the buildings adjoining the structure and longer vistas at key bridges, for example those over Oxford Road and Deansgate.

Contribution of Proposed Scheme Site to significance

- 4.108 The Site creates an artificially open aspect to the northern side of the viaduct, which was caused by the clearance of the dense townscape of warehouses and ancillary development from the southern side of Granby Row. The open aspect of Vimto

Gardens provides an opportunity to appreciate the scale and design of the viaduct, however given the extent and complexity of its setting the Site is considered to make no contribution to its significance.

Mintierna House

Special Architectural and Historic Interest

- 4.109 Mintierna House is former shipping warehouse, dating to the mid-late 19th century. It is in red brick with a façade of coursed sandstone rubble. The plan is long and rectangular being parallel to the Rochdale Canal and perpendicular to the street. The building has four storeys plus a basement. The principal façade has rusticated quoins and sill-bands to the upper floors, with a moulded cornice and low parapet. All windows are two-light casements with moulded architraves except those at the top floor, which have been altered. The building forms a group with the canal lock No 86 and Minshull House.
- 4.110 Mintierna House has been converted to residential use as part of the Kampus development (115570/FO/2017).



Figure 4.19: Mintierna House (photo 2018)

Contribution of Setting to Significance

Description of surroundings

- 4.111 Mintierna House is linear and extends back from Chorlton Street along the southern bank of the Grand Union Canal. To the south is Minshull House, beyond a narrow alleyway. To the rear is a surface car park created by the demolition of other structures

during the 20th century. Beyond Chorlton Street to the west is the Shena Simon College building.

Experience of the Asset

- 4.112 The warehouse is hard up against the canal and Lock No 86 and has an integral functional relationship with this structure. The appreciation of the two together along with Minshull House allows understanding of the former function of the building and character of the area and comprises an important aspect of setting.
- 4.113 The asset is located in a mixed area characterised by the intense commercial development to the south associated with Whitworth Street and Sackville Street, but to the north clearance and redevelopment of sites has resulted in a mixed context.

Contribution of Proposed Scheme Site to Significance

- 4.114 The Proposed Scheme Site is located to the south-east of the asset and there is no direct visibility to it, as a result of the intervening distance and development. It is not considered that the Site makes any contribution to the significance of the listed building.

Minshull House

Special Architectural and Historic Interest

- 4.115 Minshull House is a canal warehouse which dates to the early mid-19th century, and was later altered and enlarged. It is in red brick with English garden wall bond. Dressings are sandstone and the building is three storeys over a basement and 5x13 bays. The centre breaks forward slightly with a wide elliptical arched former wagon entrance, now blocked with a 20th century doorway. The rear has a full width cantilevered jetty over the former basin with a mooring ring and remains of a wooden crane.
- 4.116 The building has historic interest as a 19th century canal warehouse and group value with the canal lock No 86 and Mintierna House.
- 4.117 Mintierna House has been converted to residential use as part of the Kampus development which was approved in 2017 (115570/FO/2017).



Figure 4.20: Minshull House (photo 2018)

Contribution of Setting to Significance

Description of surroundings

- 4.118 Minshull House is enclosed by Mintierna House to the north and the Manchester Metropolitan University Business School to the south. Chorlton Street is to the east, with the Shena Simon College building opposite.

Experience of the Asset

- 4.119 The building is principally experienced from its frontage, in the context of these other traditional buildings. From Chorlton Street the building is principally experienced alongside Mintierna House, with which it has a dialogue as a result.
- 4.120 The warehouse is hard up against the canal and Lock No 86 and has an integral functional relationship with this structure. The appreciation of the two together along with Minshull House allows understanding of the former function of the building and character of the area and comprises an important aspect of setting.
- 4.121 The asset is located in a mixed area characterised by the intense commercial development to the south associated with Whitworth Street and Sackville Street, but to the north clearance and redevelopment of sites has resulted in a mixed context.

Contribution of Proposed Scheme Site to Significance

- 4.122 The mass of the Institute of Science and Technology prevent the Proposed Scheme Site being appreciated from the principal elevations to Chorlton Street. It represents part of the complexity of the mixed urban setting but makes no contribution to significance.

Regency House with Barclays Bank and 46 Sackville Street

Special Architectural and Historic Interest

- 4.123 A former shipping or packing warehouse, now a bank, offices and residential, which dates to 1880-90. The building has an iron frame with sandstone ashlar and red brick dressings. The plan is trapeziform on an island site with a loading bay to the west side. The list description describes the design as 'functional and almost a-stylar'. The building is five storeys over a basement and has a massive punch-dressed plinth forming piers to the ground floor with a frieze above and banded brick piers to the upper floors. A large octagonal lantern is above the corner, and the doorway in the right corner has a segmental couplet on coupled brackets. The Sackville Street side has 6 bays in a matching style with segmental archways to the 3rd 4th and 6th bay.
- 4.124 46 Sackville Street is a shipping warehouse which dates to 1860-70. It is listed for group value and is contiguous with Regency House with Barclays Bank. It is constructed in red brick with Flemish bond with sandstone dressings and a slate roof. It has a rectangular plan on a corner site and is eclectic in style with Romanesque features. The building is four storeys with a plinth, Lombard frieze dividing floors and brick pilasters and sill bands. The corner has a segmental headed doorway with stilted moulded surround and panelled divided doors.

Contribution of Setting and the Proposed Scheme Site to Significance

Description of surroundings

- 4.125 The building is located on the corner of Whitworth Street and Sackville Street. To the east is Sackville Gardens and the Shena Simon Sixth Form College beyond. To the south is a row of consistent brick warehouses. To the rear is a vacant site which is being developed for the Manchester New Square residential development.
- 4.126 46 Sackville Street is enclosed to the south and east by Regency House and this results in a strong building line beyond the immediate elevations of 46 Sackville Street.

Experience of the Asset

- 4.127 The building's expansive scale and mass is best viewed from Whitworth Street and Sackville Street. The use of brick and sandstone has a resonance with the warehouses that define the character of the area. The intense enclosure and mass of the building to Sackville Street and Whitworth Street is also consistent with key character areas within the conservation area. Those aspects of setting contribute positively to the significance of the building. The open character of Sackville Gardens to the east allows for an appreciation of the Sackville Street elevation which is uncharacteristic of the usually tightly enclosed urban grain on Sackville Street.



Figure 4.21: Regency House

Contribution of Proposed Scheme Site to Significance

4.128 The Proposed Scheme Site cannot be experienced directly from the listed building, due to the density and mass of development in the intervening area. It is not considered to make a contribution to the setting and significance of the listed building.

5. Impact Assessment

Introduction

- 5.1 In accordance with the requirements of the NPPF 2021, the significance (and the contribution of the Site) of the identified heritage assets (**Section 2**), has been proportionately described in **Section 4**. This has been based on a review of published sources, site visits, desktop and archival research.
- 5.2 The relevant heritage legislative, policy and guidance framework for the Proposed Scheme is set out in full at **Appendix 1**. This includes the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990, national policy set out in the NPPF 2021 and supported by the NPPG, and other local policy and guidance for development within the historic environment.
- 5.3 Together these sections and appendices of this report provide the appropriate context for the consideration of these application proposals.

Planning History

- 5.4 The Proposed Scheme incorporates a range of revisions to a previously consented scheme. Planning Permission was granted in June 2018 for the demolition of existing buildings on site and their replacement with a mixed-use development comprising three blocks, with intermediary link buildings, providing 642 beds of co-living residential accommodation and 242 beds of purpose-built student accommodation (PBSA) and associated facilities (LPA ref. 18267/FO/2017). Subsequent minor amendments were approved under LPA ref. 122732/JO/2019 in May 2019 and LPA ref. 125537/JO/2019 in March 2020. The Planning Permission was implemented through the demolition of the existing buildings on-site and associated groundworks.
- 5.5 The planning officers report to the planning committee on the previous application provided the following conclusions regarding design issues, relationship to context and impact on the historic context:

'The assessment demonstrates that having taken into consideration the significance of nearby listed buildings, including their contribution of setting, the relative distance between them and the Site, the extent and character of intervening development and the nature of the application proposals, there would be no impact on the setting or significance of the identified listed buildings. Overall the development is considered to have a neutral impact on the setting and significance of nearby listed buildings.'

