

274 Deansgate

Manchester City Council

HERITAGE STATEMENT | DECEMBER 2022

On behalf of Whispering Smith Properties Limited



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Section 1

Introduction.

1 | Introduction

- 1.1 This Heritage Statement is supplied to provide an assessment of the significance of 274 Deansgate (henceforth 'the Site'), and its surrounding heritage assets, and the impact of a proposal on these. This is provided as part of an application submission for a roof extension to the existing building.
- 1.2 274 Deansgate is not a designated heritage asset, nor has it been identified as a non-designated heritage asset by Manchester City Council, and it is not included within a conservation area.
- 1.3 This report will:
- Set out the relevant legislative and policy framework within which to understand the proposed change to the Site;
 - Provide a proportionate and robust analysis of the Site and surrounding area's historic development;
 - Describe the Site and identify relevant designated heritage assets;
 - Appraise the heritage significance of the Site and nearby heritage assets; and,
 - Provide a detailed assessment of impact for the proposals on the Site and its setting, and on the significance of nearby heritage assets.
- 1.4 The existing Site and surrounding area was appraised during a site visit (March 2021), and a desk-based survey and appraisal of the Site has been undertaken, as well as research which included an Ordnance Survey map regression.
- 1.5 The report is produced by Icen Projects. Specifically, it is authored by Georgina Mark BA (Hons.) MSt (Cantab), Heritage Consultant, with guidance and review by Laurie Handcock, Director - Built Heritage and Townscape.

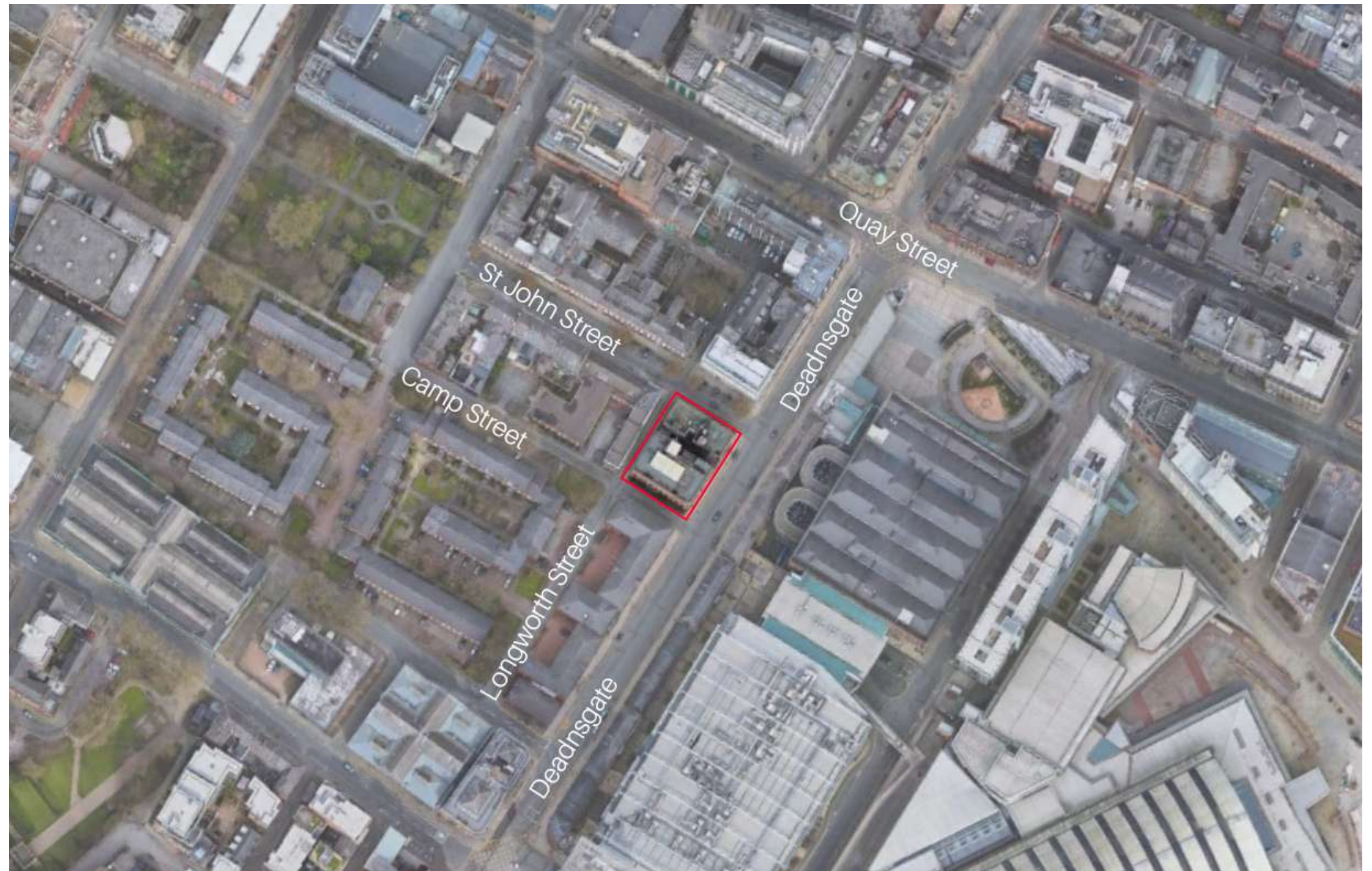


Figure 1.1 Aerial view of Site and listed building marked in red
Source: Edited from Google

Section 2

Planning Legislation, Policy & Guidance.

Legislation		National Policy					
2.1	Where any development may have a direct or indirect effect on designated heritage assets, there is a legislative framework to ensure the proposals are considered with due regard for their impact on the historic environment.	National Planning Policy Framework (July 2021) (As amended)	2.9	‘Significance’ is defined as ‘The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site’s Statement of Outstanding Universal Value forms part of its significance.’	2.14	Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. It emphasises that the weight given to an asset’s conservation should be proportionate to its significance, and notes that this great weight should be given irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.	
2.2	Section 7 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (PLBCAA 1990) states that ‘no person shall execute any works for the demolition of a listed building or for its alteration or extension in any manner which would affect its character as a building of special architectural or historic interest, unless the works are authorised’	2.4	In July 2018, the government published the updated National Planning Policy Framework (“NPPF”), which was again updated in February, June 2019 and July 2021. This maintains the focus on sustainable development that was established as the core of the previous, 2012, NPPF.	2.10	The ‘Setting of a heritage asset’ is defined as ‘The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.’	2.15	Paragraph 200 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
2.3	Section 16 (2) of the Act states that in considering whether to grant listed building consent for any works the local planning authority or the Secretary of State, as relevant, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.	2.5	This national policy framework encourages intelligent, imaginative and sustainable approaches to managing change. Historic England has defined this approach, which is reflected in the NPPF, as ‘constructive conservation’: defined as ‘a positive and collaborative approach to conservation that focuses on actively managing change...the aim is to recognise and reinforce the historic significance of places, while accommodating the changes necessary to ensure their continued use and enjoyment’ (Constructive Conservation in Practice, Historic England, 2009).	2.11	Paragraph 192 requires local authorities to maintain or have access to a historic environment record. This should contain up-to-date evidence about the historic environment in their area and be used to assess the significance of heritage assets and the contribution they make to their environment.	2.16	Paragraphs 201 and 202 address the balancing of harm against public benefits. If a balancing exercise is necessary (i.e. if there is any harm to the asset), considerable weight should be applied to the statutory duty where it arises. Proposals that would result in substantial harm or total loss of significance should be refused, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss (as per Paragraph 201). Whereas, Paragraph 202 emphasises that where less than substantial harm will arise as a result of a proposed development, this harm should be weighed against the public benefits of a proposal, including securing its optimum viable use.
		2.6	Section 12, ‘Achieving well-designed places’, reinforces the importance of good design in achieving sustainable development, by ensuring the creation of inclusive and high quality places. This section of the NPPF affirms, in paragraph 130, the need for new design to function well and add to the quality of the surrounding area, establish a strong sense of place, and respond to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).	2.12	Paragraph 194 states that, when determining applications, local planning authorities should require applicants to describe the significance of the heritage assets affected and any contribution made by their setting. The level of detail provided should be proportionate to the significance of the asset and sufficient to understand the impact of the proposal on this significance. According to Paragraph 190, local planning authorities are also obliged to identify and assess the significance of any heritage asset that may be affected by a proposal and should take this assessment into account when considering the impact upon the heritage asset.	2.17	Paragraph 203 requires a balanced judgment for proposals that affect non-designated heritage assets, having regard to the scale of any harm or loss and the significance of the heritage asset.
		2.7	The guidance contained within Section 16, ‘Conserving and enhancing the historic environment’, relates to the historic environment, and developments which may have an effect upon it.	2.13	Paragraph 197 emphasises that local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.	2.18	Paragraph 206 encourages opportunities for new development within, and within the setting of, Conservation Areas and World Heritage Sites, to enhance or better reveal their significance. It requires favourable treatment for proposals that preserve those elements of the setting that make a positive contribution to the asset or which better reveal its significance.
		2.8	Heritage Assets are defined in Annex 2 of the NPPF as: ‘A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).’ Listed buildings and Conservation Areas are both designated heritage assets.			2.19	Paragraph 207 notes that not all elements of Conservation Areas and World Heritage Sites will contribute to their significance, but that, if harm to their significance is caused, decisions should follow the balancing exercise set out in paragraph 201 and

Planning Practice Guidance (“PPG”) (Department for Communities and Local Government, last updated July 2019)

- 2.20 The guidance on Conserving and enhancing the historic environment in the PPG supports the NPPF. Paragraph 002 states that conservation is an active process of maintenance and managing change that requires a flexible and thoughtful approach, and that neglect and decay of heritage assets is best addressed through ensuring that they remain in active use that is consistent with their conservation.
- 2.21 Paragraph 006 sets out how heritage significance can be understood in the planning context as archaeological, architectural, artistic or historic, defined as follows:
- archaeological interest: As defined in the Glossary to the National Planning Policy Framework, there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
 - architectural and artistic interest: These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.
 - historic interest: An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation’s history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.
- 2.22 The PPG emphasises in paragraph 007 the importance of assessing the nature, extent and importance of a heritage asset in understanding the potential impact and acceptability of development proposals.

- 2.23 Paragraph 018 explains that, where potential harm to designated heritage assets is identified, it needs to be categorised as either less than substantial harm or substantial harm (which includes total loss) in order to identify which policies in the National Planning Policy Framework (paragraphs 200-202) apply. It goes on to state that whether a proposal causes substantial harm will be a judgment for the decision-maker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest.
- 2.24 Harm may arise from works to the heritage asset or from development within its setting. A thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.
- 2.25 The PPG also provides clear guidance in paragraph 020 on the meaning of ‘public benefits’, particularly in relation to historic environment policy, including paragraphs 201 to 202 of the NPPF. The PPG makes clear that public benefits should be measured according to the delivery of the three key drivers of sustainable development: economic, social and environmental outcomes, all of which are reflected in the objectives of the planning system, as per Paragraph 8 of the NPPF. Public benefits include heritage benefits, and do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.

Historic Environment Good Practice Advice in Planning

- 2.26 To support the national policies, three separate Good Practice Advice in Planning Notes (GPA’s) have been published by Historic England.

GPA 2: Managing Significance in Decision-Taking in the Historic Environment [March 2015]

- 2.27 This document provides advice on numerous ways in which decision-taking in the historic environment could be undertaken, emphasising that the first step for all applicants is to understand the significance of any affected heritage asset and the contribution of its setting to its significance. In line with the NPPF and PPG, the document states that early engagement and expert advice in considering and assessing the significance of heritage assets is encouraged. The advice suggests a structured staged approach to the assembly and analysis of relevant information and is as follows:
- Understand the significance of the affected assets;
 - Understand the impact of the proposal on that significance;
 - Avoid, minimise and mitigate impact in a way that meets the objectives of the NPPF;
 - Look for opportunities to better reveal or enhance significance;
 - Justify any harmful impacts in terms of the sustainable development objective of conserving significance and the need for change;
 - Offset negative impacts on aspects of significance by enhancing others through recording, disseminating and archiving archaeological and historical interest of the important elements of the heritage assets affected.
- 2.28 The advice reiterates that heritage assets may be affected by direct physical change or by change in their setting. Assessment of the nature, extent and importance of the significance of a heritage asset and the contribution of its setting at an early stage can assist the planning process in informed decision-taking.

