

Great Northern Warehouse Complex

Manchester

Heritage Statement



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Prepared for:

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Great Northern Warehouse - Heritage Statement

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Contents

EXECUTIVE SUMMARY 5

1. INTRODUCTION 8

1.1 Purpose of the Heritage Statement. 8

1.2 General Methodology – focus on proportionality. 10

1.3 Research sources. 11

1.4 Consultation 11

1.5 Authorship 12

2. THE SITE AND HERITAGE CONTEXT 13

2.1 Location and site description 13

2.2 Area of Analysis 14

2.3 Statutory Designations 15

2.2.1 Listed Buildings 15

2.2.2 Conservation Areas 20

2.3 Archaeological potential 21

3. POLICY CONTEXT 22

3.1 The Planning (Listed Building and Conservation Areas) Act 1990 22

3.2 National Planning Policy Framework (NPPF) 2021 22

3.3 Planning Practice Guidance (PPG) (2014 and as subsequently amended) 23

3.4 Local Planning Policy 23

3.5 Historic England's guidance. 24

4. HISTORY AND DEVELOPMENT 26

4.1 Introduction 26

4.2 Brief history and development of the area 26

4.3 Construction of the Great Northern Railway Goods Station 30

4.4 Map Regression 42

4.5 Building Description 60

5. SIGNIFICANCE APPRAISAL 72

5.1 Introduction 72

5.2 Methodology 72

5.3 Significance Appraisal - The Site 74

5.4 Listed Buildings – Contribution of setting to significance 89

5.5 Conservation Areas 89

6. HERITAGE IMPACT ASSESSMENT 93

6.1 Measuring heritage impact 93
6.2 Determining the overall impact 94
6.3 The Proposals 94
6.4 Direct Heritage Impact Assessment 96
6.5 Direct Impact Assessment Summary 111
6.6 Visual Impact Assessment 113
6.7 Visual Heritage Impact Assessment – Summary 164
7. CONCLUSIONS 166
7.1 Significance and Heritage Impact 166
7.2 Embedded Mitigation 166
7.3 Statutory and policy requirements. 167
REFERENCES 170
APPENDICES 172
Appendix I: Definition of Significance Terms used in this Heritage Statement 172
Appendix II: Assessing the Magnitude of Change or Impact 173
Appendix III: Assessing the Significance of Impact 176
Appendix IV – Listed Buildings within 500m radius 177
Appendix V: Conservation Area Map 198

EXECUTIVE SUMMARY

In November 2021, Heritage Architecture Ltd were commissioned by GNW Development Limited to evaluate the relative heritage significance of the Grade II* Great Northern Warehouse and the Grade II listed Deansgate Terrace. The site is also partly located within the Deansgate / Peter Street Conservation Area and is within the setting of a number of Listed Buildings around Manchester City Centre.

In line with Historic England's recent Guidance Note on *"Statements of Heritage Significance"* (October 2019), the following Heritage Statement is divided into two parts. The Significance Appraisal (Part 1) provides a detailed evaluation of the relative architectural and historic interest of the Site and heritage assets in the surrounding area. The Heritage Impact Assessment (Part 2) has been informed by recognised ICOMOS and Historic England methodology to assess the potential direct (physical) and indirect (visual) impacts of the proposals upon the built historic environment.

Non-intrusive site surveys (undertaken in January 2021) have demonstrated those parts of the site which convey special architectural and historic interest are principally the Grade II* Great Northern Warehouse and the Former Entrance to Deansgate Goods Station Including Numbers 223 to 233 and 235-291, Deansgate (both Grade II). This group of significant buildings make a positive contribution to the character and appearance of the Deansgate / Peter Street Conservation Area and to the settings of neighbouring listed buildings.

The subject site was substantially redeveloped in the late 1990s / early 2000s, during which time, the Grade II* listed warehouse was redeveloped to serve the new Leisure Box complex, constructed to the south of the site. The former shops to Deansgate Terrace were also altered around this time, with the Former Goods Entrance retained as a façade to a new extension. Those parts of the Site constructed in the late-20th century / early 21st century yield no heritage interest and generally detract from / make a negative contribution to the character and appearance of the Deansgate / Peter Street Conservation Area and to the settings of listed buildings in the immediate area.

The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising designated heritage assets, such that any potential 'harm' from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (paragraphs 201-202). The principal aim of the Heritage Statement report is to identify the degree of harm incurred by the proposals in order to inform the LPAs decision on whether to grant Planning and Listed Building Consent.

The direct impact assessment has identified that the proposals will result in varying degrees of adverse and beneficial direct impacts upon the Listed Buildings within the subject site, with the majority being beneficial. A variety of options have been tested by the design team during the pre-application process in order to identify, minimise and avoid harm where possible. The current approach for both the Grade II* listed warehouse and the Grade II listed Deansgate Terrace will demonstrably incur some instances of fabric loss and alteration; however, the extent is the minimum required to enable a long-term viable, office use.

The current proposals have sought to minimise the direct (physical) impact upon the Grade II* listed warehouse by changing the use from residential (as approved in 2017) to office use; this change presents a number of benefits, such as allowing for open spaces within the floorplate and reversable, lightweight alterations (e.g.: M&E and partitions) and a significant reduction to the size of the roof atrium, thereby presenting a much less intrusive scheme overall.

The proposals will remove the detrimental, early 2000s alterations which adversely affect the setting of the warehouse and listed terrace, including the car park ramps, extensions and the concrete deck to the north; opening up the site for the first time in decades and allowing the footprint of the warehouse to be better appreciated. The proposals will secure a long-term, viable use for Listed Buildings contained within the site and will enhance their group value through a well-considered and appropriate design.

The Visual Impact Assessment (VIA) has demonstrated that the proposals would incur an overall moderate (neutral) impact on the setting of the Grade II* listed warehouse and a moderate (neutral) impact on 223 to 233 and 235-291, Deansgate (both Grade II). The 'neutral' conclusion does not equate to 'no change', but rather the perceived harm of certain aspects of the proposals have been demonstrably and suitably balanced by the wider benefits of the scheme, incurring a neutral impact overall. The VIA has further demonstrated the proposals would incur some minor / minor-moderate adverse impacts upon the settings of nearby listed buildings, including the Former Central Station, the Central Library and the Midland Hotel (all Grade II*).

Despite the assertive height and scale of the Proposed Development, the design is of considerably high-quality and responds to the proportions and tonality of the Victorian buildings in the northern part of the Site. In particular, the design team have sought to utilise a palette of materials that takes architectural cues from the listed buildings within the Site. They have also sought to break up the massing through the chamfering and stepping down of corners of the building, and through use of projecting and recessed balconies.

The benefits of the Proposed Development have been recognised by both Historic England and the Victorian Society, both have been consulted at length throughout the pre-application process. The design team have sought to respond to any outlying concerns and clearly demonstrate the best, possible approach for the site through options appraisals. The staged approach has enabled for the overall impact upon the built historic environment to have been considerably reduced through appropriate design mitigation (please refer to Section 7.2 within this report for further detail).

As stated within the Heritage Impact Assessment, there are however, some instances of adverse impact upon the settings of designated heritage assets within the wider townscape. The level of harm has been determined to be "less than substantial". It will be clear this harm will need to be appropriately balanced against the clear and demonstrable heritage and public benefits of the scheme as required by Para.199 and 202 of the NPPF (2021).

In summary, it will be clear the proposals will consolidate a highly significant grouping of Listed Buildings focussed to the south end of Deansgate, resulting in an overall moderate (neutral) impact upon their setting. Despite the assertive height and scale of the Proposed Development, the design is of considerably high-quality and responds with the proportions and tonality of the Victorian buildings

in the foreground. The Proposed Development also enhances connectivity across the subject site, significantly improving the pedestrian environment and accessibility, allowing for a greater understanding and appreciation of its contribution to the townscape and wider, built historic environment.

Consequently, the proposed development is demonstrably consistent with the desirability of new development making a positive contribution to local character and distinctiveness and therefore accords with the requirements of the NPPF (para.197).

1. INTRODUCTION

1.1 Purpose of the Heritage Statement.

This **Heritage Statement** has been prepared on behalf of Trilogy by Heritage Architecture Ltd, a specialist practice of conservation architects, surveyors, planners and heritage consultants which specialises in the historic environment. The brief required Heritage Architecture to contribute to the decision-making process which informs the proposed redevelopment of the Great Northern (henceforth referred to as 'the subject site').

The subject site currently comprises of an approximately 10-acre former railway goods station site, including the original late-19th century warehouse and shops, which were refurbished and converted into leisure, facilities, shops and restaurants in c2000 (**Figure 1**). The site now comprises several bars, restaurants and car parking within the Grade II* Listed Great Northern Warehouse, and a number of shops, restaurants and businesses within the long range of Grade II Listed shops along Deansgate, referred to in this document as *"Deansgate Terrace".*



Figure 1: Oblique aerial view of the subject site, orientated south-east. The extent of the site boundary is identified by the red dotted line, comprising the Grade II* listed Great Northern Warehouse and the Grade II listed Deansgate Terrace.

The c2000 'Leisure Box' and link building located to the rear (south) of the warehouse contains an AMC Cinema complex and is connected to the rear of the warehouse partly using the original railway track bed.

The focus of the following report is to evaluate the relative architectural and historic interest of the Grade II* listed (Great Northern Warehouse) and Grade II listed (Former Entrance to Deansgate Goods Station Including Numbers 223 to 233 and 235-291, Deansgate) buildings within the Site boundary and of the surrounding designated heritage assets in line with national and local planning policy and provide an assessment of the potential impact of the proposals (**Figure 1, below**).

The subject site was integrated into an SRF (2017) which sought to redevelop the warehouse for residential use and introduce new development to the rear, in place of the modern Leisure Box. The proposals also included the redevelopment of the Grade II listed terrace. In March 2018, Planning Permission and Listed Building Consent were granted for the phased regeneration of the Great Northern complex (Manchester City Council References 118568/FO/2017 and 118569/LO/2017 respectively). An update to the SRF in 2019 made the case for office use being preferable for the warehouse. The current proposals (Simpson Haugh Architects) are therefore explore the potential for the warehouse to be redeveloped for office use.

The Planning description for the current proposals is as follows:

Phased redevelopment of the Great Northern Warehouse (GNW), Deansgate Terrace and Leisure Box, including areas of public realm, comprising:

- *demolition of the central atrium, GNW car park ramps, and other modern elements, alongside removal of 519 car parking spaces from the GNW, retention of casino (Sui Generis), bowling alley and existing food and drink unit (Use Class E) alongside the refurbishment, restoration, and re-use of the Grade II* Listed Great Northern Warehouse to provide office, retail and / or food and drink use (Use Class E) and ancillary areas;*

- *the refurbishment, restoration, partial demolition and 3-storey extension of the Grade II Listed Deansgate Terrace (northern section) and Goods Yard Entrance to form office, retail and / or food and drink use (Use Class E) and drinking establishments / hot food takeaway (Sui Generis), with associated public realm works comprising the reconfiguration of Great Northern Square and the introduction of additional public realm with associated hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works;*

- *partial demolition of the existing leisure box prior to conversion; reconfiguration and extension of existing car parking to provide 929 parking spaces and associated plant, followed by construction of three residential buildings to provide 746 no. apartments (Use Class C3) above the retained car park comprising ground floor plus 16, 27 and 34 storeys respectively including 753 cycle parking spaces, with office, retail and / or food and drink use (Use Class E), or Sui Generis (drinking establishments / hot food takeaway) at ground floor and level 3, hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works; and,*

- *external alterations and restoration of Deansgate Terrace (southern section) to provide office, retail or food and drink use (Use Class E) or Sui Generis (drinking establishments / hot food*

takeaway / live music venue), along with delivery of associated public realm, highways works, plant, and associated works."

The Proposals will also be supported by three separate Listed Building Consent (LBC) applications.

Any proposals to regenerate the subject site will have the potential to impact the character and appearance of the Deansgate / Peter Street Conservation Area and the settings of listed buildings within the immediate environs around the Site. The relative significance and sensitivity of the Site must therefore be considered in order to objectively evaluate the potential impact of the proposed development upon the historic environment.

The following **Heritage Statement** comprises a significance appraisal of the fabric, character and setting of the Site (**Part 1**); this is followed by a heritage impact assessment (**Part 2**). The baseline information outlined within the significance appraisal has been utilised during the design-development phase of the project to define the significant character of the area, the contribution the existing site makes to the area and its sensitivity to change.

1.2 General Methodology – focus on proportionality.

This Heritage Statement is framed by the requirements of the **Planning (Listed Buildings and Conservation Areas) Act 1990, Section 72**. This is necessary because the 1990 Act requires that the Local Planning Authority (LPA) must treat the desirability of preserving the character, fabric and settings of designated heritage assets (including conservation areas) as issues which are afforded great weight (rather than simply as material considerations) as defined by **NPPF paragraph 199.**

The LPAs assessment of potential harm to the character, fabric or setting of a listed building, or to the character and appearance of a conservation area, must be an evidence-based planning judgment. This is because the weight which the authority applies to determine the degree of direct (physical) or indirect (visual) impact must be *proportionate* to the relative significance of the identified heritage asset. Thus, *'less-than-substantial'* harm should not be afforded the same weight as that defined as being *'substantial'.* The NPPF also stresses that all analysis and evidence must be **proportionate** to the relative significance of the heritage asset and the impact of the proposed development. This fundamental requirement informs the methodology used in this Heritage Statement.

The analysis of heritage significance and impact in this Heritage Statement accords with the requirements of the **paragraphs 194 and 199** of the NPPF (2021) and Historic England's October 2019 guidance, as it presents sufficient and proportionate evidence to enable the Council, *"to reach an informed decision".* The conclusions of this Heritage Statement are thus based on the *"need to be proportionate to the significance of the heritage assets* [potentially] *affected, and the impact on the significance of those heritage assets".*

The Heritage Impact Assessment (Part 2) comprises an assessment of both the **direct and indirect heritage impacts,** defined as follows by ICOMOS in its 2011 guidance:

- **Direct heritage impacts** are physical alterations to the fabric or character of the Site arising as a primary consequence of the proposed development. They result in a degree of change to the Site, or alterations to the surroundings in which the heritage asset is experienced (i.e. its setting).

- **Indirect heritage impact** are changes to the experience of the Site, or the setting of other heritage assets. Indirect heritage impacts on setting refers to perceptible visual effects on the experience and/or character of heritage assets beyond the development footprint.

The assessment of relative significance is a comparative process, and for this reason it relies heavily on the analysis of a range of information, including local knowledge. It aims to establish whether a component of the area is of local, regional, national or international significance, and therefore merit appropriate consideration in the Planning process.

1.3 Research sources.

This Heritage Statement is the result of an extensive process which synthesises relevant evidence sourced from: documentary research, site analysis, building surveying, and professional judgment. The documentary research was based upon primary and secondary sources, including maps, drawings and reports.

Visual surveys of the Site were conducted in June 2022, in order to map out and identify the relative architectural and historic interest of the subject site and its contribution to the character and appearance of the Deansgate / Peter Street Conservation Area.

Consideration has also been given to the historical development of the area and key views to the small number of designated heritage assets within the Site's locality. The purpose of this exercise has been to define the contribution of the built form to the appreciation and understanding of the special interest of the area.

1.4 Consultation

The current proposals have been informed by a number of pre-application meetings and consultations with Manchester City Council (MCC) and Historic England.

Consultation included the identification and selection of a series of viewpoints from which Accurate Visual Representations (AVRs) of the Proposed Development would be prepared and form part of the Heritage Impact Assessment (HIA). These viewpoints were considered proportionate and appropriate (as agreed in consultation with Historic England). Historic England and the Victorian Society were engaged in additional pre-application consultation from which written responses were provided and the advice of which subsequently led to further refinement of the final design.

As the proposals seek to make physical changes to the Grade II* listed Great Northern Warehouse, Historic England were consulted and a site visit was undertaken (July 4th 2022). The subsequent pre-application response outlined that Historic England are very supportive of the principle of providing the building (Great Northern Warehouse) with an active viable use, and that they did not inherently

object to any of the interventions proposed to facilitate the warehouse's conversion. The letter goes on to stage that "The details provided demonstrate that, while some harm would be required to facilitate this conversion, it has been managed in such a way as to minimise its extent, and limited to situations where it is necessary to achieve a wider outweighing benefit".