The reinstatement of the historic building line to Granby Row, the positive relationship of the new building with the Granby Row street frontage and with Vimto Gardens, and the high quality of the proposal which responds to the detailing and materials of buildings in the conservation area would result in a benefit to the character and appearance of the Whitworth Street conservation area.

Therefore, on balance, the proposal would preserve the character and appearance of the conservation area and the setting of the nearby listed buildings, and thus complies

with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It does not lead to 'substantial' harm or any meaningful level of 'less than substantial' harm to the setting of the conservation areas, or any other heritage assets. The proposals form part of the high quality regeneration of the city centre and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

Notwithstanding the considerable weight that must be given to preserving the character and appearance of the nearby listed buildings and the character of the Whitworth Street Conservation Areas, the proposal would sustain and enhancing the significance of adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

*For these reasons the Proposed Scheme is considered to comply with Manchester Core Strategy (MCS) policies CC9 and EN3 and with Unitary Development Plan policies DC18.1 and 19.1.'*¹⁴

5.6 Historic England's formal consultation response to the 2018 application stated:

'The character of the surroundings and its location next to the Railway viaduct support development of some scale. The enclosed nature of many streets within the conservation area means minimal impact on the setting of other, more significant parts of the historic environment. Some impact on incidental and kinetic views of the London Road Fire Station, but it is a robust building that is already set within a highly urban context and it is not considered that the impact of the revised proposals on its setting would be harmful.

The architectural approach is informed by an analysis of the local character. This has helped to give the proposal a sense of place appropriate to its location. Support the activation of the street and park frontage with appropriate uses, front doors and windows, creating a safe and secure environment - a quality missing within some parts of this conservation area. Double height architectural form at ground floor reflects the character of historic buildings in the local area.

*The innovation in terms of the architectural design and details, combined with the use of sympathetic materials to help anchor the scheme within its wider historic context is welcomed. The unifying use of an appropriate red/purple brick tile has the potential to relate well to the conservation area and give the development an appropriate degree of robustness into the future.'*¹⁵

¹⁴ MCC Planning and Highways Committee Report, Application No. 118267/FO/2017, 31 May 2018

¹⁵ Ibid

Proposed Scheme

- 5.7 Approximately 36 months have now passed, since the construction works of the original scheme were stopped, as a direct consequence of the Covid 19 pandemic and the economic uncertainty that ensued. In the current context, three key factors have been considered as driving the opportunity to revisit the scheme: a change in land use; new fire safety requirements; a sensible adjustment in height to enhance deliverability. Full details of the key drivers for the revised proposals can be found in the accompanying Design and Access Statement produced by Sheppard Robson Architects.
- 5.8 The Proposed Scheme has been revised to comprise 100% purpose built student accommodation. The Proposed Scheme seeks to retain the majority of the previous scheme principles in massing, aesthetics and public realm interactions. In particular, the scheme still comprises the visual aesthetic of three blocks stepping up in height towards Piccadilly Station, joined together by two intermediate linking blocks at lower heights. The mass was developed in response to site constraints and the Conservation Area, with the three main blocks stepping up in height, from Vimto Gardens on the west towards London Road and Piccadilly Station on the east.
- 5.9 The main blocks are faced in red/purple-brick cladding to root them in the conservation area context, with intermediate linking blocks in glass reinforced concrete to provide visual contrast and break up the mass (**Figure 5.1 to Figure 5.3**). The proposals include perforated panel metalwork within window openings. The perforated panels adopt a decorative pattern inspired by themes and motifs in the surrounding area.



Figure 5.1: Proposed west elevation (left) and east elevation (right)



Figure 5.2: Proposed north elevation.



Figure 5.3: Proposed south elevation.

5.10 The Proposed Scheme would increase the height for each block, compared to the original scheme. The total number of storeys is increased by three across all blocks. In comparison with the heights originally consented are as follows (**Figure 5.4**):

- Block A height increase: +5.4m
- Block B height increase: +4.1m
- Block C height increase: +2.9m

5.11 The overall increase in height is off-set and mitigated by several measures:

- Reduction in height of Ground Floor (from 4500mm to 3900mm).
- Reduction of typical floor-to-floor heights (from 3015mm to 2940mm) without sacrificing internal floor to-ceiling height.
- Setting-back top floors in link blocks to diminish impact on Granby Row.

5.12 A more detailed explanation of the Proposed Scheme is provided in the Design and Access Statement prepared by Sheppard Robson Architects and the Planning Statement prepared by Turley Planning.

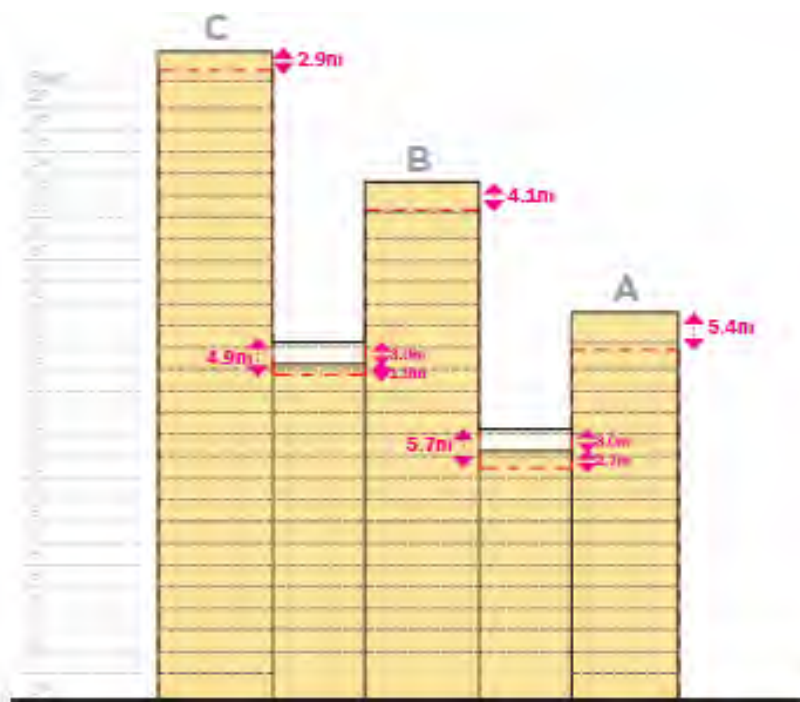


Figure 5.4: Illustration of the adjustment to height compared to the 2018 planning approval.

Built Heritage Impact Assessment

Introduction

- 5.13 This section focusses on describing the likely effect of the Proposed Scheme on the particular significance of built heritage assets. At the end of this section the heritage impacts of the Proposed Scheme, are reviewed in light of the relevant statutory duties of the Planning Act 1990, national policy within the NPPF 2021 and supporting NPPG, and local planning policy and guidance to be applied with regard to change within the historic environment.

Whitworth Street Conservation Area

- 5.14 It has been concluded in Section 4 of this report that the Site has a negative impact on the character and appearance of the conservation area. The Proposed Scheme provides an opportunity to enhance the character and appearance of the conservation area though addressing the fragmentation of the area, reinstating the historic building line to Granby Row and creating a positive relationship with Granby Row street frontage and with Vimto Gardens. This would also enhance the Sites relationship with the listed buildings identified in the local area.
- 5.15 The Proposed Scheme will not be visible from the majority of the conservation area, due to the height and mass of the Institute of Science and Technology, which blocks views of the Site from the principal streets of Whitworth Street and Princess Street. The key attributes of the conservation area, comprising the late Victorian palazzo warehouses of Princess Street and the Edwardian Baroque warehouses of Whitworth Street will not be affected.



