

Supplementary Heritage Statement

Land at Tariff Street, Manchester

January 2023

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Client
Marco Living 2 Ltd

Our reference
AXIH3000

January 2023

1. Introduction

1.1 A full planning application for residential development on land at Tariff Street, Manchester ('the Application Site') was submitted to Manchester City Council (MCC) on Monday 5th December 2022 (Application ref no 135675/FO/2022).

1.2 The full description of the development is as follows:

"demolition of an existing building on site and the erection of two residential apartment buildings (Use Class C3) including a part 9, part 10 (with set back amenity level) and a separate stand-alone 12 storey building (comprising of 267 dwellings in total), with ground floor commercial units (Use Class E), associated resident's amenity space, cycle parking, landscaping, access, street loading and other associated works".

1.3 The application was accompanied by a Heritage Statement, prepared by Turley Heritage, dated November 2022. The Heritage Statement identified heritage assets with potential to be affected by the Proposed Development, assessed the significance and setting of those assets and the contribution made by the Application Site and culminated with an assessment of the impact of the Proposed Development, prepared to address relevant legislation and in accordance with the National Planning Policy Framework (NPPF) and Historic England Guidance. It concluded the following:

"Based upon our assessment of nearby heritage assets It is concluded that that there would be no harm to the significance of Bradley House; Newton Buildings; 35 Dale Street; 45,47 and 47a Hilton Street; 50-62 Port Street; Rochdale Canal Lock Number 83; Rochdale Canal Towpath footbridge and Associated Ramps; Rochdale Canal; Rochdale Canal Road Bridge; or Fourways House.

It is concluded that there would be some positive effects upon the experience of the approach to the Stevenson Square Conservation Area, when approaching along Port Street through the reinstatement of a straight building line to the street, and the use of sensitively chosen red brick building materials for Block 1 of the Proposed Development.

It has been established that the Proposed Development would cause a limited degree of harm to Brownsfield Mill and the Former Rochdale Canal Warehouse (Grade II listed buildings). The level of harm is considered to be 'less than substantial'.*

Paragraph 202 of the NPPF is therefore engaged which states the following:

'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'

PPG confirms that public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the NPPF. Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit."

A full review of the public benefits of the Proposed Development, and the balancing of identified harm with those benefits is undertaken in the accompanying Planning Statement prepared by Avison Young, bearing in mind the considerable importance and weight that must be given to the statutory duty of the Planning (Listed Buildings and Conservation Areas) Act 1990.” (Paragraphs 6.4 – 6.9 of the Heritage Statement)

- 1.4 Since submission of the application, MCC has identified that an existing building at the north-east of the Application Site ('68 Port Street') has potential to be treated as a non-designated heritage asset and has requested that it be assessed.
- 1.5 This Supplementary Heritage Statement has been prepared to respond to that request and should be read in conjunction with the original Heritage Statement.

2. Non-Designated Heritage Assets

- 2.1 The NPPF differentiates between designated and non-designated heritage assets. Designated heritage assets are those which possess a level of heritage interest that justifies designation under relevant legislation and are then subject to particular procedures in planning decisions that involve them.
- 2.2 Non-designated heritage assets are those identified by the local planning authority (including through local listing). Historic England's guidance on 'Managing Significance in Decision Taking in the Historic Environment' (2015) clarifies that:

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

- 2.3 MCC does not currently maintain a 'List of Locally Important Buildings' and 68 Port Street, the one surviving building within the Application Site, was not recorded on the Greater Manchester Historic Environment Record (HER), as of November 2022. MCC however advised¹ that the value of 68 Port Street as a potential non-designated heritage asset should be considered and any harm which may result from its demolition should be assessed.

History and Development

- 2.4 The Application Site comprises an area of land within Manchester city centre which is currently a surface carpark of approximately 0.31 hectares in size. It is bounded by Port Street to the north, and Tariff Street to the south. A small, three-bay width unroofed building ('68 Port Street') is located at the north-eastern corner of the Site and would be demolished as part of the proposals. The building adjoins another building which lies outside the Application Site and would remain unchanged. The extent of the Site and the location of 68 Port Street are shown in Figure 2.1.