- 2.29 The document sets out the recommended steps for assessing significance and the impact of development proposals upon it, including examining the asset and its setting and analysing local policies and information sources. In assessing the impact of a development proposal on the significance of a heritage asset the document emphasises that the cumulative impact of incremental small-scale changes may have as great an effect on the significance of a heritage asset as a larger scale change. Crucially, the nature and importance of the significance that is affected will dictate the proportionate response to assessing that change, its

GPA 3: The Setting of Heritage Assets (2nd Edition) [December 2017]

- 2.30 This advice note focuses on the management of change within the setting of heritage assets. It replaces The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 – 1st edition, (2015) and Seeing the History in the View: A Method for assessing Heritage Significance within Views (English Heritage, 2011).
- 2.31 The advice in this document, in accordance with the NPPF, emphasises that the information required in support of applications for planning permission and listed building consent should be no more than is necessary to reach an informed decision, and that activities to conserve or invest need to be proportionate to the significance of the heritage assets affected and the impact on the significance of those heritage assets. At the same time those taking decisions need enough information to understand the issues.
- 2.32 This note gives assistance concerning the assessment of the setting of heritage assets and the statutory obligation on decision-makers to have special regard to the desirability of preserving listed buildings and their settings; and that settings can contribute to the significance of a heritage asset.
- 2.33 This note gives general advice on understanding setting and how it may contribute to the significance of heritage assets. It also provides a staged approach to taking decisions on the level of the contribution which setting and related views make to the significance of heritage assets. It suggests that, at the pre-application or scoping stage, the local authority, having due regard to the need for proportionality:

- indicates whether it considers a proposed development has the potential to affect the setting of (a) particular heritage asset(s), or - specifies an 'area of search' around the proposed development within which it is reasonable to consider setting effects, or - advises the applicant to consider approaches such as a 'Zone of Visual Influence' or 'Zone of Theoretical Visibility' in relation to the proposed development in order to better identify heritage assets and settings that may be affected.		2.34 Particularly for developments that are not likely to be prominent or intrusive, the assessment of effects on setting may often be limited to the immediate surroundings, while taking account of the possibility that setting may change as a result of the removal of impermanent landscape or townscape features, such as hoardings or planting.		2.35 This should be followed by an analysis to assess whether the setting of an affected heritage asset makes a contribution to its significance and the extent and/or nature of that contribution; both setting, and views which form part of the way a setting is experienced, may be assessed additionally for the degree to which they allow significance to be appreciated.		2.36 The next stage is to identify the effects a development may have on setting(s) and to evaluate the resultant degree of harm or benefit to the significance of the heritage asset(s).		2.37 At the proposal stage, ways to maximise enhancement and avoid or minimise harm should be considered. Enhancement (see NPPF, paragraph 137) may be achieved by actions including: - removing or re-modelling an intrusive building or feature - replacement of a detrimental feature by a new and more harmonious one - restoring or revealing a lost historic feature or view - introducing a wholly new feature that adds to the public appreciation of the asset - introducing new views (including glimpses or better framed views) that add to the public experience of the asset, or - improving public access to, or interpretation of, the asset including its setting.	
		2.38 Manchester's Local Plan, previously named the Local Development Framework, includes the Core Strategy Development Plan (adopted July 2012) and Extant Unitary Development Plan policies which were not replaced by the Core Strategy document.							
		2.39 Relevant heritage policies from the Core Strategy and Unitary Development Plan are copied below.							
		Core Strategy Development Plan							
		<i>Policy CC 9 Design and Heritage</i>							
		2.40 Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.							
		2.41 Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.							
		2.42 The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.							
		<i>Policy EN 1 Design Principles and Strategic Character Areas</i>							
		2.43 All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.							
				1. City Centre Character Area					
				The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes.					
				- Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. - While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level. - Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the - City's permeability should be considered in all proposals.					
				<i>Policy EN 3 Heritage</i>					
				2.44 Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.					
				2.45 New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.					
						2.46 Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.			
						Extant Unitary Development Plan			
						<i>DC19.1 Listed Buildings</i>			
						2.47 In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:			
						a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;			
						b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;			
						c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;			
						d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;			
						e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;			
						f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.			

Section 3

Historic Development of the Site and Surroundings.

3 | Historic Development of the Site and Surroundings

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Historical Development of Manchester and Deansgate

- 3.1 The city of Manchester can trace its origins to the Roman occupation of Britain, with archaeological finds suggesting that a semi-permanent or permanent settlement existed within the present-day city boundary between the 70's AD and 410AD.¹ In 1086, Manchester was recorded as belonging to the Hundred of Salford in the County of Cheshire and its population was not recorded, as per usual with large towns of this period.²
- 3.2 Manchester continued to thrive as a town of regional importance during the medieval period. In 1282, it was recorded as having a market and a town fair had been inscribed as early as 1227.³ During the fourteenth century, an influx of Flemish weavers into the town initiated the foundation of an industry in the manufacture and trade of wool and linens.
- 3.3 By c.1540, the town had expanded to become, 'the fairest, best builded, quickest and most populous town of all Lancashire'.⁴ In c.1586, it was described as, 'farre excelleth the townes lying round about it' and the town's prominence was attributed, 'for certain [to the] wollen clothes there wrought and in great request, commonly called Manchester Cotton'.⁵
- 3.4 Manchester's textile industry steadily expanded during the eighteenth century and a commodities exchange was established in 1729. By 1736, the rivers Irwell and Mersey were made navigable, and provided an efficient means of transporting ever-increasing quantities of linens from Manchester to seaports on the Mersey. The opening of the Bridgewater Canal in 1761 further facilitated the movement of coal from mines in Worsley to Manchester and thereby supported the construction of infrastructure relating to textile manufacture in the town.

- 3.5 A map of the area dated 1751 [Figure 3.1] identifies areas such as Spinningfields and Aldport Town which were developed around Deansgate and named for their association with the textile industry. A comparison between maps dated 1751 and 1772 [Figure 3.1 and 3.2] reveals the rapidity of building development within Deansgate, with St John's Church (est. 1769) and terraces arranged along new streets.
- 3.6 During the nineteenth century, Deansgate developed as an area of various uses; its northern end was occupied by large office and commercial buildings, while residential areas pocketed by slums were located further south. An Ordnance Survey map dated 1851 [Figure 3.3] identifies a tannery at the north end of Deansgate, and a print works smithy and lead mill based in the Aldport Town area.
- 3.7 This map, and another dated 1896 [Figure 3.4], confirms that the immediate townscape of Deansgate comprised housing, inns, schools and hospitals, likely associated with workers employed at the cotton, silk and various other textile mills located further south.
- 3.8 In 1853, Manchester was granted city status by the British Government in recognition of its prominent role within the economic and social condition of the country.
- 3.9 At the turn of the century, in 1899, around 300 houses were demolished in the Aldport Town area of Deansgate in association with the Great Northern Warehouse; a goods station associated with the Great Northern Railway Company.⁶
- 3.10 The built environment of Manchester city was altered extensively throughout the twentieth century as a result of a decline in its industrial character and the increased commercialisation of the area. Most notably, in 1974, consent was granted for the construction of buildings for use as housing, offices, licensed premises, shops and commercial uses on a site between Deansgate Street, Tonman Street and Camp Street.⁷

1 Gregory, Richard, ed. (2007). *Roman Manchester: The University of Manchester's Excavations within the Vicus 2001-5*. Oxford: Oxbow Books. p. 190.

2 Open Domesday, Anna Powell-Smith, <https://opendomesday.org/place/SJ8398/manchester/>

3 Letters, Samantha (2005). *Gazetteer of Markets and Fairs in England and Wales to 1516*. British History Online. p. 19

4 Kidd, Alan (2006). *Manchester: A History*. Lancaster: Carnegie Publishing. pp. 12

5 William Camden, *Britannia*, 1586, <https://www.visionofbritain.org.uk/travellers/Camden>

6 Procter, Richard Wright (1874). *Memorials of Manchester Streets*. Thomas Sutcliffe, p. 117

7 Manchester City Council, Planning Application Ref. F00503

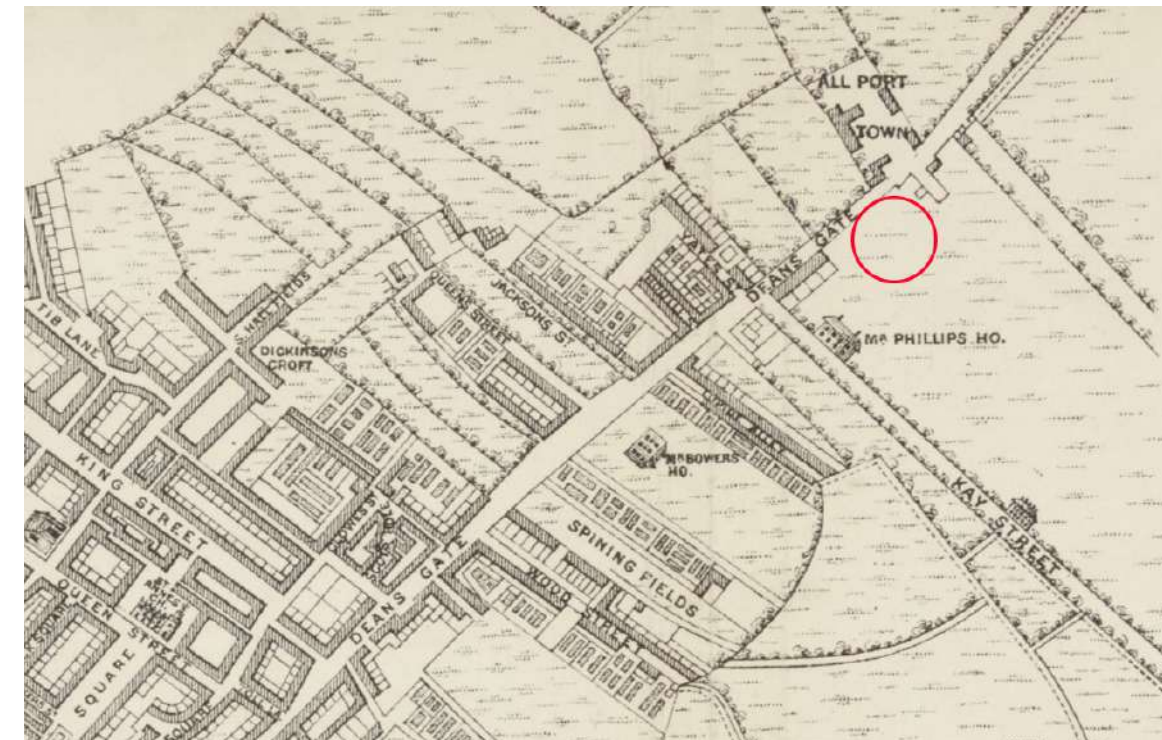


Figure 3.1 1751 Plan of Manchester & Salford by London Longmans & Co. The Site is highlighted in red



Figure 3.2 1772 Map of Manchester by Tinker The Site is highlighted in red

3 | Historic Development of the Site and Surroundings

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Figure 3.3 1851 Ordnance Survey Map
The Site is highlighted in red



Figure 3.5 1916 Ordnance Survey Map
The Site is highlighted in red



Figure 3.4 1896 Ordnance Survey Map
The Site is highlighted in red

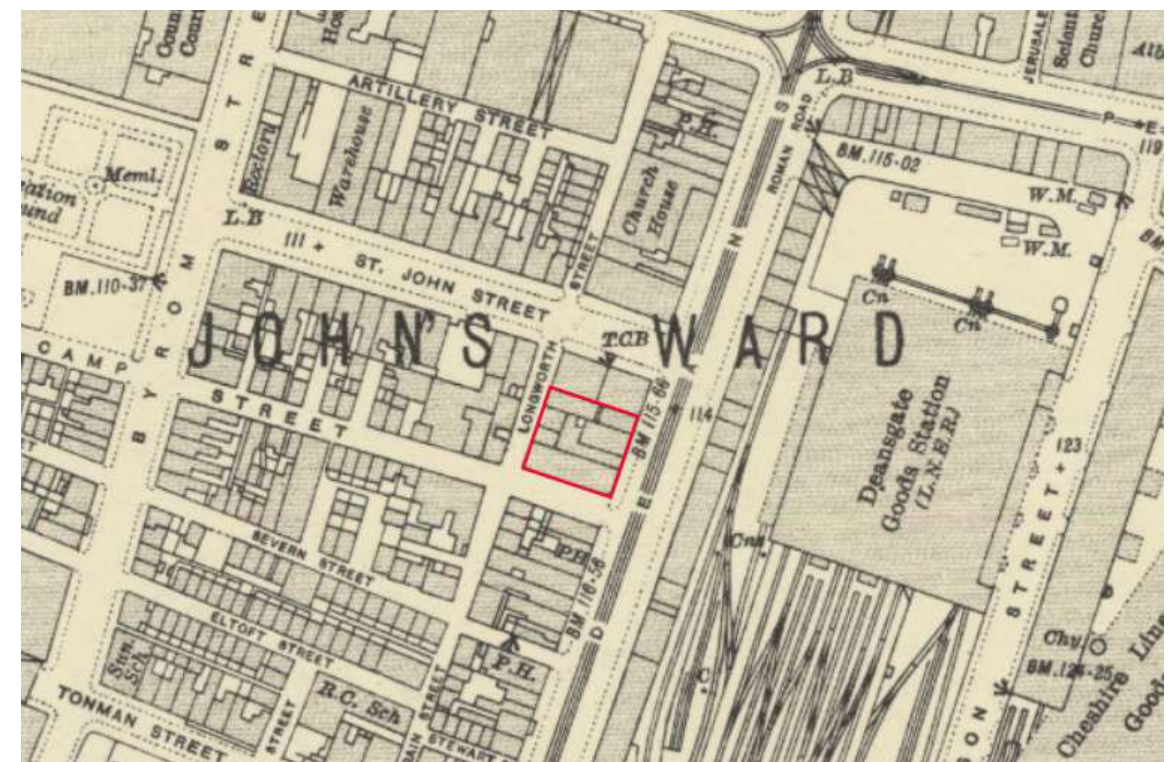


Figure 3.6 1932 Ordnance Survey Map
The Site is highlighted in red

3 | Historic Development of the Site and Surroundings

Historical Development of the Site

- 3.11

The Site is located on Deansgate, which is shown by a map of Manchester to have been an emerging extension of the historic townscape in 1751 [Figure 3.1]. At this time, Deansgate comprised a central thoroughfare from which new streets extended and were sporadically populated by terraces with rear gardens. The Site was undefined and possibly formed part of land associated with a house located on the recently laid, 'Kay Street' (now Quay Street), identified by the map as being owned by, 'Mr Philips'.
- 3.12