Figure 5.5: View south east on Chorlton Street

- 5.16 The Proposed Scheme will be visible from Chorlton Street facing south east (**Figure 5.5**). This view includes the following listed buildings which contribute to the character of the conservation area: Shena Simon Sixth Form building (grade II), Institute of Science and Technology (grade II), Minshull House (grade II). The scheme will form a backdrop to these buildings, forming part of the contemporary element that is also characterised by the recent Kampus development, located south of Minshull House. The three listed buildings remain prominent in this view, whilst the simple form and complementary material palette of the proposals ensure that it remains as a backdrop. Whilst it will represent change to the view, the mixed character in this location and the robust architecture of the listed buildings will mean that the character and appearance of the conservation area remains coherent and robust.
- 5.17 The Proposed Scheme will be positioned at the back of pavement on Granby Row and Echo Street, reflecting the historic position of buildings at the Site and ensuring that the development is more consistent with the urban grain and street layout in the surrounding area. This restores the regular grid pattern which is characteristic of the area. This represents a positive benefit of the proposal, reversing the fragmentary appearance of the Site which results from the set-back of the building and vacant spaces around it (see **Viewpoint 5** below).
- 5.18 At present Granby Row has a secondary character which results from the dominance of the secondary elevation of the Institute of Science and Technology. The new building will create an active street frontage, forming a stronger edge to Granby Row and engaging the street with new entrances. Additionally, the Proposed Scheme will incorporate a double height opening to Vimto Gardens which will ensure an inviting and positive connection between the building and surrounding area. This is a positive benefit to the conservation area.
- 5.19 The Proposed Scheme provides an opportunity to enhance the appreciation of the conservation area when viewed from the west around the Piccadilly Station gateway to the city. The new development will be a landmark gateway structure, enhancing the east end of the conservation area, and marking an arrival point into the conservation area itself. The east part of the conservation area will be enhanced by the inclusion of this high quality development.
- 5.20 The character area surrounding the Site is developed with a complex mix of buildings of differing scale, height and mass and experienced in a context of change, including open spaces and the substantial scale and mass of the railway viaduct. As aforementioned, the east part of the conservation area is more fragmentary and inconsistent as a result of this. The listed assets within the eastern part of the conservation area are largely robust landmark structures already experienced in a context of mixed urban development. The development of a building of some height is not considered to be inappropriate. This position was supported by Historic England's consultation response to the 2018 consented application, stating that the location supported development of some scale.¹⁶ Despite the increase in height the building will not be experienced from the much larger western part of the conservation area. The building will form a termination of views to the east from Vimto Gardens. It will create a dialogue with the

¹⁶ MCC Planning and Highways Committee Report, Application No. 118267/FO/2017, 31 May 2018

tower of the Kimpton (formerly Palace) Hotel, creating a landmark connection through the streetscape although distance and the simplicity of the architecture will ensure that the new building does not compete with the prominence of the historic tower.

- 5.21 The design of the building has been borne out of an understanding of the key characteristics of the conservation area, considering scale, height, mass, and individuality and quality of building design and the use of innovative materials. The three tower arrangement is inspired by the traditional buildings within the Whitworth Street Conservation Area, where expressed bays are often separated by a distinctive roofline.
- 5.22 The height of the building refers directly to the transitional status of the Site at the edge of the Whitworth Street Conservation Area and bordering the Piccadilly Station area. The tallest part of the building is located to the east, closest to Piccadilly Station and the height of the towers steps down towards the conservation area to the west. This ensures that the building defers to the robust status of the conservation area buildings and does not appear over-dominant.
- 5.23 The Proposed Scheme has been designed with a simple balanced pattern to the fenestration. This ordered and calm form ensures that the building defers to the more decorative and elaborate buildings in the wider conservation area. A balance is achieved between the verticality of the tower and the horizontal arrangement of window openings. The building is articulated with subtle detailing which will resonate with the decorative aspects of the traditional buildings within the conservation area. This includes chamfered window openings with a solid brick reveals and a perforated metal between windows. These features add depth, shade and visual interest to the elevations and resonate with the architecture in the conservation area which is often characterised by elaborate detailing.
- 5.24 Proposed materials include red brick to the tower elements and a simple white GRC to the secondary connecting elements. These materials and colour choices respond to the use of brick and terracotta within the conservation area and also the use of lighter colours materials to the rear aspects of buildings. The proposals will therefore resonate with the conservation area. A key characteristic of the area is the quality of the materials, which exemplify the wealth of the building owners and were often fashionable, expensive and used in an innovative way. Additionally, the use of a white colour will connect the building to the more modern buildings and materials found in the Piccadilly Station area to the east and to the UMIST buildings to the south. In this way the building responds to its transitional context.
- 5.25 Due to the Proposed Scheme reinstating the historic building line to Granby Row, its positive dialogue with the street frontage and with Vimto gardens, the high quality of the building which resonates with the detailing and materials in the conservation area, the Proposed Scheme is considered to preserve and enhance the character and appearance of the Whitworth Street Conservation Area.

Impact upon Listed Buildings

London Road Police and Fire Station (Grade II*)

- 5.26 The Assessment of the LRPFS in section 4 identified that the scale, expressive architectural style and triangular plan form enable the LRPFS to dominate its immediate setting. The massing of the building, enclosing an entire city block, results in a robust structure with a strong horizontal emphasis, which is balanced by the verticality of the low turrets and cupolas. The significance of the building lies in its high quality and expressive baroque architectural style and associated aesthetic value as well as its historic interest as a complete example of a combined police and fire complex.
- 5.27 The Proposed Scheme will be visible above the LRPFS when viewed from London Road/Store Street junction and from the raised area around Piccadilly Approach. Views of the Proposed Scheme will also be available from Fairfield Street when looking west along the side of Manchester Piccadilly Station. In this view the building will appear to the west of the prominent corner to the Fire Station structure. The Proposed Scheme will also be visible when looking south from Aytoun Street where it will appear in the context of the LRPFS and the adjacent traditional building.
- 5.28 The LRPFS is a robust and prominent structure, which, as aforementioned, has a setting characterised by mixed urban development. The Proposed Scheme will integrate with the existing urban setting forming a backdrop that is partially visible. The simple design of the proposals, with stepped blocks and a regular pattern of fenestration, will contrast with the decorative expression of the LRPFS. The material palette of the proposals is complementary and results in a background building that does not compete with the architectural interests of the LRPFS and its expressive detailing.
- 5.29 Whilst contemporary finishes are proposed which will emphasise the modernity of the structure, the colour palette will incorporate warm tones of red brick which will harmonise with those found in the listed building and provide a subtle reference to the decoration of the fire station and other buildings in the conservation area.
- 5.30 The LRPFS is experienced in the highly urbanised and complex context of Manchester City Centre. This includes a variety of modern developments including some of substantial scale and height. The Proposed Scheme will be seen as part of this context.
- 5.31 As aforementioned, the LRPFS is experienced from 360° due to its position occupying an entire city block. It is therefore viewed and experienced from a wide variety of positions and the Proposed Scheme will be visible only from comparatively limited parts of its setting. The new building will be experienced as a backdrop to the LRPFS; it will not conceal or impede views of it.
- 5.32 Historic England confirmed within their consultation response to the 2018 application, stating that *'Some impact on incidental and kinetic views of the London Road Fire Station, but it is a robust building that is already set within a highly urban context and it*

is not considered that the impact of the revised proposals on its setting would be harmful.’¹⁷

- 5.33 Overall, whilst the Proposed Scheme results in change to the setting of the LRPFS it is considered that the significance of the building will be sustained.

The Shena Simon 6th Form College (Grade II)

- 5.34 The Shena Simon Sixth Form College dates to 1897-1901 and is of significance for its robust French Renaissance façade. A notable feature is the corner turret which provides a landmark to the corner of Whitworth Street and Chorlton Street.
- 5.35 The Site is obscured from the front of the former school by the mass of the Institute of Science and Technology extension and the change of alignment between Whitworth Street and Fairhurst Street.
- 5.36 The Proposed Scheme will be visible from Chorlton Street when looking south in the context of the Shena Simon Sixth Form College building (**Figure 5.5** above). In these views it will be partially visible in the background above existing buildings. The building will be legible as a modern addition to the streetscape. The Shena Simon Sixth Form College is however already experienced in a context of a mixed urban setting which includes modern buildings.
- 5.37 There will be no change to the appreciation of the architectural and historic special interest of the building or the way in which it is principally appreciated. Overall, the significance of the building will be sustained.