Whilst Historic England raised some concerns on the proposed height and scale of the residential buildings in place of the Leisure Box site, the letter concluded that it would be up to the applicant to demonstrate why the current configuration is the most sensitive, yet viable, solution.

The Victorian Society provided a comprehensive response which was largely positive; they too raised no objection to the principles of the scheme. Within the letter (received 12th September 2022) the Victorian Society considered the proposals would "represent an opportunity to reverse some of the harm that was done by the original conversion of the building in the 1990s and to sustain the significance of the surviving historic structures through works to the fabric and by ensuring their ongoing use", the letter goes on to state that "the proposed residential towers to the south are well conceived; we trust that their details will reflect the quality of their context".

1.5 Authorship

This report has been prepared by Heritage Architecture Ltd., a conservation practice specialising exclusively in the historic cultural environment.

- Sarah Stirling BA (Hons), MA. – Built Heritage Consultant
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Reviewed by:	Kirsten McKnight	Date: 15.11.2022
Signed off by:	Susanna Levrant Freud Director Finance, HR,Company Secretary.	Date: 15.11.2022

2. THE SITE AND HERITAGE CONTEXT

2.1 Location and site description

The subject site is located in Manchester City Centre, and commands a large and extensive, rectangular area bounded by Peter Street to the north, Watson Street to the east, Great Bridgewater Street to the south, and Deansgate to the west.

The subject site consists of the former Great Northern Railway Goods Company Warehouse (Grade II*) and associated former railway yard (now Great Northern Square), and long terraced range of shops/offices along Deansgate (Deansgate Terrace), which are Grade II Listed in two separate parts (refer to **Figures 2, 3 and 4 below**).







Figure 3 (top, left): Grade II* listed Great Northern Warehouse, north elevation. **Figure 4 (top, right):** view of upper Deansgate Terrace, leisure box to the left and upper portion of Grade II Deansgate Terrace to right. **Figure 5 (bottom):** Deansgate Terrace (protected under two separate listings – both Grade II). **Source:** Google maps, accessed May 2022 and SLHA Site Visit, June 2022.

The Site can be broadly divided into four components comprising:

- Great Northern Square – located to the north of the application boundary, the square is an area of public realm with a mix of soft and hard landscaping with an amphitheatre-style seating arrangement in its centre, which currently acts as barrier to movement across the space;
- Great Northern Warehouse and the modern atrium – a Graded II* Listed former railway goods warehouse built between 1896 and 1899, which was refurbished in 1999 to provide retail, commercial and car parking spaces (519 spaces);
- Leisure Box – a modern addition to the Warehouse following the 1999 refurbishments. The Leisure Box contains an Odeon cinema, the Gym and car parking (721 spaces); and
- Deansgate Terrace –covers the length of Deansgate from Peter Street to Great Bridgewater Street. The 3 to 4 storey length of terraces is Grade II Listed and currently comprises a mix of retail, food & drink and commercial.

The area surrounding the subject site comprises an eclectic mix of contemporary and historic architecture, with the Beetham Tower (2002) situated directly to the south; forming a landmark to the area. The southern aspect of the site has become increasingly characterised by buildings of considerable height and scale, with the Deansgate Square complex and the 'viadux' tower (under construction) to the south end of Watson Street.

In contrast, Peter Street is defined by a range of principally 19th century, sandstone buildings which emulate the areas historic significance as Manchester's commercial district.

2.2 Area of Analysis

Consideration has been given to the relevant part of Manchester City centre that surrounds the subject site. The choice of the boundaries of the area of analysis (the 'study area') has been made following consideration of the impact redevelopment of this site would have on significant short- and long-range views. For the purpose of this report, the area of analysis is limited to c.500m radius around the site (**Figure 5, below**).

The study area provides a focus for assessment but is not intended to be prescriptive; buildings outside the boundary of the study area will be considered where relevant.

2.3 Statutory Designations

2.2.1 Listed Buildings

Statutory listing means that a building has been identified at a national level (by the Secretary of State for the DCMS) to be of special architectural and historic interest and is therefore protected by law. Grading of listed buildings reflects their architectural and historic interest; according to Historic England's definitions, Grade I buildings are of exceptional interest; Grade II* buildings are particularly important buildings of more than special interest; and Grade II buildings are of special interest.

It will be clear that the redevelopment of the Site will have a direct (physical) impact upon the Grade II and II* listed buildings within the boundary but it also results in indirect impacts upon the settings of a number of listed buildings in the surrounding area. There are 189 Listed Buildings within a 500m radius of the subject site, refer to **Figure 5.** Due to the abundance of existing built form around Manchester City Centre, it will be clear that not all of these heritage assets will require scoping in for further assessment due to them being physically, visually, and functionally separated from the Site to the extent to which it is not considered that the proposed development will change an appreciation of their heritage significance.

Those heritage assets which have been identified as being potentially impacted (Zone of Visual influence Study) are identified within **Table 1. Please refer to Appendix IV for Map of all Listed Buildings scoped in for assessment.**



Figure 5: Scoping exercise, listed buildings (identified by blue triangles) within a 500m radius around the subject site (identified by red line). Extent of 500m radius shaded red. **Source:** Historic England NHLE.

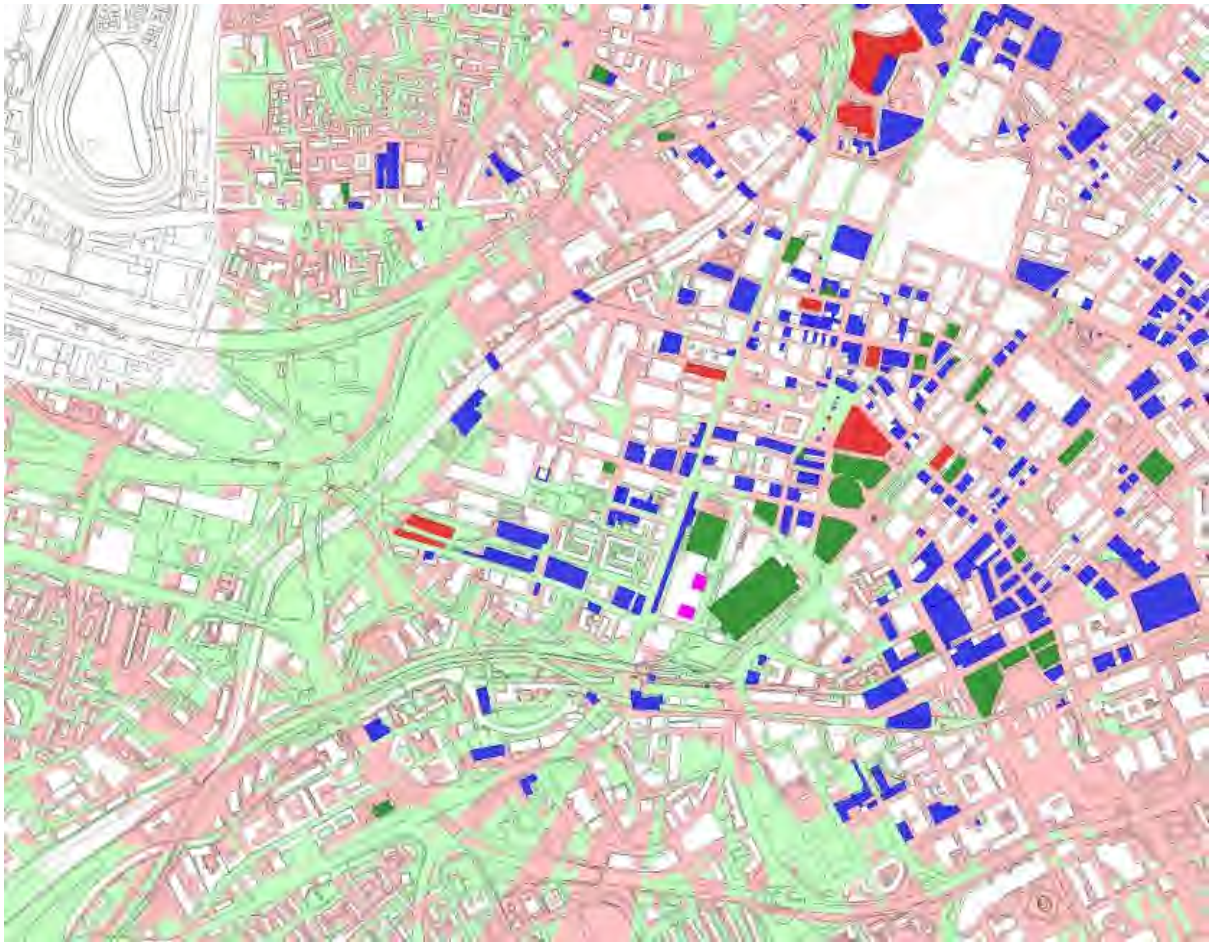


Figure 6: Zone of Visual Influence Study. Spatter diagram illustrating where the subject site may be visible (in green) and where it will not be visible (in pink). Grade I listed buildings are indicated in red, Grade II* in green and Grade II in blue. The subject site is shaded dark pink**. Source:** Chris Burnett Associates.

Table 1: Listed Buildings within 500m radius of subject site which have the potential to be impacted by the Proposed Development		
No. On Fig.5	**Description**	**Grade**
1.	Deansgate Goods Station and Attached Carriage Ramp	II*
2.	Former Entrance to Deansgate Goods Station Including Numbers 223 to 233	II
3.	Manchester and Salford Junction Canal Tunnel	II
4.	235-291, Deansgate	II
5.	G-Mex (Manchester Central)	II*
6.	Castlefield Information Centre	II
7.	Former Market Hall (Liverpool Road)	II
8.	21-41 Liverpool Road	II
9.	Museum Of Science and Industry, Air and Space Museum	II
10.	Power Hall Of Museum of Science and Industry	II
11.	Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse	II
12.	Old Warehouse to North of Former Liverpool Road Railway Station	I
13.	Former Liverpool Road Railway Station Masters House	I
14.	Former Commercial Hotel	II
15.	123 Liverpool Road	II
16.	St. John Street (13 Listed Buildings – St. Johns Street Nos.8-8a; No.10; No.12-16; Nos.18-20; No.22; No.24; No.24a-26; No.28; No.21-25; No.19 and No.11-17) and Byrom Street No.14 and No.15.	II (multiple entries)
17.	St Johns College (Great John Street Hotel)	II
18.	Royal London House	II
19.	184 and 186, Deansgate	II

20.	Onward Buildings	II
21.	St. Ann's Church	I
22.	Albert Memorial Hall	II
23.	Free Trade Hall	II*
24.	Royale Club	II
25.	56-58 Peter Street	II
26.	Midland Hotel	II*
27.	Central Public Library	II*
28.	Town Hall	I
29.	Town Hall Extension	II*
30.	Manchester Art Gallery	I
31.	Britain's Protection Public House	II
32.	13-17 Albion Street	II
33.	Rochdale Canal Lock Keepers Cottage at Lock Number 91	II
34.	Deansgate Station	II
35.	Former Congregational Chapel	II
36.	Castlefield Railway Viaduct	II
37.	Merchants Warehouse	II
38.	Middle Warehouse at Former Castle Field Goods Yard	II
39.	Bridgewater Canal Offices	II

2.2.2 Conservation Areas

Conservation Areas are areas designated at a local level that are deemed to have special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

The Site is located within the Deansgate / Peter Street Conservation Area. As the subject site is partly located within the designated area, it will be clear that any alteration or redevelopment of the Site has the potential to impact its significant character and appearance directly and indirectly.

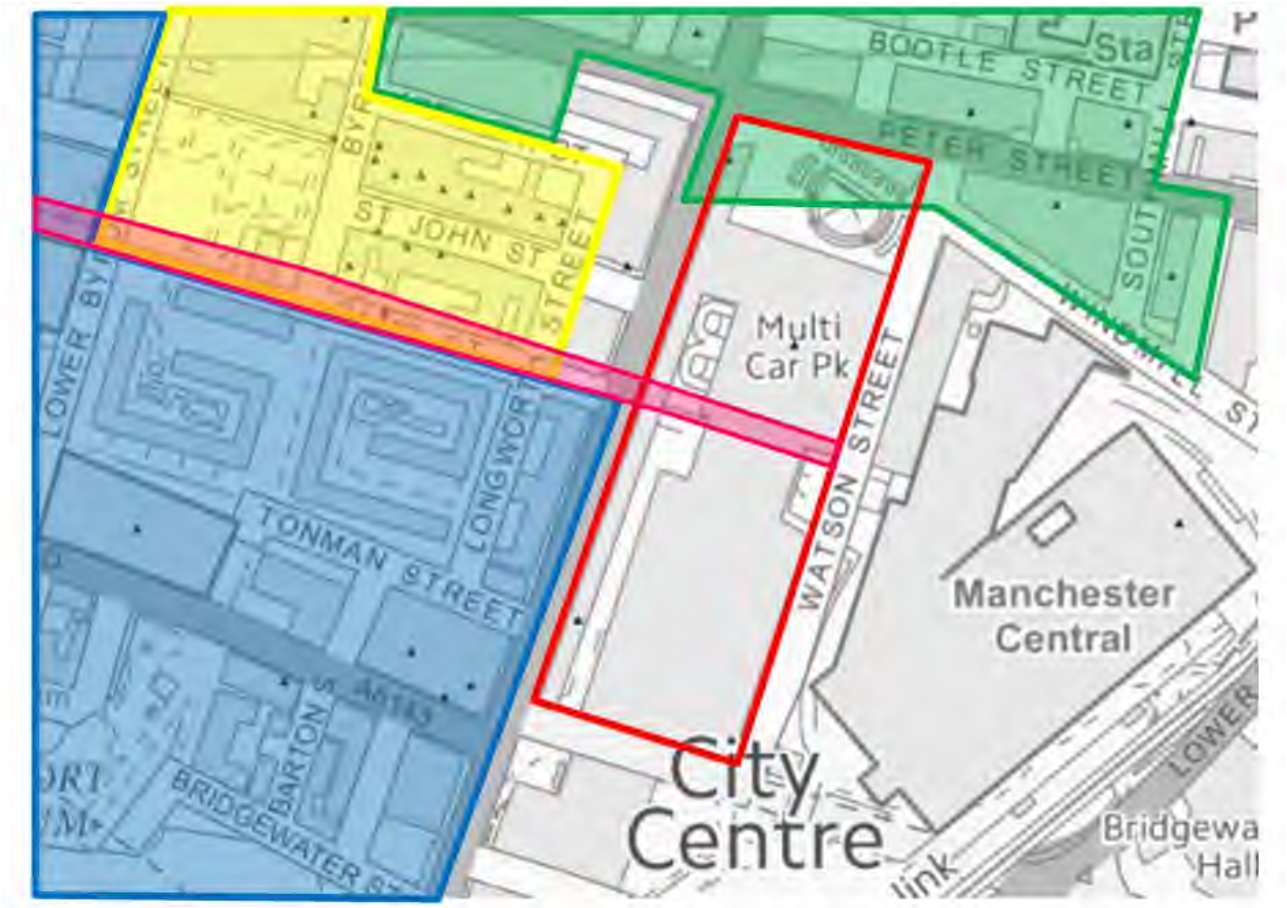


Figure 7: Plan of the Subject Site (outlined red) and surrounding conservation areas. Blue = Castlefield CA, yellow = St John Street CA, and green = Peter Street CA. The Grade II Listed canal tunnel, which extends part way beneath the Subject Site is shaded pink.

Figure 7 (above) illustrates the proximity of the subject site to the Deansgate / Peter Street Conservation Area, (of which it is partly situated) in green. The Castlefield Conservation Area (shaded blue) and the St Johns Conservation Area are also located within the immediacies of the site.

Due to the proposed height and scale of the Proposals, it will be clear there is some potential for the development to incur some visual (indirect) impact upon the Conservation Areas within the wider townscape. Please refer to **Figure 86, Appendix V** for all of the designated Conservation Areas scoped in for assessment.