The townscape of Deansgate was better established by 1772 [Figure 3.2], and the Site existed as part of a collection of buildings arranged around a courtyard. More specifically, an Ordnance Survey Map dated 1851 [Figure 3.3] reveals that the Site was occupied by multiple abutting buildings which were likely constructed at different times and served a variety of functions, a suggested by their alternating footprints. These buildings are suggested to have been replaced or extended and subdivided by 1896 [Figure 3.4], however their functions remain unclear.
- 3.13

An Ordnance Survey map dated 1916 [Figure 3.5] shows that buildings located in the north-west corner of the Site were demolished at this time. One of these buildings, reportedly assigned the address of 274 Deansgate, was occupied by Morris Commercial Cars Ltd between 1929 and 1930.
- 3.14

It is unclear whether the Site functioned as an office or space for the manufacture of motor vehicles for this company.⁸ However, it is known that the motor agents, Kennings Ltd had a sales and service depot on the Site in 1932.⁹
- 3.15

At this time, the north-west corner of the Site was once again developed by 1932 [Figure 3.6] with the construction of a new, larger building. The Site was first occupied by a single built form in c.1937 and a contemporary aerial photograph [Figure 3.7] reveals this building to have comprised a structure around five storeys in height, with a regular fenestration pattern and designed elevational treatment.
- 3.16

In the late 1940s and 1950s, the Site was occupied by various businesses, such as a typewriters' office and
- 3.17

Motor agents Kennings Ltd had sales and service depot on the site
- 3.18

In 1991, the existing building on the Site was demolished and replaced with a five-storey office block with basement car parking.¹² This new building presented an articulated principal elevation divided into three bays of paired windows which were defined by contrasting light, medium and dark firebricks. A decorative framing pattern was also created using purple and blue engineering bricks and a pitched roof was treated with simulated natural slates.
- 3.19

Later that same year, permission was granted by Manchester City Council for the creation of additional rooftop plant rooms.¹³ This alteration introduced a hexagonal corner tower with arched windows and additional bands of soldier-course brickwork were added between ground and first floors as well as between the third and fourth floors.
- 3.20

It is unclear whether the initial design of the new building, consented earlier this year, was built prior to these approved works, resulting in alterations to the as-built structure, or whether this application was merely associated with amendments to the final design of the new building.
- 3.21

In 1995, permission was granted for the enlargement of the rooftop plant rooms for the replacement of the existing lift and installation of heating and ventilation systems.¹⁴ This change involved the replacement of the uppermost level and extensive alteration of the principal elevation.
- 3.22

The addition was constructed from brick and topped with a flat roof, with a new stone cornice added to the eaves. The building was re-fenestrated and brick panels were applied between the new aluminium-framed windows. Soldier-course brickwork were applied in an arched arrangement above each window and stone banding was applied along the elevation.
- 10

British Newspaper Archive, Manchester Evening News - Wednesday 28 December 1949 and British Newspaper Archive, Manchester Evening News - Monday 28 July 1958
- 11

British Newspaper Archive, Sheffield Daily Telegraph - Saturday 12 November 1932
- 12

Manchester City Council, Planning Reference 038602
- 13

Manchester City Council, Planning Reference 039111
- 14

Manchester City Council, Planning Reference 047241/FO/CITY1/95

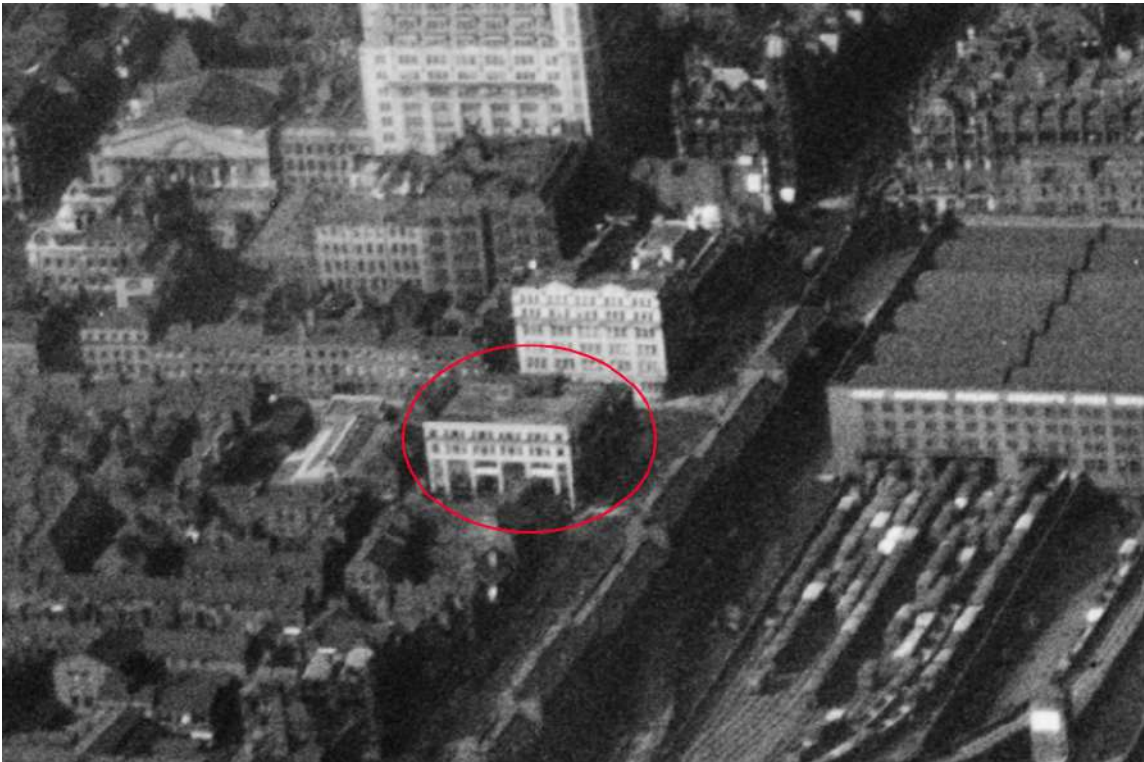


Figure 3.7 1937 Britain from Above
The Site is highlighted in red

3 | Historic Development of the Site and Surroundings

- 3.23 Likewise, it is unclear whether this 1995 application was associated with alterations to a building which had already been constructed, or whether it pertained merely to amendments to the final design of the new building.
- 3.24 In 1999, permission was granted to convert the basement level of the building into retail space.¹⁵ Further permission was granted to replace the front entrance to the Camp Street elevation in 2003.¹⁶ In 2017, all of the building's windows were replaced with new aluminium windows which comprised single panes without glazing bars. Later that year, a roof terrace was created through the installation of glazed balustrading and a canopy.¹⁷
- 3.25 No further major alterations to the building have been carried out since this development.

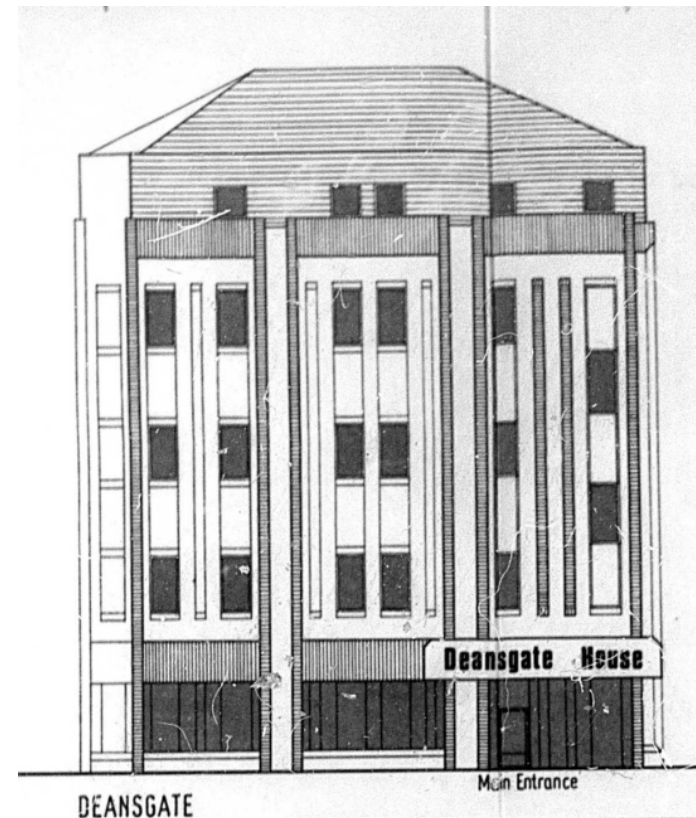


Figure 3.8 1991 design for the principal elevation of the new building
Included in Planning Ref. 038602

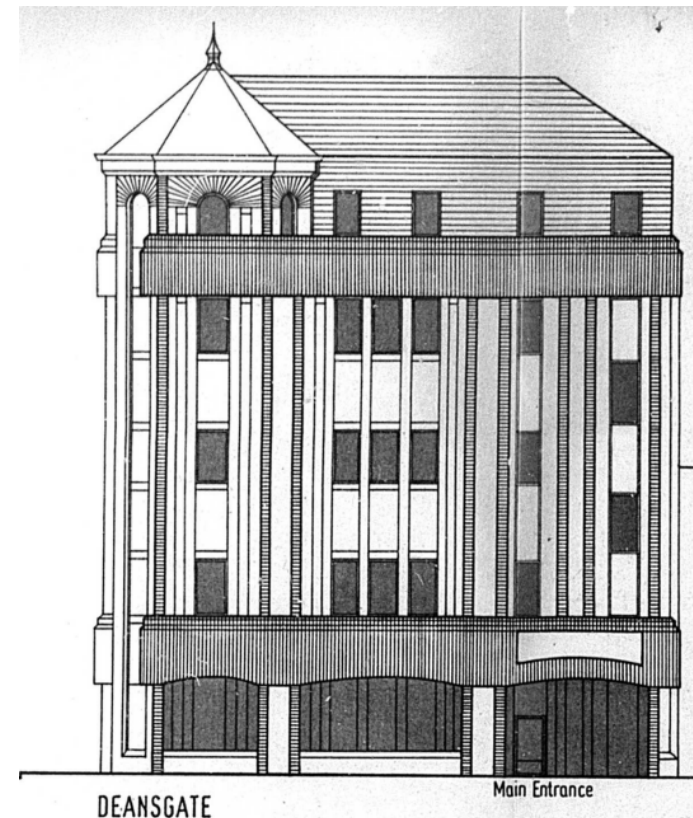


Figure 3.9 1991 design for the additional rooftop plant rooms, principal elevation
Included in Planning Ref. 039111

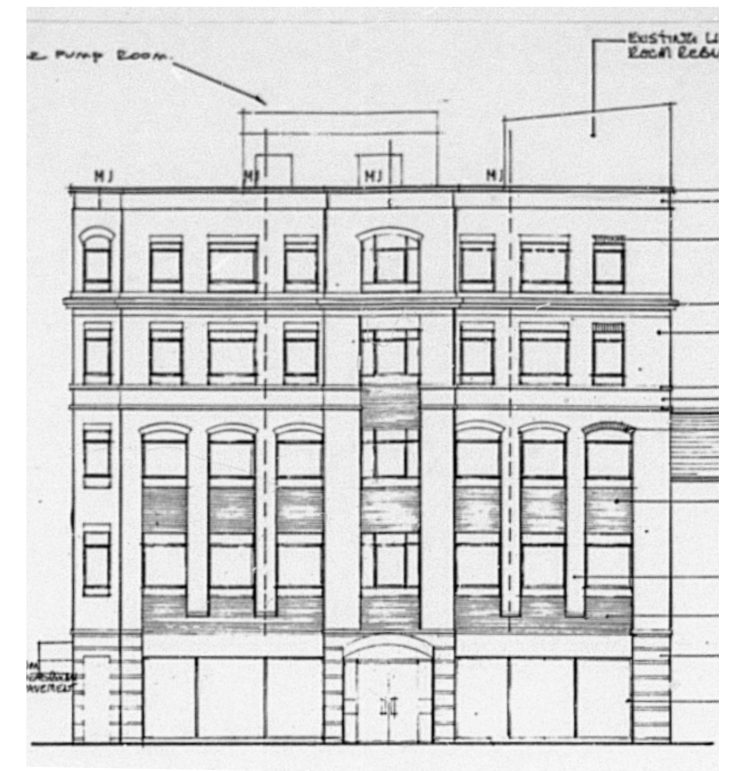


Figure 3.10 1995 design for the alteration to the plant additions, principal elevation

¹⁵ Manchester City Council, Planning Reference 057971/FU/CITY1/99
¹⁶ Manchester City Council, Planning Reference 067296/FO/CITY1/03
¹⁷ Manchester City Council, Planning Reference 116206/FO/2017

Section 4

Site Description and Identification of Assets.