¹ Email dated 8th December 2022

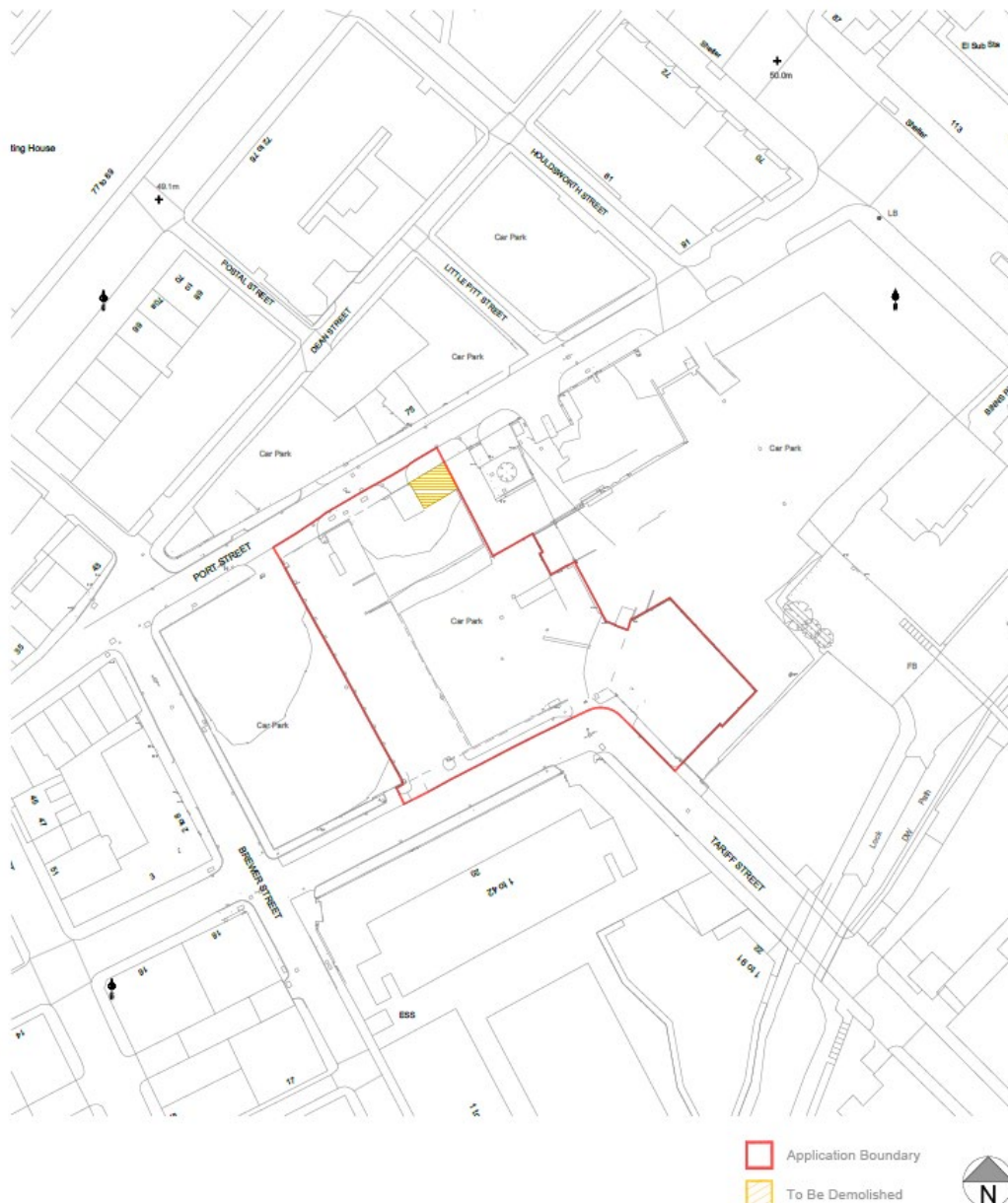


Figure 2.1: Location Plan showing the extent of the Application Site. 68 Port Street at the north-eastern corner of the Application Site is shaded in orange. (Plan by LeachRhodesWalker Architects, 2022)

- 2.5 A fuller review of the history and development of the Application Site and its wider surroundings was undertaken within the Heritage Statement. This review is summarised here, with a particular focus on the age, development and use of 68 Port Street, at the north-eastern corner of the Application Site.

History and Development

- 2.6 The Application Site remained undeveloped at the end of the 18th century, as shown on Green's Plan (Figure 2.2). An Act of Parliament authorising construction of the Rochdale Canal was obtained in 1794 and the canal was constructed during the early 19th century. Historic mapping shows that development within the Site did not occur

immediately, although a series of basins connected to the canal were constructed within the Application Site (Figure 2.3).



Figure 2.2: Extract from A Plan of Manchester and Salford. Drawn from an actual survey by William Green. Begun in the year 1787 and completed in 1794. Engraved by J. Thornton. The approximate location of the Site is marked in blue. ©Manchester Archives and Local Studies. The plan shows the recently laid out streets to the west, centred around Stevenson Square which had by this time been partially developed.



Figure 2.3: Extract from Pigot's 1813 plan showing the route of the Rochdale Canal and its associated basins within the Application Site. The projected line of Leech Street (known today as Tariff Street is also marked). The approximate location of the Application Site, which remained undeveloped at this time is marked in blue.

- 2.7 Banks & Co. Plan of 1832 (Figure 2.4) is the first to show any buildings within the Application Site. Two buildings are marked, to the north-east a narrow rectangular plan building extending from Port Street through to the canal basin, and to the immediate south-west of this an L-plan building with its wider elevation to Port Street, which also extends from Port Street through to the canal basin. An empty undeveloped plot is shown to the north-east of these two buildings, corresponding to the north-eastern corner of the Application Site, and beyond this further buildings had been built.