Institute of Science and Technology (Grade II)

- 5.38 As discussed in Chapter Four of this report, the Institute of Science and Technology building is large and robust and encloses an entire city block. It is of historic and architectural interest as a purpose built educational building. The use of red brick and white GRC as well as the scale and mass of the structure contributes to a visual consistency with the traditional warehouse structures to the east.
- 5.39 The Proposed Scheme will be located to the south-east of the Institute of Science and Technology. As discussed in Chapter Four of this report, there is an intervening visibility between the Proposed Scheme Site and the Cobourg Street and Granby Row streets and the Institute building. The Proposed Scheme will be visible principally from Granby Row and Cobourg Street, in the context of the rear elevations of the Institute building. However, the principal elevation of the building faces towards Sackville Street and the Proposed Scheme will not be visible in views of this elevation.
- 5.40 The Proposed Scheme will bring built form to the street frontage on Granby Row. The historic character of the streetscape to Granby Row will therefore be partially reinstated. This will be beneficial change that reinstates the urban setting of the Institute building.
- 5.41 The Proposed Scheme will contrast with the Institute, it will be a simple contemporary form which will emphasise the modernity of the structure and will ensure that it is read

¹⁷ MCC Planning and Highways Committee Report, Application No. 118267/FO/2017, 31 May 2018

as a modern addition to the streetscape. The simple grid structure of the elevations will provide a contrast with the more elaborate decoration of the Institute of Science and Technology and the colour palette will incorporate warm tones to harmonise with those found to the listed building and other traditional buildings in the area.

- 5.42 The Institute is a robust structure, with a substantial mass and scale. The building has high levels of architectural interest which is derived from its bold French Renaissance style. The Proposed Scheme will not compete with the scale and solidity of the Institute building and will not affect the ability to appreciate its architectural quality; it will also have no effect on the ability to appreciate its historic interest.
- 5.43 The Institute is experienced in the highly urbanised and complex context of modern and traditional developments associated with its position in central Manchester. The Proposed Scheme will be seen within this context.
- 5.44 The Proposed Scheme will not alter the appreciation or experience of the building and its significance will be sustained.

Manchester South Junction and Altrincham Railway Viaduct (Grade II)

- 5.45 The Proposed Scheme will be positioned immediately to the north of the Manchester South Junction and Altrincham Railway Viaduct. The significance of the viaduct is principally ascribed to its historic interest and functional use as rail infrastructure.
- 5.46 The viaduct is experienced in the mixed and complex environment of Manchester City Centre; it is a very large asset and has an extensive and varied setting. The Proposed Scheme will not change the nature or character of this experience.
- 5.47 The Proposed Scheme will replace an empty plot with a building consistent and sympathetic to the character and qualities of the surrounding area. The proposals will be consistent with the variety of buildings already experienced in the broad context of the viaduct. The use of a red brick will resonate with the brick used in the viaduct (see **Viewpoint 4** below). The proposals will not alter or diminish the experience of the structure of the ability to appreciate its architectural and historic interest. It will continue to be appreciable alongside the Proposed Scheme.
- 5.48 The significance of the Manchester South Junction and Altrincham Railway Viaduct will be sustained.

Orient House (Grade II) and Granby House (Grade II)

- 5.49 Orient House dates to 1914 and is positioned to the south-west of the Proposed Scheme Site on Granby Row. The building is of historic interest as a 1914 packing warehouse and architectural interest for its high quality construction and detailing. The features of the building include white faience cladding and a steel frame construction. The scale of the building, pale colour of the faience and use of classical motifs can only be appreciated from Granby Row itself due to the high degree of enclosure and density of the grid street pattern.
- 5.50 Granby House dates to 1911 and is of historic interest as a shipping or packing warehouse. It has architectural interest for its composition and materiality including striking brick and stone bands and art nouveau decoration. As with Orient House, the

scale of the building and decorative front elevation is principally experienced from close proximity on Granby Row.

- 5.51 The Site is currently an empty plot and formerly included the modern built form of Chandos Hall. Overall, it is concluded in Chapter Four of this report that the Proposed Scheme Site makes a neutral contribution to the significance of Orient House and Granby House. The Proposed Scheme will terminate long distance views from Granby Row when looking east across Vimto Gardens (see **Viewpoint 8** below). This will be consistent with the historic urban grain and sense of enclosure that characterises the existing setting of the buildings.
- 5.52 Orient House and Granby House are experienced in a mixed context; whilst the south side of Granby Row is characterised by enclosure resulting from the row of warehouses, to the north side has a more fragmentary character and modern developments have contributed to a mixed urban grain. The Proposed Scheme will be consistent with the mixed urban surroundings of the buildings. The proposed materiality will be red brick and this will be consistent and harmonious with the materiality and tone of the majority of buildings in the Granby Row area.
- 5.53 The Proposed Scheme will not affect the ability to appreciate the architectural qualities of the buildings or the legibility of the historic functions and associations with other traditional buildings in the streetscape. Overall, the significance of Orient House and Granby House and their setting will be sustained.

Sculptural Wall, London Road (Grade II)

- 5.54 The Sculptural Wall at London Road is of interest for its imposing and striking Brutalist design which combines both artistic and architectural interests. The structure has historic interest for its functional role as a sound barrier, built in the 60s at the advent of a rapid increase in car ownership. The wall is positioned adjacent to London Road and is experienced in the context of the busy road frontage and large scale buildings associated with UMIST to the west, and Manchester Piccadilly and the Macdonald Manchester Hotel to the east. The functional interest of the asset is characterised and emphasised by the surrounding buildings and infrastructure.
- 5.55 The Proposed Scheme will be partially visible as part of the wider urban setting of the Sculptural Wall, separated by the Manchester South Junction and Altrincham Railway Viaduct. The new built form will be consistent with the existing urban setting and will have no impact upon the appreciation of it as a functional asset.
- 5.56 It is noted that the North Campus Strategic Regeneration Framework document (February 2017) proposes significant alteration to the wall.
- 5.57 The Proposed Scheme comprises change within the setting of the wall however there will be no change to the appreciation of the architectural or historic interest of the wall or the legibility of it as a functional asset. Its significance will be sustained.

Former Goods Yard Office to Piccadilly Station (Grade II)

- 5.58 The former Goods Yard offices are to the north east of the Site. The building is of interest for its architectural and historic interest as the train shed to Piccadilly Station, constructed in 1850-60. The principal elevation is constructed of sandstone ashlar in

renaissance style with a lettered frieze and pedimented doorway; it effectively forms the elevation of the station basement and undercroft and encloses the eastern side of London Road. The building is also of interest for its strong functionality and association with Piccadilly Station itself.

- 5.59 The Proposed Scheme will be visible in the context of the Former Goods Yard office when looking west across the LRPFS. It will form part of the mixed urban context of the city centre which includes modern and traditional buildings; moreover the context of the goods yard office has been changed by its incorporation into the modern west wall of Piccadilly Station. The Proposed Scheme will integrate with the existing urban setting of the listed building adding a high quality and complementary element into views.
- 5.60 The Proposed Scheme will have no impact on the ability to appreciate the architectural or historic interest of the Former Goods Yard Office. Overall, its significance will be sustained.

