



Shipyard (Albert Shed)

Water Street, Manchester

Heritage Statement: Significance and Impact

Prepared for: Allied London

13 December 2022

Contents

1.	Introduction	3
1.1	Background and Proposals.....	3
1.2	Planning Policy Context	4
1.3	Historic England Guidance	5
2.	Site and Heritage Context.....	6
2.1	The Site (Albert Shed)	6
2.2	Listed Buildings	6
2.3	Curtilage Listing.....	7
2.4	Conservation Areas	8
2.5	Non-designated heritage assets	8
2.6	Archaeological Potential	8
3.	History and Development.....	9
3.1	Introduction	9
3.2	Brief History and Development of area around the Site	9
3.3	Map regression	10
3.4	Albert Shed – Site Description	18
4.	Significance Assessment.....	21
4.1	Introduction	21
4.2	The Site (Albert Shed)	21
4.3	Identified Heritage Assets.....	23
4.4	Significance Assessment Summary	26
5.	Heritage Impact Assessment	27
5.1	Introduction	27
5.2	Assessment Methodology.....	27
5.3	The Proposals.....	28
5.4	Heritage Impact Assessment – discussion	30
5.5	Summary – Heritage Impact Assessment	31
5.6	Conclusions	31
	Appendices	33
	Appendix I: Listing Descriptions.....	33
	Appendix II: Assessing the Magnitude of Change or Impact	35

1. Introduction

1.1 Background and Proposals

The following Heritage Statement has been prepared by Stephen Levrant Heritage Architecture Ltd. (SLHA) on behalf of Allied London and relates to the site known as 'Albert Shed', Water Street, Manchester. The Site comprises a composition of early-20th century shed structures which are situated to the east of the Grade II listed Victoria and Albert Hotel (List UID: 1254727) and the Irwell Street Bridge (also Grade II - List UID: 1386141), refer to Fig.1 below and to Appendix I for full listing descriptions. The site is also located within the Castlefield Conservation Area. Due to the history of the Site, in relation to the Grade II listed Victoria and Albert Hotel, this report considers the issues of the Site being curtilage listed.

The Site is understood to have been owned by the Council and partly used as a car park by the adjacent hotel during the 1970s up until 2018, when Allied London acquired the Site. The current proposals seek to redevelop the former sheds (to become known as 'the Shipyard') in accordance with the wider St. John's Masterplan (currently underway), which has considerably revitalised the northern aspect of the Castlefield Conservation Area.

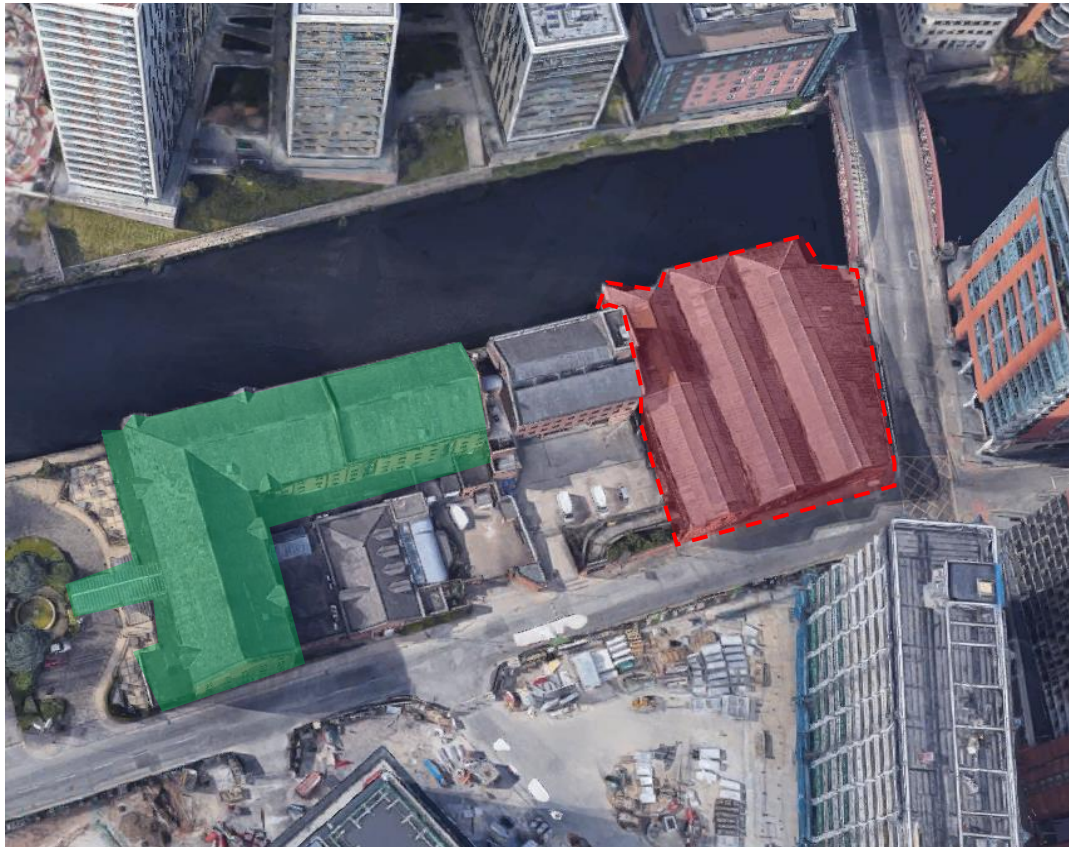


Figure 1: Plan highlighting the location the Site (outlined in red) at Irwell Street in the context of the wider area. The Grade II listed Victoria and Albert Warehouse is visible to the west (shaded green), with a 1990s extension which segregates the site from the warehouse. **Source:** Google Maps, accessed September 2022.

SLHA had previously been commissioned by Allied London to provide a baseline assessment of the St. John's Masterplan (c.2016), which included a high-level assessment of the Albert Shed site. It is understood the site was granted outline planning permission to be demolished in October 2016 (MCC Planning Ref: 109660/FO/2015/C1).

Having reviewed the initial information pack, we understand the current proposals seek to retain the principal fabric components of the shed structure and convert the former car park into a food hall. The purpose of this document is to provide an updated, more thorough appraisal of the site's relative significance and its contribution to the special interest of nearby designated heritage assets (including the character and appearance of the Castlefield Conservation Area).

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

1.2 Planning Policy Context

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

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

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

The analysis of heritage significance in this Heritage Statement accords with the requirements of **paragraphs 194 and 203** of the NPPF (2021) and Historic England's October 2019 guidance, as it presents sufficient and proportionate evidence to enable the Council, *"to reach an informed decision"*. The conclusions of this Heritage Statement are thus based on the *"need to be proportionate to the significance of the heritage assets [potentially] affected, and the impact on the significance of those heritage assets"*.

In order to test the relative impact upon the built historic environment, the following Heritage Statement (including a Visual Heritage Impact Assessment) will assess the potential visual impact of the proposed scheme on the setting of nearby Listed Buildings and the impact upon the character and appearance of the Castlefield Conservation Area.

1.3 Historic England Guidance

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

The present report takes account of the advice contained within the revised version of Advice Note 3 on understanding what constitutes the setting of a listed building, conservation area or other heritage asset. The Heritage Statement has also drawn on the guidance of **Historic England's Advice Note 10: Listed Buildings and Curtilage (published 2018)**.

Lastly, the Heritage Statement accords with the requirements of the NPPF, and the guidance set out in **Historic England's Advice Note 12**, '*Statements of Heritage Significance : Analysing Significance in heritage Assets*' (October 2019), providing relevant and proportionate information sufficient to inform decision-making by the Council.