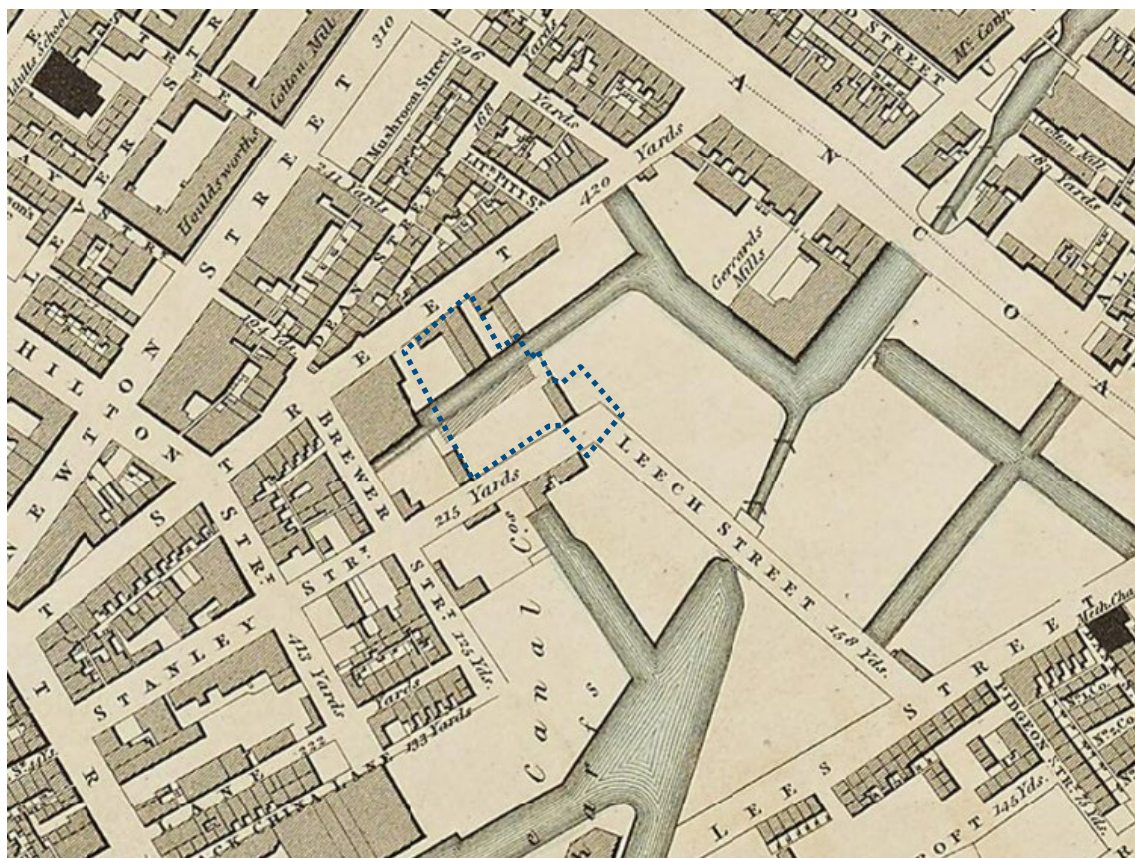


Figure 2.4: Banks & Co (1832) Plan of Manchester & Salford, with their environs, showing the Application Site, the approximate extent of which is marked in blue. The plan shows two separate buildings within the north-eastern corner of the Site, the buildings are designed to run back towards the canal basin.

- 2.8 The 1851 Edition of the Ordnance Survey plan (Figure 2.5) shows that the first buildings constructed within the Application Site were soon replaced with a row of 'Iron Warehouses' fronting onto Port Street, to the north east of which was a Timber Yard (some of the buildings of which appear on the earlier 1832 Banks & Co plan, Figure 2.4). 68 Port Street formed the north-eastern most corner of this much larger group of Iron Warehouse buildings.