Train Shed to Piccadilly Station (Grade II)

- 5.61 The Train Shed to Piccadilly Station dates to 1881 and is ascribed historic and architectural interest as the second remodelling of the former Store Street Station. The building is a functional infrastructure asset and its setting, whilst comprising an integrated urban environment, makes a limited overall contribution to significance. The building is very large and robust and dominates the urban grain in the London Road/Fairfield Street area of Manchester City Centre. It is experienced as part of a complex, high density cityscape of many periods and forms of building.
- 5.62 The Proposed Scheme will be visible from the upper pedestrian entrance to the station, where it will appear behind the towers and cupolas of the LRPFS when looking south. Views in this direction already encompass tall structures including the Motel One building to the right and other UMIST structures, and the train shed is experienced more widely in a heavily urban context. Views of the Proposed Scheme will also be possible from Fairfield Street when looking west along the side of the train shed. In this view the building will rise to the left side of the view. Again, this will be seen in the context of the variable and mixed urban setting of the station building. The Proposed Scheme will also be visible from Platform 13 & 14 of Piccadilly Station. This is a relatively restricted view which is available only to ticket holding passengers. The building is seen in the context of a variety of traditional and more modern buildings, including some tall residential towers in the distance.
- 5.63 As aforementioned, the train shed is experienced as part of a complex, high density cityscape of many periods and forms of building; the new building will be visible in this context from a number of positions in and around the station building. Whilst this will result in a change in the setting of the train shed, this will have no impact upon the legibility of the architectural and historic interest of the structure or the appreciation of its functional nature. Overall, there is no impact upon the significance of the Train Shed to Piccadilly Station.

Mintierna House (Grade II) and Minshull House (Grade II)

- 5.64 Mintierna House and Minshull House form a group to the west of Chorlton Street. Both have historic and architectural interest as former warehouses. Mintierna is a former

shipping warehouse dating to the mid-late 19th century. It is in red brick with a façade of coursed sandstone rubble. Minshull House is a canal warehouse which dates to the early mid-19th century, and was later altered and enlarged. It is in red brick with English garden wall bond, with the front elevation being rendered.

- 5.65 The two buildings are contrasting in style and materiality but have group value along with the canal to the west. The appreciation of the two together along with Minshull House allows understanding of the former function of the buildings and character of the area and comprises an important aspect of their setting.
- 5.66 The proposed new building will be partially visible when looking south, rising above the roofline of the Institute of Science and Technology. The Proposed Scheme therefore results in a change to the character of the view. In these views it will however be seen alongside existing modern buildings and will form part of the existing mixed context.
- 5.67 Whilst there will be some limited visibility of the Proposed Scheme, this will be seen within the existing urban setting of the listed building. There will be no impact upon the appreciation of their architectural or historic interest or on the appreciation of their group value. The significance of the two assets will be sustained.

46 Sackville Street (Grade II) and Regency House with Barclays Bank (Grade II)

- 5.68 Regency House with Barclays Bank is a former shipping or packing warehouse, now a bank and offices, which dates to 1880-90. As set out in Section 4 it has architectural interest for its iron frame with sandstone ashlar and red brick dressings. Features include large punch-dressed plinths forming piers to the ground floor with a frieze above and banded brick piers to the upper floors. 46 Sackville Street is a shipping warehouse dating to 1860-70 which is listed for group value. Both are constructed in red brick and have a resonance with the warehouses that define the character of the area to the west. The groupings of warehouses on Whitworth Street and Princess Street are aspects of setting that contribute to significance.
- 5.69 The Site is not visible from the listed buildings due to the distances involved and scale and mass of intervening development particularly the Institute of Science and Technology. There will be no views of the Proposed Scheme, and it will not be visible from the open area of Sackville Gardens to the east.
- 5.70 The Proposed Scheme will not affect appreciation of the robust architectural qualities of the buildings or the legibility of their historic interest. There will be no change to the appreciation of their group value or their dialogue with the surrounding warehouse buildings. The significance of the two assets will be sustained.

Views Assessment

- 5.71 A comprehensive Townscape Visual Impact Assessment (TVIA) has been prepared by Planit-IE. This includes the assessment of eight views. A number of these are relevant to consideration of the heritage impacts of the Proposed Scheme. The below table includes these views and provides a commentary on the effects. It should be read in conjunction with the assessment and judgements set out earlier in this section.

View 1: From Piccadilly Station forecourt (Existing)



This view is taken from the forecourt of Piccadilly Station looking south west towards the Proposed Scheme Site. To the left of the image is the glass frontage of the station building and to the right is Motel One. Motel One has a striking vertical emphasis and is dominant in the middle ground. The backdrop of the image contains a complex skyline consisting of the towers and cupolas of the LRPFS and other tall buildings at the UMIST campus, which rise above the LRPFS roofline. Due to the arrangement of infrastructure outside the station including bus stop shelters, fencing and lighting views of the roofline of the LRPFS are partially obscured and the view appears cluttered.

View 1: From Piccadilly Station forecourt (Proposed)



The Proposed Scheme will be prominent in the backdrop of this view with the three towers rising above and behind the roofline of the LRPFS in the centre of the frame. Due to their complementary colour, form and fenestration, the new building will have a dialogue with the Motel One building to the right of the frame.

The Proposed Scheme has a simple ordered and regular grid pattern to its elevations and this will contrast with the exuberant decorative expression of the LRPFS roofline. Additionally the building has a marked vertical form which contrasts with the horizontal character of the roofline of the LRPFS. Due to these differences the listed building remains clearly legible in the view, contrasting with the new building which appears as part of the urban

setting.

The proposed use of red brick and ensures the building is tonal with the colour of the LRPFS and does not over-dominate. Similarly the traditional quality of the material ensures that the building has a resonance with traditional buildings in this view. The subtle decoration in the elevations will add interest and break up the elevations in the view, reducing the perceived mass of the towers and ensuring a dialogue with the decorative aspects of traditional buildings in the view. Similarly the stepped form of the building ensures that the building does not dominate in the view.

The new building will result in a marked change to this view however the view is already experienced in the context of the complex urban character of Manchester City Centre with large scale modern buildings already visible.

View 2: From Piccadilly Station taxi rank



View 2 is taken from the London Road entrance to Piccadilly Station looking west towards the Proposed Scheme Site. The present view contains a complex mix of built developments including modern and historic buildings. The foreground of the view is cluttered by street furniture including railings, bike storage and bollards. Framing the view to the right is the glazed frontage of Piccadilly Station. Beyond London Road a partial view of the far corner elevation of the LRPFS is visible. The central part of the view is comprised of a group of contrasting buildings including a late 20th century residential block, a traditional 18th century public house and an early-mid 20th century building; these buildings form an irregular building line and roofscape above which buildings within the

View 2: From Piccadilly Station taxi rank



The Proposed Scheme will be clearly visible in the view and is larger than the existing buildings. It will however be seen as a part of the complex mix of built development already experienced in this view.

The use of red brick ensures that the building will be in keeping with traditional buildings which are visible in this view and will have a visual dialogue with them. The tallest tower is most prominent in this view, however this is appropriate to the mixed character of the area and adds an landmark building to the visible at the exit from Piccadilly Station. The lower towers are visible stepping away from the central part of the view and the use of white materials to the connecting blocks ensure that the mass of the building is broken down and that it harmonises with the mixed materials and

UMIST campus are visible.

built form found in the foreground.

View 3: From Piccadilly Station Platform 13/14 (Existing)



View 3 is taken from the far east side of Platform 13 and 14 of Piccadilly Railway Station. The platform and associated infrastructure comprises the frontage of the view. A backdrop of large scale buildings is visible, with a partial view of the roofline of the Institute of Science and Technology and the LRPFS to the right.

View 3: From Piccadilly Station Platform 13/14 (Proposed)



The new development will be prominent in the centre of the view with a strong verticality in the centre of the image. The building will partially screen the roofline of the Institute of Science and Technology however this view is incidental, already partially screened by trees and buildings and not a key view of the building. The LRPFS remains fully appreciable to the right of the view.

View 4: London Road/ Altrincham Street (Existing)



View 4: London Road/ Altrincham Street (Proposed)



View 4 is taken from London Road looking west towards the Manchester South Junction and Altrincham Railway Viaduct (grade II) which encloses the right of the image. The Sculptural Wall (grade II) to the left side of the image is partially screened by trees and the modern fence which encloses it.