2. Site and Heritage Context

2.1 The Site (Albert Shed)

The Site comprises a roughly rectangular, single-storey, transhipment shed, at the junction of Water Street and Irwell Bridge Street. The building is an early-20th century adaptation of an earlier wing which belonged to Albert Warehouse (now Grade II), which was partially demolished following a substantial fire in 1913.

Albert Shed is identified on the Historic Environment Record (HER) under ref: 12386, in which it is simply identified as being part of the Castlefield Conservation Area:

- Site Type: River Navigation Warehouse
- (Site of) Period Early twentieth century
- NGR 383113 398175 Source OS 1922

Description: A roughly rectangular, single-storey, transhipment shed, measuring 62 x 42m, at the junction of Water Street and Irwell Bridge Street. The building is twentieth-century adaption of a perimeter wall formally belonging to a wing of the Albert Warehouse, which was partially demolished between 1908 and 1922. The surviving fabric comprised parts of its external warehouse and yard wall to a height of c 2m, which were built on top of to form an open-sided shed with three new gable ends with a series of new window openings. The remaining lower parts of the Water Street elevation contain a blocked doorway, once leading into the Albert Warehouse which now forms part of the external wall of the shed. The extant building comprises three bays, with king-post roof trusses supported by steel columns. The site included a wooden pent across the River Irwell and an overhead crane.

2.2 Listed Buildings

Statutory listing of buildings means that a building is of special architectural or historic interest and is therefore of heritage significance. Grading of listed buildings reflects their architectural and historic interest; Grade I buildings are of exceptional interest; Grade II* buildings are particularly important buildings of more than special interest; and Grade II buildings are of special interest. **Figure 2 below**, provides information on the two Listed Buildings within the immediacies of the Site, the setting of which special regard should be made.

1. Victoria and Albert Hotel – Grade II (List UID: 1254727)
2. Irwell Street Bridge - Grade II (List UID: 1386141).

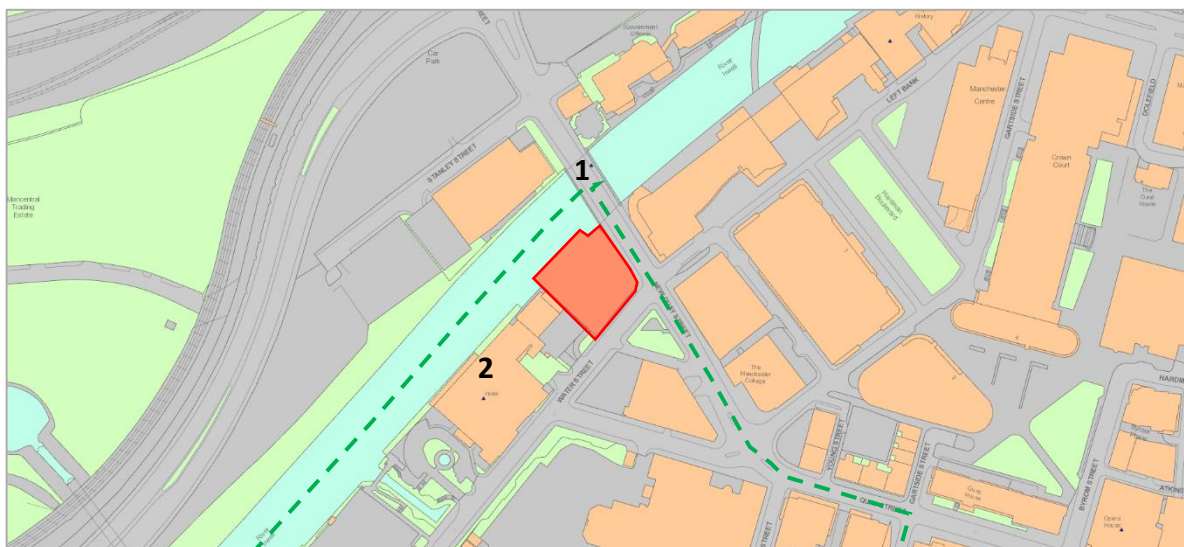


Figure 2: The extent of the Site is shaded red on the map. The two-listed buildings are numbered. The extent of the Castlefield Conservation Area boundary is denoted by the dotted green line. Source: Map adapted from NHLE Map (Historic England website) utilising data from Manchester City Council website.

2.3 Curtilage Listing

Section 1(5) of the Planning (Listed Buildings and Conservation Areas) Act 1990 defines curtilage listed structures in the following terms:

“a) any object or structure fixed to the building;

(b) any object or structure within the curtilage of the building which, although not fixed to the building, forms part of the land and has done so since before 1st July 1948”

As is stated within the Heritage Protection Guide: Listed Buildings (Historic England Website), in many instances, the list entry will ‘identify the principal building or buildings that are listed by the formal list entry and not the narrative description’. Hence, the extent of the listing, including structures within the curtilage of the listed building, are not always covered within the narrative description.

In general, any pre-1948 structure that formed part of the land and was in the curtilage of the principal listed building at the date of listing and is ancillary to the principal building is considered to be part of the listing. Whilst the extent of curtilage for a listed building is always assessed on a case-by-case basis, in general terms, any structure established post 1st July 1948 would not meet the criteria for curtilage listing.

The courts have considered the precise extent of curtilage on many occasions. Determining the exact curtilage of any building can be a complex question and much will depend upon the facts of the individual case. The key considerations are the physical layout of the buildings; the ownership past and present; and, the function of the buildings and spaces past and present.

As the Site shares a historical relationship to the Grade II listed Albert Warehouse (Grade II), which was listed at Grade II on 03 October 1974, there is the potential for the existing buildings within the site boundary to be considered as within the ‘curtilage’ of the adjacent listed warehouse. The following Heritage Statement report will consequently seek to address the key considerations (identified above) and identify whether the Albert Shed Shipyard would meet the relevant criteria.

It should be noted that if the site is identified to meet the criteria as a 'curtilage building', any upcoming proposals which would affect the special interest of the principal structure would be subject to Listed Building Consent (LBC).

2.4 Conservation Areas

Conservation Areas are designated areas that are deemed to have special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The Site is situated within the northern-most edge of the Castlefield Conservation Area. There will consequently be a requirement to assess the contribution the existing site makes to the character of the designed area, and the relative impact the proposals will have on its significance; in accordance with Section 72 of the Planning Listed Buildings and Conservation Area Act 1990.

2.5 Non-designated heritage assets

Local planning authorities may identify buildings as non-designated heritage assets. These are buildings, monuments, sites, places areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as 'locally listed'. Local Planning Authorities can also identify non designated heritage assets during the planning process under the requirements of Annex 2 of the NPPF (2019).

Whilst Manchester City Council does not maintain a 'local list', it nevertheless acknowledges heritage assets which have local significance. At the time of writing, the Site is not considered to be a 'non-designated heritage asset' and has not been identified as such by the LPA. For the purposes of this assessment, therefore, para.203 of the NPPF is not applicable.

2.6 Archaeological Potential

In 2016 (as part of the outline consent) a desk-based archaeological report was submitted to support the Planning Application (Oxford Archaeology North – issue number: 2015-16/1659). The report concluded that whilst there was some potential for part of the foundation of the former wing to the earlier 'Albert Warehouse' to remain in situ, the report concluded it was likely that any buried remains will have been largely destroyed during demolition and the redevelopment of the site as Albert Shed.

The Albert Shed site was identified to be of '*only local archaeological interest in view of their late construction date*'.

3. History and Development

3.1 Introduction

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

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

3.2 Brief History and Development of area around the Site

The origins of the immediate area surrounding the present day site (Albert Shed) began following the establishment of the first of Manchester's quay's in the late 18th century. This first quay was located at approximately the junction of Water Street and Quay Street, thus giving Quay Street its name (originally spelt as 'Key Street'). By the beginning of the 19th century other warehouses and wharves had been constructed in the area, alongside a handful of small residential roads and courts which were interspersed with warehousing and industrial buildings.