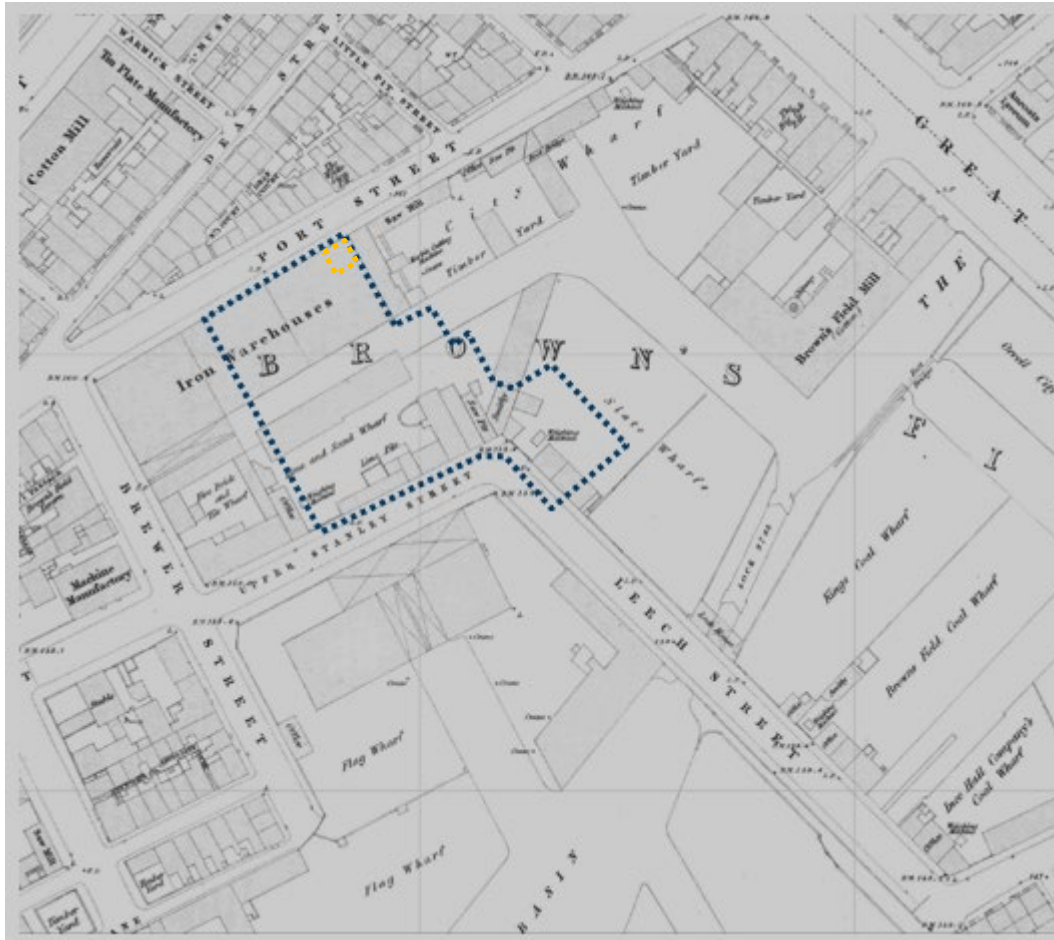


Figure 2.5: 1851 Ordnance Survey Plan showing the location and use of buildings within the Application Site, the approximate extent of which is marked in blue. 68 Port Street at the north-eastern corner of the Application Site is shaded in orange.

- 2.9 The 1888 Goad Fire Insurance Plan (Figure 2.6) provides further detail on the layout, design and uses of the iron warehouse buildings. The plan shows that the buildings fronting onto Port Street were all of brick or stone construction (indicated by the red shading). The plan shows the historic layout of the warehouses comprised of 3 adjoining units, the north-eastern corner of which is the building which survives within the Application Site today. The northern of the three units is labelled on the historic plan as a warehouse, whilst the two units to the immediate south (the northernmost of which has a ground floor carriage archway entrance) are labelled as being occupied by the MacDougall Brothers Agricultural Chemists Warehouse. The buildings all extended south-east as far as the Rochdale Canal basin, which formerly ran through the Application Site; this position would have allowed easy transport of goods to and from the warehouses. The plan also distinguishes between the Port Street frontages of the buildings which are marked as being separated from the rear warehouse elements of the buildings. To the immediate north of the Application Site, the Goad plan shows a set of buildings named as 'Peace and Norquay Joiners', including workshops and a timber stage saw mill. These buildings remain today adjoining 68 Port Street, but outside the Application Site.