The Proposed Scheme will be visible rising above the viaduct to the right side of the view. This will alter the experience of the viaduct which is in the foreground however it will remain legible as a robust functional structure with a clear horizontal emphasis; the scale of the viaduct remains clear in this image. The massing of the proposals is broken up by the stepped height and separation of the three blocks, which reduces the impact of new built form. The proposed material palette is also complementary to the viaduct. The visibility of the new building has no impact on the appreciation of the sculptural wall in this view.

View 5: Granby Row facing west (Existing)



View 5 is taken from Granby Row facing west from the junction of South Pump Street. The vacant plot of the Site with hoarding is visible in the centre of the view. The rear elevation of the Institute of Science and Technology is partially visible fronting onto Granby Row to the right.

View 5: Granby Row facing west (Proposed)



The Proposed Scheme will reinstate a historic block creating a sense of enclosure to Granby Row which is typical of the urban character locally and defined in the Whitworth Street Conservation Area. The high-quality architecture of the Proposed Scheme, including the materiality and detailing, complement the existing built form on Granby Row and the double height ground floor level with active frontages contribute positively to the character of the area.

The Institute of Science and Technology remains visible as a landmark on

Granby Row.

View 6: Vimto Gardens (Existing)



View 6 is taken from the pavement to the side of Vimto Gardens looking east towards the Site. The open area of Vimto Gardens is visible to the right enclosed by the Manchester South Junction and Altrincham Railway Viaduct (grade II) which is partially visible. To the left side of the image is the rear elevation of the Institute of Science and Technology (grade II) which encloses the road frontage. As a vacant plot, the Site forms an uncharacteristic extension to the open area of Vimto Gardens.

View 6: Vimto Gardens (Proposed)



The Proposed Scheme will be visible within this view and will terminate Vimto Gardens in the foreground. The built form is stepped back from the park to avoid becoming overly dominant. The architecture would be complementary to the existing built form within the Whitworth Street Conservation Area.

The Institute of Science and Technology to the left side of the view retains its dominance. The height of the towers step down towards viewpoint, ensuring

that the new building defers to the dominance of the Institute of Science and Technology and the use of a muted red brick ensures that the building is tonal.

View 7: University of Manchester, Altrincham Street (Existing)



View 7 is taken from within the University of Manchester campus where the landform drops below the street level at Altrincham Street and the Manchester South Junction and Altrincham Railway Viaduct. The university buildings to the right and open space in the foreground contrast with the railway viaduct which forms a boundary to the north of the

View 9: University of Manchester, Altrincham Street (Proposed)



The Proposed Scheme will form a prominent built form to the north of the viaduct. The Manchester South Junction and Altrincham Railway Viaduct remains a clear boundary, separating the urban built form to the north and university buildings to the south.

The viaduct will remain legible as a robust functional structure with a clear

university campus.

horizontal emphasis. The massing of the proposals is broken up by the stepped height and separation of the three blocks, which reduces the impact of new built form. The proposed material palette is also complementary to the viaduct. The visibility of the new building will not detract from the significance of the listed building.

View 8: Granby Row (Existing)



View 8: Granby Row (Proposed)



View 8 is taken from Granby Row looking east towards the Proposed Scheme Site . Granby Row itself is central in this image and to the right is

The Porposed Scheme will provide a positive termination to Vimto Gardens in long disance views of the street. The building is assertive and will be

Orient House (Grade II) which was covered by scaffolding, and Granby House, 61-63 Granby Row (grade II) and a further non-listed building beyond. These buildings create a strong and continuous building line which is broken by trees within Vimto gardens.

The left side of the image is characterised by modern developments including a solid wall to the frontage and a 20th century apartment building beyond.

clearly legible in the backdrop of the image however it will not detract from the clear dominance and group value of the listed buildings in the foreground.

Summary

- 5.72 The existing character of the area surrounding the Site is fragmentary and does not contribute to the overall character and appearance of the Whitworth Street Conservation Area. Due to the Proposed Scheme reinstating the historic building line to Granby Row, its positive dialogue with the street frontage and with Vimto gardens, and the high quality building which resonates with the detailing and materials of buildings in the conservation area, the Proposed Scheme is considered to preserve and enhance the character and appearance of the Whitworth Street Conservation Area.
- 5.73 Having assessed the listed buildings near the Site and the elements of setting which contribute to their setting, it is considered that the Proposed Scheme would not diminish or harm their significance. The urban character of the area with a mix of modern and traditional buildings close to Piccadilly Station form a suitable location for a tall building. The acceptability of a tall building in this location was established in the 2018 consented planning application and it is considered that the Proposed Scheme does not materially alter that conclusion.
- 5.74 The composition of the new development has been designed to reflect the built form of the area, with the building stepping up to the north, closer to Piccadilly Station and the southern section stepping down towards the more traditional buildings in the heart of the Whitworth Street Conservation Area. Due to the regular rhythm of the articulation the building does not appear dominant and defers to the more decorative aspects of the traditional buildings in the area. Subtle decorative details to the window openings resonate with the decorative elevations of traditional buildings within the conservation area. Overall, the Proposed Scheme sustains the significance of the identified listed buildings and the character and appearance of the Whitworth Street Conservation Area.

Review of Heritage Legislation, Policy and Guidance

Statutory Duty of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the NPPF

- 5.75 The statutory duties 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 (s.66) and to preserve or enhance the character and appearance of conservation areas (s.72) are matters which should be accorded 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 the character or appearance of a conservation area.
- 5.76 Having regard to the significance of identified designated assets and the contribution made by setting to that significance (including the Proposed Scheme Site) and having given great weight to the conservation of these assets, it is concluded that the Proposed Scheme would not be harmful to their significance. The Proposed Scheme will preserve and enhance the character and appearance of the Whitworth Street Conservation Area.
- 5.77 The Proposed Scheme accords with the relevant heritage policy requirements of the NPPF and satisfies s.66 and s.72 of the Planning (Listed Buildings and Conservation Area Act) 1990.
- 5.78 The NPPF requires that great weight is given to the conservation of designated heritage assets. Importantly, Annex 2 of the NPPF defines the term “conservation” as the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance. In our view this is not intended by national planning policy to be a process that looks to prevent change or arrest development, particularly where new development has been shown to be well-considered and well-designed in light of its particular context, and also has the potential to deliver wider public benefits.
- 5.79 With respect to the core planning principle of the NPPF in relation to the historic environment, the Proposed Scheme would sustain, and thereby conserve, the significance of the identified assets. Accordingly, the Proposed Scheme meets the objectives of paragraph 199 of the NPPF.
- 5.80 The NPPF sets out at paragraph 200 that any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification. However, it is our assessment of heritage impacts in this section that harm would not arise as a result of the scheme development overall. The further policy provisions or tests with regard to heritage harm (as set out in paragraphs 201-202) would therefore not apply.

Local Planning Policy Considerations

- 5.81 Policy EN3 of the Manchester Core Strategy relates to Heritage. The Proposed Scheme accords with this policy. As described above, the building is designed to complement and accord with the distinct character of the Whitworth Street Conservation Area. The height, form, scale and proposed materials and detailing of the building have been designed to respond to and reflect the prevailing character of the buildings within the conservation area. As set out above the Proposed Building enhances the Whitworth

Street conservation area by reinstating the historic building line and introducing a high quality new building in a transitional location. The significance of the relevant listed buildings is sustained.

- 5.82 Policy DC18.1 of the Manchester UDP relates conservation areas. The Proposed Scheme accords with this policy and as aforementioned, it will preserve and enhance the character and appearance of the conservation area. The Proposed Scheme also fully accords with Policy DC19 of the UDP. The new development comprises a high quality addition to the setting of the proximate listed buildings. The above assessment and views assessment confirms that the Proposed Scheme will preserve the setting of the listed buildings and sustain their overall significance.