This process of industrial development was facilitated greatly by the introduction of canals, which provided the first efficient means of transporting bulk loads of goods. The first significant advance in the local transportation network was focused on the River Irwell when, in 1721, an Act of Parliament allowed the Mersey and the Irwell to be made navigable between Warrington and Manchester. This allowed waterborne trade to enter Manchester and Salford for the first time and provided an efficient link to the expanding port of Liverpool.

The Mersey & Irwell Navigation was probably completed in 1736 and, by 1740, wharfage facilities for boats of up to 50 tons were provided by a quay established on the Manchester side of the river by Edward Byrom, a wealthy fustian dealer and one of the proprietors of the Mersey & Irwell Navigation Company. The quay was built a short distance to the north-west of the present Site Area in 1735, at the bottom of what in that year became Quay Street, strategically located to carry much of the town's trade, with a river frontage of 136 yards. This street also linked to Water Street, which joined with Quay Street at a right angle and provided a more direct link between the quay and the town, and appears from the map evidence to have been laid out in about 1750.

By the late 1770's the Quay was already known as 'The Old Quay' or 'Key'. After c1780, the Old Quay was a name used for the site by the Mersey and Irwell Navigation Company. A large stone block which is now located along Grape Street is carved with the initials 'O.Q' and the date '1824'; these letters stand for 'Old Quay' and the block was probably a key stone to one of the riverside warehouses on Water Street which have since been demolished.

Land for a new canal was purchased in 1824 and in July 1836 the Salford & Manchester Junction Canal Act was passed allowing work to commence on the new Salford Junction Canal. The Act permitted the construction of a basin to be positioned parallel to Atherton Street and terminating just before Quay Street. This basin was named Brunswick Basin and served as a potato market on its sidings. By the early 1840s the canal was regarded surplus to requirements largely due to the timing of its construction coinciding with the beginnings of the railway boom. The canal remained open, but to limited trade and closed in 1922.

Water Street was originally part residential and part industrial; the two uses existing cheek by jowl. The street comprised of several large warehouses which were located on the banks of the River Irwell; these were

interlaced with some shops and several public houses dotted along the street. By the late 19th Century a number of timber yards, slaughter yards etc. and many general engineering works were also located here.

At some point between 1876 and 1878, a new street was laid out to connect Salford with Manchester via a new bridge called the Irwell Street Bridge. The street would initially have been named Irwell Street, but because of a second Irwell Street in the area it was soon renamed New Quay Street.

Warehouses along Water Street were large and built of red brick and lined the banks of the Irwell from the early-19th century. Two of these warehouses, the Victoria Warehouse and the Albert Warehouse survive today and have been converted into the Victoria and Albert Hotel.

Newspaper records from 1913 indicate the northern wing of Albert Warehouse was destroyed in a fire in September that year. The site was then cleared and a series of pitched sheds (the Site) were erected, forming what is today known as 'Albert Shed'. Historic mapping suggests the sheds bore some relationship to the principal warehouse (Albert Warehouse) by virtue of sharing the same name. Land registry records indicate the sheds were used as car parking for the hotel during the 1970s, but also served as advertising hoarding. Two of the western sheds were demolished in the 1990s to make way for a new extension to the Victoria and Albert Hotel (still extant).

3.3 Map regression

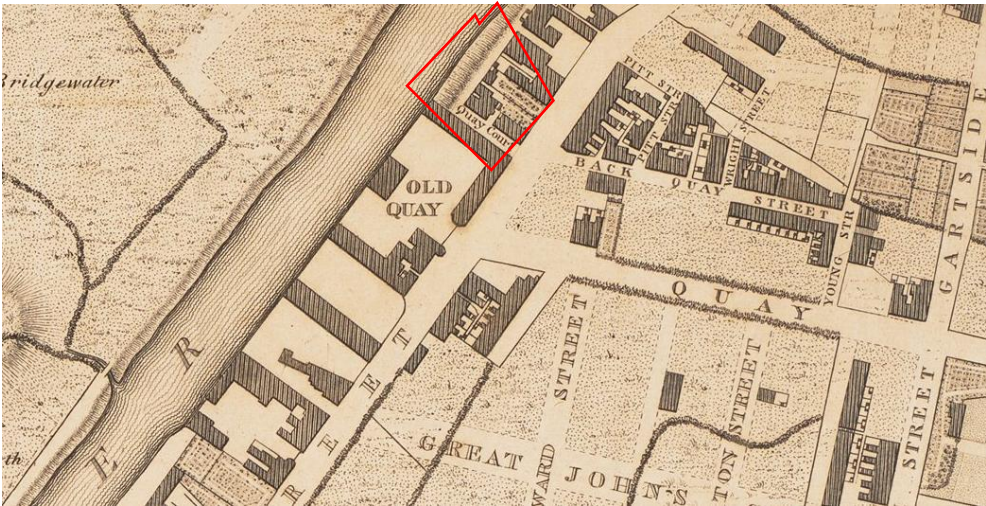
Table 1: Historic Map Regression.

Figure 3: 1794 (William Green): Green’s late-18th century map of Manchester is one of the first to provide an indication of the general layout of the area around the Site in the 1794. Key thoroughfares such as Quay Street and Water Street are shown to have been laid out, just east of the River Irwell. Whilst much of the land around the site area (extent of which is defined within the red line boundary) was shown to have been undeveloped at this time, the map indicates a large, L-shaped building forming the northern side of the Old Quay, which were likely warehouses. A group of buildings immediately to the north-east, forming Quay Court, are also depicted on the mapping – these buildings pre-date the current buildings which survive today. Two adjoining buildings are also shown to have been erected on the north side of Quay Street, occupying the centre of the Site Area. These also certainly represented two double-depth workers’ houses, with small yards to the rear that seemingly contained privies. Small houses are shown immediately to the north, fronting onto the south side of Back Quay Street, and occupying a plot bounded by Back Quay Street, Pitt Street and Water Street. (Albert shed area indicated within red line boundary).



Figure 4: Manchester and Salford. Sheet 27, 1850: As the population of Manchester steadily grew, the area around the site came to become fully developed with workers housing and industrial premises. The map indicates that that part of Quay Court had been redeveloped with new warehousing, which illustrates the first phase of the Albert and Victoria Warehouse site (within the site boundary). This new industrial works saw the demolition of the earlier properties although two double-depth houses survived extant. The land which would later come to be developed as the Albert Shed site is shown to have been used as a dye house yard, fronting onto the River Irwell. (Albert shed area indicated within red line boundary).



Figure 5: 1878 Bacon – By 1878 the area is largely unaltered except for the construction of New Quay Street which had been planned in 1871 as part of the Corporation's town improvement scheme and the construction of the Irwell Street Bridge. At this time the new street was called Irwell Street as a continuation of the existing Irwell Street from the Salford side of the River. The timber yard which formed part of the site of Albert Shed, had been partially foreshortened along with the demolition of Leeming & Company's Woollen Mill at Old Quay Mill's, 44 Water Street. (Albert shed area indicated within red line boundary).



Figure 6: 1896 OS: This late-19th century map illustrates the layout of the site and surrounding area in much greater detail (Albert shed area indicated within red line boundary). The mid-19th century warehousing is clearly identified on the map, with 'Victoria Warehouse' forming a linear building fronting directly onto Water Street, and 'Albert Warehouse' to the north, forming a common boundary with the River Irwell. Albert Warehouse is shown on the map as having been extended by the 1890s, connecting with Victoria Warehouse to the south-west, and creating a continuous frontage along the River Irwell, with the buildings all belonging to the Manchester Ship Canal Company. The northern wing of the warehouse is shown to have historically fallen within the site boundary. A small, ancillary building is visible to the centre of the timber yard, fronting onto Water Street.