4 | Site Description and Identification of Assets

274 DEANSGATE | MANCHESTER

The Site

Exterior

- 4.1 The Site is predominantly square-shaped in footprint and is located at the corner junction of Deansgate and Camp Street. No. 274 Deansgate comprises a five-storey plus basement building which is constructed from red brick. It is abutted by no. 270 Deansgate to the east and the south-west corner of the building is angled in response to the corner situation of the Site.
- 4.2 The main south and west elevations of the building present relatively plain façades. Limited articulation is expressed through a regular pattern of fenestration which sees the principal south facade divided into a 3-1-3 bay arrangement. These bays are further defined by brick pillars which extend upwards through second and third-storey levels, as well as projecting columns of brickwork positioned either side of the central bay and extend the length of the building. Plain stone bands and a dentilated cornice define the fourth storey of these elevations and the banding wraps around the entire building.
- 4.3 A modern shop front is located at ground floor level of the principal south elevation. All of the windows around the building comprise modern aluminium replacements and are fitted into altered openings, created as part of works approved in 1995. These openings are alternatively shaped square, rectangular and arched.
- 4.4 The rear of the building faces Longworth Street. It expresses a similar, though far plainer elevational treatment to the south and west elevations.
- 4.5 The building possesses a flat roof and a modern roof terrace has been introduced as part of alterations approved in 2017.

Interior

- 4.6 The interior of the building comprises open-plan office spaces. This space is plainly decorated and is fitted with boxed ceiling beams, suspended lighting and exposed steel columns.



Figure 4.1 The Site as viewed from Deansgate looking north-east

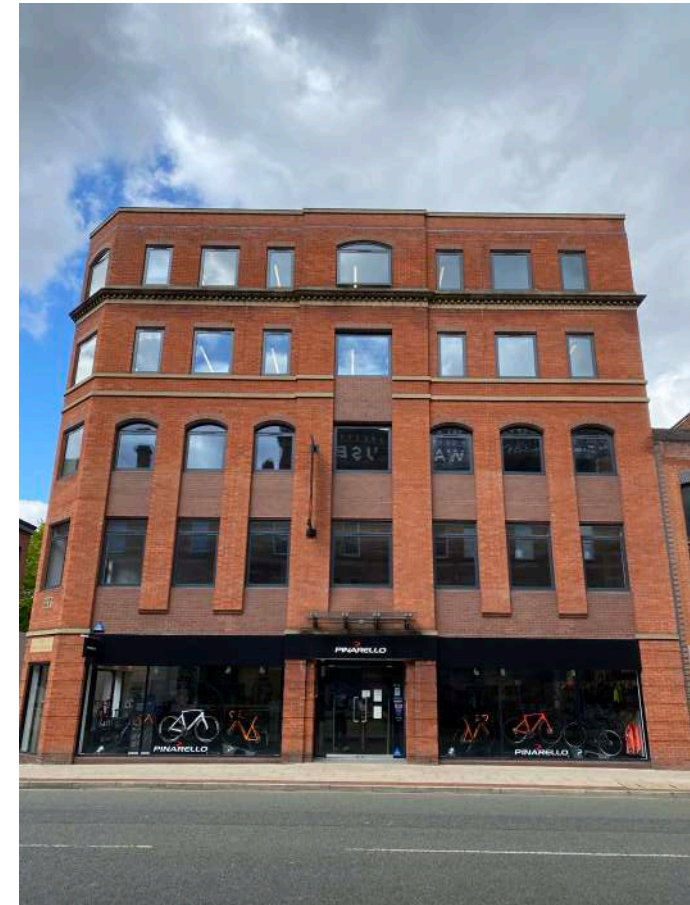


Figure 4.2 The principal south elevation of the Site is regularly fenestrated and divided into a 3-1-3 bay pattern

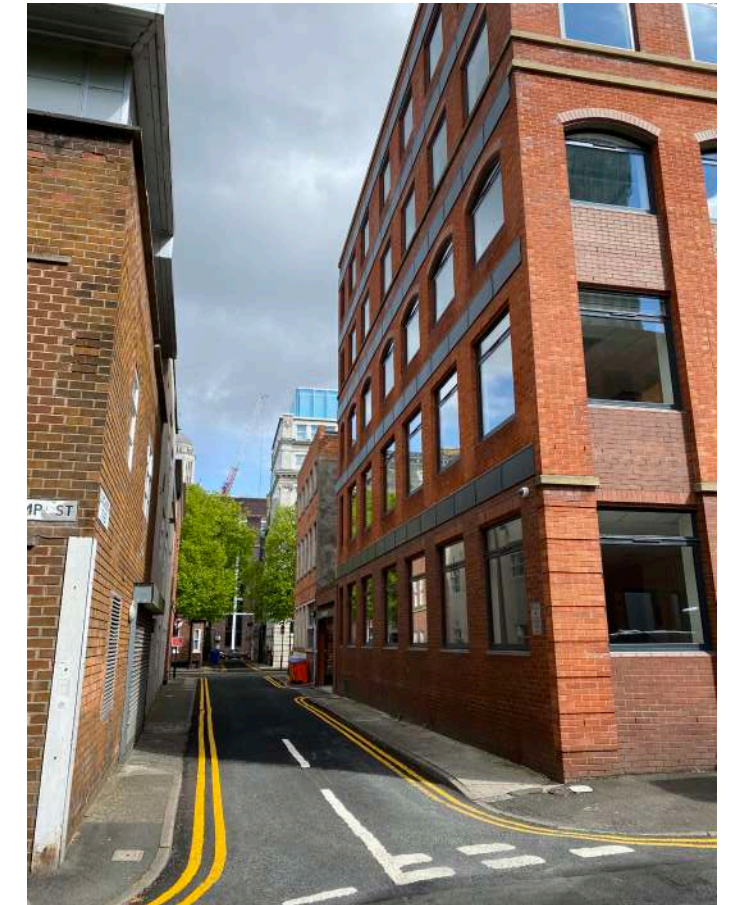


Figure 4.3 The west elevation of the Site, as viewed from Camp Street, looking north

4 | Site Description and Identification of Assets

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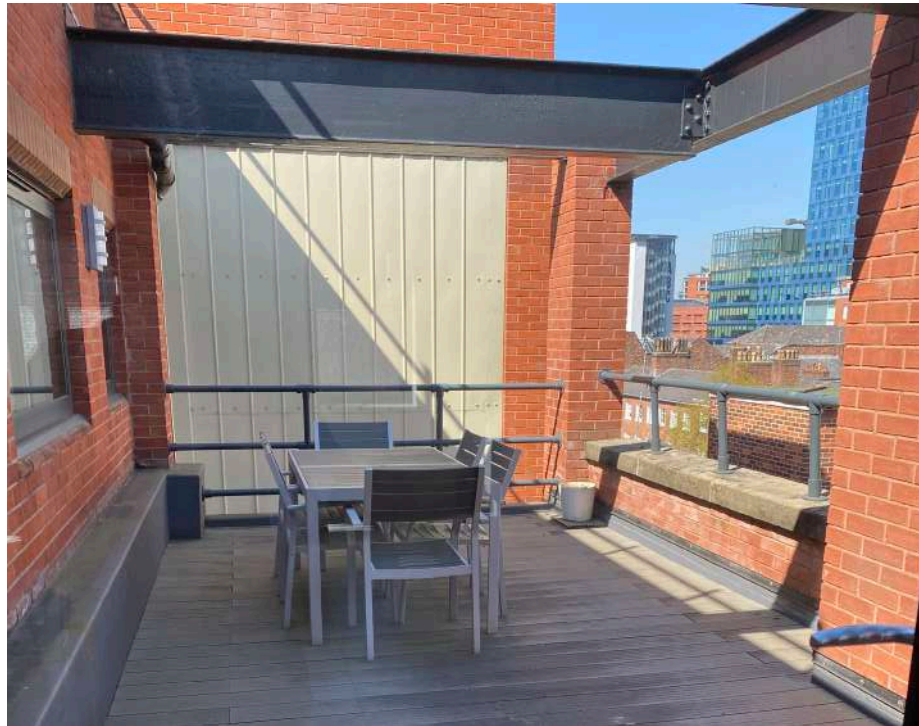


Figure 4.4 The modern terrace addition presents a plain architectural finish, with red brick columns supporting exposed steel beams and simple balustrading to the safety railings

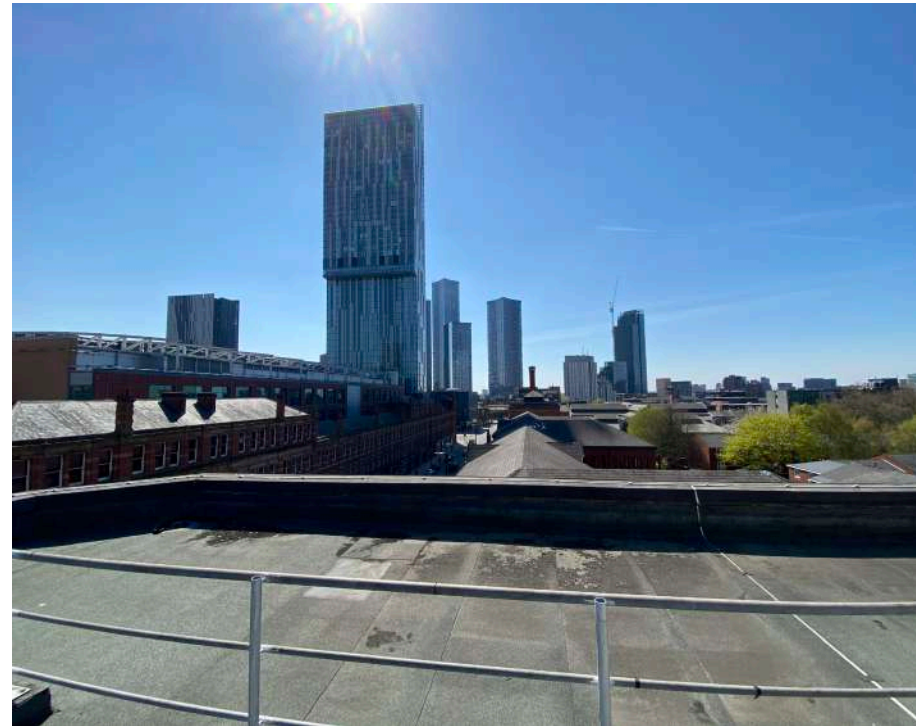


Figure 4.6 Views of tall buildings located further west along Deansgate, as seen from the roof of the Site.



Figure 4.8 The open-plan interior of the building is plainly decorated, with boxed ceiling beams, suspended lighting and exposed steel columns providing a limited source of architectural interest



Figure 4.5 Views of tall buildings located further east along Deansgate, as seen from the roof of the Site. In particular, no. 2 John Street, with its historic stone facade, capped with a contemporary glass upward extension, is highly visible.