2.3 Archaeological potential

It will be clear there is some moderate potential for below ground archaeology on the site, with both the Grade II listed canal tunnel and former industrial sidings known to survive to some extent. A desk-based study for potential below-ground archaeology will be required prior to any commencement works. The Greater Manchester Archaeology Advisory Service (GMAAS) should therefore be consulted separately.

3. POLICY CONTEXT

3.1 The Planning (Listed Building and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides the foremost component of the legislative framework which governs the specific protection for buildings and areas of special architectural or historic interest, over and above that provided by development management.

As the subject site contains and is within the setting of a number of listed buildings, **Section 66** of the Act applicable, requiting the LPA to "*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*," when considering whether to grant planning permission.

Section 72 of the Act must also be recognised in line with the proposals, as it embodies the '*general duty as respects conservation areas in exercise of planning functions*.' As the Site is situated within the Peter Street / Deansgate Conservation Area, local authorities should ensure in the exercise of planning functions, that '*special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that* [conservation] *area*.' This duty is therefore applicable to the present proposals.

3.2 National Planning Policy Framework (NPPF) 2021

The policies in the NPPF constitute the Government's view of what sustainable development in England means in practice. In these terms, development proposals which fail to give due weight to the conservation of heritage assets are deemed not to be sustainable development, and consequently should not be supported. This is because one of the key dimensions of sustainability is to protect and enhance our natural, built and historic environment (**NPPF paragraph 8, point c**).

The focus of the Government's planning policy guidance is to ensure that account is always taken of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses, consistent with their conservation (**NPPF paragraph 190, point a**).

The NPPF stresses that "great weight" should be given to the conservation of designated heritage assets (**NPPF paragraph 199**), emphasising the need to avoid substantial harm in terms of: demolition, alteration, or the compromise of its setting. Substantial harm is broadly defined within the NPPF as having a fundamental impact on the significance of the heritage asset by means of its total loss, profound physical harm to its fabric, or the complete compromise of its setting.

It will be clear that any alteration or demolition of a heritage asset would have some impact on its fabric, and that it could be either beneficial, neutral or harmful. The fundamental design objective is to ensure that the balance of the impact on the heritage assets will minimise any negative impact on their significance. Consequently, development works are required to be justified by clear and convincing evidence of the impact.

3.3 Planning Practice Guidance (PPG) (2014 and as subsequently amended)

The PPG is an online document which is amended as required by the Government. It provides current advice to assist with the interpretation of the NPPF. The section *"conserving and enhancing the historic environment"* of the current iteration of the PPG has been reviewed and referenced in the course of producing this Heritage Statement.

3.4 Local Planning Policy

The relevant, local heritage Planning policy maintains the same focus as the NPPF. The City Council's heritage policies focus on the fundamental importance of *"preserving or, where possible, enhancing the historic environment".* The following policies from Manchester's Core Strategy (2012) are of importance to the heritage assets considered within this statement.

Policy CC9 (Design and Heritage) states that 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. The policy also establishes that new development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

Policy EN3 (Heritage) states that throughout the City, MCC will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

The Council's key regeneration objective is tempered by the need to ensure that: *"historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced for their own heritage merits and as part of wider heritage regeneration proposals"* (**paragraph 12.21, Policy EN3**). The policy thus evidently requires development proposals to be sensitive to the inherent values of the designated heritage asset, with any impact justified by clear, documentary evidence.

3.5 Historic England's guidance.

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

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

In particular, the present report takes account of the advice contained within the revised version of Advice Note 3 on understanding what constitutes the setting of a Listed Building, Conservation Area or other heritage asset, and the selection of assets the settings of which may be considered to be affected by development in a particular location, as well as the approach to the selection of indicative key views of a proposed development in context with existing heritage assets.

As regards the approach to the impact assessment itself, the report takes account of Historic England's revised advice to the effect that "*as setting and views are matters of qualitative and expert judgement […] technical analyses […] should be seen primarily as material supporting a clearly expressed and non-technical narrative argument that sets out 'what matters and why' in terms of the heritage significance and setting of the assets affected, together with the effects of the development upon them."* This advice has informed the approach taken to the present report.

Additional Historic England advice notes utilised within this report include Tall Buildings, Advice Note 4 (March, 2022). **Historic England Advice Note 4: Tall Buildings ('HEAN 4').** The note supersedes a previous version from 2015 and takes into account recent updates to planning policy and legislation and recent experience of the development of tall buildings within the historic environment.

The purpose of the guidance is *'to support Local Planning Authorities, developers, communities and other stakeholders in dealing with tall buildings proposals within the legislative and planning framework relevant to the historic environment'.*

The note provides support and guidance in the following key ways: in the initial plan-making process, in the identification of appropriate locations for tall buildings and the definition of 'design parameters' with regard to the historic environment, and in the assessment and determination of individual tall building proposals at the determination stage of the planning process.

HE's note establishes a set of principles for the consideration of tall building development in the historic environment. The emphasis is on a plan-led approach to the consideration of such development, with appropriate locations determined through the Local Plan. This process, the note advises, should be informed and supported by an evidence base which explores different locations and considers heights which might be appropriate in any given area. The note stipulates that the

identification of locations or the determination of proposals should be informed by an understanding of local place, character and historic significance. The guidance warns of the negative impacts tall buildings can have on the qualities of place valued by people who experience them if the siting, scale, or design is wrong and/or fails to demonstrate a consideration for the defining positive characteristics of a local area.

The note demonstrates HE's acknowledgement of the capability of high-quality tall buildings to deliver sustainable development in tandem with the conservation and promotion of the historic environment. The note emphasises the importance of good design in ensuring that tall buildings respond positively to their local context, especially within the historic environment, and the opportunity high-quality proposals can embody in terms of place-making, particularly within the context of wider regeneration schemes. In summary, the note promotes a best-practice approach to the consideration of tall buildings to deliver high quality, sustainable schemes.

4. HISTORY AND DEVELOPMENT

4.1 Introduction

This section of the report analyses and interprets historic maps and primary and secondary information in order to provide a sound evidence base, placing the building in the context of the development of Manchester's city centre.

In order to understand the level of heritage significance of the Great Northern Warehouse and Deansgate Terrace, both as individual buildings and as components of the wider built historic environment, it is first necessary to understand its historical development and the impact they made on the development of this part of the city.

4.2 Brief history and development of the area

The large, rectangular plot on which the Great Northern Goods Warehouse and former goods yard stands today, was from Saxon times until the compulsory purchase of the site by the Great Northern Railway Company in 1896, the site of the ancient hamlet of Alport, also known as 'Alport' or Alport Town.

It is thought the area of Alport began in circa 79 AD, a time in which other northern townships originated. At this time the area was largely covered by the Wood of Arden, of which the first inhabitants took down a number of these ancient trees to construct their dwellings. Alport is thought to have originated close to the site of the later, Saxon church of St Matthew was possibly sited near to where Liverpool Road is today.

A small hamlet of cottages grew up close to the site of St Matthew's Church at about this time, which was to form Alport Town, the word 'Alport' being Saxon in origin and meaning 'Old Town''. Manchester itself had not yet formed as a township, with the focus of habitation being the southern end of Deansgate, which was known as Alport Street at that time.

With the construction of Manchester Cathedral (Christchurch) in the 15th Century, St Matthews in Alport became surplus to requirements as habitation grew up around the new church to the north end of Deansgate, thus resulting in St Matthews being demolished.

16th & 17th Centuries

During the 16th and 17th Centuries, the land around Alport was a large ancient wood known as Alport Park, which was an ancient park of the lords of Manchester that was documented in 1322 as having 30 acres of heath. The park was given in 1430–6 by Sir Reginald West, Lord La Warre, to John Huntington, warden of the collegiate church (Manchester Cathedral). The land was sold to the Mosley family in 1599 and in its grounds was the mansion known as Alport Lodge; its location is not known but it is thought to have been built close to the junction of Deansgate and St Johns Street today.

Alport Lodge played an important role during the Jacobite rebellion and was a stronghold for Bonny Prince Charlie during the Siege of Manchester in 1642. The timber-framed mansion was the scene of cannon fire along southwards along Deansgate towards Alport Town, and was subsequently burned to the ground during the process.

The small hamlet of Alport remained unaltered for some time, with its early buildings being gradually rebuilt using timber-framing from the 15th to the 17th Century but still largely upon the same footprints of earlier buildings.

18th Century

During the 18th Century, Alport was sometimes known as Alport Fold. The rectangular form of Alport followed the field boundaries of pre-1750, which slanted south-eastwards from the north-south stretch of Deansgate and Alport Street. This trapeziform orientation was retained in Alport, with the township of Manchester progressively growing from the Christ Church district in the north and gradually surrounding Alport and eventually surrounding Alport whilst furthering south. The result of this ever-increasing new town of Manchester saw Manchester being laid out largely in a grid street pattern, a pattern which encased the ancient area of Alport, whilst keeping its Saxon trapeziform street pattern intact.

Alport was known during its history as several names including Aldeparc, Over Alporde, Nether Alteport, Alporton and Alport Town. During the early-18th Century the area had been known more commonly as 'Alporton' until a time in the 1720s when it lost its name to a Mr Hooper who built buildings there and was known thereafter as Hooperton, and colloquially as 'Upperton'. This remained the case until the early-19th Century when the area seemed to have gained back its historic name of Alport Town.

During the 18th Century, Alport Town was known as Alport Fold; a name historically given to small collections of buildings including a small enclave of buildings with boundary walls and gates to allow for grazing animals to be taken "into the fold". Whereas the north, south and western ranges of the 'fold' had dwellings built there, the eastern aspect was entirely open to pastureland, fields and two large ponds, the larger being known as 'Black Pit'.

At the junction of Alport Town and Alport Street (later to become part of the southern end of Deansgate) was a small section of street, set back from the line of Alport Street; this was the remnant of the former field boundary as it met with the new Manchester grid street pattern.

Upon its small open square it had a weighing machine positioned at its centre, which was already an unmanned antiquity by the 1770s when it was taken on by the local landlord of the Half Moon public house in Alport. An article in the local newspaper in 1798 reported the death of the then 'Manager of the weighing machine at Alport Town' as being a Mr Thomas Byron, who had manned the machine for 27 years.

The weighing machine was replaced by a larger version in 1836 and remained in situ until March 26th 1897 when that section of Deansgate was demolished to make way for the construction of the Great Northern Warehouse and the new line of Deansgate was repositioned.

19th Century

During the 1830's the cutting of the Salford and Manchester Junction Canal had proceeded, cutting a canal tunnel from the River Irwell to the west, under Charles Street, Camp Street, Alport Street and beneath Alport Town, terminating at a double canal lock and large open reservoir at the junction of the eastern end of Alport Town and Watson Street. It was at this junction that the double-fronted, 18th century Black Horse Inn was located, adjoining the large early Alport Foundry (brass).

The early street pattern that grew-up around Alport Town included some fourteen small roads and streets making up the future site of the Great Northern Warehouse site, along with many narrow back courtyards and alleyways located amongst these. By the early to mid-Victorian period, the area directly to the north and south of Alport Town was already infamous for having large number of slum dwellings and being an area of ill repute.

In 1880 a large area of slum dwellings to the east of Watson Street was taken over by the Great Cheshire Lines Committee for the construction of the new Central Station, neighbouring the site. This resulted in a large number of lodgers and vagrant's being displaced and thus further populating the already dangerously packed slum area of Alport.

In 1880 a plot of land fronting the lower end of Deansgate on the junction of Liverpool Road, was bought by the Improvement Committee of Manchester Council, in order to allow for road widening. It appears that further plots facing Deansgate, at the southern end of the subject site had also been cleared by 1896, and subsequently left as empty plots.

To the northern end of the site, a range of purpose-built goods offices facing Peter Street were designed. The new building incorporated, and linked two existing structures that faced Peter Street and were designed to house the railway company's goods depot staff on the upper floors, and general shop units to the ground floor, each with an individual cellar.

One retained building was located at the junction with Deansgate and was called Reade's Building's and was built in 1878, and the other building was the former 'Trafford Club' building and was located on the corner of Watson Street, and which acted as the engineer's office for the warehouse site. The new railway offices were still in the process of construction when the site opened for business in 1898.

When completed, the central section of the range comprised of a central railway office entrance flanked on either side by three shops, and although these shops did not have access to the first floor, they each had their own cellars beneath. The office entrance contained steps which led up to the office accommodation at first floor level.

Historic Images of area around the subject site



Figure 8: Looking west along Peter Street in 1861 showing the range of c18th Century weaver's cottages between Peter Street and Lad Lane, before their replacement.



Figure 9: The same view as seen in 1920, showing the highly pitched roof of the Trafford Club building to the left, with the goods offices centre, and Reades Buildings to the right.



Figure 10: A view looking north towards the Albert Hall tower on Peter Street taken in the 1980's before Forty Four Peter Street was constructed, note the rear and side elevations of the 'Trafford Club' building to the left of the view, with its high pitched roof.



Figure 11: The Peter Street buildings seen in 1998 from Peter Street at the junction with Watson Street, looking west, showing Reades Buildings (left), the former Trafford Club (far right) and railway company offices (centre).

4.3 Construction of the Great Northern Railway Goods Station

During the mid-1890s the Great Northern Railway Company decided to embark on a bold and ambitious scheme to construct a large goods depot and warehouse in Manchester.

In 1895 the sum of £50.000 was paid to Deansgate Central School, by the Great Northern Railway Company in order to purchase the site, a great number of surrounding shops and cottages were also obtained at this same time resulting in an area of approximately 6-7 acres. Provision was made for the widening and improving of Deansgate.



Figure 12: A detailed plan of the streets which formally made up 'Alport Town', showing the dates when the buildings were demolished. Red highlighted buildings denotes site has been cleared, yellow highlighted buildings denotes buildings in the position of the railway company and currently empty.

Red hatched buildings denotes buildings in the position of the railway company, but tenants still in. The red outline to the right shows the position of the Great Northern Warehouse, and original carriage ramp to the right.

Compensation was paid out to the owner of the Gladstone Public House, Mr Bradbury who couldn't be legally evicted until March 1897. Another case was of Mrs Tasker, who had ran a fish shop on Deansgate for 16 years, who also waited to be evicted.

The company had no independent outlet or inlet for their traffic from Manchester or surrounding districts. Their new depot was to compete with the Great Central Railway Company and the North Western and Midland Companies. A Parliamentary Act was obtained in 1895 for the construction of the goods station, and work commenced in February 1897, with contracts for work having been settled in the latter half of 1896. The site had started to be cleared by February 1897, although the footings for the warehouse hadn't been started by July of that year.

The resident engineer for the project was W. T. Foxlee with his Chief Assistant being John Arthur Thornton & J. A. Inst. C. E. The main contract for the building work were Messrs' Robert Neill & Sons, with steelwork being provided by Messrs' Heenan & Froude, Sir William Arrob & Co and Messrs' Keay.

800 men were employed continuously on the construction of the goods complex and viaduct infrastructure. It was reported on numerous occasions at the time that the building work was

developing at a rapid and impressive pace, this was even more notable owing to the fact that there had been a strike in the engineering industry at the time of construction. This explains the delayed completion of the entire site.



Figure 13 – The construction of the Great Bridgewater Street viaduct during construction in mid-1897. Note the roof and two roof cowels of the 1801 Wesleyan Methodist Chapel on Great Bridgewater Street.



Figure 14 – The completed viaduct as seen on the 31st August 1900. Note the empty plot housing construction workers huts on the left, of which the Deansgate Terace of shops is to be soon built upon.

Later life and closure

By the early 1900s the goods station required enlargement by the means of adding additional railway sidings, which were proposed to the east and the west of the goods yard in 1907 and in 1910, however these proposals were only partly built in part in 1920.

Other developments included a new, and larger police office between two Watson Street entrances in 1942. During the early 1940s a range of Air Raid Precaution (ARP) structures were constructed, with blast proof walls and entrances incorporating changing rooms, showers and air pocket doors.

The ambulance station and vegetable office was constructed close to the carriage ramp in 1948, and a new staff canteen was completed in 1950 next to the eastern corner of the warehouse. The station suffered less and less traffic during the 1940s and 1950s, and following the devastating aftermath of the Beeching axe during the early 1960s, which saw hundreds of railway stations being closed, the warehouse was finally closed permanently in 1963, following many years of disuse.