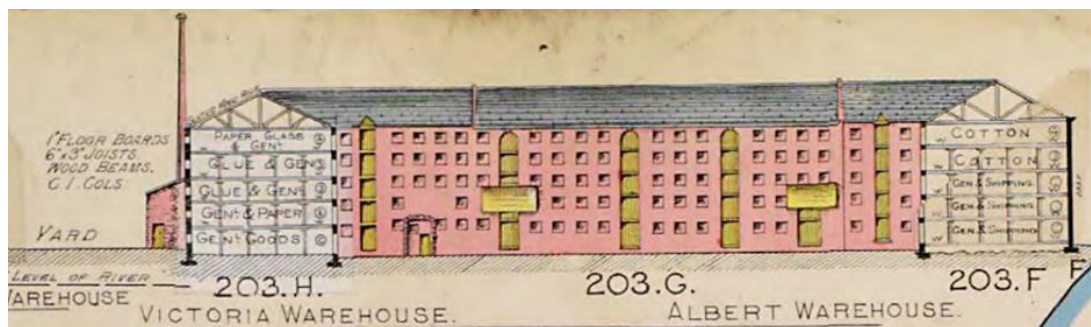


Figure 7: 1889 Goad Fire Insurance Plan: This section / elevation plan of the warehouse group illustrates the height, materiality and use of the warehouses in great detail. These warehouses were five-storeys high, with Albert Warehouse being used largely for general goods and cotton and Victoria Warehouse used for storing paper and glass. The areas shaded pink are representative of brick, with yellow areas representative of timber or wood. The roof to the warehouse is evidenced as being slate with a single pitch.



Figure 8: 1908 OS – By the end of the Edwardian Era, the area had changed little. Most of the cleared sites along New Quay Street had yet to be developed. One building can be seen to have been built on the corner of Back Quay Street and New Quay Street. The sites either side of the Irwell Street Bridge have yet to be developed, and the northern-most wing of Albert Warehouse can be seen still extant. The map illustrates the layout of the site prior to the fire of 1913, which saw the demolition of the north wing of Albert Warehouse.

The fire occurred at a large warehouse which is the property of the Manchester Ship Canal Company, and is situate on the bank of the Bridgewater Canal, in Water Street. The outbreak was discovered shortly after ten o'clock, and when the Fire Brigades of Manchester and Salford reached the place—only a few minutes after the alarm was given—the fire had made great headway. It was quite clear from the start that little if any of the large building would be saved. The fire appears to have originated at that side nearest the iron bridge which carries the road over the river, for within thirty minutes the roof had given way and large pieces of timber dropping into what was literally a huge furnace, fed the flames, which at times reached a height of sixty or seventy feet. By this time the building was

THE PORT OF MANCHESTER.

The Water Street Fire — A New Steamer—Mineral Imports—Cotton—Timber—Fruit Sales.

The fire at the Manchester Ship Canal Company's Bridgewater premises at Water Street on Wednesday last will not affect the Manchester dock traffic. The warehouse burnt was part of the old Bridgewater undertaking purchased by the Ship Canal Company from the Bridgewater Navigation Company, Limited. It was used for the Bridgewater Canal traffic, and its destruction will in no way interfere with the traffic of the Ship Canal or with the very large storage accommodation provided at the docks. Fortunately a new large storage shed at Water Street, with overhead electric travelling cranes, has just been completed, and will now come into use and accommodate a very large amount of traffic. Consequently the inconvenience which otherwise would have been caused to the Bridgewater department will be greatly reduced.

Figure 9 (left) and Figure 10 (right) - Newspaper articles c.1913: The left article is an extract taken from the Manchester Guardian (4th September 1913), and provides a detailed account of the fire which took place and resulted in the collapse of the north wing to Albert Warehouse. The second article, to the right, is adapted from an article just a few days later (9th September 1913), which suggests a new 'shed' structure with electric cranes had recently been established, it is not clear whether this is the same area as the existing Albert Shed site.



Figure 11: 1916 OS: By 1916 however, the site is shown to have been firmly established, occupying the space between the Irwell Street bridge and the central wing of Albert Warehouse. Another new warehouse was also established to the east side of the bridge. The map suggests a canopy type structure was situated to the north-west of the sheds, fronting the riverside.



Figure 12: 1932-5 OS plan (reused to show bomb damage in 1940-41): The Albert Shed site is clearly identified on the map. The shed and the Albert / Victoria warehouse buildings survived the blitz, however, the building to the opposite side of the Irwell Bridge (New Quay Street) named 'Plumcake Shed'; this shed was destroyed in 1940 during the Manchester Blitz and marked as such on this plan.



Figure 13: 1945 RAF Aerial Image: The aerial view (orientated south-west) illustrates the original roof form and roof covering to the shed buildings, as well as their physical relationship to the adjacent albert warehouse and enclosed yard.

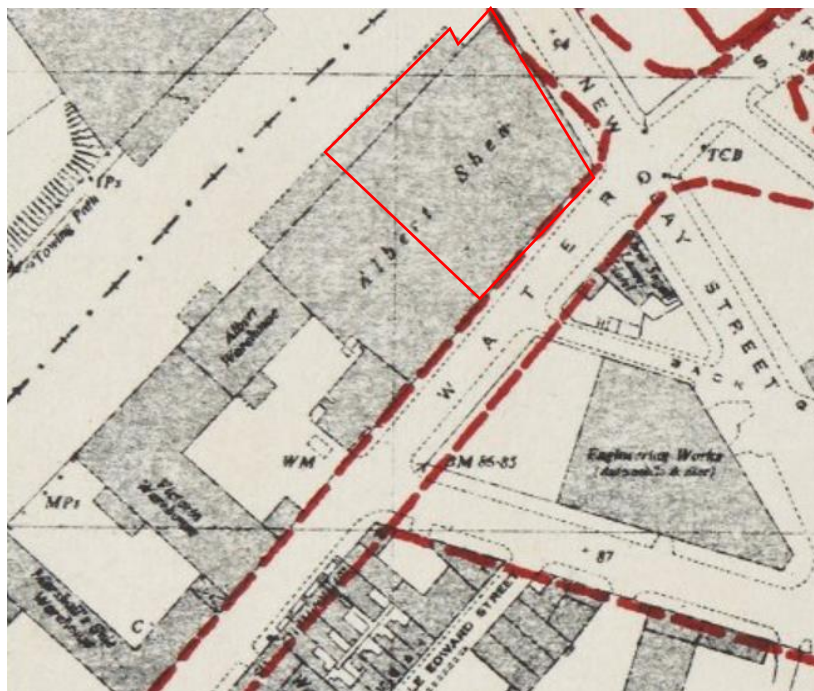


Figure 14: 1955 OS: The mid-20th century map indicates little change to the buildings within and immediately adjacent to the defined site area. 'Albert shed' is still clearly marked on the map, with 'Albert Warehouse' and 'Victoria Warehouse' to the south-west.



Figure 15: Historic Image (1973): Victoria Warehouse, pictured c.1973 from Quay Street looking west. The warehouse is pictured prior to having been developed into a hotel in c.1980s. Ancillary buildings fronting onto water street are just discernible in the image.



Figure 16: Historic Image (1973) Albert Warehouse, pictured c.1973 from within the internal yard. The warehouse is pictured prior to having been developed into a hotel in c.1980s. The southern shed (now demolished) is glimpsed to the right side of the image.