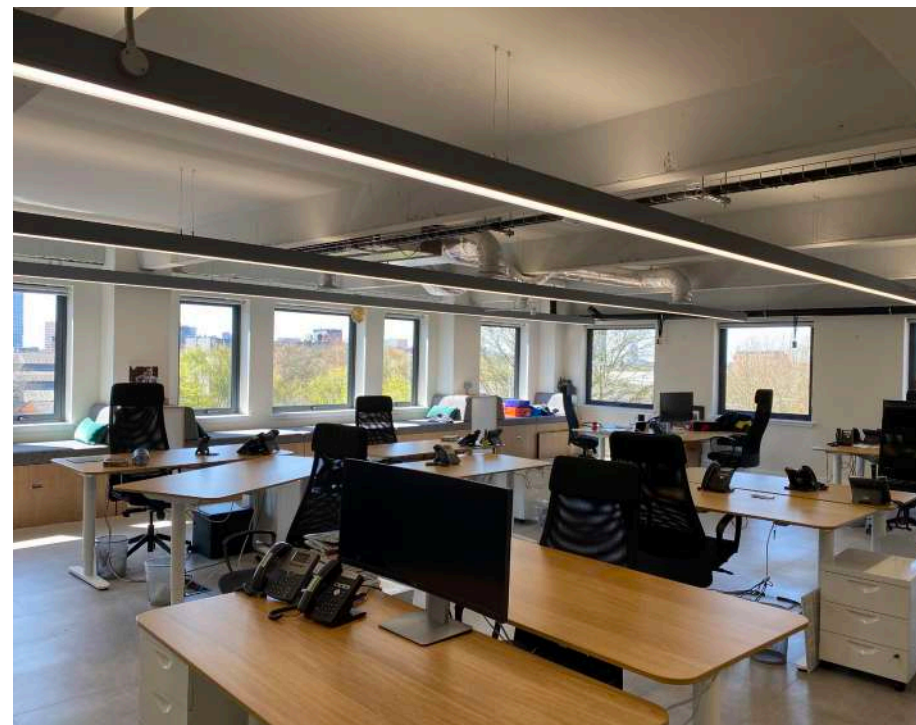


Figure 4.7 The interior of the building comprises open-plan office space

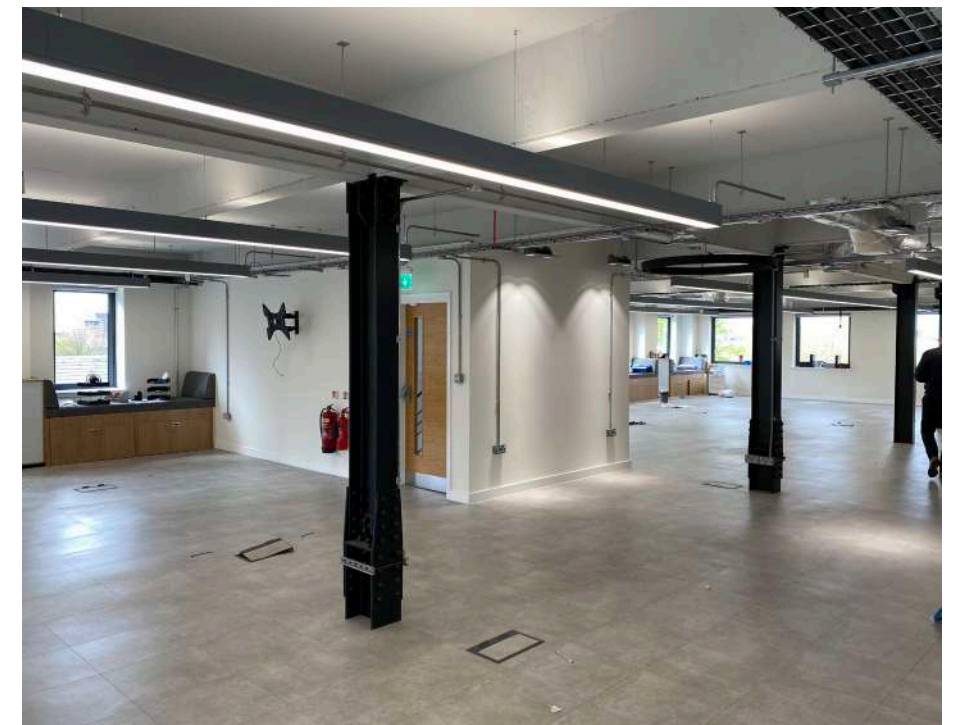


Figure 4.9 A typical interior of the building

4 | Site Description and Identification of Assets

Identification of Assets

4.7 The Site is situated in close proximity to, though excluded from, Deansgate, St John and Castlefield Conservation Areas. Due to the Site's exclusion from the boundaries of these Conservation Areas, it is considered to make no contribution to their character and appearance and the assets are therefore not assessed in detail. There are numerous designated heritage assets within the setting of the Site and the following assets are included in this report:

1. Deansgate Goods Station and Attached Carriage Ramp (Grade II*), located south of the Site
2. G Mex (Grade II*), located south of the Site
3. Manchester & Salford Junction Canal Tunnel (Grade II), located west of the Site
4. 8 & 8A, St John Street (Grade II), located north-east of the Site
5. 10 St John Street (Grade II), located north-east of the Site
6. 12-16 St John Street (Grade II), located north-east of the Site
7. 18 & 20 St John Street (Grade II), located north-east of the Site
8. 22 St John Street (Grade II), located north-east of the Site
9. 24 St John Street (Grade II), located north-east of the Site
10. 24A & 26 St John Street (Grade II), located north of the Site
11. 28 St John Street (Grade II), located north of the Site
12. 15A Byrom Street (Grade II), located north of the Site
13. 21-25 St John Street (Grade II), located north of the Site
14. 19 St John Street (Grade II), located north of the Site
15. 11-17 St John Street (Grade II), located north of the Site
16. K6 Telephone Kiosk in front of St John Street Chambers (Grade II), located east of the Site



Figure 4.10 Heritage Asset Map

Nearby Listed Buildings

1. Deansgate Goods Station and Attached Carriage Ramp (Grade II*)

- 4.8 This building was constructed between 1885-99 as a goods station and warehouse with an attached carriage ramp. It is five storeys in height and laid out on a rectangular plan, 267ft long and 217ft wide. It also possesses a steel frame which is clad with red brick and blue brick bands and a slate-covered roof. T
- 4.9 The building is located south of the Site and derives its significance from its status as a unique survival of a 3-way railway goods exchange station, serving the railway, canal and road networks of the Manchester region. Being built to be fully fireproof, the building was considered to be one of the most advanced railway goods exchanges in the country at the time of its construction.
- 4.10 The building is also considered to derive significance from its townscape role as a surviving feature of historic and architectural interest associated with the nineteenth-century development of Deansgate. The Site is considered to make a minor contribution to the setting of the Listed building through its stylistic elevational treatment which responds to the materiality and fenestration pattern of the historic warehouse.

2. G Mex (Grade II*)

- 4.11 This railway station was constructed in 1876-9 to a design by Sir John Fowler for the Midland Railway Company. It has an iron and glass on brick structure formed on a rectangular plan. The building comprises a segmental-vaulted vessel of 15 bays which spans 210ft which is built on an extensive undercroft with intersecting tunnel vaults. A glazed canopy was added to the building in the twentieth century.
- 4.12 The Listed building is located south of the Site and it derives its significance from its status as a surviving example of a railway station designed by Sir John Fowler. It also derives significance from its townscape role as a surviving feature of historic and architectural interest associated with the nineteenth-century development of Deansgate. The Site is considered to make a neutral contribution to the setting of this building, due to its limited inter-visibility and association with the historic development of the Railway site.

3. Manchester & Salford Junction Canal Tunnel (Grade II)

- 4.13 The Manchester & Salford Junction Canal was opened in 1839. It was designed by John Gilbert Jr. and comprised a 1100 yards long canal with a 500 yards long gas-lit tunnel which ran underneath Manchester from near Atherton Street to Deansgate. The tunnel provided a link between the River Irwell and the Rochdale Canal.
- 4.14 In 1939/40, the canal was drained and the tunnel was converted into an air-raid shelter which was later used during the Manchester Blitz in 1940. The tunnel has been extensively altered from its original condition and all of the air-raid shelter entrances have been blocked up.
- 4.15 The Listed building derives its significance from its architectural and historic interest, associated with its status as a good example of a deep tunnel air-raid shelter, adapted from a nineteenth century canal tunnel. It is located west of the Site. The Site is considered to make a neutral contribution to the setting of this building, due to its lack of inter-visibility and limited association with the historic development of the tunnel.

4-12. Nos. 8-8A, 10, 12-16, 18 & 20, 22, 24, 24A and 26 and 28 St John Street and 15A Byrom Street (all listed Grade II)

- 4.16 These town houses were all constructed in the late eighteenth century and form part of an extended terrace spanning the east end of St John Street. They are all three storeys in height with cellars and typically possess double-depth plans, with each house being single-fronted with back extensions. The buildings retain some historic features such as open-pedimented doorcases, sash windows with exposed boxes and panelled doors with fanlights. However, these buildings have been much altered, predominantly in relation to their conversion into commercial rooms (nos. 8-22), offices (nos. 24-28) and typically extended at the rear. The uppermost level of 10 John Street has also been rebuilt. The
- 4.17 These town houses are located north and north-east of the Site and derive their significance from their status as surviving examples of late-eighteenth century residences, constructed as part of the early development of Deansgate. In particular, 15A Byrom

Street is listed for its group value due to its attachment to 28 St John Street. The Site is considered to make a neutral contribution to the setting of these assets due to its dissociated elevational treatment and limited architectural representation of the historic development of Deansgate.

13-15. Nos. 21-25, 19 and 11-17 St John Street (Grade II)

- 4.18 These town houses were all constructed in the late eighteenth century and form part of an extended terrace spanning the west end of St John Street. The buildings are all three storeys in height and have cellars at lower ground floor levels. They possess double-depth single-fronted plans, except for nos. 11-17 which are double-fronted. They are all constructed from red brick in Flemish bond with some sandstone dressings.
- 4.19 The town houses retain some of their historic architectural features such as plinths, a plain frieze and bracketed (no.19) or modillioned cornices, sashed windows and round-headed doorways set-in doorcases with slender engaged Ionic columns and Greek-key friezes (nos. 21-25 and 11-17). However, they have likely been internally altered to some extent as a result of their conversion into offices.
- 4.20 These town houses are located north of the Site and derive their significance from their status as surviving examples of late-eighteenth century residences, constructed as part of the early development of Deansgate. In particular, 15A Byrom Street is listed for its group value due to its attachment to 28 St John Street. The Site is considered to make a neutral contribution to the setting of these assets due to its dissociated elevational treatment and limited architectural representation of the historic development of Deansgate.

K6 Telephone Kiosk in front of St John Street Chambers (Grade II)

- 4.21 This telephone kiosk is of the Type K6 model which was designed by Sir Giles Gilbert Scott in 1935. It is constructed from cast iron and comprises a square kiosk with domed roof, decorated with unperforated crowns on its top panels and margin glazing on the windows and door.
- 4.22 The asset is located east of the Site. It derives its significance from its historic and architectural interest as a complete surviving example of the K6 telephone kiosk type, designed by Sir Giles Gilbert Scott. The Site is considered to make a neutral contribution to this significance due to its dissociation with the production of K6 telephone kiosks.

Section 5

Assessment of Significance.

Assessment Methodology

- 5.1
- The assessment methodology used here for assessing the significance of the identified heritage assets and their settings is based on current Planning Policy Guidance and the NPPF. Paragraph 194 of the NPPF states that planning decisions should be based on the significance of the heritage asset, and that the level of detail supplied by an applicant should be proportionate to the importance of the asset and should be no more than sufficient to review the potential impact of the proposal upon the significance of that asset.
- 5.2
- The November 2017 consultation draft of Historic England’s best-practice guidance document Conservation Principles proposes the use of three heritage interests – historical, archaeological, and architectural and artistic - in assessing what makes a place and its wider context special. These are broadly in line with the values – evidential [now archaeological], historical, aesthetic [now architectural and artistic], and communal [now part of historical] – set out in the previous, 2008 version, but are consistent with the heritage interests in the NPPF, the definitions for which are now included in the updated Planning Practice Guidance:

• archaeological interest: As defined in the Glossary to the National Planning Policy Framework, there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

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

• historic interest: An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation’s history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.
- 5.3

These values correspond to the heritage interests as per best practice guidance. In addition, the extent of value is assessed using six criteria:

• The quality and extent of survival of historic fabric.

• The extent to which the fabric contributes to understanding of history of place and occupants.

• The originality of the design and the contribution of features to that design.

• Associations with history, people or events.

• Contribution towards landmark qualities and public appreciation.

5.4

The level of value is assessed using five criteria: high, medium, low, neutral, and negative.

1. High – the element is critical to understanding of significance.

2. Medium – the element is important to understanding of significance.

3. Low – the element makes some limited contribution to understanding of significance.

4. Neutral – the element is not negative, and could be enhanced to make a positive impact of the understanding of significance.