When initially opened, the site employed a staff of 330 men and over 100 horses. By the station's initial closure in 1952, the site was employing over 400 men. In November 1959 it was announced that the site would become a public car park with a lease of 5 years, however the site continued being used as a car park in into the late 1980s.

The site today comprises an AMC cinema, MCR235 casino, a bowling alley, bars & restaurants, a Lifestyle Fitness gym, and a multi-storey car park on the upper warehouse floors.



Figure 15 – 1938 – A view looking north-east along Watson Street showing the former Cheshire Lines Goods Station warehouse, adjoining Manchester Central Station.



Figure 16 – c1958 – A view looking north-west from the former Manchester Central Railway Station, to the disused rear of the Great Northern Warehouse and sidings.



Figure 17 – 1986 – Looking north towards the rear of the warehouse during its use as a flat surface car park.



Figure 18 – 1988 – A view looking west towards the eastern elevation of the warehouse, as seen from the cleared Cheshire Lines Goods Station site.



Figure 19: Looking north towards Peter Street (rear side) c.1998. The sloped carriage ramp is well represented from this location, pictured here before it was dismantled. Note the rear side of the goods entrance (now grade II) to the left of the image.



Figure 20: Looking east into the warehouse (Level 3) from the raised carriage ramp. Pictured c.1998 prior to being demolished.



Figure 21: Looking west towards the northern aspect of the site in June 1998, demolition of carriage ramp and Peter Street buildings shown to be underway.



Figure 22: Looking north towards Peter Street (rear side) May c.1998. The sloped carriage ramp is pictured here before it was dismantled. Peter Street buildings pictured being demolished.



Figure 23: Looking south with views of Deansgate Terrace and Former Goods Station entrance c.1998. The carriage ramp is pictured as largely dismantled. Note the rear side of the goods entrance (now grade II) to the right of the image, elevation retained.



Figure 24: Looking south with views of the eastern elevation of the Goods Warehouse.



Figure 24: Looking south with views of the original roof to the Goods Warehouse, prior to alterations made in early 2000s.

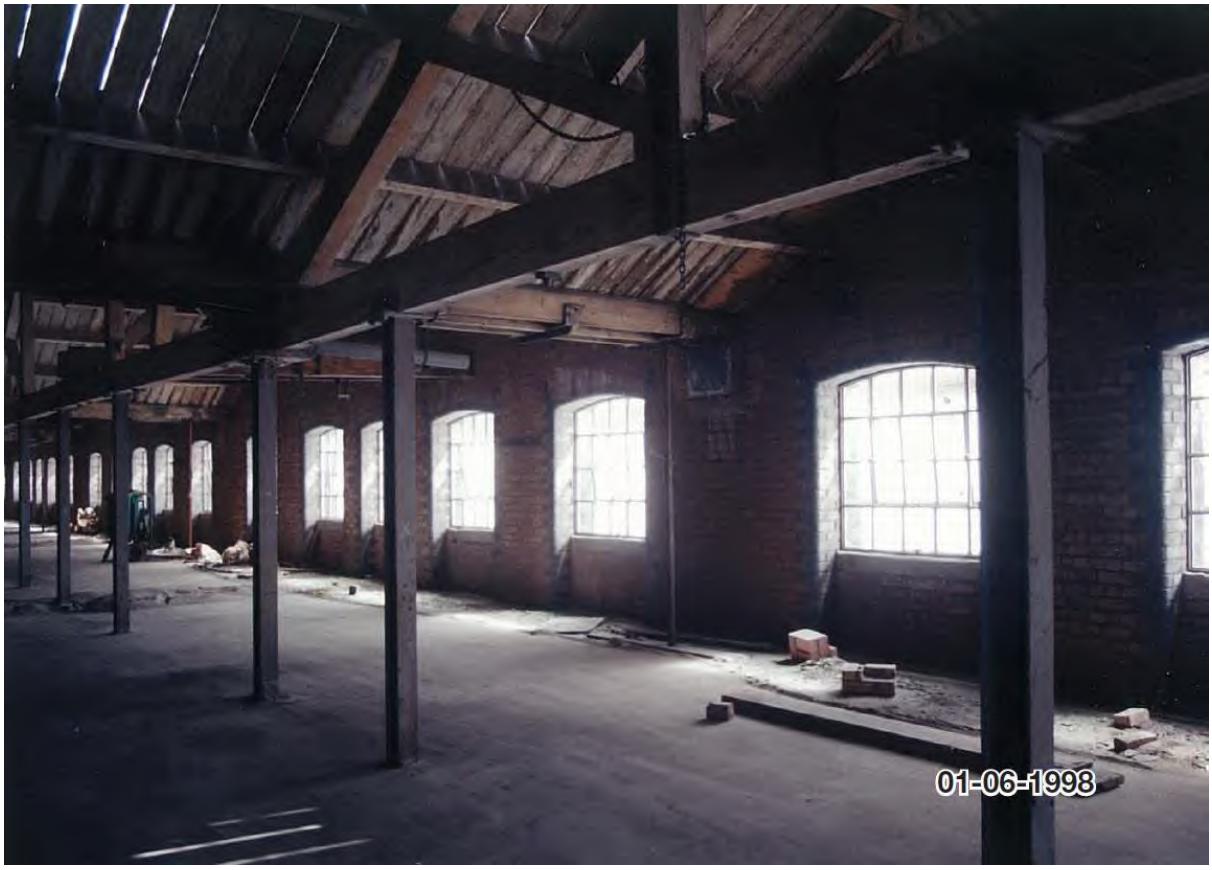


Figure 25: Looking south across internal space of warehouse c.1998. Illustrating original timber trusses supporting roof above (note the roof has since been reclad). Metal framed windows with blue engineering brick, exposed red brick walls and narrow columns characterise the space.



Figure 26: Original window pictured up close during late 1990s works.

4.4 Map Regression

Table 2: Historic Map regression

	**1650 –** A plan looking south-east, showing the centre of Manchester during the mid-17th Century, illustrating the relatively undeveloped city. To the right is Deansgate, marked as *'Road to Alport Lodge'*, which during this period was an area of open fields and pasture, with a small hamlet of timber-framed buildings making up Alport Town, close to Alport Lodge.
	**1750 –** A plan of the city centre as depicted 100 years later, showing the development arising from either side of Deansgate. The bottom left corner shows the small enclave of Alport Town, set amongst open fields.
	**1800 –** By the beginning of the 18th Century, Alport Town (seen in the centre), has further developed, with newer streets not following Alport Town's original, 'slanted' street pattern, and instead forming a rough grid pattern around the earlier settlement.

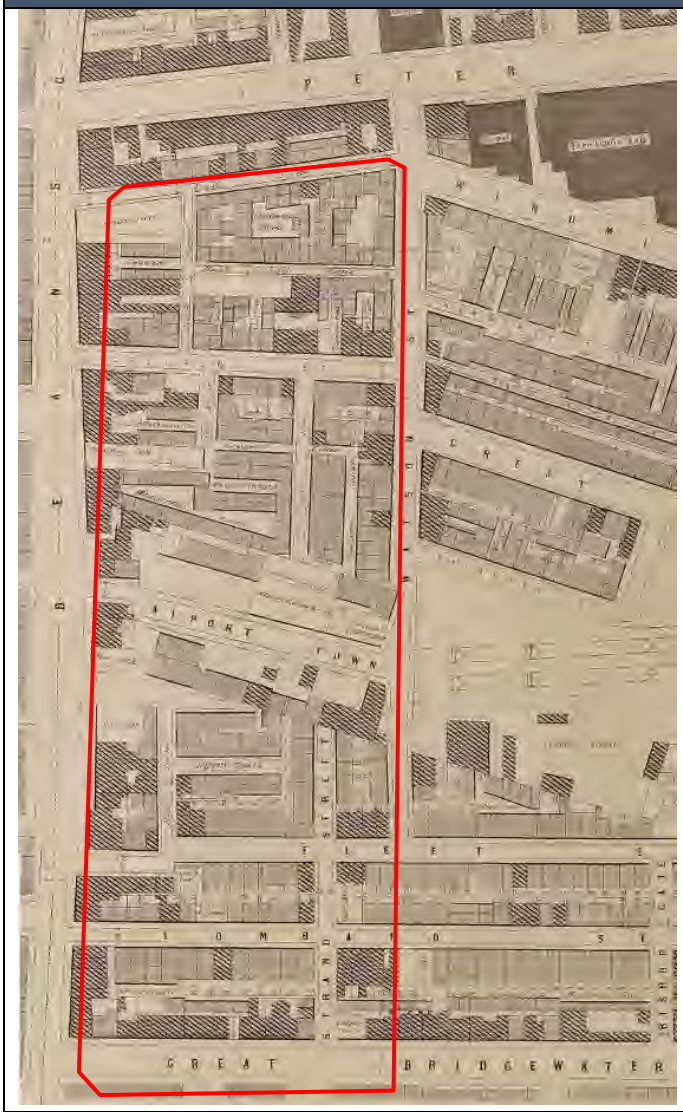
Table 2: Historic Map regression	
	**1850 OS –** By the middle of the 19th Century Manchester had become fully developed, with some of Alport Town's original building having been replaced with new, brick-built examples. The original pre 1750 'slanted' street pattern of Alport Town can still be seen clearly in comparison to the later early-18th Century grid pattern. This street plan shows the eastern entrance of the Salford and Manchester Junction Canal, which was opened in 1839, and still runs under the subject site. This eastern entrance and open stretch of canal was covered by the construction of Manchester Central Railway Station in the 1880's.

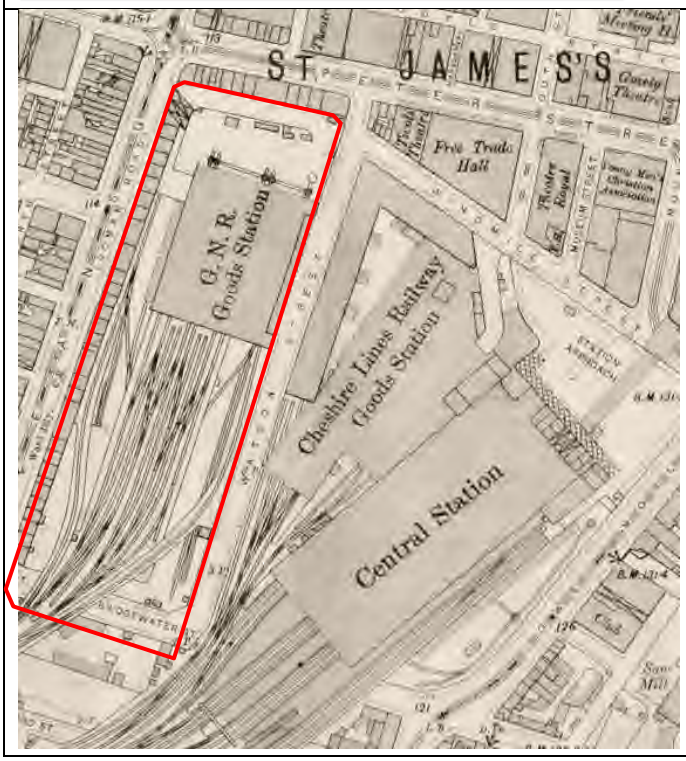
Table 2: Historic Map regression	
	**1896 OS –** This plan shows the subject site as it appeared shortly before the entire site was cleared in preparation for the construction of the Great Northern Warehouse, except for the retension of the buildings to the southern side of Peter Street. This plan shows the density of the mostly slum dwellings, public houses and small industries that made up the area of Alport Town.
	**1908 OS** - This OS map depicts the site was built alongside the Cheshire Lines Railway Goods Station building to the east of Watson Street. Central Station is depicted beyond this illustrating the extent of the site. The 1908 map illustrates the northern aspect of the site, showing the northern yard being enclosed by a continuous row of buildings along Peter Street partially incorporating earlier buildings to the north.

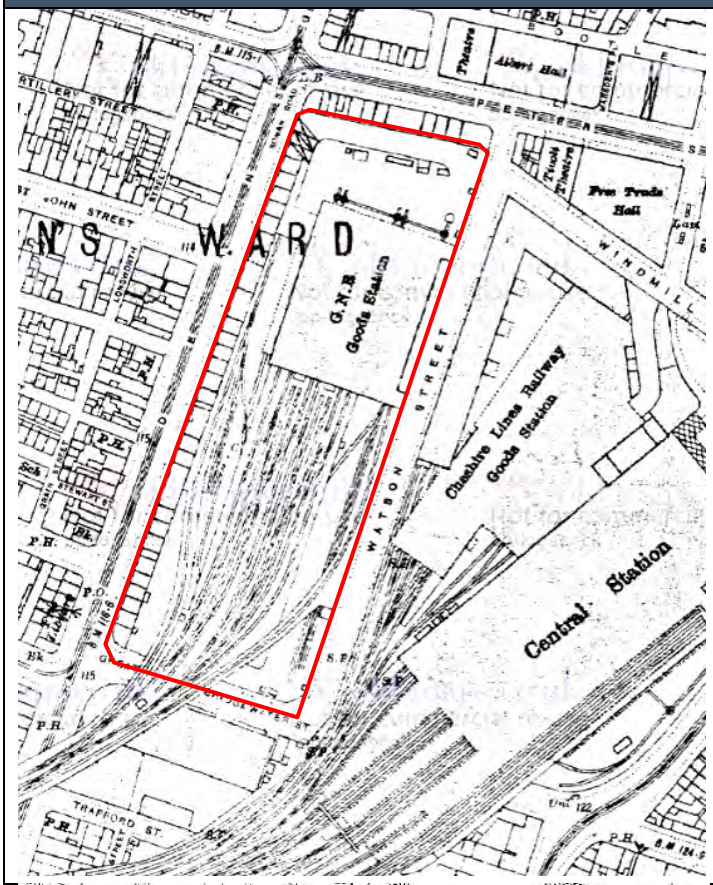
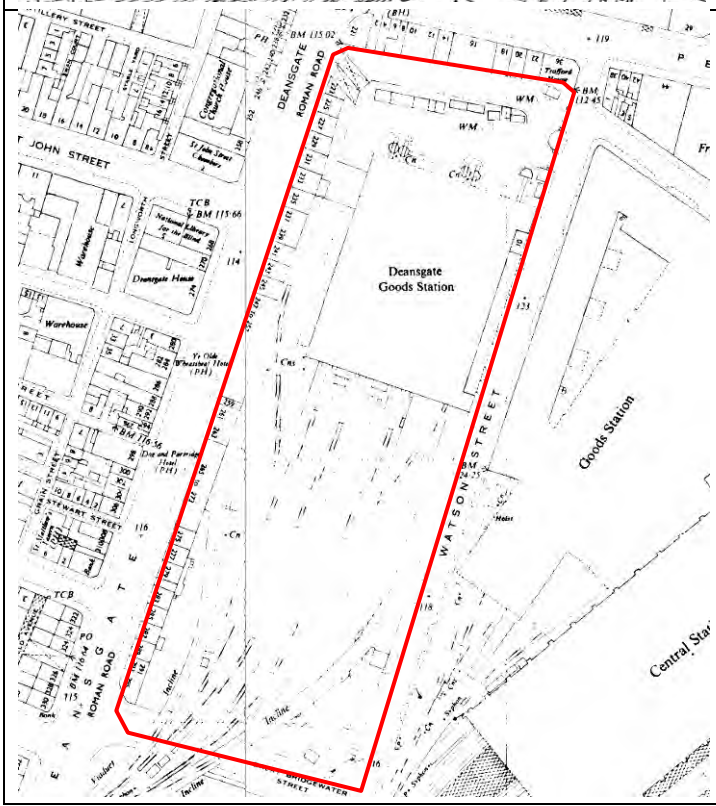
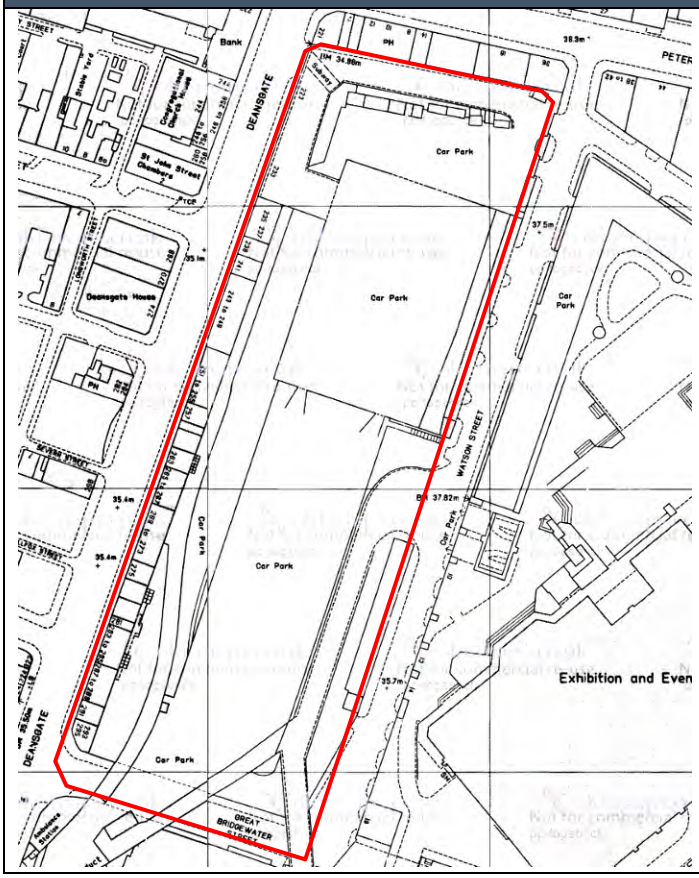
Table 2: Historic Map regression	
	**1922 OS-** The site remains largely unchanged.
	**1948 OS –** The 1948 map shows the numbering of each shop along Deansgate and Peter Street for the first time. The site remains largely unaltered.