Figure 17: Historic Image (1973) Water Street, looking east pictured c.1973. Illustrates the 5-bays to Albert Shed (three shaded red are all that survive). The distinct stone to the third bay within the image denotes the location to the former wing to Albert Warehouse is pictured prior to having been developed into a hotel in c.1980s. The southern shed (now demolished) is glimpsed to the left side of the image.

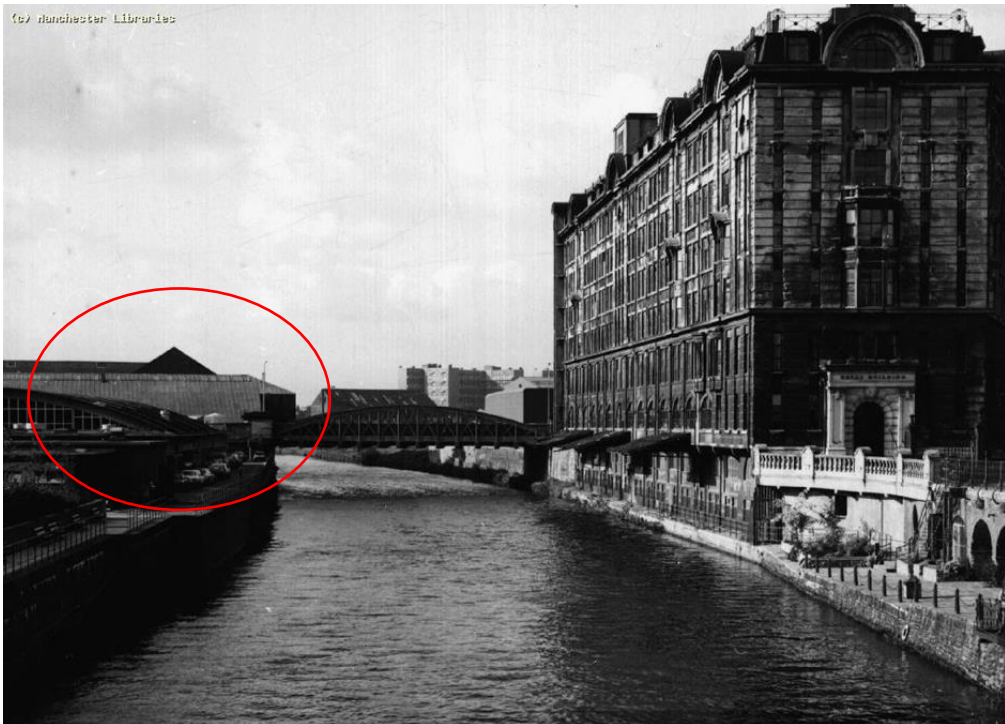


Figure 18: Historic Image c.1980: Looking south-west across the River Irwell towards the site (Albert Shed site circled red). The Grade II listed Irwell Street Bridge is evident to the centre of the image.



Figure 19: Aerial view of site (shaded red) c.2022. Note the south-western side of the original Albert Shed building has been reduced by two-bays and a 1990s extension building for the hotel (east side of the Grade II listed Victoria and Albert) is seen to the immediate left of the Site, which physically segregates the sheds from the Grade II listed warehouses.

3.4 Albert Shed – Site Description

The following section provides a brief photographic record of the Site and its setting.

Table 2: Site description



Figure 20: View of Albert Shed from Granada House c.2016.



Figure 21: View of Albert Shed (east side) from Irwell Street Bridge. Note the slanted, asbestos tile roof

	form. 
Figure 22: 1990s extension to Albert Warehouse (with original warehouse to left side of image).	Figure 23: Chamfered ashlar stone denoting location of former wing to Albert Warehouse.
	
Figure 24: Albert Shed entrance via modern car park ramp. Simple open shed structure with timber trusses and concrete block columns. Pitched roof lights feature to each bay.	Figure 25: Archive image. Albert Shed, Castlefield, c1930-1939. Note the original open shed structure to the north, with timber trusses and concrete block columns. Source: Peel Group Archives.



Figure 26: External retaining wall to water street. Modern car park ramp visible.



Figure 27: Looking south along western shed. Note the external wall to 1990s extension.



Figure 28: Car park ramp (disused) with original retaining wall to Irwell Street Bridge behind. Note the evidence to the underground passage which connects to the east side of the river.



Figure 29: Overhanging canopy / connection to riverside (path disused).

4. Significance Assessment

4.1 Introduction

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

The assessment of significance accords with the requirements of the NPPF and uses English Heritage's methodology outlined in its 2019 document, *"Statements of Heritage Significance"*. Historic England's *"Conservation Principles. Policies and Guidance"* 2008 has also been acknowledged as part of the following assessment.

Consequently, the significance of an identified heritage asset is determined by an analysis of the following:

Archaeological Interest

There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Architectural and Artistic Interest

These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

Historic Interest

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

4.2 The Site (Albert Shed)

Albert Shed is an early-20th Century adaption of a perimeter wall formally belonging to a wing of the Albert Warehouse and the adjoining Ship Canal Company Yard wall. Between the years 1908 and 1922, the Albert Warehouse was partially demolished, leaving parts of its external warehouse and yard wall in-situ at approximately 6ft. These were subsequently built on top of to form an open sided shed with three new gable ends with a series of new window openings.

The three extant pitched gable ends of the shed, fronting Water Street, were once joined to their southern aspect by a further two pitched gable bays; these were demolished as part of the conversion of the Victoria and Albert Warehouses into a hotel during the 1980's, leaving the southern elevation of the shed open to

the elements and finished with timber slating and a modern concrete vehicular ramp into the building for pay and display car parking which the building is now used for.

The remaining lower parts of the Water Street elevation contain a blocked doorway, once leading into the Albert Warehouse which now forms part of the external wall of the shed. This doorway forms an early chamfered, ashlar-stone door surround. Site surveys and desk-based research have identified the existing buildings within the site yield **negligible architectural and historic interest in their own right, with some low archaeological potential.**

As the Albert Shed site shares some historic relationship with the Albert Warehouse (Grade II) and was erected before July 1948, it will be clear there is a requirement to test whether the buildings would be considered 'curtilage' listed. The following three tests are applicable:

- (1) the physical "layout" of the listed building and the structure
 - The retaining wall which was historically associated with the warehouse yields some minor historic interest, through evidencing the location of the former wing to Albert Warehouse, which was dismantled following a fire in 1913. Historic mapping indicates the sheds were erected by 1916.
 - The relationship with the Grade II listed Albert Warehouse was largely severed in the late-1990s, with the construction of the extension to the hotel, which saw the loss of two of the shed structures. Whilst this relationship was intact at the date of listing (1974), it will be clear the physical layout of the listed building and the structures has been eroded to a considerable extent.
- (2) their ownership, past and present
 - It is understood the Grade II listed warehouses were owned by the Ship Canal Company from the late-19th century up until c.1977. The land was then bought by the Granada Group PLC in 1996 and then subsequently owned by Victoria & Albert Hotel Company Limited. The hotel was latterly bought by the Whitbread Hotel Company Limited.
 - Whilst the Albert Shed site appears to have once been under the ownership of the Ship Canal Company and may have been at the point of listing (c.1974), Land Registry records are unclear. Subsequent records do however identify it is only the car park which falls under the same ownership as the hotel (refer to Figure 30 below). The shed structures are owned by the city council in recent years, until they were sold to Allied London in 2018.
 - Nonetheless, the shed structure appears to have been ancillary to the principal listed building at the time of listing (1974).
- (3) their use or function, past and present.
 - The Sheds likely served the adjacent warehouse (Albert Shed) throughout the early to mid-20th century, as an ancillary space with direct access to the River Irwell.
 - Albert Shed was redeveloped to serve as a car park when the Victoria and Albert Warehouses were converted for hotel use in the 1980s (present use).