5. Negative – the element is harmful or intrusive and detracts from the understanding of significance.

The Site

5.5

No. 274 Deansgate is not listed, nor has it been identified as a non-designated heritage asset by Manchester City Council, and the Site is not included within the boundaries of any conservation areas.

Archaeological Interest

5.6

No investigative works have been undertaken as part of these proposals and analysis of buried archaeology is not included within the remit of this report. Nevertheless, this report takes into consideration the potential archaeological interest of the Site when forming a conclusion regarding its heritage significance and from research undertaken, there is no above-ground evidence of ancient human activity on the Site. Therefore, the Site is considered to be of low archaeological interest.

Architectural and Artistic Interest

5.7

The Site comprises modern fabric and a modern design which is not of exceptional quality or architectural finish. The building’s predominantly monotone red brick façade creates a flat appearance and a lack of decorative detailing omits a coherent hierarchy of form, resulting in it being experienced as a singular mass. Limited artistic interest is derived from the horizontal emphasis of the building’s façade which is emphasised by stone banding and cornice detailing, as well as a regular fenestration pattern comprising mostly square windows. This facade treatment is characteristic of the warehouse building type and thereby holds some value as part of a wider architectural typology, characterfully expressed along the east end of Deansgate.

5.8

The interior of the building does not express any artistic interest in its plan form or material finish and the existing composition of the interior is generally of low architectural quality. Likewise, no interest is derived from the design and materiality of the building’s flat roof and it is not experienced from views of the building from the ground.

5.9

The building comprises exclusively twentieth and twenty-first-century fabric and though it makes reference to the warehouse typology of other buildings in the surrounding area, it does not architecturally reflect the phased historic development of the Site itself.

Historic Interest

5.10

The historic association of the Site with Deansgate has not been maintained by its present built form. The existing building fails to reflect the historic arrangement of the Site which previously comprised multiple smaller, adjoining and abutting buildings of varied sizes. Whilst the Site derives some historic interest from its situation on the corner junction of Deansgate and Camp Street, the existing building makes no further contribution to the reading of the phased development of the historic townscape.

5.11

Likewise, the existing building does not provide evidence of the Site’s phased development. Whilst the Site holds some historic interest in its documented historic development, this is evidenced and consequently experienced by archival material, not the existing Site itself. A lack of architectural evidence for alteration to the existing building prior to 1995 is further considered to detract from the limited historic interest of the Site.

Summary of Significance

5.12

The Site has been assessed to hold some architectural interest through its characterful elevational treatment which makes reference to the warehouse building typology commonly found in Manchester and Deansgate. Nevertheless, the relatively low architectural and artistic quality expressed by the building, particularly by its rear elevation and interior, detracts from this limited interest. Furthermore, the limited historic interest of the Site is experienced through a review of archival material and is not readily legible through its current built form.

5.13

Overall, the Site is considered to be of low heritage significance.

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Section 6

Heritage Impact Assessment.

Impact Assessment Methodology

- 6.1
- The impact assessment utilises the guidance as set out in Historic England’s Good Practice Advice in Planning Note 2: Managing Significance in Decision Taking in the Historic Environment (July 2015); and Planning Note 3: The Setting of Heritage Assets (GPA3) (as revised December 2017). It is written with regard to NPPF, chapter 16, particularly paragraphs 192 to 197, with the interpretation of these policies established by current case law. The assessment further considers compliance with local policy and guidance set out in section 2.
- 6.2
- The possible impacts arising from this scheme have been assessed through the following categories:

a. Direct Impacts: (No direct impacts are considered to arise as a result of the proposed development)

b. Indirect Impacts (those on which the proposals have the potential to generate an indirect effect, through affecting significance via change: through the proposed change in their setting.)
- 6.3
- In relation to indirect impacts on the identified designated heritage assets and, in accordance with the NPPF and other planning guidance, I propose to assess the impact of the development on the setting of the asset in the following way:

a. To apply the Historic England Guidance as set out in GPA 3: The Setting of Heritage Assets, including its ‘five step’ process for assessing impacts upon setting (CD 10.6).

b. To assess whether the proposed development of the appeal site would harm the identified heritage asset’s significance, or appreciations of that significance, by generating change within its setting.
- 6.4
- The ‘five step’ process for setting assessment laid out within GPA3 is as follows:

1. Identify the heritage assets which might be affected, and their settings (Step 1).

2. An assessment of the contribution of the setting of this asset to their significance (Step 2);

3. An assessment of the impact of the proposals on the significance of these assets through any change that may arise to the settings of these assets (Stage 3);

4. An overview of how ways to maximise enhancement and minimise harm have been undertaken within the illustrative scheme, as an indicative approach to addressing heritage issues arising from the scheme (Step 4).
- 6.5
- Step 5, which requires the making, documenting and monitoring of decision-making outcomes, is not of relevance to this Statement.

Overview of Proposals

- 6.6
- It is proposed that a roof extension be introduced to the building for the provision of additional meeting room space and offices, as well as outdoor space. It is also proposed that the interior of the building be updated, particularly at basement level where improvements will be made to better accommodate small plant/electrics, and the ground floor main entrance which will be remodelled to accommodate a deliveries/refuse access adjacent to the loading bay on Camp Street.
- 6.7
- The proposal takes the opportunity to improve the existing neutral contribution of the Site to the surrounding townscape through the enhancement of the building’s internal and external fabric. The erection of high quality additions are intended to respond positively to the surrounding context within the local character and enhance the current limited special interest of the Site.
- 6.8
- The proposals presented in this report follow the consent of a two storey upper extension. The proposals here are a much reduced scheme from the consented . The proposals submitted here have been through a pre-application process with the council and the design team have responded positively to the feedback received.
- 6.9
- The revised proposal intends to introduce a high quality and architecturally interesting addition which is better suited to the proportions of the existing building.

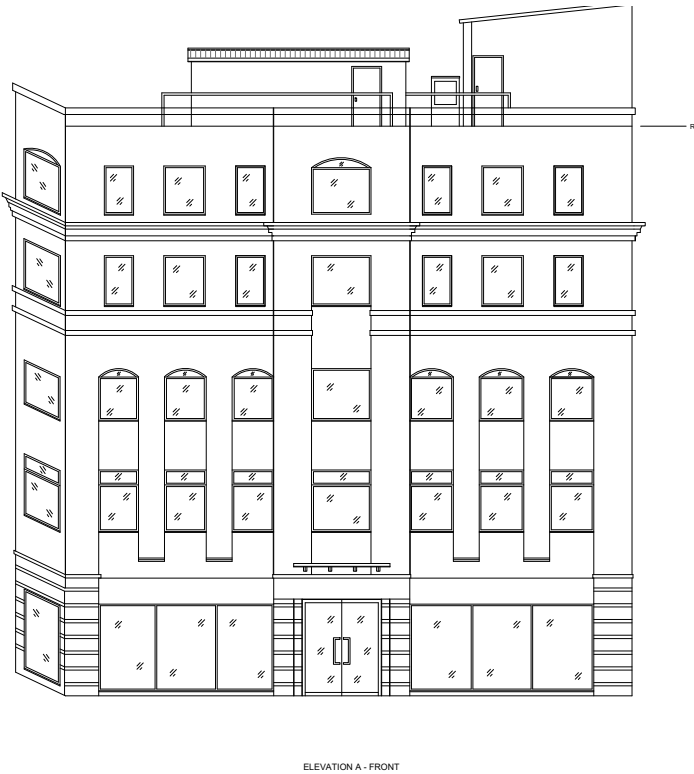


Figure 6.1 Existing front elevation.



Figure 6.2 Proposals for the front elevation. The consented scheme outline shown in red.

Direct Impacts

- 6.10
- The proposed change to the Site comprises the construction of a roof extension of the building. This addition is intentionally designed to respond to and be respective of the character of the existing building so as to mitigate the visual experience of this increased massing.
- 6.11
- The proposed development would involve the removal of the late-twentieth century flat roof. This fabric is not considered to be of heritage significance and its removal is not considered to cause harm to the building. The considered design of the new roof extension appropriately responds to the existing proportionality and materiality of the existing building. As a result, the new addition sensitively balances an increase in vertical massing with the maintenance of the building’s established character.
- 6.12
- The materiality of the proposed development uses anodised metal cladding, in line with feedback from pre-app and will be interspersed with expanses of glazing and open-able glass doors. This would enhance the architectural and artistic interest of the Site through the provision of a high quality, contemporary design. Nevertheless, this contemporary design is sensitively arranged with relation to the building’s architecturally plain existing elevations so as not to overwhelm or disrespect its existing character.
- 6.13
- The set back situation of the roof extension level from the existing building line reflects that of other new additions to historic buildings located further east along Deansgate. Whilst this positioning maintains the visual and architectural dominance of the historic facade, elements within its design, such as the prominent use of glazing set within metal frames, are shared with the proposed ground floor elevation to appropriately bookend the existing form. When read as a whole, the proposal is considered to create a more coherent architectural composition to the Site.
- 6.14
- Furthermore, the contemporary design of this roof extension is reflective of other modern rooftop extensions present amongst buildings located along St John Street and Deansgate. As such, the contemporary design more effectively integrates the Site into the architectural character of the surrounding townscape.
- 6.15
- The proposed alteration to the main entrance to the

6 | Heritage Impact Assessment

west elevation of the building facing Camp Street would involve the total replacement of all existing fabric in this area. This fabric is modern, being introduced as part of alterations carried out in 2003, and does not provide a source of architectural or historic interest for the Site. As such, its proposed removal is not considered to cause harm to the building. Indeed, the new design, comprising soldier-coursed red brickwork arranged in a chamfered pattern around the new entrance, is overall considered to improve the architectural quality of the west elevation and thereby the building as a whole.

Indirect Impacts

- 6.16 As explored in section 4, the setting of the identified designated assets is largely one focused on their group value as part of surviving late-eighteenth century terraces lining St John Street. Other designated heritage assets such as the Deansgate Goods Station and G Mex derive significance from their status within the townscape as surviving features of interest associated with the nineteenth-century development of Deansgate. The Site has been assessed to make a neutral contribution to the setting of these assets, except for its minor contribution to that of Deansgate Goods Station, owing to its reflective warehouse-type architectural character.
- 6.17 The elevational treatment of the proposed additional massing is considered to improve the aesthetic quality of the building and thereby enhance the Site's existing contribution to the setting of these assets. The reflective proportionality and material finish of the new roof extension mitigates the visual impact of this massing on the surrounding townscape. The high quality design of the roof extension is in keeping with other modern rooftop extensions located along St John Street, such as no. 2 St John Street.
- 6.18 In summary, the proposal is considered to preserve the significance of all heritage assets within the vicinity.



Figure 6.3 Proposed street view of the south elevation. The consented scheme outline shown in red.
Drawing produced by Calderpeel Architects



Figure 6.4 Existing main entrance located on the west elevation, fronting Camp Street
Drawing produced by Calderpeel Architects



Figure 6.5 Proposed main entrance located on the west elevation, fronting Camp Street
Drawing produced by Calderpeel Architects

Assessment of Impact Against MCC Policies

- 6.19 The proposed development would involve the removal of the mid-twentieth century flat roof and the construction of a roof extension to the building's roof.
- 6.20 The design approach to the proposed development is assessed to demonstrate a thorough understanding of the Site and how it relates to its existing context through its considered approach to the design of the additional storeys. The contrasting elevational treatments to the new roof extension is intended to balance the visual impact of additional massing with the creation of a high-quality, contemporary design.
- 6.21 The design is considered to reinforce and enhance the Site's existing architectural character and improve its relationship with the character of the surrounding townscape. In doing so, it follows Policies EN 1 Design Principles and Strategic Character Areas and EN3 Heritage of the Manchester City Council Core Strategy Development Plan 2012.
- 6.22 This approach to design further takes the opportunity to improve the functionality of the building as an office space whilst enhancing its overall aesthetic quality. In doing so, the proposal is considered to be in keeping with Policy CC 9 Design and Heritage of the MCC Core Strategy.

Section 7

Conclusion.

- 7.1 This Heritage Statement has been produced by Icenl on behalf of Whispering Smith Properties Limited to appraise the Site at 274 Deansgate, Manchester.
- 7.2 The report has considered the legislative and policy context and guidance in which to determine possible heritage impacts of the proposed change to the Site. It has reviewed and set out the historic development of the Site and of Deansgate more widely, utilising desk-based research and relevant historical mapping. In turn, heritage assets for specific consideration have been identified and appraised, namely those located in close proximity to the Site along St John Street and the Grade II* Listed buildings located further south.
- 7.3 Using the assessment of significance to inform, the impact of the proposed scheme has been robustly considered, both with regard to the impact on the significance and special historical and architectural interest of the Listed buildings.
- 7.4 The impact assessment concludes that the proposal to construct an roof extension above the roofline of the existing building is in keeping with the character of the building. It is also judged to appropriately improve the functionality of the building as an office space whilst enhancing its overall aesthetic quality.
- 7.5 The Site is currently considered to make a predominantly neutral contribution to the setting of nearby heritage assets. The proposal is considered to preserve the significance of all heritage assets within the vicinity.
- 7.6 As such, the proposals are judged to be compliant with policy, including the NPPF, and in alignment with the statutory requirements under the Planning (Listed Buildings and Conservation Areas) Act 1990.