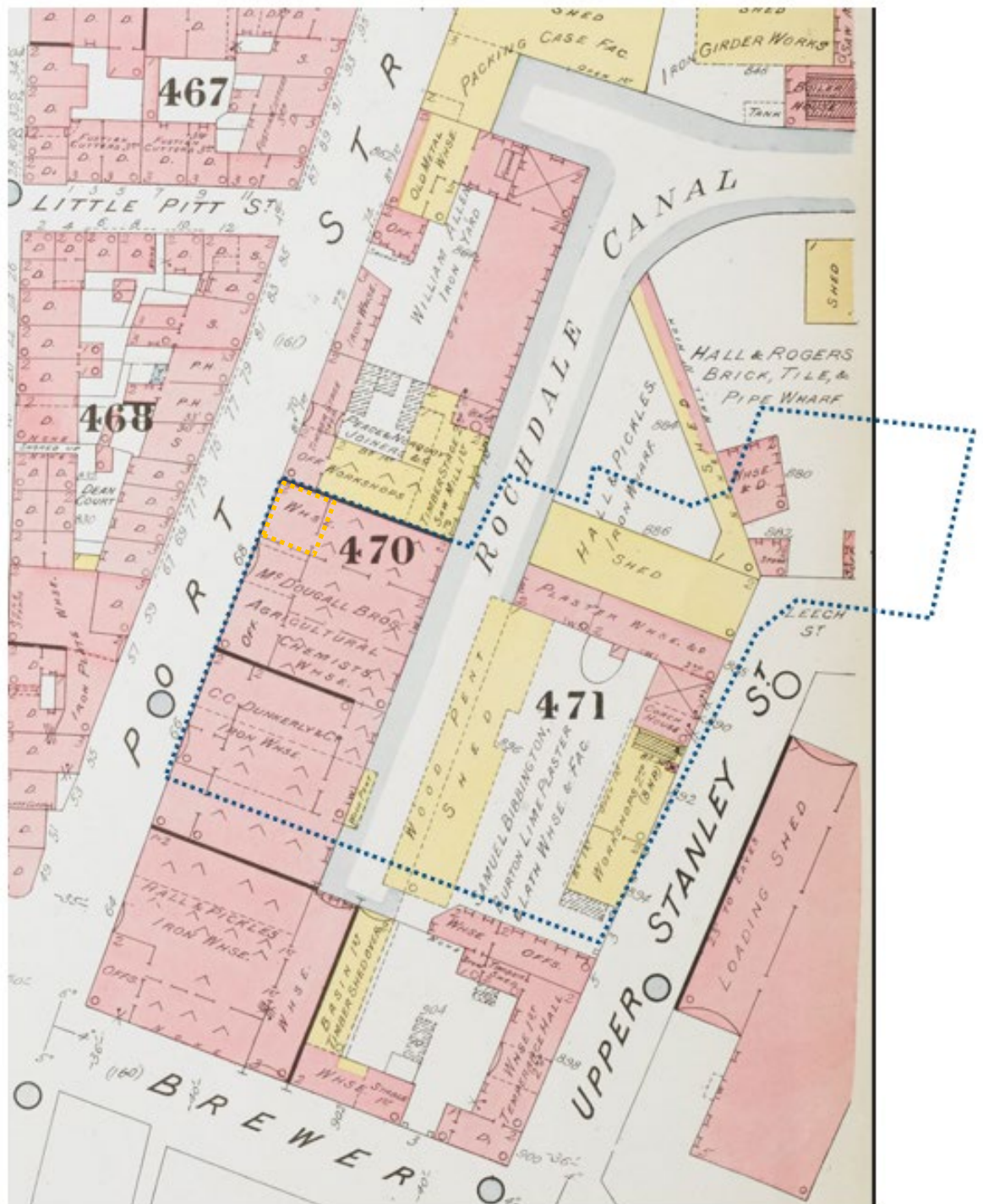


Figure 2.6: 1888 Goad Fire Insurance Plan (Manchester Volume 2, Sheet 31) showing the buildings within the Application Site at this time, with the approximate extent of the Application Site marked in blue, and 68 Port Street at the north-eastern corner of the Application Site outlined in orange. N.B. North is towards the top left corner of this map extract.

- 2.10 Limited change to the layout of buildings within the Application Site, other than gradual expansion, is evident until the 1931-32 edition of the Ordnance Survey plan

(Figure 2.7). This plan shows that the south-eastern part of the Rochdale Canal basin had been infilled or culverted by this time and a large building built over its former area, adjoining the rear of the warehouse buildings. The plan also shows that buildings to the south-west of the Application Site had been cleared and replaced with a large new building on the northern side of Brewer Street occupying the full width of the block from Port Street through to Upper Stanley Street (now known as Tariff Street). The buildings within the Application Site, fronting onto Port Street, including 68 Port Street remained unchanged at this time.