6. Conclusions

- 6.1 This Heritage Statement has been prepared by Turley Heritage on behalf of IQ Student Accommodation to support a planning application for the development of a purpose built student accommodation (PBSA) development at Echo Street, Manchester. The Proposed Scheme has been developed as a change to an existing consented scheme (Application No. 118267/FO/2017). Planning Permission was granted in June 2018 for the demolition of existing buildings on site and their replacement with a mixed-use development comprising 3 blocks, with intermediary link buildings.
- 6.2 The Proposed Scheme includes an increase in height for each block, compared to the original scheme, the total number of storeys is increased by three, across all blocks. In comparison with the heights originally consented are as follows:
- Block A height increase: +5.4m
 - Block B height increase: +4.1m
 - Block C height increase: +2.9m
- 6.3 The increase in height is proposed to achieve the quantum of beds that make the scheme feasible. The overall increase in height is off-set and mitigated by several measures:
- Reduction in height of Ground Floor (from 4500mm to 3900mm).
 - Reduction of typical floor-to-floor heights (from 3015mm to 2940mm) without sacrificing internal floor to-ceiling height.
 - Setting-back top floors in link blocks to diminish impact on Granby Row.
- 6.4 The Proposed Scheme Site is located within the Whitworth Street Conservation Area and is proximate to a number of listed buildings including the grade II* listed London Road Police and Fire Station. Manchester City Council 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 a listed building (S.66) and to preserve or enhance the character and appearance of conservation areas (S.72).
- 6.5 The present lower density fragmented townscape on the south side of Granby Row reflects a relatively recent pattern of development. Formerly the southern side of Granby Row was developed with a series narrow, footprints extending back from the Granby Row frontage. This dense development was cleared during the mid-20th century and Chandos Hall was constructed in 1962-4, designed by the local architects Cruickshank and Seward. The Site now comprises an empty plot of land surrounded by hoarding.
- 6.6 The Site and the collection of lower rise buildings in the immediate surroundings have a negative effect on the character and appearance of the conservation area in respect

to site planning, lack of enclosure to Granby Row and materiality, which conflicts with the established character of the area.

- 6.7 The Proposed Scheme is considered to be visually and architecturally consistent with the proposals consented in the 2018 planning application, where the development was considered acceptable in scale, mass and design. The minimal increase in height has been mitigated where possible and is not considered to alter that conclusion.
- 6.8 Having assessed the listed buildings near the Proposed Scheme Site and the elements of setting which contribute to their setting, it is considered that the Proposed Scheme would not diminish or harm their significance. A tall building is proposed but located within an area already characterised by a mix of modern and traditional buildings, and close to Piccadilly Station. The composition of the new development has been designed to reflect the built form of the area, with the taller sections being to the north, closer to Piccadilly Station and the southern section stepping down towards the more traditional buildings in the heart of the Whitworth Street Conservation Area. Due to the ordered and calm grid pattern of the articulation the building does not appear dominant and defers to the more decorative aspects of the traditional buildings in the area. Subtle decorative details to the window openings resonate with the decorative elevations of traditional buildings within the conservation area. Overall, the Proposed Scheme sustains the significance of the identified designated assets.
- 6.9 Due to the Proposed Scheme reinstating the historic building line to Granby Row, its positive dialogue with the street frontage and with Vimto gardens, and the high quality building which resonates with the detailing and materials of buildings in the conservation area, the Proposed Scheme is considered to preserve and enhance the character and appearance of the Whitworth Street Conservation Area.
- 6.10 The Proposed Scheme accords with the relevant heritage policy requirements of the NPPF and the requirements of s.66 and s.72 of the Planning (Listed Buildings and Conservation Areas) Act can be satisfied if Manchester City Council grants planning permission. The Proposed Scheme also accords with Policy EN3 of the Manchester Core Strategy and DC18.1 and DC19 of the Manchester UDP.

Appendix 1: Legislative and Policy Framework

Statutory Duties

The Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

“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”.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in the exercise of planning functions with respect to any buildings or land in a conservation area that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

The concept of ‘preserve’ has been interpreted through case law to mean ‘to cause no harm.’

Recent case law¹⁸ has confirmed that Parliament’s intention in enacting section 66(1) of the 1990 Act was that decision-makers should give ‘considerable importance and weight’ to the desirability of preserving the setting of listed buildings, where ‘preserve’ means to ‘to do no harm’. This duty must be borne in mind when considering any harm that may accrue and the balancing of such harm against public benefits as required by national planning policy. Case law has confirmed that this weight can also be applied to the statutory tests in respect of conservation areas.¹⁹ The Secretary of State has confirmed²⁰ that ‘considerable importance and weight’ is not synonymous with ‘overriding importance and weight’.

Importantly, the meaning of preservation in this context, and for both listed buildings and conservation areas, as informed by case law, is taken to be the avoidance of harm.

It has been demonstrated that section 72 requires attention to be directed to the effect on the conservation area as a whole rather than on particular parts of it.²¹

¹⁸ Barnwell Manor Wind Energy Limited and (1) East Northamptonshire District Council (2) English Heritage (3) National Trust (4) The Secretary of State for Communities and Local Governments, Case No: C1/2013/0843, 18th February 2014.

¹⁹ The Forge Field Society v Sevenoaks District Council [2014] EWHC 1895 (Admin); North Norfolk District Council v Secretary of State for Communities and Local Government [2014] EWHC 279 (Admin).

²⁰ Appeal by Crudance Strategic Ltd: Land at Razor’s Farm, Chineham, Basingstoke (ref. APP/H1705/A/13/2205929), 2014.

²¹ South Oxfordshire DC v SSE & J Donaldson [1991] CO/1440/89.

National Policy

National Planning Policy Framework (NPPF) 2021

The National Planning Policy Framework (NPPF) was introduced in March 2012 as the full statement of Government planning policies covering all aspects of the planning process. A revised National Planning Policy Framework was published in July 2018. A revision was issued in July 2021, which replaced the previous versions published in March 2012, revised in July 2018 and updated in February 2019. Chapter 16 of the NPPF outlines the Government's guidance regarding conserving and enhancing the historic environment in more detail.

The glossary of the NPPF (Annex 2) defines conservation as the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Paragraph 194 requires the significance of the heritage assets, which may be affected by the proposals to be described as part of any submission, ideally as part of a Heritage Statement report. The level of detail should be proportionate to the importance of the assets and sufficient to understand the potential impact of the proposals on their significance.

Paragraph 195 sets out that local planning authorities should also identify and assess the particular significance of heritage assets that may be affected by proposals. They should take this assessment into account when considering the impact of proposals in order to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 197 states that local planning authorities should take account of the desirability of sustaining and enhancing the significance of all heritage assets and putting them into viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199 further outlines that local planning authorities should give great weight to the asset's conservation when considering the impact on a Proposed Scheme on the significance of a designated heritage asset. The more important the heritage asset, the greater the weight should be.

Paragraph 200 specifies that any harm to, or loss of, significance of a designated heritage asset should require clear and convincing justification.

Paragraph 201 outlines that local planning authorities should refuse consent where a proposal will lead to substantial harm or total loss of significance, unless it can be demonstrated that this is necessary to deliver substantial public benefits that outweigh such harm or loss, or a number of other tests can be satisfied.

Paragraph 202 concerns proposals which will lead to less than substantial harm to the significance of a designated heritage asset. Here harm should be weighed against the public benefits, including securing the optimum viable use.

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. It outlines that local planning authorities should also look for opportunities for new

development within conservations areas and the setting of heritage assets to enhance or better reveal their significance.

Manchester Core Strategy (2012-2027)

Manchester Local Plan

The Manchester Local Plan is formed of the Core Strategy 2012-2027 and Proposals Map, the extant Unitary Development Plan (UDP) Policies and relevant Development Plan Documents (DPDs).

Policy EN 2 of the Core Strategy relates to tall buildings, which are defined as ‘buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline’. It further states that proposals for tall buildings will be supported where it is demonstrated that they:

- *“Are of excellent design quality,*
- *Are appropriately located,*
- *Contribute positively to sustainability,*
- *Contribute positively to place making, for example as a landmark, terminating a view, or by signposting a facility of significance, and*
- *Will bring significant regeneration benefits.”*

Policy EN 3 (Heritage) of the Core Strategy states that:

‘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...’