Appendix

Statutory List Entries.

Deansgate Goods Station and Attached Carriage Ramp

Overview

Heritage Category: Listed Building

Grade: II*

List Entry Number: 1268529

Date first listed: 04-May-1979

Date of most recent amendment: 02-Apr-1996

Statutory Address: DEANSGATE GOODS STATION AND ATTACHED CARRIAGE RAMP, WATSON STREET

Details

Goods station and warehouse, and attached carriage ramp, now car park. 1885-96, and 1899, for Great Northern Railway Company. Steel-framed construction, cladding of red brick with blue brick bands, slate roof. GOODS STATION: Rectangular plan, 267 feet long and 217 feet wide. Five storeys, with 27-window east and west sides and 17-window north and south ends; segmental-headed windows with cast-iron glazing bars; frieze with lettering in white brick:“GREAT NORTHERN RAILWAY COMPANY’S GOODS WAREHOUSE” (on all four sides); and brick bracketed painted cornice with blocking course. The east facade (to Watson Street) has five wide cart entrances at ground floor with deep iron lintels, and the north end has three similar entrances. The west side and south end have similar entrances at 1st-floor level: two where the carriage ramp enters at the north end of the west side, and three offset to the left in the south end where the former railway viaduct enters. In addition, the west side has four bays of tiered segmental-headed loading doorways with cast-iron surrounds, separated by two pairs of windows. The interior is of brick jack arch, fire-proof construction. To the west side at its north end, CARRIAGE RAMP to the upper floor of the goods station completed 1899. Brick, iron and steel, and paved with granite setts. 3-sided ramp extends west, then north, then east. The lower portion is carried on four semicircular vaults of blue engineering brick. The western portion and short return to the building has an iron deck supported on the open side by four steel stanchions with a blue brick parapet. Forms groups with nos. 235-92 Deansgate (q.v.).

For the original construction and full details of its working

see “The Railway Engineer” for January 1899 and “The Engineer” for September 2nd, 1898. A unique survival of a 3-way railway goods exchange station, serving the railway, canal and road networks of the Manchester region, incorporating a complex system of hydraulic haulage between the subterranean canal access to the building, the street level access, and the other storage levels. Built to be fully fireproof, it was considered in its day to be one of the most advanced railway goods exchanges in the country.

Listing NGR: SJ8356597867

G MEX

Overview

Heritage Category: Listed Building

Grade: II*

List Entry Number: 1270514

Date first listed: 18-Dec-1963

Date of most recent amendment: 06-Jun-1994

Statutory Address: G MEX, WINDMILL STREET

Details

Railway station, now exhibition hall and car park. 1876-9, by Sir John Fowler, for Midland Railway Company; altered. Iron and glass on brick undercroft, with brick side walls. Rectangular plan. Single segmental-vaulted vessel of 15 bays with 210-foot span, built on extensive undercrofts; pilastered 2-storey south side with 3 windows on each floor of each bay, those at ground floor round-headed and those above square-headed; segmental arched roof with ridged bands of glazing. C20 glazed canopy to entrance at north end. Vaulted undercroft with intersecting tunnel vaults. Intended entrance block at north end never built.

Listing NGR: SJ8373797786

Manchester & Salford Junction Canal Tunnel

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1405199

Date first listed: 20-Nov-2012

Location Description:

Statutory Address:

Manchester & Salford Junction Canal Tunnel, running underground between Atherton Street and Watson Street, Manchester

Summary

WWII deep tunnel air-raid shelter. Originally a canal tunnel, 1839, by the engineer John Gilbert Jr, constructed for the Manchester & Salford Junction Canal. Brick-vaulted tunnel with some lower sections constructed of red sandstone, towpath with deep sandstone copings.

Reasons for Designation

The Manchester & Salford Junction Canal tunnel is designated at Grade II for the following principal reasons:

* WWII air-raid shelter use: it is a good surviving example of a deep tunnel air-raid shelter, having been converted in 1939/40 from an 1839 canal tunnel, and it survives as an evocative monument to civil defence during WWII

* Interior survival: it retains clear and tangible evidence of its wartime use as an air-raid shelter, including its internal 16-bay configuration formed by the use of reinforced-brick blast walls and brick bulkhead wall passageways with reinforced-concrete roofs, as well as key features relating to its adaptation, including reinforced stairs, painted signage, some lights, a gas-proof screen, brick skin walls inserted to prevent damp, and a series of underground buildings/ structures comprising first-aid posts, chemical toilet blocks, and ARP warden’s posts/look-outs

* Evidence of defence policy: it reflects the government’s shift away from the pre-war policy of protecting the public through dispersal, which avoided concentrations of people in one place, to authorising a few local authorities to exploit and adapt existing features, such as tunnels and culverts into deep shelters

* Historic interest: it has significant historic interest in representing an important period in Manchester’s history: the Manchester Blitz of December 1940, and in illustrating the threat posed throughout the war not only to the city’s, but the nation’s civilians as a result of aerial bombing, and the steps taken to protect them

History

The history of the Manchester & Salford Junction Canal is closely linked with that of the Mersey & Irwell Navigation and the Manchester, Bolton & Bury Canal. In the 1790s the Manchester, Bolton & Bury Canal proposed a link canal between the River Irwell and Rochdale Canal so that boats could navigate to Bolton, Bury and Warrington. In 1805 John Nightingale, engineer of the Manchester, Bolton & Bury Canal, was asked to draw up plans and estimates for a canal, including a tunnel, which would link the two waterways. The scheme was abandoned for nearly 30 years due to other developments, but in 1835 the proposal was revived by the Mersey & Irwell Navigation who went into joint negotiations with the Manchester, Bolton & Bury Canal to form an independent company; the Manchester & Salford Junction Canal Act was enacted on 4 July 1836.

The Manchester & Salford Junction Canal was opened in January 1839 and was designed by the engineer, John Gilbert Jr. It was 1 100 yards (0.6 mile) long with 500 yards (0.28 mile) of gas-lit tunnel running underneath Manchester from near Atherton Street to just after Deansgate, where it came into the open with locks and a reservoir before joining the Rochdale Canal near Bridgewater Street. The open section of the canal, along with locks and reservoir, was also later covered over, and the section of the canal between Lower Mosley Street and Deansgate closed when construction of the Cheshire Lines Committee’s Central Station commenced in 1875. The locks were dismantled and their stonework used to build a new lock on the Runcorn & Weston Canal. Consequently, through traffic on the canal ceased. Between 1885-1899 the Deansgate/ Great Northern Goods Station & Warehouse (Grade II*) was built over the top of the canal and a wharf constructed with two lift shafts that transported goods up to every level of the warehouse.

In 1842 the Manchester & Salford Junction Canal, its properties, debts and liabilities etc were acquired by the Mersey & Irwell Navigation, which in turn was later acquired by the Bridgewater Trustees. As the trustees had no real use for the Manchester & Salford Junction Canal due to the greater success of their own canal link, the trade of the

Appendix 1 | Statutory List Entries

274 DEANSGATE | MANCHESTER

Manchester & Salford Junction Canal dwindled further and it continued in limited operation until the 1920s, mainly serving the Deansgate/Great Northern Goods Station & Warehouse and Central Station. The canal was finally abandoned for navigation under the Manchester Ship Canal Act of 1936.

In 1939/40 the canal was drained and the majority of the tunnel (between Brunswick Basin and Watson Street) was converted into an air-raid shelter by the Manchester Corporation, who eventually took ownership of it in 1941. Air raids on Manchester began in August 1940, but it was not until December 1940 that serious attacks began. During the Manchester ('Christmas') Blitz nearly 500 tons of high explosive and nearly 2000 incendiaries were dropped on Manchester, resulting in the deaths of nearly 700 people and destroying, or severely damaging, many buildings, including the Free Trade Hall, Town Hall, Royal Exchange and Manchester Cathedral. Further raids took place throughout the war with nearby centres, such as Salford and Stretford also suffering heavily. Prior to the blitz, and following attacks in other parts of the country, air-raid shelters were constructed across Manchester, including the shelter in the Manchester & Salford Junction Canal tunnel, as well as concrete surface shelters in Piccadilly Gardens (now removed) and Victoria Arches air-raid shelter.

The tunnel was divided into 16 bays separated by reinforced-brick, blast walls, and there were 5 entrance points: Grape Street, Lower Byrom Street, Byrom Street, Deansgate and Watson Street. The shelter was designed to accommodate up to 1350 people, although it was generally used by 300-700 people, and contained warden's posts and look-outs, two first-aid posts (one each for men and women), chemical toilets, gas pipe handrails on the stairs, and gas-proof screens. Benches were provided and people brought their own bedding. The floor of the canal was raised slightly and a brick skin wall inserted to some sections to try and prevent damp.

Details

WWII deep tunnel air-raid shelter. Originally a canal tunnel, 1839, by the engineer John Gilbert Jr, constructed for the Manchester & Salford Junction Canal. Brick-vaulted tunnel with some lower sections constructed of red sandstone, towpath with deep sandstone copings.

PLAN: The canal tunnel has been in-filled at each end with a surviving central section, approximately 0.27 mile in length, accessible from two points: the former Deansgate/Great

Northern Goods Station & Warehouse and Granada Studios. The tunnel runs mainly east - west, approximately between Watson Street and Lower Byrom Street, and then turns south-east - north-west at approximately Atherton Street where it turns towards the Irwell Navigation. The tunnel's section between approximately Lower Byrom Street and Deansgate is flooded and is not accessible on foot.

EXTERIOR: The canal tunnel is not visible above ground and the air-raid shelter entrances have all been blocked-up. The tunnel portal near Water Street has been altered and bricked-up.

INTERIOR: The canal tunnel is a brick-vaulted structure with some lower sections of walling constructed of red sandstone. The tunnel is 18' wide and 18' high with a 3'6" wide towpath set alongside the northern wall. Originally the canal was 8-10' deep, but poured concrete floors were inserted during its conversion to an air-raid shelter, raising the floor level. Following its conversion to an air-raid shelter the tunnel is divided into separate bays by reinforced-brick blast walls, inserted to prevent blasts travelling along the tunnel. The surviving section of the tunnel retains a series of reinforced-brick, arched stairwells and reinforced-concrete stairs, which were inserted to provide access to the shelter. The tunnel brickwork appears to have been painted white during its use as a shelter, presumably to create as light an environment as possible, and much of the paintwork survives. Brick skin walls inserted into the tunnel shelter to prevent damp largely survive, but gas-pipe handrails on the stairs have been removed, although some of their supports survive, along with some ceiling lights. The bay numbering starts with Bay 1 at Watson Street and ends with Bay 16 just beyond Atherton Street (this bay is now partly blocked-up).

Bays 1-5 lie underneath Deansgate and the former Deansgate/Great Northern Goods Station & Warehouse and retain their original, bay-to-bay air-raid shelter access, which consists of a passageway through each blast wall with brick bulkhead walls at either side with reinforced-concrete roofs. The bulkhead walls are annotated with arrows pointing the direction of travel and the bay numbers. This section of the tunnel is accessed via an 80ft-high stair well (formerly a c1900 lift shaft/hoist well used to transport goods up to the warehouse above) contained within the former Deansgate Goods Station & Warehouse, which leads down to a short, brick-vaulted passageway that provides access on to the towpath of Bay 2 (an identical passageway and lift shaft/hoist well leading off from Bay 3 to the west have been in-filled).

Bays 2 & 3 are wider than the rest of the tunnel, resulting from the extension of this part of the tunnel in c1900 to form a wharf that served the warehouse above. The former wharf is 31' wide and 23'6" high with a 8'6" wide towpath that retains an original, cast-iron mooring bollard in Bay 2. Steps have been inserted from the towpath down on to the raised canal floor. Bay 2 contains a reinforced-brick structure to the south-west corner, which is believed to have functioned as a toilet block during the tunnel's use as an air-raid shelter. Surviving on the north wall of the structure are painted instructions (now heavily faded) for users of the shelter. Further toilet blocks survive in Bays 1 & 4; that to bay 4 contains an original Elsan chemical toilet. A metal gas-proof screen survives to the western bulkhead wall and passageway in Bay 2, and Bay 1 retains the upper section of the canal tunnel's original west portal, including stone voussoirs.