Table 2: Historic Map regression

	**1988 OS –** By the late 1980s the goods station has been closed and is now being used as a car park, with the southern track bed forming a large open car park. The warehouse is also being used as a car park at this level.



Great Northern Warehouse

The Great Northern Warehouse

One half of the goods station opened successfully on the 1st July 1898, with the first goods train arriving there at 6:20am on that day. The first goods train to leave the station was between 5 and 6pm that evening. However, on the day of opening the majority of the site was not complete.

The range of shops facing Deansgate (Deansgate Terrace) had only been partially started, the GNR offices along Peter Street had yet to be initiated, and the upper floors of the warehouse had not been started, leaving only the low and high level stations nearing completion.

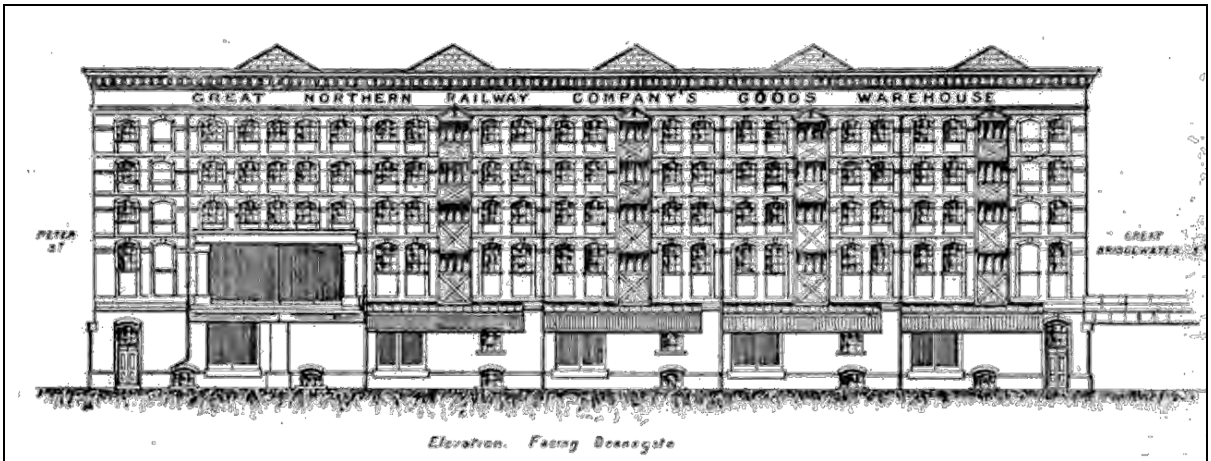


Figure 27 – An artist's impression of the western elevation of the warehouse facing Deansgate, now hidden by the eastern range of terraced shops along Deansgate, known as Deansgate Terrace, and the multi-storey concrete car ramps.

The railway company had secured a large rented warehouse on Dale Street, to the north of the City, in order to provide temporary storage whilst the Great Northern Warehouse was being completed, and surprisingly this was estimated to be a possible period of two years to allow the warehouse to be finished and "*seasoned*".

The new lines were attached to the existing Cheshire lines approximately half a mile south of the new goods depot. Here 3 lines were carried across Bridgewater Street via a brick viaduct, where they diverged into 12 further tracks, ten of which were continued over Deansgate and Great Bridgewater Street and into the southern end of the warehouse.

The remaining two lines were carried down by inclines either side of the goods warehouse to the low level station level externally. These two inclined tracks allowed access to the largely covered goods yard at street level, which was covered by the large expanse of the high level station viaduct above. The inclines were constructed of largely steel girders, resting upon brick piers and arches.

The warehouse was of a fire-proof construction, and was 267ft by 217ft. The building was built using a mild steel frame construction, and dubbed in The Builder Magazine as being "*A marvel in mild steel*". The mild-steel stanchions and connecting girders had cast junction boxes connected them with red-brick jack-arches in-between which formed the floors.



Figure 28 – An image looking north-east at the southern aspect of the warehouse during the initial construction phase in 1897.



Figure 29 – An illustration of the construction of the Great Northern Warehouse in 1897, looking south. The warehouse can be seen partially constructed to the left, with the ground floor level of the range of Deansgate shops to the right.



Figure 30 – A photograph taken looking south along the high level station of the newly completed warehouse in 1898, showing the original track beds and teagle.



Figure 31 – A view looking north towards the southern end of the newly completed warehouse in 1898, showing the high level station and tracks which enter the warehouse at this first floor level.

The steel frame was encased in blue engineering brick to its lower floor, with hard local red-brick to the upper floors with blue-brick banding and dressings. The building materials were entirely set in cement. The floors are constructed of steel girders, with brick jack-arches in-between and covered in a layer of concrete. Hydraulic hoists, cranes and jiggers were located on every floor, accessed through numerous hatchways positioned within the floors.

The power for the machinery was provided by the Manchester Council's own hydraulic mains, although the goods station site had an accumulator tower located in its south-east corner, constructed to provide on-site hydraulic power (now demolished). The entire site, including the warehouse and external goods yard was lit by electricity, also provided by the Council.

The new railway goods warehouse was planned along the same principles of design as was already implemented in previously constructed warehouses for the Great Northern Railway Company, and the London North Western Railway Company. Examples include Manchester Lower Byrom Street

Warehouse, Stockport Goods Warehouse, Huddersfield Goods Warehouse, and Camden Interchange Warehouse.

Low and high level levels

The two lower floor levels practically formed two goods stations, one above the other. The lower floor had four lines of rails along four raised platforms, each with a series of hydraulic cranes for the loading and unloading of merchandise.

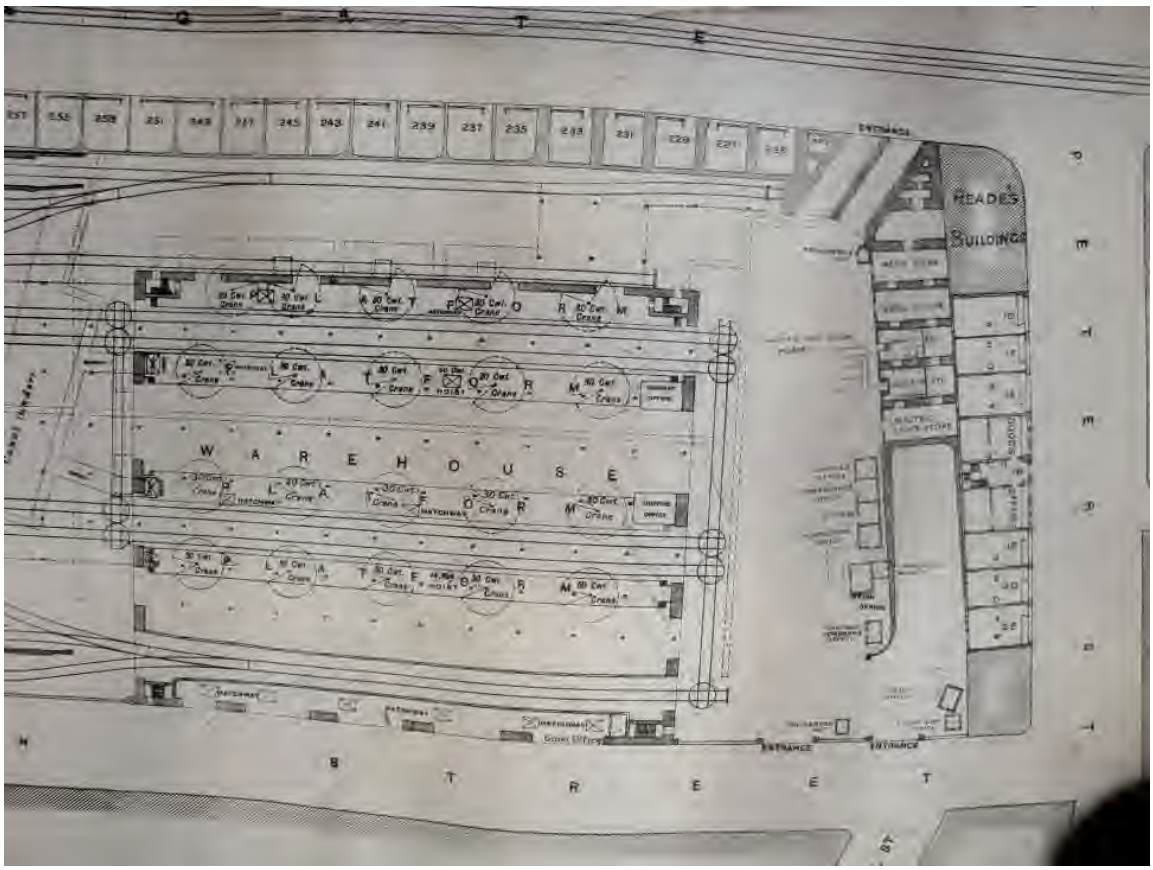


Figure 32 – Plan of the low level station (ground floor), showing Peter Street to the right, 1897.

To the end of each platform were individual, enclosed offices constructed of timber boarding with glazing to the upper sections; these provided office space for the checking clerks. The upper station floor had a roadway, paved in Australian Jarrah hardwood blocks, used internally to reduce the noise of cartwheels, this was entered at first floor level by an inclined roadway for carts, entered from Watson Street, and paved in granite setts.

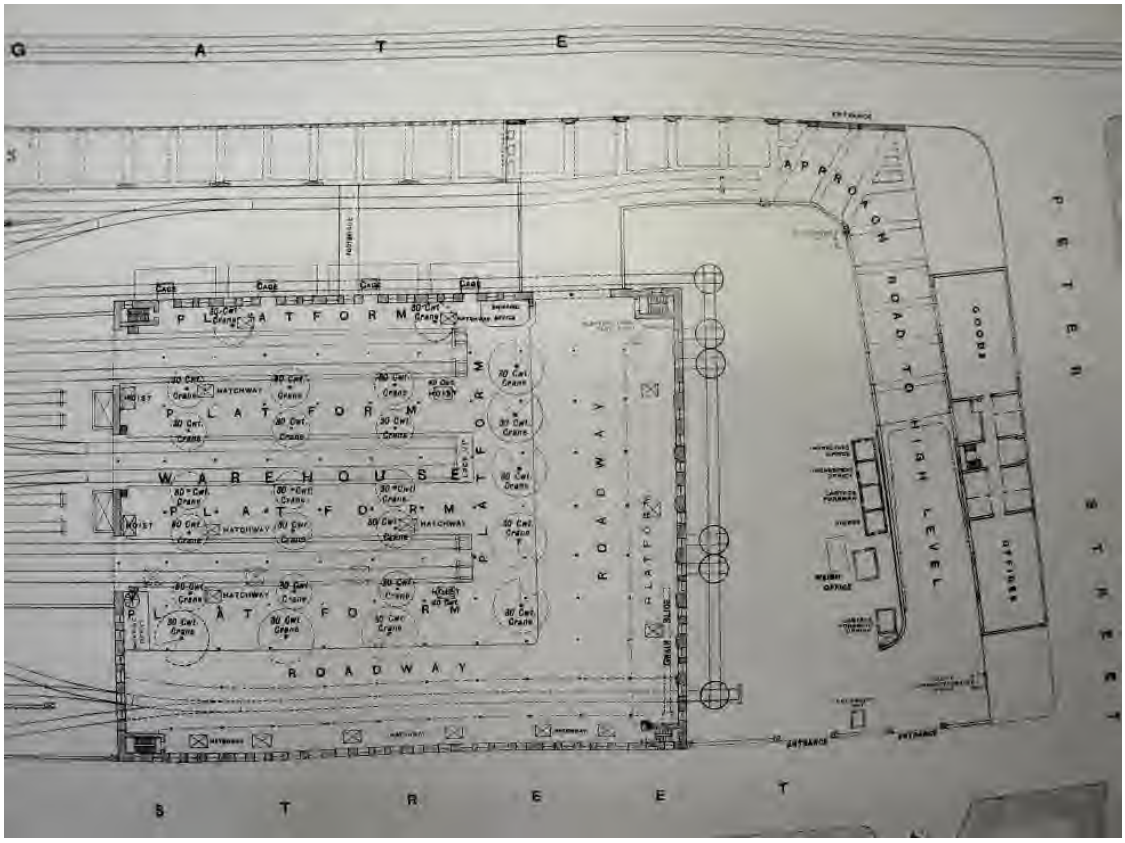


Figure 33 – Plan of the high level station (first floor), showing Peter Street to the right, 1897.

Upper warehouse floors

The three floors above the two station floors, were used as open-plan warehouse floors for the storage of merchandise and grain etc, and were connected to the other floors by means of a series of hatchways and hoists positioned in the floors. As noted on the original floor plans, these warehouse floors were all similar in their arrangements.

To each of the four corners of the warehouse floors was a small stone staircase, each enclosed in a brick-built staircase hall. Each staircase had cast-iron balusters fixed into the vertical face of each stone step with lead. The slender newel-posts to each landing section, are in a Gothic style. A grain slide was positioned to the north-east corner of each floor level, which presumably fed loose grain from each level to the loading bays on the ground floor ready for transporting.

Each floor contained 15 hoists positioned in the floors and ceilings, which probably consisted of timber hatches from which goods could be raised and lowered by crane. Each floor within the warehouse building contained many windows to each elevation, each window being an iron-framed fixed window, with central opening 'swing' casement. The top floor was double height and was open to the timber roof bracing.

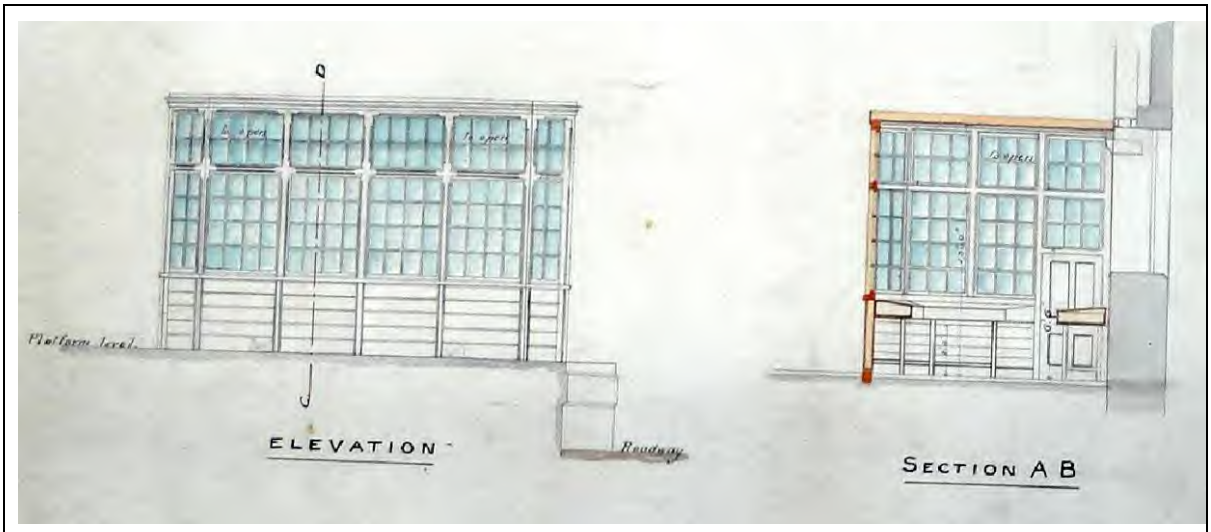


Figure 34 – The internal Grain Office at high level (first floor) constructed adjoining the high level carriageway entrance, August 1897.