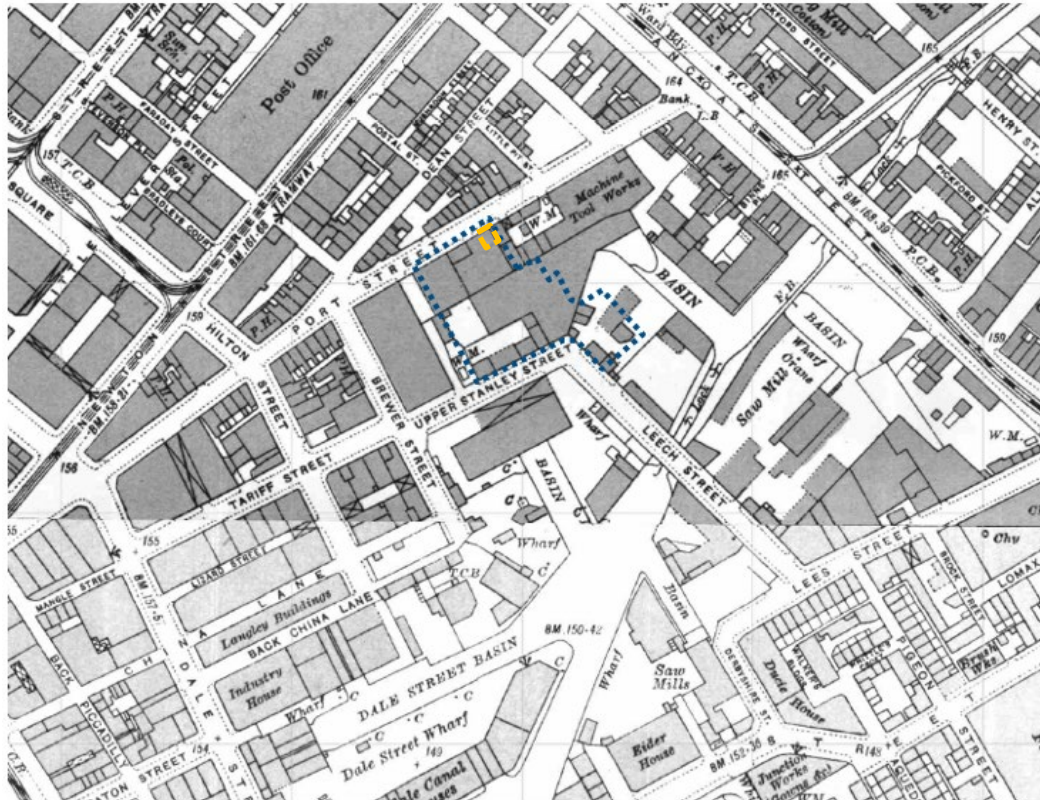


Figure 2.7: 1931-32 Ordnance Survey Plan showing the location of use of buildings within the Application Site, the approximate extent of which is marked in blue. 68 Port Street at the north-eastern corner of the Application Site is outlined in orange.

- 2.11 The 1952 Ordnance Survey plan (Figure 2.8) shows no changes to 68 Port Street, which by this time was described as a 'Paint Works'. The large building to the rear (constructed over the former area of the canal basin) is annotated as a garage, while the building to the west is a furniture warehouse. Change to the adjacent building to the south-west occurred in c. 1960, with the furniture warehouse building replaced by a garage (Figures 2.9 & 2.10).

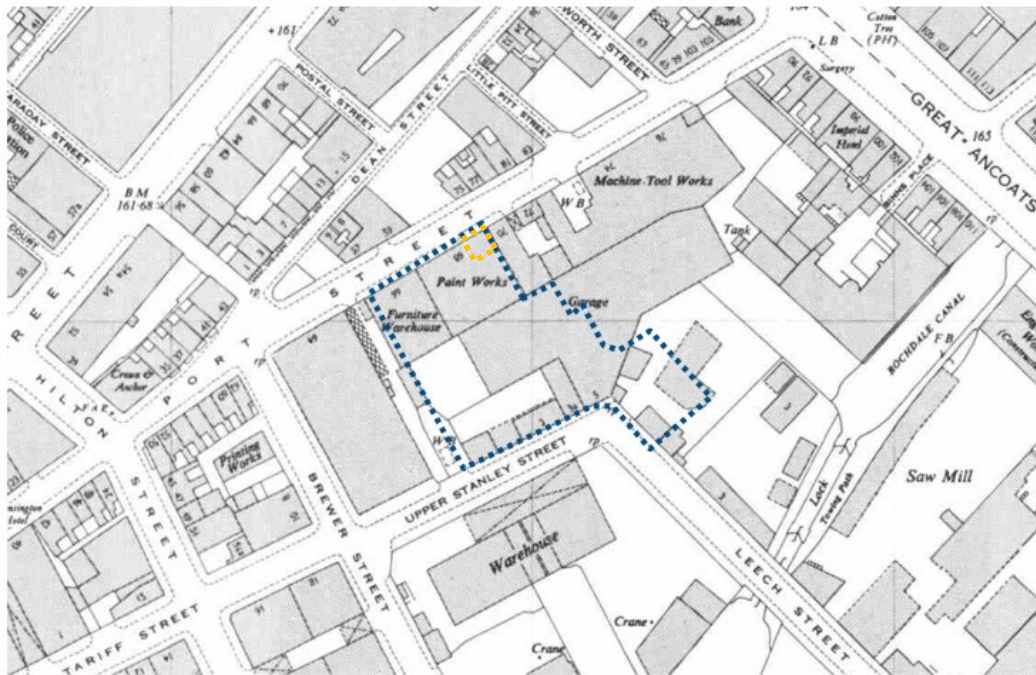


Figure 2.8: 1952-54 Ordnance Survey Plan showing the location of buildings within the Application Site, the approximate extent of which is marked in blue. 68 Port Street at the north-eastern corner of the Application Site is outlined in orange.