Bay 5 has a split-level floor with a large, reinforced-brick, air-raid shelter structure (original reinforced-concrete roof now removed) set alongside the south wall of the tunnel and arranged on both floor levels. The eastern end of the structure, which is set upon the higher ground level, is formed by a warden's post, which has look-out window openings to the east and north sides, and a doorway (door removed) to the north side. A short flight of steps provides access down on to the original canal floor (now submerged under several feet of water), and to two (men's and women's) first-aid posts, which are separated internally by a brick dividing wall incorporating an access doorway. Entrance doorways and air vents exist to the north and west sides. Two stairs, forming this bay and the shelter's Deansgate entrance, have been inserted through the north wall of the tunnel. A warden's look-out with a corrugated metal roof also exists to Bay 1, along with a stair that served the Watson Street entrance.

Bays 6-12 lie underneath the area between approximately Deansgate and Lower Byrom Street and are flooded by several feet of water. However, photographs taken in 2010 show that they share the same level of survival as the rest of the tunnel, including a raised towpath, annotated bulkhead access walls, Byrom Street air-raid shelter entrance stairs, and some surviving air-raid shelter structures, including toilet blocks and a further warden's look-out. Bay 9 also contains a heavily degraded painted notice for shelter users adjacent to one of the bulkhead walls.

Bays 13-16 lie underneath the area between approximately Atherton Street and Lower Byrom Street and are accessed

via a later inserted entrance contained within the Granada Studios building. Although the tunnel has been drained, groundwater seepage means that the canal is partly filled with water. Bay 16, located at the north-western end of the tunnel, has been truncated and sealed-off by a mid-late C20 concrete wall. The original air-raid shelter access from bay-to-bay, via a passageway through each blast wall with brick bulkhead walls at either side, has been blocked-up, although the bulkhead walls still survive and are annotated with painted lettering and arrows pointing the direction of travel and the bay numbers. Access between the bays is now via later doorways inserted through the blast walls at towpath level. Two air-raid shelter staircases, forming the Lower Byrom Street entrance, exist to Bay 13 and have been inserted through the northern wall of the tunnel. Set in between the stairs is a warden's look-out, which consists of a small, square, reinforced-brick structure built on the canal floor and against the towpath, with window openings to the east and west sides and a doorway (door removed) to the south side. The look-out's original reinforced-concrete roof has been removed.

A much-altered, additional chamber at the easternmost end of the tunnel section, beneath and beyond Watson Street, did not form part of the WWII air-raid shelter and incorporates an in-filled, formerly open-air reservoir and two truncated, brick, pump-engine housings (machinery now removed). It was also originally the site of the canal's open-air, upper locks. The chamber is not of special interest and is excluded from the listing.

8 & 8A, St John Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1270784

Date first listed: 25-Feb-1952

Date of most recent amendment: 06-Jun-1994

Statutory Address: 8 AND 8A, ST JOHN STREET

Details

Town houses, now consulting rooms and house. Late C18; altered. Brown brick in Flemish bond (roof not visible). Double-depth plan, each house single-fronted, with back extensions. Three storeys over cellars, 3+2 bays, with plinth, 1st-floor sill-band, altered cornice. Round-headed doorway with open-pedimented Tuscan doorcase, panelled door and semi-circular fanlight; sashed windows with exposed boxes, raised sills and flat-arched heads. Ridge chimneys. Rear altered. Interior not inspected. Forms east end of terrace on north side of street.

Listing NGR: SJ8346197922

10 St John Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1270785

Date first listed: 25-Feb-1952

Date of most recent amendment: 06-Jun-1994

Statutory Address: 10, ST JOHN STREET

Details

Town house, now consulting rooms. Late C18; altered. Brown brick in Flemish bond (top floor apparently re-built), roof not visible. Double-depth single-fronted plan, with back extension (enlarged). Three storeys over cellars, 3 bays, with plinth, plain frieze and restored modillioned cornice. Round-headed doorway to the right with open-pedimented Tuscan

doorcase, panelled door and semi-circular fanlight; 12-pane sashed windows with exposed boxes, raised sills and flat-arched heads. Chimneys to left in front and behind the ridge. Interior not inspected. Forms part of terrace on north side of street.

Listing NGR: SJ8345197925

12-16 St John Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1254466

Date first listed: 25-Feb-1952

Date of most recent amendment: 06-Jun-1994

Statutory Address: 12-16, ST JOHN STREET

Details

Row of 3 town houses, now consulting rooms. Late C18; altered. Red brick in Flemish bond (roof not visible). Double-depth plan, each house single-fronted, with back extensions. Three storeys over cellars, a 9-bay facade (each house with 3 windows), with plinth and modillioned cornice. Round-headed doorways with open-pedimented Tuscan doorcases, panelled doors and semi-circular fanlights with radiating glazing bars (No. 16 to the left and Nos. 12 and 14 coupled); sashed windows with exposed boxes, raised sills and flat-arched heads, 12-paned at ground and 1st floors and 9-paned at 2nd floor. Ridge chimneys. Rear: large tripartite sashed windows; back extensions (Nos. 14 and 16 coupled). Interior not inspected. Forms part of terrace on north side of street.

Listing NGR: SJ8343797929

18 & 20 St John Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1254598

Date first listed: 25-Feb-1952

Date of most recent amendment: 06-Jun-1994

Statutory Address: 18 and 20, ST JOHN STREET, M3 4EA

Details

Pair of town houses, now consulting rooms. Late C18; altered. Red brick in Flemish bond (roof not visible). Double-depth plan, each house single-fronted, with coupled back extensions. Three storeys over cellars, 6 bays, symmetrical, (each house with 3 windows), with plinth, and altered cornice. Round-headed doorways adjoining in the centre, with open-pedimented Tuscan doorcases, panelled doors and semi-circular fanlights; all windows have raised sills and flat-arched heads, but the glazing differs: No. 18 has sashes with 4 panes at ground floor, 12 panes at 1st floor and 9 panes above, but No. 20 has altered glazing at ground floor, 12-pane sashes at 1st floor and 9-pane top-hung casements at 2nd floor. Interior not inspected. Forms part of terrace on north side of street.

Listing NGR: SJ8342097935

22 St John Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1270787

Date first listed: 25-Feb-1952

Date of most recent amendment: 06-Jun-1994

Statutory Address: 22, ST JOHN STREET

Details

Town house, now consulting rooms. Late C18; altered. Red brick in Flemish bond (roof not visible). Double-depth single-

fronted plan, with back extension. Three storeys over cellar, 3 window facade, with plinth, and altered cornice. Round-headed doorway to the left with open-pedimented Tuscan doorcase, panelled door and semi-circular fanlight with radiating glazing bars; 12-pane sashed windows at ground and 1st floors, 9-pane sashes at 2nd floor, all with raised sills and flat-arched heads. Interior not inspected. Forms part of terrace on north side of street.

Listing NGR: SJ8340897938

24 St John Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1270704

Date first listed: 03-Oct-1974

Statutory Address: 24, ST JOHN STREET

Details

Town house or office, now office. Mid to later C19. White-painted stucco on brick, slate roof. Deep double-depth plan. Cellar, 3 storeys and attic, 5-window symmetrical facade with plinth, 1st-floor sill-band, heavy bracketed cornice, parapet to attic. The ground floor has channelled rustication, a central segmental-headed doorway with double-doors, a moulded architrave and carved keystone cartouche (including a sailing ship), protected by a prominent bracketed cornice; and segmental-headed windows with keystones; the 1st floor windows have shouldered architraves except that in the centre which has a pediment on consoles; the 2nd floor windows have raised sills and simpler architraves with triangular heads; the attic windows have plain reveals; and all these windows are sashed without glazing bars. Gable chimneys. Rear and interior not inspected. Forms part of terrace on north side of street but differs from the rest.

Listing NGR: SJ8339897944

24A & 26 St John Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1254468

Date first listed: 03-Oct-1974

Statutory Address: 24A AND 26, ST JOHN STREET

Details

Pair of town houses, now offices. Late C18; altered. Brown brick in Flemish bond (facade of 24A apparently rebuilt); roof not visible. Double-depth plan, each house single-fronted, with back extensions. Three storeys over cellars, 7 bays, with plinth, 1st-floor sill-band, plain frieze and moulded cornice. Round-headed doorways in the 4th and 5th bays, with open-pedimented Tuscan doorcases, panelled doors and semi-circular fanlights; 12- and 9-pane sashed windows with exposed boxes, raised sills and flat-arched heads, that at the left end of the 1st floor with a shaped pediment and the one above with a cornice. Ridge chimneys. Rear and interior not inspected. Forms part of terrace on north side of street.

Listing NGR: SJ833869794

28 St John Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1254605

Date first listed: 24-Jul-1974

Statutory Address: 28, ST JOHN STREET

Town house, now office. Late C18; altered. Red brick in Flemish bond (roof not visible). Rectangular plan on corner site, single-fronted. Three storeys over cellar, 2 bays, with plinth, 1st-floor sill-band, plain frieze and moulded cornice. Large square-headed doorway to the right with late C19 or early C20 pedimented sandstone doorcase, panelled door and rectangular overlight; 12- and 9-pane sashed windows with exposed boxes, raised sills and flat-arched heads. Side-wall chimney. 5-window left return wall (to Byrom Street)

with 2 early C20 oriels and other windows sashed without glazing bars. Interior not inspected. Forms left end of terrace on north side of street.

Listing NGR: SJ8337797951

15A Byrom Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1208232

Date first listed: 03-Oct-1974

Statutory Address: 15A, BYROM STREET

Details

Town house. Late C18 with later alterations. Red brick in Flemish bond, slate roof. Square plan. Three storeys and basement, 2 windows; plain doorway to left with plain overlight; one sashed window and one 2-light oriel fitted with later sashes. Adjoins rear wing of 28 St John Street. Included for group value.

Listing NGR: SJ8337997957

21-25 St John Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1270728

Date first listed: 25-Feb-1952

Date of most recent amendment: 06-Jun-1994

Statutory Address: 21-25, ST JOHN STREET

Details

Row of 3 town houses, now offices. Late C18; altered. Red brick in Flemish bond with some sandstone dressings, slate roof. Double-depth plan, each house single-fronted, with various back extensions. Three storeys over cellars, 6-bays, with a plinth, 1st-floor sill-band, plain frieze and modillioned cornice, each house 2 bays. The doorways are round-

headed, and have set-in doorcases with slender engaged Ionic columns and Greek-key friezes, and semi-circular fanlights; the windows are 4-pane sashes (except those at 2nd floor which are 6-pane sashes with shallow upper leaves), those at 1st floor with shallow panelled aprons and otherwise all with raised sills and flat-arched heads. The roof has large lateral chimney stacks crossing the ridge. Interiors not inspected. Matches Nos.11 to 17 (q.v.), forming west end of terrace which is uniform except for No.19 (q.v.).

Listing NGR: SJ8337897920

19 St John Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1270786

Date first listed: 25-Feb-1952

Date of most recent amendment: 06-Jun-1994

Statutory Address: 19, ST JOHN STREET

Details

Town house, now office. Late C18; altered. Red brick in Flemish bond with some sandstone dressings, slate roof. Double-depth single-fronted plan, with back extension. Three storeys over cellar, 3 bays, with a plinth, 1st-floor sill-band, plain frieze and bracketed cornice; a round-headed doorway to the right; 12-pane sashed windows except at 2nd floor which has 9-pane sashes with shallow upper leaves, all with raised sills and flat-arched heads (pink brick heads to all ground floor openings). Ridge chimney stack. Interior not inspected. Forms part of terrace, with Nos.11 to 17 to left (q.v.) and Nos.21 to 25 to right (q.v.) but is lower than these and differs from them slightly.

Listing NGR: SJ8339197912

11-17 St John Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1254465

Date first listed: 25-Feb-1952

Date of most recent amendment: 06-Jun-1994

Statutory Address: 11-17, ST JOHN STREET

K6 Telephone Kiosk in front of St John Street Chambers

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1270788

Date first listed: 29-Oct-1987

Statutory Address: K6 TELEPHONE KIOSK IN FRONT OF ST JOHN STREET CHAMBERS, ST JOHN STREET

Details

Telephone kiosk. Type K6. Designed 1935 by Sir Giles Gilbert Scott (and made by various contractors). Cast iron. Square kiosk with domed roof. Unperforated crowns to top panels, and margin glazing to windows and door.

Listing NGR: SJ8349097903



Delivery | Design | Engagement | Heritage | Impact Management | Planning
Sustainable Development | Townscape | Transport

Edinburgh : 11 Alva Street | Edinburgh | EH2 4PH

Glasgow : 177 West George Street | Glasgow | G2 2LB

London : Da Vinci House | 44 Saffron Hill | London | EC1N 8FH

Manchester : This is The Space | 68 Quay Street | Manchester | M3 3EJ

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