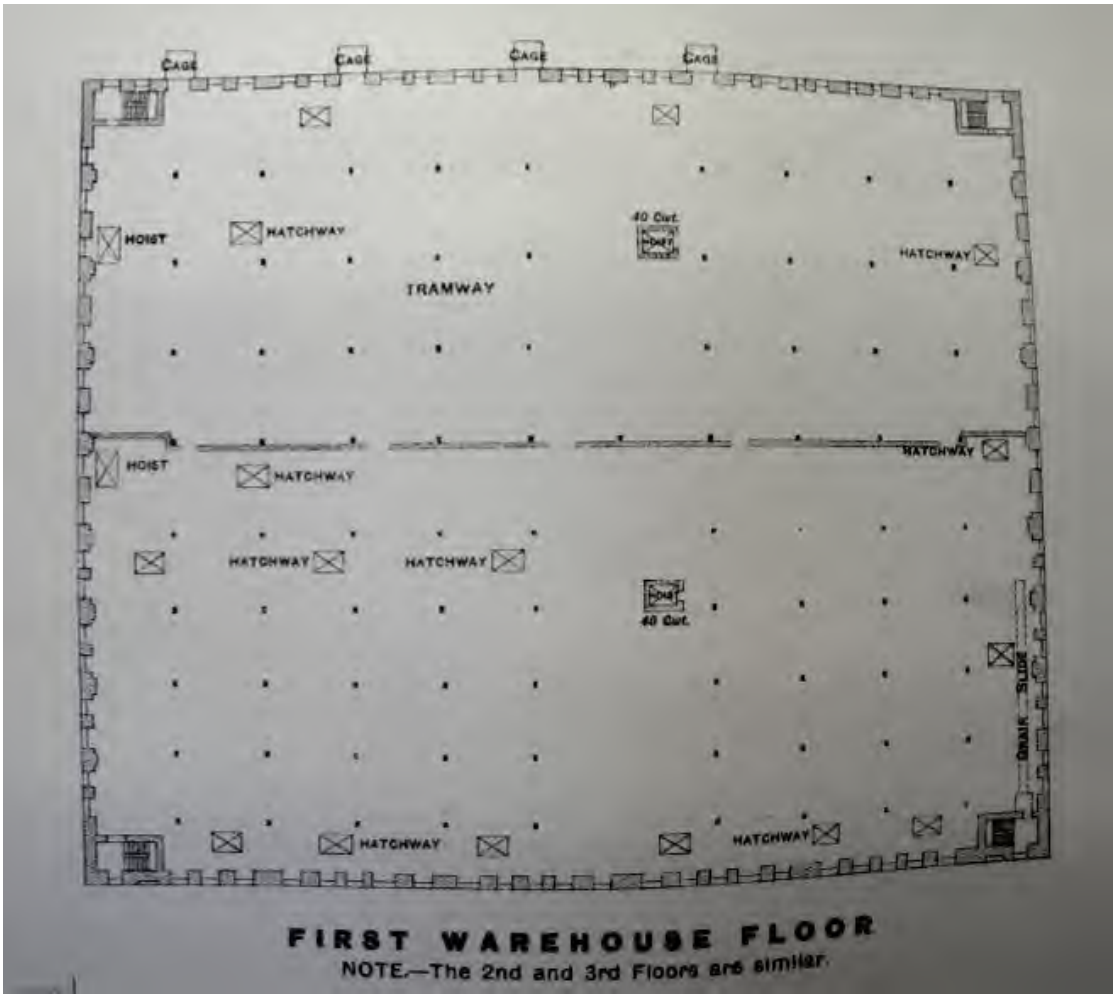


Figure 35 – First warehouse floor plan, 1897, (second floor on the present building arrangement)

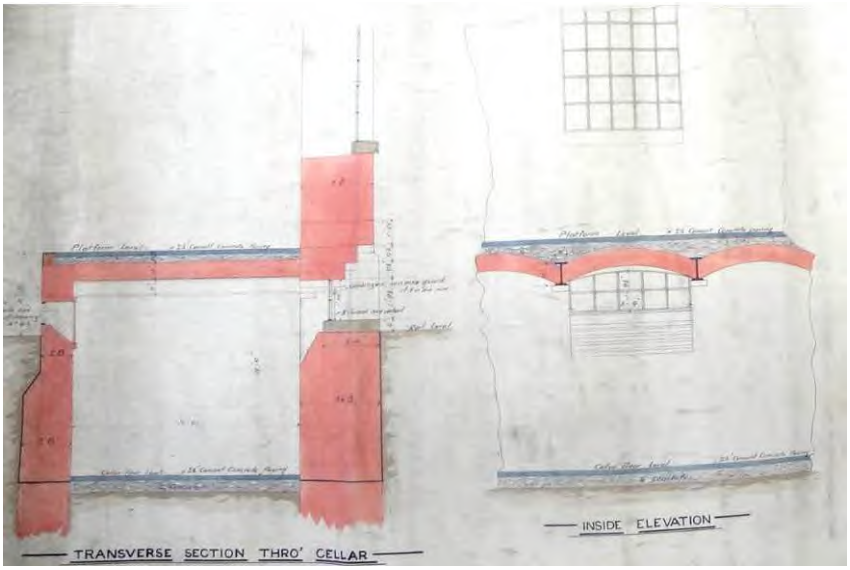


Figure 36 – A section of the basement floor and window details, August 1897. Note the brick jack-arches forming the ceiling.

Carriage ramp and yard

The carriage ramp was located immediately behind the Peter Street range of buildings, and was indeed attached to their rear elevations. The ramp/roadway was intended for horse and cart traffic, in and out of the warehouse. The ramp entered the warehouse at its north-western corner at first floor level (high level station).



Figure 37 – The goods yard in the early 1900s, showing the entrances into the ground floor of the warehouse to the right, the rears of the buildings fronting Peter Street to the left, and the former walls and gated entranced into Watson Street in the background. This image shows the extremely busy and hectic nature of the sites early years.

Once inside the warehouse, the roadway formed an 'L' shape which passed closely along the north and east sides of the building, each containing a raised platform for loading and unloading goods. Each platform contained hatches down to the lower level station floor below, and the three warehouse floors above.

The opposite side of the roadway linked the six railway carriage tracks, which were entered from the southern side of the floor, with the roadway for distribution of goods coming in and out of the floor, via 25 large hydraulic cranes.

The arches under the raised carriage ramp housed urinals, store rooms and an electric light store, and was accessed from the open yard. The yard contained six turntables, at the end of each low level station railway track. At the east and west entrances into the yard from Deansgate and Watson Street, were policeman's huts.

Other small buildings in the yard included chain horse shelters, offices for the timemaster and the inspector, as well as the cartage office, the foreman's office, and police superintendent's office. Another vital goods warehouse component was the weigh office and weighbridge, ensuring the correct weight of goods.



Deansgate Terrace

Deansgate Terrace

Under an arrangement with Manchester City Council, the GNR Company constructed a long and continuous range of shops and offices, hiding the western aspect of the goods station from sight along the southern end of Deansgate. It was also at this time that the section of Deansgate at this point was widened and straightened to account for this new construction.

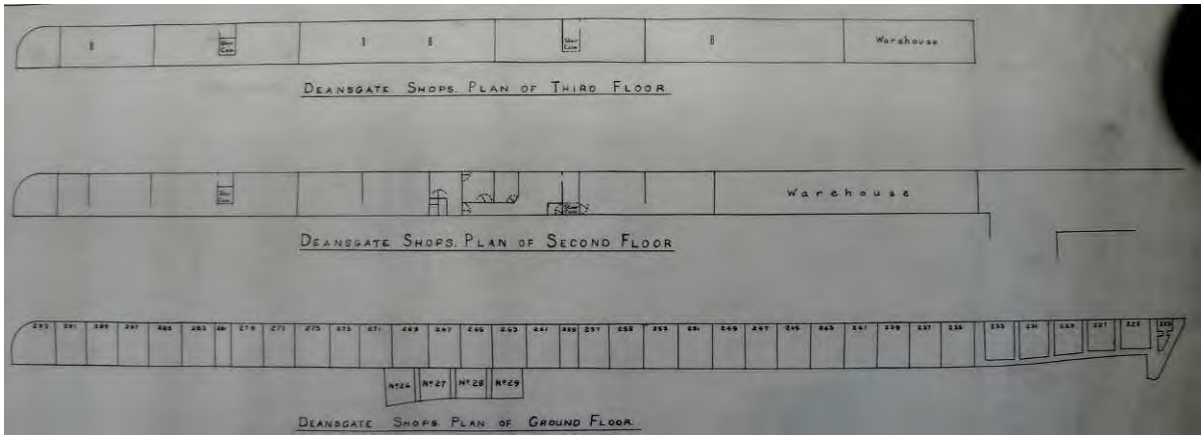


Figure 38 – A plan of c1900, showing the arrangement of terraced shops along Deansgate's eastern side (viewed looking west).

The long range of 34 shops, since c2000 known as Deansgate Terrace, formed a continual screen, backing onto the goods yard and hiding it from view from Deansgate. The ground floor of the terrace was occupied by a range of general shops, each only containing one square room and having a fully glazed shop front and single fireplace located in the corner of the room.

It is uncertain how many of the ground floor shops had independent access to the upper floors, as it is likely that some units had an upper room, whilst the three-storey parts of the Deansgate terrace were accessed via three separate office/warehouse entrances. The first floor was a mix of offices and warehouse space, which was also a similar arrangement upon the third floor parts of the terrace.

As the ground floor shops forms a continual terrace concealing the goods yard and warehouse from Deansgate, the majority of shops did not have access or any fenestration along their rear (east) elevation, instead these were kept largely blind in order to further conceal the busy activity of the busy goods yard, warehouse, and tracks.

Some shops to the southern end of the terrace did contain window openings, with some shops to the middle of the terrace retaining small round-headed windows set within blue engineering brick. The upper floors large contained office and warehouse spaces, which would have been lit by windows.

The terrace is constructed from red brick with poured concrete floors encasing steel beams to form structural down stand beams, which were skimmed with plaster and finished with a simple chamfered edge. Examples of this original finish can only now be found in some rooms on the third floor of the building.

As part of the development of the wider site in c2000, all shops were largely stripped back to bare brick walls, their eastern windows filled, new glazed shop fronts and doors were installed and modern timber staircases inserted to their first floors and basements.

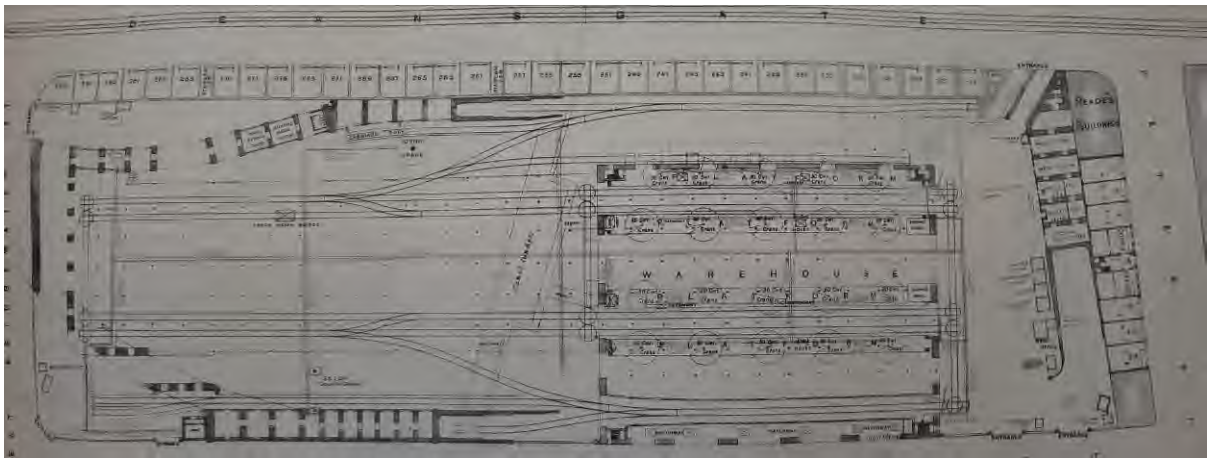


Figure 39 – A plan showing the long terrace of equally proportioned shops facing onto Deansgate.





Figures 40 and 41 – 1988 – Two views of the northern end of the Deansgate terrace of shops, which were designed to conceal the goods warehouse behind. Note the original Victorian shop fronts still in place during the late 1980's





Figure 42a – 1990 – The northern end of the Deansgate terrace, showing the Reades Buildings on the corner of Peter Street (to the left) still in situ.

Figure 42b – 1990 – The southern corner of the Deansgate terrace, showing the original viaduct which carried rail traffic over Great Bridgewater Street into the rear of the warehouse.



Figure 43: Deansagte c.1990 – Units 235 (left) tp to Unit 271 (right). Unit highlighed in red illustrates where modern stair was punched through shopfront to permit access to raised deck in the early-2000s works.





Figures 44 and 45 – The Deansgate terrace as seen in 2014 showing the blind arcading which originally formed the upper part of the raised carriage ramp. Note the introduction of new shopfronts and replacement sash windows.



Building Description

4.5 Building Description

Great Northern Warehouse

The warehouse is rectangular in shape and is of five storeys with basement. The ground and first floor levels are of a greater height to the upper floors due to these two floors originally being used for trains. Originally, trains could enter the first floor of the warehouse through three large openings on its south elevation via a high-level steel track bed; this partly remains but now supports the c2000 leisure box link building.

The exterior of the warehouse is constructed of red brick, with blue engineering brick forming decorative horizontal and vertical banding. Blue brick is also used for the entire ground floor level, and surrounds all window and door openings using rounded bull-nose bricks. Buff stone is used for pad stones, ground floor sill course and all sills/window head details.



Figure 46 – The west elevation of the Great Northern Warehouse from Watson Street.

The eaves are deeply projecting and use yellow engineering brick to form continual projecting brackets. Below the eaves is the large lettering spelling out: "GREAT NORTHERN RAILWAY COMPANY'S WAREHOUSE", which is repeated on all four elevations using bright white glazed brick. All rainwater goods date to c2000.

Nearly all the original 30-pane metal casement windows remain in-situ, and their central opening pivot lights have largely been fixed shut. Some original glazing remains, and some windows have had louvres installed.



Figure 47 – The north elevation of the warehouse, showing the ground floor entrances and c2000 glass canopy.



Figure 48: Modern extension to west elevation, pictured from north side



Figure 49: Modern extension to west elevation, pictured from elevated location on modern car park ramp. Looking north



Figure 50 – The modern concrete car ramp to the west of the warehouse and leisure box extension to the south.



Figure 51 – The south elevation showing the c2000 leisure box link building supported upon the original steel track bed.

The roof consists of six low-pitched roofs running east-west across the building and hipped on all sides. The internal roof structure on Level 4 is fully exposed and is an impressive example of engineering. The internal structure is fully exposed and consists of substantial steel "H" columns with many large, rounded rivets expressed. Each warehouse floor retains its original jack-arched ceiling structures consisting of many continual rows of narrow barrel-vailed brick arches set within a steel framework. This design allowed for the warehouse to be fully fireproof.