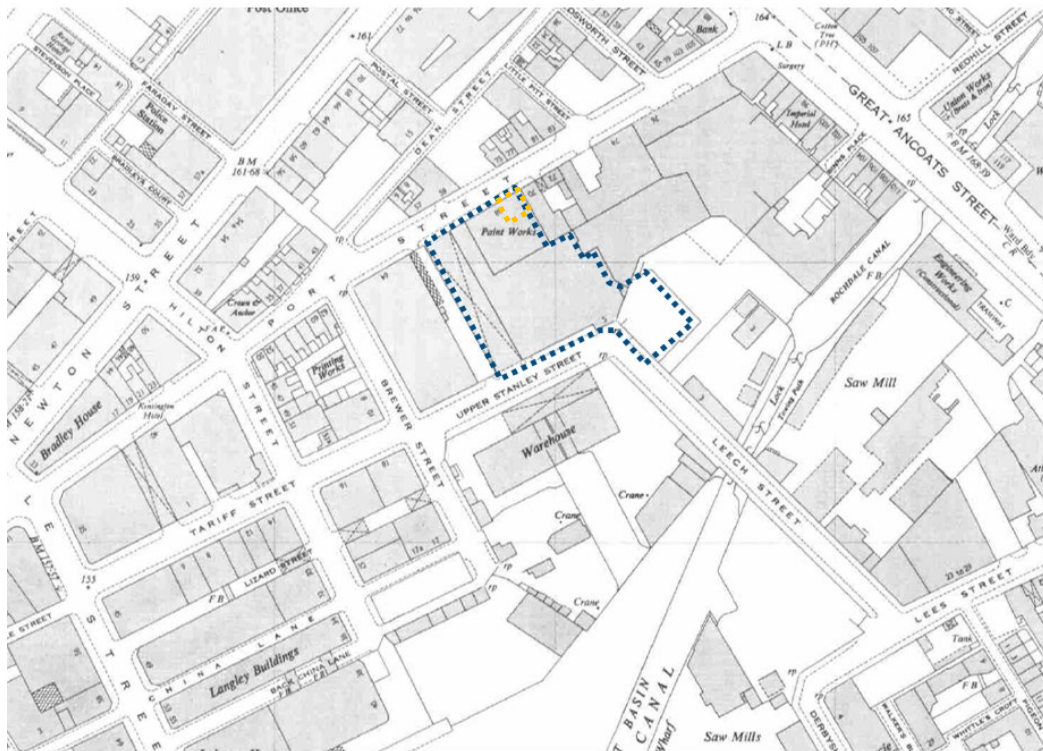


Figure 2.9: 1969 Ordnance Survey Plan showing the location of buildings within the Application Site, the approximate extent of which is marked in blue. 68 Port Street at the north-eastern corner of the Application Site is outlined in orange.

- 2.12 A photograph taken in 1966 (Figure 2.10) shows 68 Port Street in relation to the adjacent recently constructed garage building. The photograph shows the full extent of 68 Port Street, as first shown on the 1851 Ordnance Survey plan. It comprised a seven-bay frontage with a central arched cart entrance at ground floor level. An aerial photograph (Figure 2.11) taken in 1953 shows the full original layout of the building at 68 Port Street, comprising the seven-bay brick-built frontage to Port Street, with a warehouse area to the rear comprised of three perpendicular roof ridges.



Figure 2.10: 1966 Photograph looking north-east along Port Street
©Manchester Libraries, Information and Archives. The full historic extent of 68 Port Street is shown, comprising a two-storey, seven bay width building with central entrance archway.



Figure 2.11: Extract from Historic England Photograph: raf_82_795_vp4_0663 flown 09/06/1953². The approximate extent of the Application Site is marked in blue. 68 Port Street at the north-eastern corner of the Application Site is outlined in orange.

- 2.13 The majority of buildings within the Application Site were cleared in c.2017 and the area has since been used for surface car parking. 68 Port Street, which survives at the north-eastern corner of the Application Site today is a small remnant of a much larger warehouse constructed by 1851. The surviving element comprises the three north-eastern most bays of the original seven bay width Port Street frontage, the full extent of which can be seen on historic photography (Figure 2.10). The south-western part of the building as originally constructed, including the arched entranceway, and the rear warehouse elements have all been removed.
- 2.14 68 Port Street, as found today (Figure 2.12 & 2.13), comprises a small square plan building, which is in a dilapidated unroofed condition and is no longer in use. The building is of very simple design, with detailing limited to brick-built lintels and plain sills to the windows. The building adjoins another to the immediate north-east, known today as Sam's Yard. Traces of the pitched roofline of a former rear warehouse (now demolished) can be seen in the rear (south-east) elevation of the building (Figure 2.13), and a change in brick type suggests that there has been some later alteration or reinforcement of the rear elevation. Slots for the roof joists of the former arched cart entrance can be seen in the north-west elevation of the surviving building, evidencing

² https://historicengland.org.uk/images-books/archive/collections/aerial-photos/record/raf_82_795_vp4_0663

significant alteration and loss and providing further indication of it having originally formed part of a wider complex of buildings. Comparison of the 1966 photograph of the building with what survives today shows that the windows and doorway at ground floor level within the surviving part of the building have been altered through the addition of shutters.



Figure 2.12: 68 Port Street as seen today from Port Street, looking south-east. The building adjoins one to the immediate north-east, known today as Sam's Yard. 68 Port Street has been altered at ground floor level by the insertion of rolling shutters and the removal of some of the render.



Figure 2.13: Rear, south-east elevation of 68 Port Street. The roof line of the former rear warehouse element of the building can be viewed within the brickwork. The rear of the building appears to have been subject to later alteration (with different brick type to the lower storeys). Slots for the roof joists of the arched cart entrance and building above can be seen in the north-west elevation of the building (left of image)

Assessment of Significance

- 2.15 The significance of the surviving part of 68 Port Street is assessed generally below, the building is then considered against the heritage values of Conservation Principles.
- 2.16 Paragraph 33 of Conservation Principles states that there are a range of inter-related heritage values that may be attached to a place. These include:
- 2.17 **Evidential Value** –“*evidential value derives from the potential of a place to yield evidence about past human activity*”.