The above assessment identifies the physical layout of the site has been heavily altered since the point of listing (1974), which has undermined the relationship between the shed buildings and the Grade II listed warehouse. The additional tests indicate the Albert Shed buildings may, however, still be considered to form part of the curtilage to the principal Grade II Albert Warehouse. When it comes to determining the acceptability of alterations to curtilage structures it is important to note that curtilage structures are not

listed in their own right, but for their contribution to the special interest of the principal building, i.e. that unless works to a curtilage listed building would affect the special interest of the principal listed building then they should not need Listed Building Consent (Mynors, 2006, pp.101-115).

It will be clear the Albert Shed structures make a negligible contribution to the significance of the Grade II listed Victoria & Albert Hotel and as the current proposals would not have an adverse impact on the significance of the Grade II listed warehouses and so, LBC would not be required in this instance.

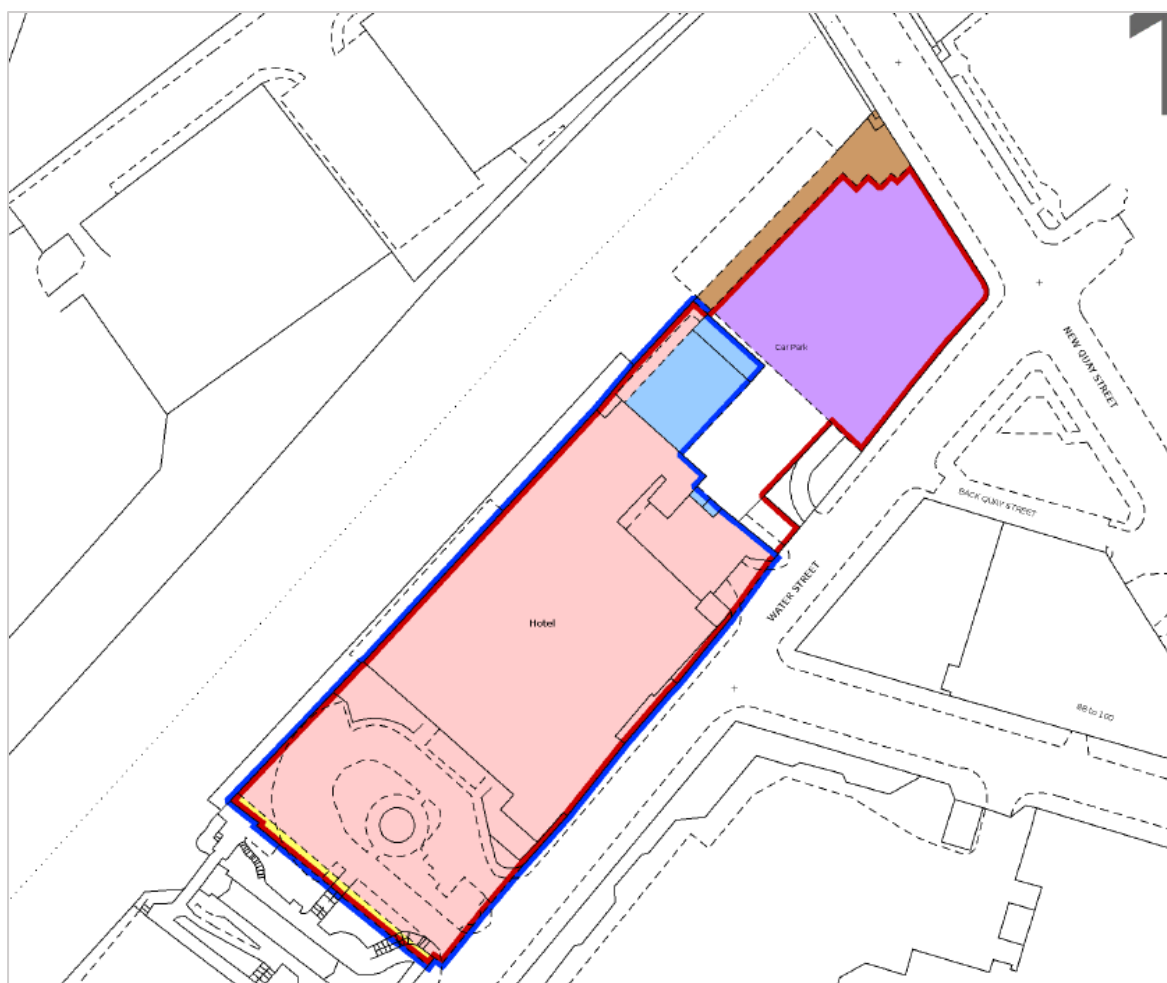


Figure 30: Land registry title plan (GM961055). Note, area shaded pink contains the Grade II listed hotel and the land shaded mauve contains the car park. The register specifies within “NOTE 2: As to the part tinted mauve on the title plan only the car park at ground floor level is included in the title.”

4.3 Identified Heritage Assets

As discussed above, the scope of potential impact upon heritage assets in this instance involves an impact upon their setting, rather than upon any physical fabric. Therefore, it is the contribution of the setting to significance which should be established at this stage in the process. For these purposes, the contribution of a setting to the significance of any given heritage asset is considered to be either **high, medium, low, negligible or neutral**. In consideration of the number and variety of identified heritage assets, and to assist with ease of reference, the assessment is presented in tabulated form as **Table 2** below. Refer to **Figure 2** above for the locations of the various identified heritage assets.

Table 2: Identified Heritage Asset, Contribution of Setting to Significance

Heritage Asset	Architectural and Historic Interest	Contribution of setting to significance
1. ALBERT WAREHOUSE QUAY ON WEST SIDE FRONTING RIVER IRWELL VICTORIA WAREHOUSE (Grade II)	Warehouses. Early to mid C19, altered. Red brick with sandstone dressings and slate roof; quay of very large dressed stone blocks. Victoria Warehouse L-plan with one range at right-angles to street and the other parallel to the quay, and Albert Warehouse continued from north end of this. Five storeys. The west front, to the river, forms a continuous range of 9+7 windows, plus 4 loading slots. Victoria warehouse, the southern half, has 5-stage loading slots at the south end and near the centre (dividing the windows 4 and 5), both with timber sills, board doors and pitched wooden canopies; Albert Warehouse has round-headed 5-stage loading slots at the junction and near the centre (dividing the windows 3 and 4), and between these a large basket-arched doorway rising through 2 storeys, with rusticated quoined surround (and now furnished with sliding doors and protected by remains of wooden pentice). Both have low 6-pane tilting casement windows (mostly damaged), with raised stone sills and flat-arched heads. Victoria Warehouse has a hipped roof, Albert Warehouse has a stone frieze, cornice and blocking course, and raised coped gables. The return side and rear (to Water Street) are generally similar, but Victoria Warehouse has 2 blocked basket-arched doorways with quoined surrounds. Interior: iron columns with wide timber pads to timber beams.	The warehouses convey high historic value due to their association with the development of the industrial revolution in Manchester, in particular, the quayside around Water Street. The warehouses front directly onto the River Irwell, a relationship which has been maintained and enhances the ability to understand and appreciate their historical integrity and association with the goods / cotton trade so prevalent during the 19th century. Whilst the eastern wing to the warehouse has been lost and the warehouses have since been converted into hotel use, the architectural interest of the former warehouse buildings remains intact. The listed building shares some group value with the Irwell Street Bridge (also Grade II). Collectively, these makes a positive contribution to the industrial character of the area, which has since been intercepted with modern residential and commercial buildings. The contribution of setting to the significance of the Listed Building is therefore, considered to be medium / low.
2. Irwell Street Bridge - That Part in Manchester (Grade II)	Bridge over river Irwell. c1880. Stone, cast-iron and wrought- iron or steel. Stone piers and abutments each side and paired arched trusses with lattice-work cross bracing with rosette decoration over the rivets. Road bed carried on lateral cast-iron beams, their ends ornamented with rosettes. Cast-iron parapet divided in panels each with solid latticework. Arms of the cities of Salford and Manchester in low relief panels at each end.	The bridge has high historic and architectural value as it commemorates one of the most important Manchester civil engineers. Designs were drawn up by James Gascoigne Lynde (City Surveyor of Manchester) in the late-1870s. The bridge is detailed with indicate latticework and relief panels which further enhance its aesthetic and architectural interest.