Policy DC6.2 states that in the case of development within a Conservation Area, development will not be permitted unless the built form and surrounding spaces maintain or enhance the character of the area.

Policy DC18.1 confirms that the Council will give particularly careful consideration to development proposals within Conservation Areas. It states the following:

“a) The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:

- i) the relationship of new structures to neighbouring buildings and spaces;*
- ii) the effect of major changes to the appearance of existing buildings;*

iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);

iv) the effect of signs and advertisements;

v) any further guidance on specific areas which has been approved by the Council.

b) The Council will not normally grant outline planning permission for development within Conservation Areas.

c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.

d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.

e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas."

Policy DC19 of the UDP relates to the determination of planning applications for development which involve or have an impact on buildings of Special Architectural or Historic Interest. It states that the Council will have regard to protecting their general setting. In giving effect to this policy, the Council will:

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..."

Other Guidance and Material Considerations

National Planning Practice Guidance (NPPG)

National Planning Practice Guidance (NPPG) was first issued by the Government in 2014 as a living web resource, including a category on conserving and enhancing the historic environment. This is intended to provide more detailed guidance and information with regard to the implementation of national policy set out in the NPPF, and has been updated most recently in 2019 to reflect policy and case law changes.

National Design Guide: Planning practice guidance for beautiful, enduring and successful places 2019

The government has published the National Design Guidance to underpin the NPPF design policies. The purpose of this document is to set out how well-designed places are recognised, and to assist policy makers, decision takers and applicants preparing applications.

The document outlines and illustrates the Government's priorities for well-designed places in the form of ten characteristics which form an overarching framework.

“Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.”

The ten characteristics are summarised as follows:

Context – enhances the surroundings;

Identity – attractive and distinctive;

Built form – a coherent pattern of development;

Movement – accessible and easy to move around;

Nature – enhanced and optimised;

Public spaces – safe, social and inclusive;

Uses – mixed and integrated;

Homes and buildings – functional, healthy and sustainable;

Resources – efficient and resilient; and

Lifespan – made to last.

A National Model Design Code will be published and consulted on in due course and will form part of this guidance. This will set standards for key elements of successful design.

Department of Culture, Media and Sport Circular: Principles of Selection for Listing Buildings 2018

The Principles of Selection for listing buildings sets out the general criteria for assessing the special interest of a building in paragraph 16, as below:

“Architectural Interest. To be of special architectural interest a building must be of importance in its architectural design, decoration or craftsmanship; special interest may also apply to nationally important examples of particular building types and techniques (e.g. buildings displaying technological innovation or virtuosity) and significant plan forms;

Historic Interest. To be of special historic interest a building must illustrate important aspects of the nation’s social, economic, cultural, or military history and/or have close historical associations with nationally important people. There should normally be some quality of interest in the physical fabric of the building itself to justify the statutory protection afforded by listing.”

When making a listing decision, paragraph 17 sets out that the Secretary of State may also take into account:

“Group value: The extent to which the exterior of the building contributes to the architectural or historic interest of any group of buildings of which it forms part, generally known as group

value. The Secretary of State will take this into account particularly where buildings comprise an important architectural or historic unity or a fine example of planning (e.g. squares, terraces or model villages) or where there is a historical functional relationship between the buildings. Sometimes group value will be achieved through a co-location of diverse buildings of different types and dates.

Fixtures and features of a building and curtilage buildings: The desirability of preserving, on the grounds of its architectural or historic interest, any feature of the building consisting of a man-made object or structure fixed to the building or forming part of the land and comprised within the curtilage of the building.

The character or appearance of conservation areas: In accordance with the terms of section 72 of the 1990 Act, when making listing decisions in respect of a building in a conservation area, the Secretary of State will pay special attention to the desirability of preserving or enhancing the character or appearance of that area.”

General principles for selection are also set out in this advice, in paragraphs 18-23. These include: Age and rarity; Buildings less than 30 years old; Aesthetic merits; Selectivity; and National interest, although State of repair will not usually be a relevant consideration.

In addition to the criteria and general principles set out in the guidance, a number of Selection Guides for different building types have been published by Historic England, first in 2011 and then later updated. These Selection Guides provide further information regarding each building type, and demonstrate what features are considered significant and likely to make a building of special architectural or historic interest when assessing each building type.

Equivalent Selection Guides for registered parks and gardens of historic interest have also been published by Historic England regarding each landscape type.

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

This document provides advice on the implementation of historic environment policy in the Framework and the related guidance given in the PPG. For the purposes of this report, the advice includes: assessing the significance of heritage assets; using appropriate expertise; and also historic environment records.

It provides a suggested staged approach to decision-making where there may be a potential impact on the historic environment:

- “1. Understand the significance of the affected assets;*
- 2. Understand the impact of the proposal on that significance;*
- 3. Avoid, minimise and mitigate impact in a way that meets the objectives of the Framework;*
- 4. Look for opportunities to better reveal or enhance significance;*
- 5. Justify any harmful impacts in terms of the sustainable development objective of conserving significance and the need for change;*

6. Offset negative impacts on aspects of significance by enhancing others through recording, disseminating and archiving archaeological and historical interest of the important elements of the heritage assets affected."

With particular regard to design and local distinctiveness, advice sets out that both the NPPF (section 7) and NPPG (section ID26) contain detail on why good design is important and how it can be achieved. In terms of the historic environment, some or all of the following factors may influence what will make the scale, height, massing, alignment, materials and proposed use of new development successful in its context:

- (a) The history of the place*
- (b) The relationship of the proposal to its specific site*
- (c) The significance of nearby assets and the contribution of their setting, recognising that this is a dynamic concept*
- (d) The general character and distinctiveness of the area in its widest sense, including the general character of local buildings, spaces, public realm and the landscape, the grain of the surroundings, which includes, for example the street pattern and plot size*
- (e) The size and density of the proposal related to that of the existing and neighbouring uses*
- (f) Landmarks and other built or landscape features which are key to a sense of place*
- (g) The diversity or uniformity in style, construction, materials, colour, detailing, decoration and period of existing buildings and spaces*
- (h) The topography*
- (i) Views into, through and from the Site and its surroundings*
- (j) Landscape design*
- (k) The current and historic uses in the area and the urban grain*
- (l) The quality of the materials*

Historic England: Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets 2017 (2nd Edition)

GPA Note 3 provides information to assist in implementing historic environment policy with regard to the managing change within the setting of heritage assets, and also now views analysis. This also provides a toolkit for assessing the implications of development proposals affecting setting and views. A series of stages are recommended for assessment, these are:

- (m) Step 1: identifying the heritage assets affected and their settings*

- (n) Step 2: assessing whether, how and to what degree these settings make a contribution to the significance of the heritage asset(s)*
- (o) Step 3: assessing the effect of the Proposed Scheme*
- (p) Step 4: maximising enhancement and minimising harm*
- (q) Step 5: making and documenting the decision and monitoring outcomes.*

Historic England: Advice Note 1: Conservation Area Designation, Appraisal and Management 2019 (2nd Edition)

This Historic England Advice Note supports the NPPF and NPPG, and is intended to set out ways to manage change in a way that conserves and enhances historic areas through conservation area designation, appraisal and management. It seeks to offer advice to all those involved in managing conservation areas so that the potential of historic areas worthy of protection is fully realised, the need for community and owner consultation examined, and the benefits of management plans to manage change, and achieve regeneration and enhancement, fully exploited. Advice on appraisal of conservation areas is also given, as assistance in demonstrating special interest and articulating character, guiding investment, and in developing a management plan.

Historic England: Advice Note 12: Statements of Heritage Significance 2019

This Historic England Advice Note provides general advice regarding preparation of statements of heritage significance and analysing of significance for the full range of heritage assets. This is designed primarily for applicants proposing changes to heritage assets, and accords with the Framework as revised.

Appendix 2: Heritage Asset Plan

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