The ground floor and first floor levels were converted in c2000 to incorporate bars, restaurants, and a link through to the rear cinema complex in the leisure box. This resulted in new escalators and staircases being inserted through the original floor structure, and many new partition walls being erected throughout to form new units and corridors. The upper floors were converted for use as car parking, and two large concrete car ramps erected along the west elevation. At each floor level the car ramps enter each floor through insertions created by joining to former window openings.



Figure 52: Looking north from inside the first floor link building towards the former train openings.

The warehouse retains all four of its original stone and cast-iron staircases, located to each corner of the building. These are contained within brick landings, with stone floors and steps. The original handrails were raised in height in c2000 by the addition of timber.



Figure 53 – One of the car park floor levels, showing the exposed truss roof structure and original brick cross wall which originally divided this floor into two parts.



Figures 54: Example of one of the four remaining original cast iron/stone staircases, showing modern timber handrails.



Figure 55 – Inside the ground floor corridor leading through the warehouse to the cinema, with modern elevators.



Figure 56 – Inside the first floor corridor leading through the warehouse to the cinema.



Figure 57 – Looking from the first floor of the warehouse into the glazed link between the warehouse and Deansgate shops to the north of the site.

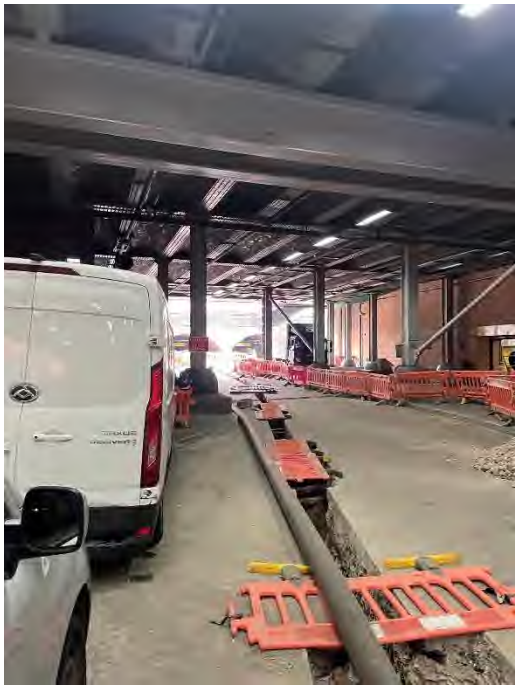


Figure 58: Car park. Picturing original columns and steel girders under jack-arch deck. Concrete screed to car park overcovering original track bed below.

Deansgate Shops (Great Northern Terrace)

The 34 shops that form the Deansgate Terrace create a uniquely long terrace of shops. The building is of three-storeys, with four, four-storey blocks which intermittently rise above the roof level and are surmounted with tall chimneys and stone obelisks.



Figure 59 – The long elevation of the Deansgate shops as seen from the junction of Great Bridgewater Street.

The rhythm of the Deansgate elevation is consistent along the streetscape and uses continual stone and red brick bandings along the entire elevation from ground to third floors. The windows all date to c2000,replacements of the original one-over-one timber sash windows. Each timber and glass shop front is largely the same, however the location of entrance doors from Deansgate differs from shop to shop.

The rear of the shops is entirely plain and utilitarian, as this elevation was only ever designed to be seen from within the warehouse good yard and warehouse. This elevation is of cheaper red brick, with irregular window openings to the rear of the shops. Parts of the ground floor level is of blue engineering brick with small round-headed windows (now blocked), whilst other areas have large window openings with one-over-one sashes.



Figure 60 – The northern four storey block.



Figure 61 – The northern end of the terrace, showing the original destination lettering and former goods yard entrance to the left.

As part of the c2000 works to the site, this part of the building received a substantial raised concrete walkway, with under croft parking beneath. This saw many of the original simple window openings to the upper floors of the shops range being extended to accommodate large modern shopfronts onto the new raised walkway, which linked the shops to both Deansgate via new inserted staircases and through into the first floor of the leisure box.





Figure 62 and 63 – The altered rear (east) elevations of the Deansgate shops range.



Figure 64 – Looking up to the c2000 inserted walkway.



Figure 65 – A typical shop unit. Modern alterations and subdivisions. Modern roof and truss arrangement.



Figure 66 – The altered former shop unit now housing the building manager's office with modern lift cores.



Figure 67 – Blocked window openings.

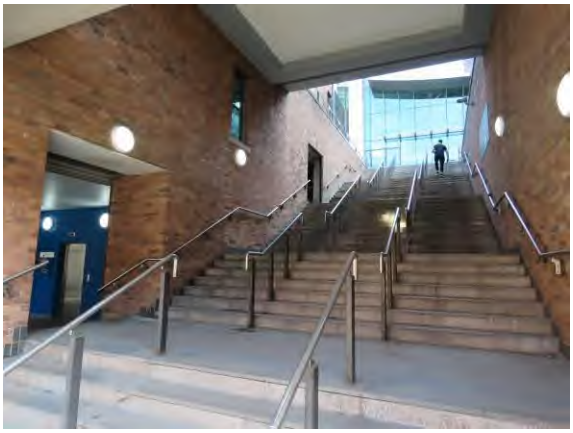


Figure 68 – The early c.2000s inserted stair and raised deck from Deansgate to the upper level.

5. SIGNIFICANCE APPRAISAL

5.1 Introduction

The purpose of the significance appraisal is to use recognised criteria to assess the heritage significance of the designated heritage assets within the subject site, those assets within the environs of the Site which could be affected by the form of the proposed redevelopment of the Site as (as defined in Table 1), and analyse the contribution their setting makes to an appreciation of their special interest.

The significance appraisal will inform the subsequent Heritage Impact Assessment (HIA) which considers the effects of the proposals in heritage terms upon the significance of the physical fabric and settings of the identified heritage assets. This in turn allows, in a planning policy context, the extent of "harm" upon any heritage asset incurred by the proposals to be established within the terms defined by the NPPF. In particular, the assessment of significance of setting informs the choice of heritage views which form a key part of the following visual impact assessment.

5.2 Methodology

Criteria have been established to appraise a building's significance. Statutory criteria, as set out in the 'Principles of Selection for Listing Buildings', DCMS, 2018, provides a list of principles for assessing significance based on architectural and historic interest, age and rarity, aesthetic merits, selectivity and national interest.

The assessment of significance accords with the requirements of the NPPF and uses Historic England's methodology outlined in its 2019 document, *"Statements of Heritage Significance".* Historic England's *"Conservation Principles Policies and Guidance"* 2008 and the revised guidance on *"Setting of Heritage Assets*" (as reissued in Dec. 2017) have also been acknowledged as part of the following assessment.

Consequently, the significance of a designated heritage asset is determined by an analysis of the relevant aspects of the following:

- ***Archaeological interest***

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

- ***Architectural and artistic interest***

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

Artistic interest is an interest in other human creative skills, like sculpture.
➢ ***Historic Interest*** An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

The significance assessment accords with the requirements of the NPPF and takes account of Historic England's guidance. The below hierarchy of significance is tailored to the subject site to outline individual features and building elements across the listed warehouse / terrace buildings, and is not intended to be directly transferable to other listed buildings as the purpose is to disaggregate the relative interest of its particular fabric components.

Table 3: Definition of significance terms used in this Heritage Statement
High heritage significance relates to those components of the site deemed to be of special interest. They are important to the understanding of the site's design concept and play a considerable role in reflecting its archaeological, architectural, artistic or historic interest.
Medium significance relates to those components of the site deemed to be of special interest. They are *important* to the understanding of the architectural design concept and play a considerable role in reflecting its historic, artistic/architectural or archaeological interest.
Low heritage significance relates to those components of the site deemed to be of more modest interest. They make a relatively insignificant contribution to the understanding of the architectural design concept and retain a slight role in revealing the site's archaeological, architectural, artistic or historic interest.
No significance /Detrimental features and elements within the site that do not contain any special interest. These can *detract from the significance* of the site, and can be evidence of poor craftsmanship or ad-hoc refurbishments.

The analysis of the significance allows for an assessment of the current integrity and authenticity of the buildings within the subject site and their contribution to the setting of nearby designated heritage assets. The focus is on providing necessary and proportionate amount of information based on the perceived level of heritage significance (refer to **Table 6, Appendix I** for full definitions of heritage significance as defined in this present report).

5.3 Significance Appraisal - The Site

5.3.1 Great Northern Warehouse – Statement of Significance

- The warehouse is Grade II* Listed, which reflects the outstanding national importance of the building, being one of longest in length in the country and an example of one of the most advanced of its time.
- The warehouse yields high architectural, artistic, archaeological and historic interest by virtue of being a significant example of Victorian engineering, through being an early example of a large steel-framed building in Manchester, and an unusual example of a multi-level goods station which acted as a railway, road and canal interchange.
- The original glazed brick lettering along the upper level of all four elevations of the warehouse is a local landmark and can be seen across the city, contributing to its artistic and historic interest.
- The warehouse yields further historic interest through its association with the significant Victorian railway company Great Northern, and being an unusual combination of canal, road and rail goods transportation.
- The warehouse yields high architectural and artistic interest due to its bold and confident exterior, which is largely as built, and which forms an important example of late-19th century railway architecture. Its dominance in the townscape contributes to its significance.
- The warehouse yields high archaeological and architectural interest as the building can clearly be understood as being a former railway goods warehouse, and retains its four original access staircases, external loopholes (now blocked) and remains of loading hatches within the floor structures. The surviving high level steel track bed and columns, now supporting the leisure box link building is also of high significance.
- The site and buildings have a strong historical and visual link to the neighbouring former Central Railway Station (Grade II* Listed) and associated railway viaducts (Grade II Listed).
- The warehouse forms a group with, and integral part of the adjoining terrace of Grade II Listed Deansgate shops. This group value also heightens the sensitivity of the setting of the listed building.
- The early 2000s leisure box detracts from the overall significance of the principal listed building by undermining the ability to read the warehouse as a set piece. The Leisure Box also forms a detrimental component to the setting of the listed building.

Elements within the Great Northern Warehouse (Grade II*) considered to yield **high heritage significance** include:

- The retention of nearly all original metal-framed casement windows and some areas of original glazing are of high significance.

- The structure of brick vaults on steel beams and columns survives to a large extent, and only removed in selected areas to enable circulation and services largely to the ground and first floor units.
- The original brick jack-arched ceiling structures to the warehouse are of high significance.
- Survival of the original open-plan warehouse floors to each car park level is of high significance.
- The remaining parts of the central supporting cross wall to level 4 is of high significance.
- The original exposed timber roof structure, and special quality of the double-height space on level 4 of the warehouse is of high significance.
- The warehouse's sheer size, confident robust design and regular pattern of fenestration is of high significance.

Elements within the Great Northern Warehouse (Grade II*) considered to yield **no / detrimental heritage significance** include:

- The modern UPVC ceiling cladding beneath the timber roof structure is detrimental to the structure's significance.
- The modern concrete carriage ramps and modern extensions (including the Leisure Box) are of detrimental value and provide an opportunity for enhancement (through sensitive removal).

5.3.2 Deansgate Terrace (Grade II, two-separate listings) – Statement of Significance

- The terrace of 34 shop units is Grade II Listed in two separate parts, No's 223-233 and No's 235-291. The terrace forms a unique and continual range of listed buildings, of which the regular rhythm of its fenestration, shopfronts and architectural detailing contributes to its significance.
- The imposing silhouette, mass and form of the Deansgate shops are of high significance. The surviving internal and external structure of the Deansgate Terrace are of high significance, with the much altered, and utilitarian rear (east) elevations of the Deansgate Terrace are of medium significance.
- The arched entrance into the former goods yard at the junction of Peter Street and Deansgate falls within the southern boundary of the Peter Street Conservation Area.
- The terrace yields high historic and architectural interest by virtue of its continual, horizontal form – which is the longest listed example in England.
- The retention of two of the original four iron entrance gates, and the retention of the open entrance way from Deansgate into the Great Northern Square is of high significance, and yields high historical, artistic and architectural interest.

- Although all original sash windows and timber shopfronts were replaced wholesale in c2000, and their building fabric being of no significance, their design was intended to use the spirit of the original design, and are consequently of medium artistic interest, contributing to the understanding of the building and its original architectural design.

Elements within Deansgate Terrace (Grade II) considered to yield **high heritage significance** include:

- The principal western elevation of the terrace is the most significant element of the building, and retains all original brickwork and stone detailing, such as window sills, string courses, window heads, plinths and obelisks/chimneys.
- Although the exposed brickwork and fireplaces to each shop were originally covered with plaster, their exposure in c2000 contributes to the simplicity of each shop unit.
- The remaining plastered ceilings to upper floors containing the original plaster finishes and moldings to beams are of high significance.

Elements within Deansgate Terrace (Grade II) considered to yield **no / detrimental heritage significance** include:

- Modern additions, partition walls and staircases inserted as part of the c2000 refurbishment of the site.
- The rear (east) elevation is of a utilitarian design, has been substantially altered, and is now largely hidden beneath the modern concrete deck which is detrimental to the significance of the warehouse and Deansgate Terrace.

5.3.3 Significance Plans

The following plans provide a visual representation of significance of the relevant parts of listed buildings which form the wider Subject Site, and that may be impacted by the Proposed Development, using the levels of significance expounded above.