- 2.18 **Historical Value** – *“historical value derives from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative”.*
- 2.19 **Aesthetic Value** – *“derives from the ways in which people draw sensory and intellectual stimulation from a place”.*
- 2.20 **Communal Value** – *“communal value derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values are closely bound up with historical (particularly associative) and aesthetic values but tend to have additional and specific aspects”.*
- 2.21 We have applied these values in considering the remaining part of 68 Port Street, at the north east corner of the Application Site.

68 Port Street – Assessment of Significance

- 2.22 The building surviving at the north-eastern corner of the Application Site today was constructed after 1832, but before 1851, when it is shown on the Ordnance Survey plan. The building is a small remnant of an originally much larger warehouse building at 68 Port Street. Historic map regression shows that the warehouse building comprised a primary brick-built frontage to Port Street, with warehouse accommodation to the rear, extending south-east as far as the Rochdale Canal Basin (now infilled).
- 2.23 The surviving element of the warehouse comprises the three north-easternmost bays of the original seven bay width Port Street frontage, which can be seen in historic photography (Figure 2.10). The south-western part of the building, including the arched entranceway, and the rear warehouse spaces have all been removed. The surviving part of the building is in a dilapidated unroofed condition and is no longer in use.
- 2.24 It is no longer possible to understand the historic layout or function of the building as part of the public facing street frontage of a much larger building. The surviving part is of brick build with areas of surviving painted render. On the south-western side of the building, it is possible to view the notches for the joists over the former carriageway entrance, but otherwise the building is of very simple design with no notable architectural detailing or features, consistent with a functional industrial building.
- 2.25 The surviving part of 68 Port Street is of limited local significance as the dilapidated surviving part of the originally much larger warehouse building at 68 Port Street.
- 2.26 **Evidential Value** – *The surviving part of 68 Port Street provides some limited reference to the historic pattern of warehouse development within this part of Port Street, with public / commercial frontages of buildings facing onto Port Street and dates from the early to mid-19th century. In this respect it is a fragment of the early development of this part of the city precipitated by the construction of the Rochdale Canal and the associated growth of industrial activity in the surrounding area. The removal of the majority of the building as originally constructed however means that the evidential value the building provides is limited. It is a small remaining element.*

- 2.27 **Historical Value** – *The surviving part of 68 Port Street is of some local historic value due to its age, a building which was constructed after 1832 and by 1851. The building is of some limited historic value as a small surviving part of a much larger building which was constructed as part of the development of this part of Manchester following the construction of the Rochdale Canal.*
- 2.28 **Aesthetic Value** – *The aesthetic value of the building is heavily compromised by its dilapidated state. When built it was of simple functional design with little architectural detailing and comprised part of a larger warehouse complex.*
- 2.29 **Communal Value** – *The building does not have tangible communal value. It is vacant and in a deteriorated state.*
- 2.30 Overall, 68 Port Street is considered to be of very limited local significance or heritage value, as a small surviving portion of what was originally a much larger warehouse. The simple functional design of the building and its altered and dilapidated condition mean that it contributes little to the character of the local area.
- 2.31 MCC requested that the existing building at 68 Port Street should be assessed to consider whether it should be treated as a non-designated heritage asset.
- 2.32 The Planning Practice Guidance (PPG) concerning the Historic Environment (2019) contains the following advice regarding what comprises a non-designated heritage asset:
- “Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.*
- A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage significance to merit identification as non-designated heritage assets.” (PPG, Para 039)*
- 2.33 Taking into account our assessment of the extant building, although originally constructed in the early to mid-19th century, the extent to which it has been altered means, it is considered that 68 Port Street may not merit non-designated heritage asset status.

3. Impact Assessment

- 3.1 This impact assessment should be read in combination with the impact assessment set out in the Heritage Statement.
- 3.2 Paragraph 197 of the NPPF states that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, putting them into viable uses consistent with their conservation, as well as the desirability of new development making a positive contribution to local character and distinctiveness.
- 3.3 Paragraph 199 confirms that great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Conservation is defined as follows:
- "The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance."*
- 3.4 The assessment as presented above suggests that the surviving building at 68 Port Street, a small surviving portion of what was originally a much larger warehouse, which survives in an altered and dilapidated condition may not merit non-designated heritage asset status.
- 3.5 However, in the event that MCC concludes that the building should be treated as a non-designated heritage asset, Paragraph 203 of the NPPF would apply and states the following:
- "The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."*
- 3.6 The surviving part of 68 Port Street, at the north-eastern corner of the Application Site, would be demolished as part of the Proposed Development resulting in its total loss. In accordance with Paragraph 203 of the NPPF, a balanced judgement will be required in relation to the harm identified and bearing in mind the very low significance of the building. This should be taken into account as an additional material consideration and proportionately addressed by MCC in the planning balance.

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