		Despite the introduction of numerous roads and modern infrastructure around the Railway Bridge, its special interest can still be understood and appreciated. The contribution of setting to the significance of the Listed Building is therefore, considered to be medium / low .
3. Castlefield Conservation Area	Designated on 13 October 1979, the conservation area's boundary follows that of the city along the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. On 26 June 1985 the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.	The focus of the Conservation Area is the Castlefield Basin/ Potato Wharf and Liverpool Road areas, as these areas contain a large number of listed buildings which best represent the development of the railways and industry in this part of the city. The numerous viaducts and bridges constructed as part of the development of the railways dominates the character of this area, creating a unique multi-level environment which straddled both warehouses and canals. These structures resulted from the growing rail network in and out of Manchester during the second half of the 19th Century. Different rail companies constructed their own lines into the city resulting in new lines passing through Castlefield having to be operated at high level to prevent them from obstructing road and canal traffic below. In recent years the area has been redeveloped for residential, commercial and recreational use which has restored something of the former historic urban grain to the area making it an open and vibrant area (including the St. Johns Masterplan). The contribution of setting to the significance of the Conservation Area is therefore, considered to be low.

4.4 Significance Assessment Summary

Site surveys and desk-based research have identified the existing buildings within the site yield **negligible architectural and historic interest in their own right, with some low archaeological potential**. It is however, considered to form part of the curtilage to the Grade II listed Albert and Victoria Warehouse.

The Albert Shed site makes a minor positive contribution to the settings of nearby Listed Buildings and to the character and appearance of the Castlefield Conservation Area.

The Site comprises a relatively non-descript, heavily altered structure which was developed in haste following a devastating fire which saw the northern wing of Albert Warehouse collapse (c.1913). Whilst the sheds retain some historical relationship with the principal Grade II listed building, the site makes only a negligible contribution to the overall appreciation of the warehouse group, by virtue of the retained, chamfered, ashlar-stone door surround: denoting the location of the original wing.

5. Heritage Impact Assessment

5.1 Introduction

This assessment of the potential heritage impact principally concerns the visual (indirect) and physical (direct) impact of the proposals upon the Grade II listed Irwell Street Bridge, the Grade II listed Albert & Victoria Warehouse and the character and appearance of the Castlefield Conservation Area. The contribution of the setting to significance in each case has thus been established in the significance assessment above, in preparation for the following impact assessment.

The magnitude of impact is a product of the extent of change which is likely to result from the Proposed Development on the settings of the identified heritage assets. Where the proposed changes are considered to enhance the setting or appreciation of a heritage asset, the impact on its significance will be deemed to be beneficial. Conversely, where the Proposed Development is considered to compromise or diminish its positive heritage values the impact on the significance will be deemed adverse.

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

5.2 Assessment Methodology

In December 2017, Historic England revised their guidance note on the *“Setting of Heritage Assets”* (*Historic Environment Good Practice Advice in Planning Note 3, Second Edition*). The revised guidance calls, in general terms, for a more discursive approach to Visual Impact Assessments and a reduced reliance on matrices and technical assessment. In particular, the guidance states (p. 8) that *“technical analyses of this type should be seen primarily as material supporting a clearly expressed and non-technical narrative argument that sets out ‘what matters and why’ in terms of the heritage significance and setting of the assets affected, together with the effects of the development upon them.”*

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

As recommended in the revised Historic England guidance on the Settings of Historic Buildings referenced above, the Visual Impact Assessment above comprises a discussion of *“what matters and why”*, supported by a tabulated matrix. This follows the recommended **ICOMOS scheme of Heritage Impact Assessment as defined by the Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011)**.

The parameters of the tabulated Visual Impact Assessment are summarised as follows:

The Scale of Impact

No change

Negligible change

Minor change

Moderate change
Major change

The Significance of the Effect of Change (or Overall Impact)

Major beneficial
Moderate beneficial
Minor beneficial
Negligible beneficial
Neutral
Negligible adverse
Minor adverse
Moderate adverse
Major adverse

These values have been established within the following table assessing the scale of impact and the effect of change in each case as regards each of the designated heritage assets identified which could potentially be affected by the proposed development.

5.3 The Proposals

The Proposals for the Albert Shed Site seek to utilise the existing structure and convert the space into a food hall. The proposed alterations are listed below, please refer to the DAS (3DReid) for full detailed drawings and design information:

Facade and Roof removals

- Existing mid-late 20th century asbestos roof covering and skylights to be replaced
- Existing altered timber canopy to be removed and replaced
- Temporary riser front screen to be removed
- Internal late 20th century disused vehicle ramps to be removed
- Late 20th century car park entrance and surrounding, altered wall and fence to be removed
- Fragmented timber cladding to be removed
- New entrance to be formed to Water Street elevation

Proposed Additions and Improvements

- New extension screen, timber solar shading and solid metal cladding
- New metal framed glazing and entrance door. New large timber sliding shutters and metal canopy
- New steel framed mezzanine
- New glazing to provide natural light and views to the river
- New ribbed roof to match the existing form
- Existing brickwork and structure retained and made good.
- New glazed skylights to the roof and river front
- Existing signage boards removed & windows opened up
- New windows with mullions/transoms to match original layout
- New metal framed glazing and entrance door.
- New large timber sliding shutters and metal canopy over.
- Proposed ribbed metal roof
- New metal mesh gate

- New metal delivery/substation entrance door
- Existing brickwork retained and made good
- New service yard screen with steel frame and ribbed metal cladding

As part of the proposals, a small section of the brick wall that adjoins the Grade II listed Irwell Street bridge is proposed to be removed. This is required for fire safety access (see Figure 33 below).



Figure 31: Oblique CGI view of proposed alterations to Albert Shed site. **Source:** 3DReid.



Figure 32: Water Street Elevation. Proposed alterations. **Source:** 3DReid.

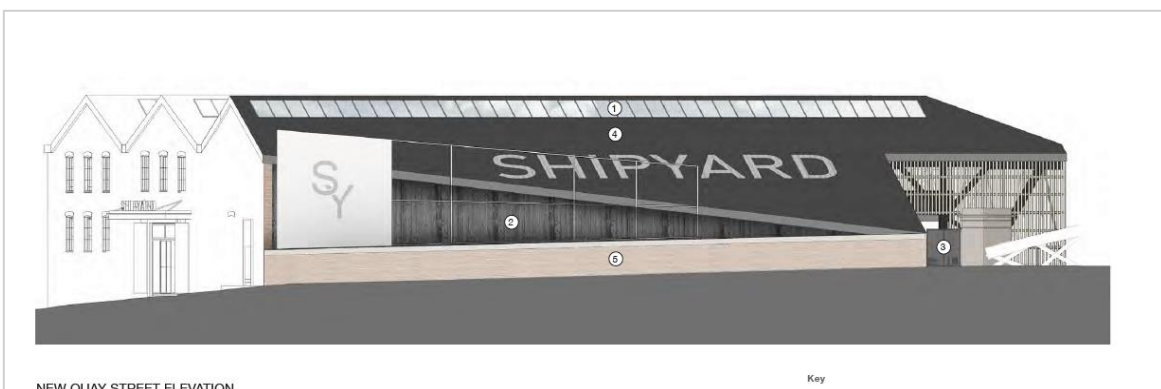


Figure 33: Quay Street Elevation. Proposed alterations. **Source:** 3DReid.

5.4 Heritage Impact Assessment – discussion

The proposals for the Albert Shed site will result in some considerable change to the fabric of the structure, which has been identified within this report as yielding low-to-negligible heritage significance in its own right. The Site makes a positive contribution to the character and appearance of the Castlefield Conservation Area and to the settings of nearby, designed heritage assets (Victoria and Albert Hotel, Grade II) and the Irwell Street Bridge (Grade II).

The key architectural attributes which define this positive character are limited to the pitched roof form, original brick facades to Water Street and the open canopy to the north. The relatively modest scale and form of the Shed also allows it to be understood as a more historic component to the riverside.

The proposals will retain these core, architectural principles, with all existing brickwork to be retained and made good. All modern signage will be removed from the elevations to the shed and new, metal framed windows will be installed to each original opening. This will provide some enhancement to the building's external appearance and in turn, have a positive impact on the street scene (both Water Street and Quay Street elevations). The use of dark materials and signage have been considered against the existing material palette of the buildings and the wider conservation area, which has recently seen a great deal of regeneration in accordance with the St. John's Masterplan.

The proposals will necessitate some removal of the bridge abutment (brickwork and stone coping) to establish an appropriate fire safety access point. It is understood a number of alternative options have been considered and subsequently discounted due to existing ownerships and limited points of access around the site. The abutment forms part of the Grade II listed bridge structure, albeit a more utilitarian component of lesser architectural interest. The removal of historic fabric is required to enable the proposals but will demonstrably incur one instance of minor-to-negligible adverse (direct) impact on the Grade II listed Irwell Street Bridge. A mesh gate is proposed to be installed to the fire access point. The retained brick wall will be made good, incurring some negligible beneficial impact.

While this will result in some "harm" (less than substantial), it will be clear the proposals have sought to retain the fundamental, historic character of the Albert Shed site and regenerate the building and site to deliver a long-term, active use which will further enliven the Water Street area.

The detailed significance appraisal above has identified Albert Shed site to be curtilage listed. Although this has been a key consideration, it is considered the proposals will result in an overarching beneficial impact upon the setting of the principal Listed Building, with the core architectural and historic interest and relationship maintained. Due to the nature of the works, it is considered LBC is not required for the curtilage aspect of the scheme. LBC is however required for the bridge alteration works.

5.5 Summary – Heritage Impact Assessment

Table 3 – Tabulated matrix of impacts of proposed development upon significance of setting to Listed Buildings and non-designated heritage assets identified within the Heritage impact assessment

Heritage asset	Listing grade or other description	Contribution of setting to significance (as existing)	Scale of impact	Significance of the effect of change, or overall impact
Albert Warehouse and Victoria Warehouse	II	Medium / low	Minor	Minor beneficial (visual impact)
Irwell Street Bridge	II	Medium / low	Minor	Minor-to-negligible adverse (physical impact)
Castlefield Conservation Area	Conservation Area	Medium	Minor	Minor beneficial (visual impact)

5.6 Conclusions

- The Site area is defined by Water Street to the south, New Quay Street to the east and the River Irwell to the north. The Albert Shed buildings have been identified as yielding negligible architectural and historic interest, with some low archaeological potential.
- The Site is situated within the immediate setting of the Grade II listed Albert & Victoria Warehouse and is considered to be considered within its curtilage. The Site is also located within the Castlefield Conservation Area (neutral contributor).
- The significance appraisal concluded that there is a high capacity for change within the settings of the identified heritage assets, and the potential to enhance the assets' settings in order to understand and appreciate the significance of these buildings.
- The Heritage Impact Assessment has demonstrated that the Proposed redevelopment of the Albert Shed site will result in two instances of **minor beneficial visual impact** one of **minor-negligible adverse physical impact on the Grade II - Irwell Street bridge**, and **one instance of negligible beneficial direct impact**. The removal of a small section of brickwork / stone coping to the bridge is required to allow for a new fire access point onto the street. Please refer to the Design and Access Statement (3DReid) for further information.
- Due to the overall beneficial impact of the proposals, LBC is not considered to be required for the proposed works in relation to the Grade II Victoria and Albert Hotel, as it would not detrimentally affect the special interest of the principal building. As stated above, LBC will however be required for the bridge alteration works. Although the resultant impact is minor-negligible.

- The Proposed Development will be understood as a new and sensitive reuse of the Albert Shed buildings, which will not detract from the ability to understand and appreciate the significance of the heritage assets identified within this report to any appreciable degree. It is therefore considered the proposals accord with the requirements of local and national planning policy.

Appendices

Appendix I: Listing Descriptions

Heritage Category: Listed Building

Grade: II

List Entry Number: 1254727

Date first listed: 03-Oct-1974

Statutory Address 1: ALBERT WAREHOUSE, WATER STREET

Statutory Address 2: QUAY ON WEST SIDE FRONTING RIVER IRWELL, WATER STREET

Statutory Address 3: VICTORIA WAREHOUSE, WATER STREET

Details

MANCHESTER

SJ8398 WATER STREET 698-1/16/430 (West side) 03/10/74 Victoria Warehouse, Albert Warehouse, quay on west side fronting River Irwell

GV II

Warehouses. Early to mid C19, altered. Red brick with sandstone dressings and slate roof; quay of very large dressed stone blocks. Victoria Warehouse L-plan with one range at right-angles to street and the other parallel to the quay, and Albert Warehouse continued from north end of this. Five storeys. The west front, to the river, forms a continuous range of 9+7 windows, plus 4 loading slots. Victoria warehouse, the southern half, has 5-stage loading slots at the south end and near the centre (dividing the windows 4 and 5), both with timber sills, board doors and pitched wooden canopies; Albert Warehouse has round-headed 5-stage loading slots at the junction and near the centre (dividing the windows 3 and 4), and between these a large basket-arched doorway rising through 2 storeys, with rusticated quoined surround (and now furnished with sliding doors and protected by remains of wooden pentice). Both have low 6-pane tilting casement windows (mostly damaged), with raised stone sills and flat-arched heads. Victoria Warehouse has a hipped roof, Albert Warehouse has a stone frieze, cornice and blocking course, and raised coped gables. The return side and rear (to Water Street) are generally similar, but Victoria Warehouse has 2 blocked basket-arched doorways with quoined surrounds. Interior: iron columns with wide timber pads to timber beams.

Listing NGR: SJ8305698116

Heritage Category: Listed Building

Grade: II

List Entry Number: 1386141

Date first listed: 20-Oct-1998

Statutory Address 1: IRWELL STREET BRIDGE (THAT PART IN SALFORD CIVIL PARISH), IRWELL STREET

Location

Statutory Address: IRWELL STREET BRIDGE (THAT PART IN SALFORD CIVIL PARISH), IRWELL STREET

District: Salford (Metropolitan Authority)

Parish: Non Civil Parish

National Grid Reference: SJ 83117 98246

Details

SALFORD

SJ8398SW IRWELL STREET 949-1/24/68 Irwell Street Bridge (that part in Salford CP)

II

Bridge over river Irwell. c1880. Stone, cast-iron and wrought- iron or steel. Stone piers and abutments each side and paired arched trusses with lattice-work cross bracing with rosette decoration over the rivets. Road bed carried on lateral cast-iron beams, their ends ornamented with rosettes. Cast-iron parapet divided in panels each with solid latticework. Arms of the cities of Salford and Manchester in low relief panels at each end. See also Manchester CP.

Appendix II: Assessing the Magnitude of Change or Impact

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

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

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

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

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

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