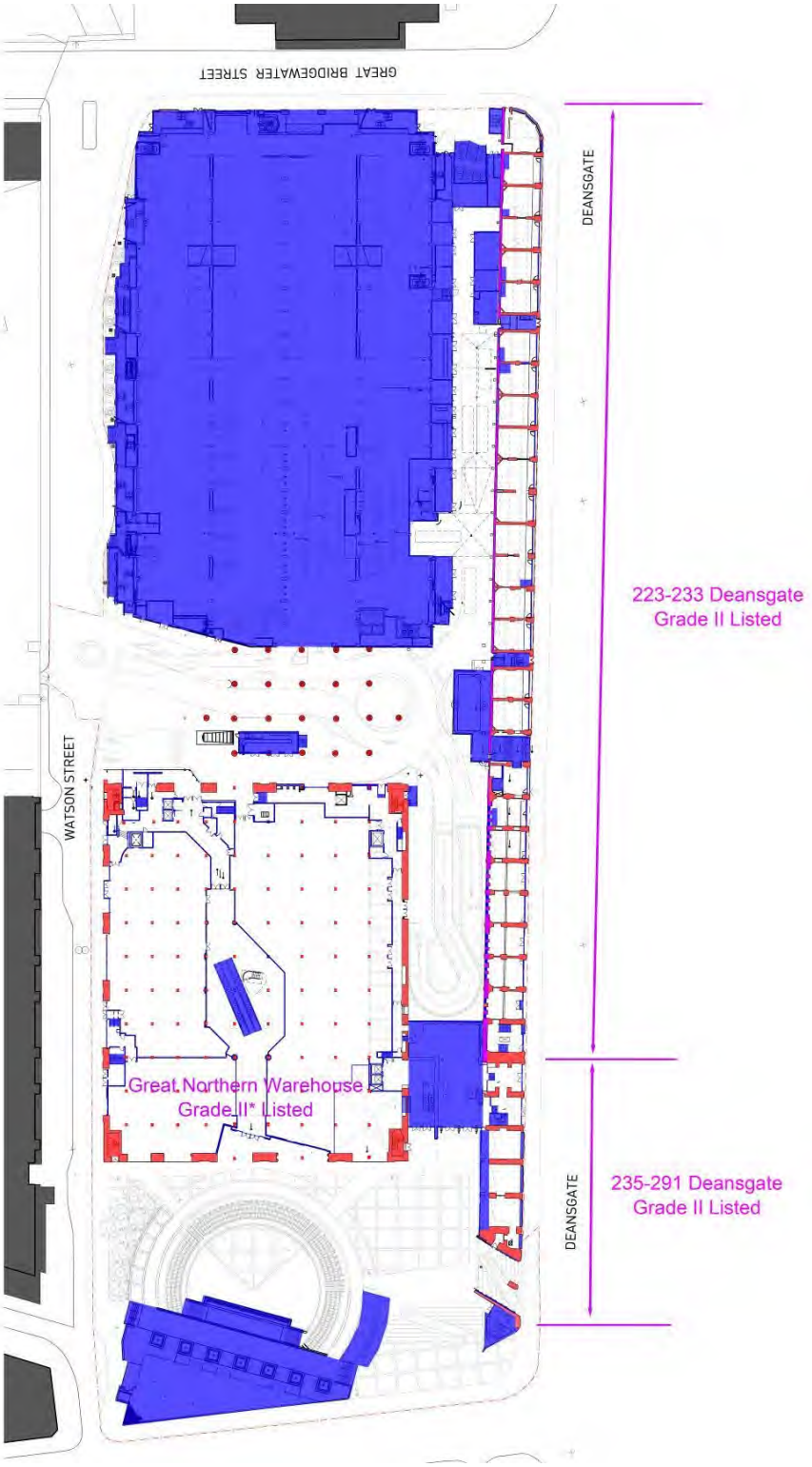


Figure 69 – Ground Floor Plan

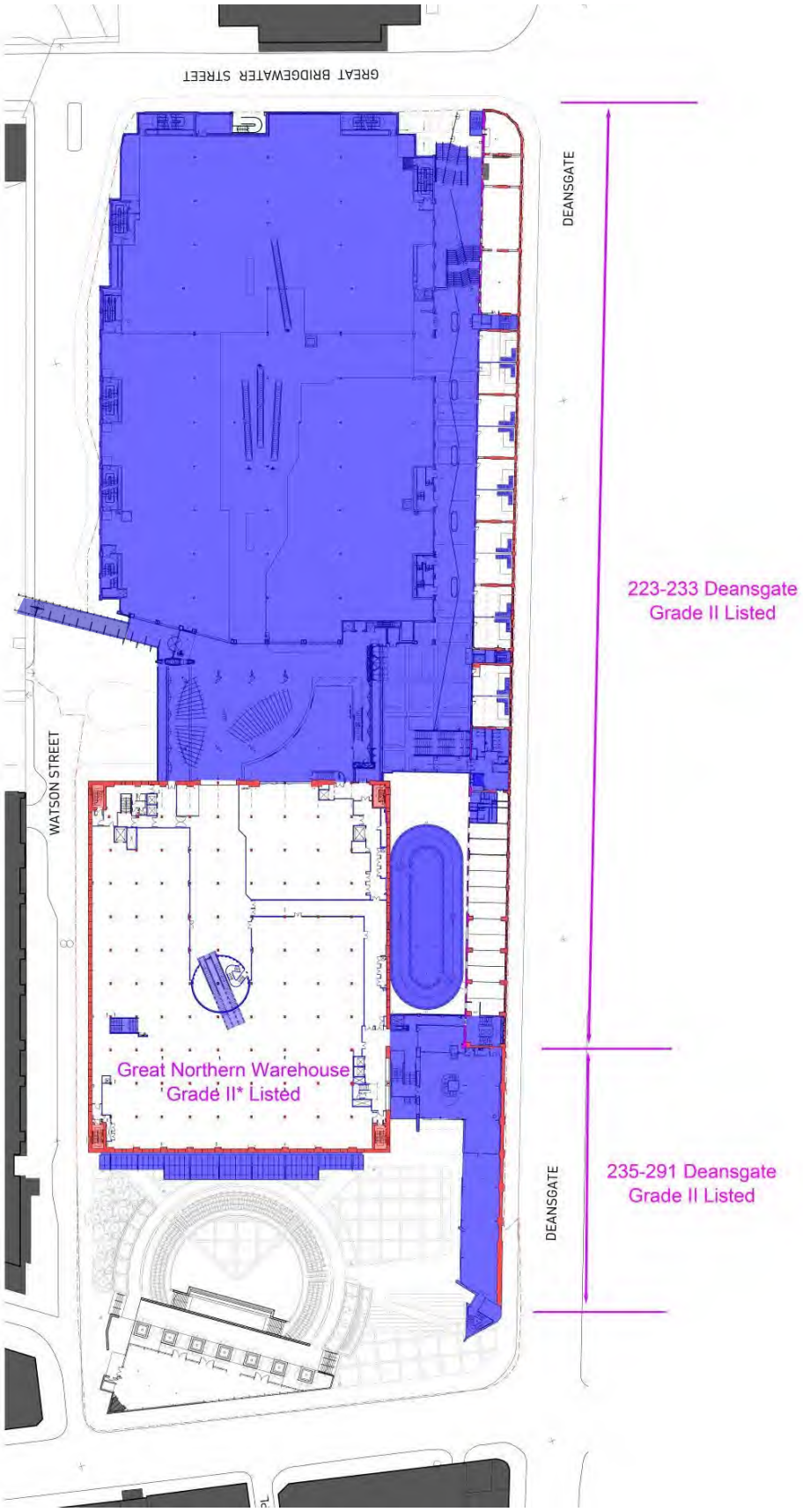


Figure 70 – First Floor Plan

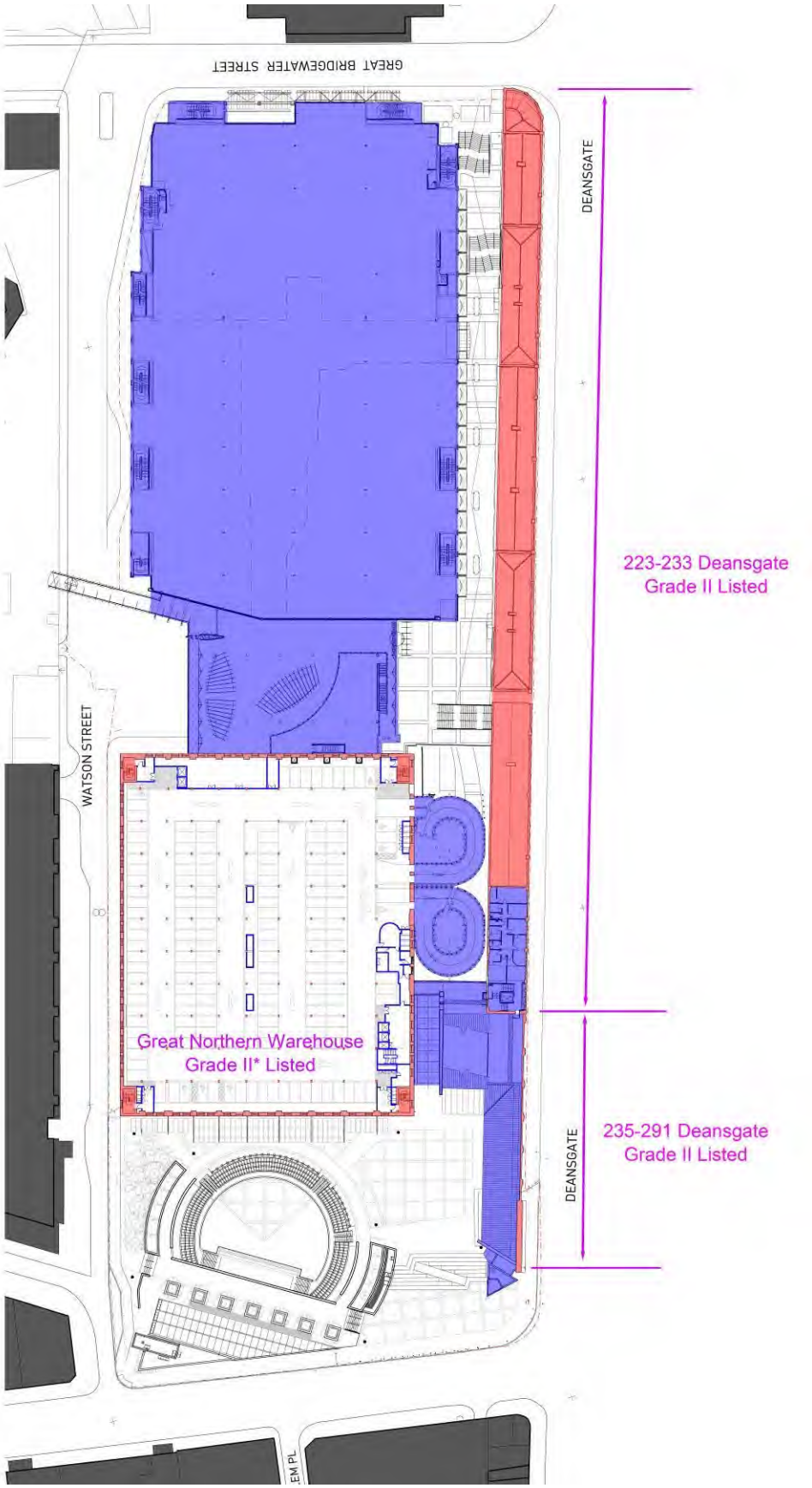


Figure 71 – Second Floor Plan

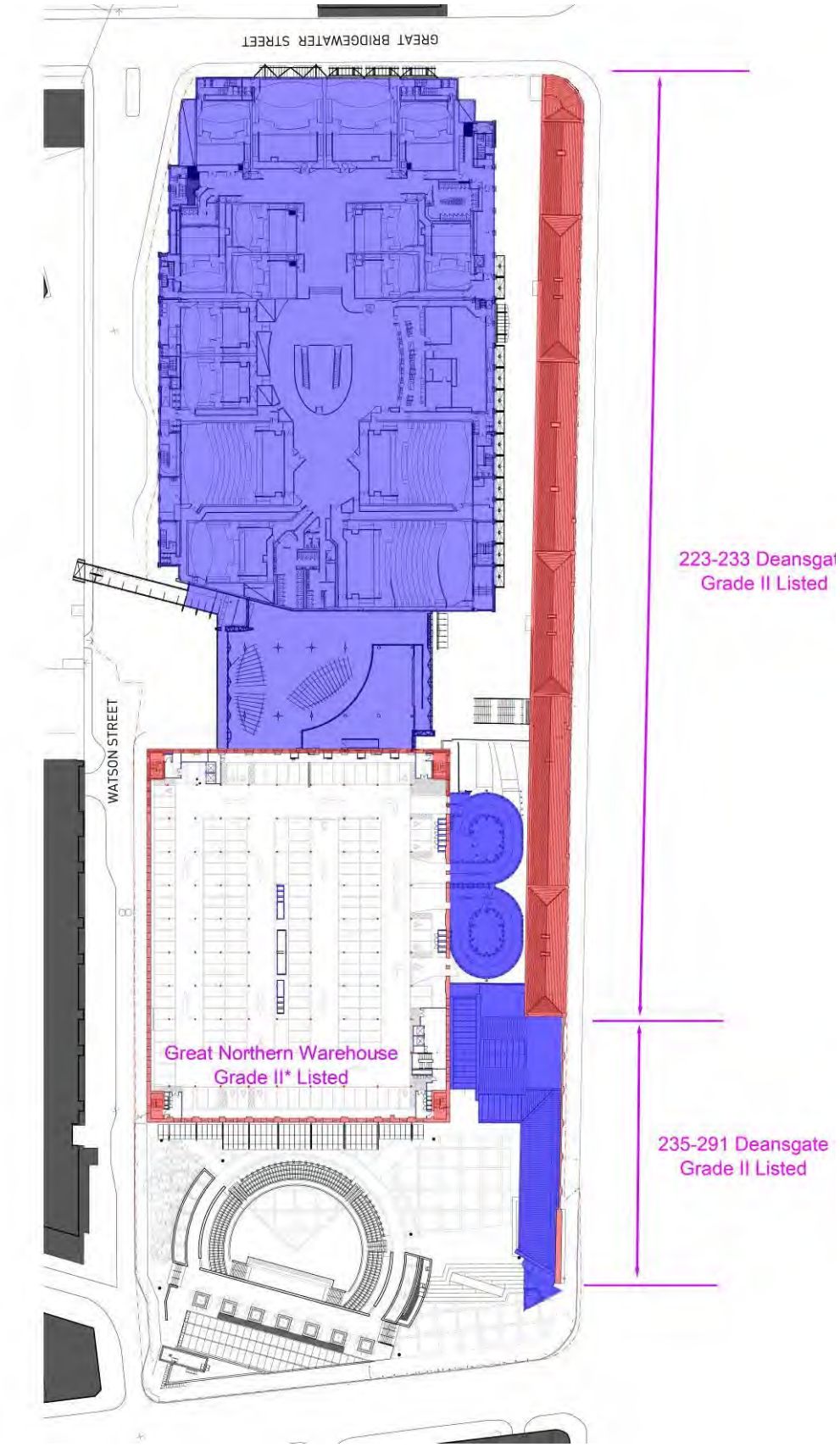


Figure 72 – Third Floor Plan

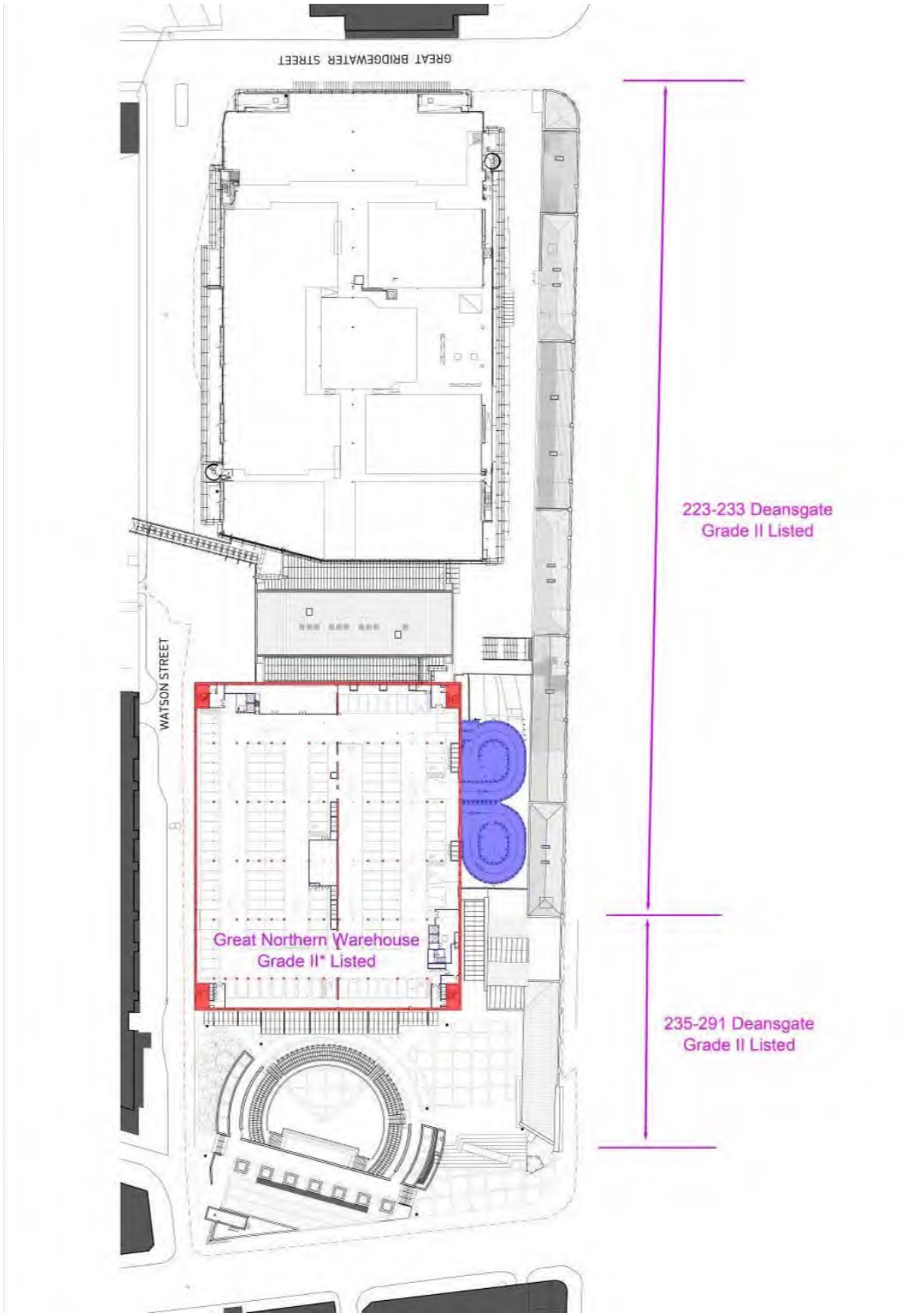


Figure 73 – Fourth Floor Plan

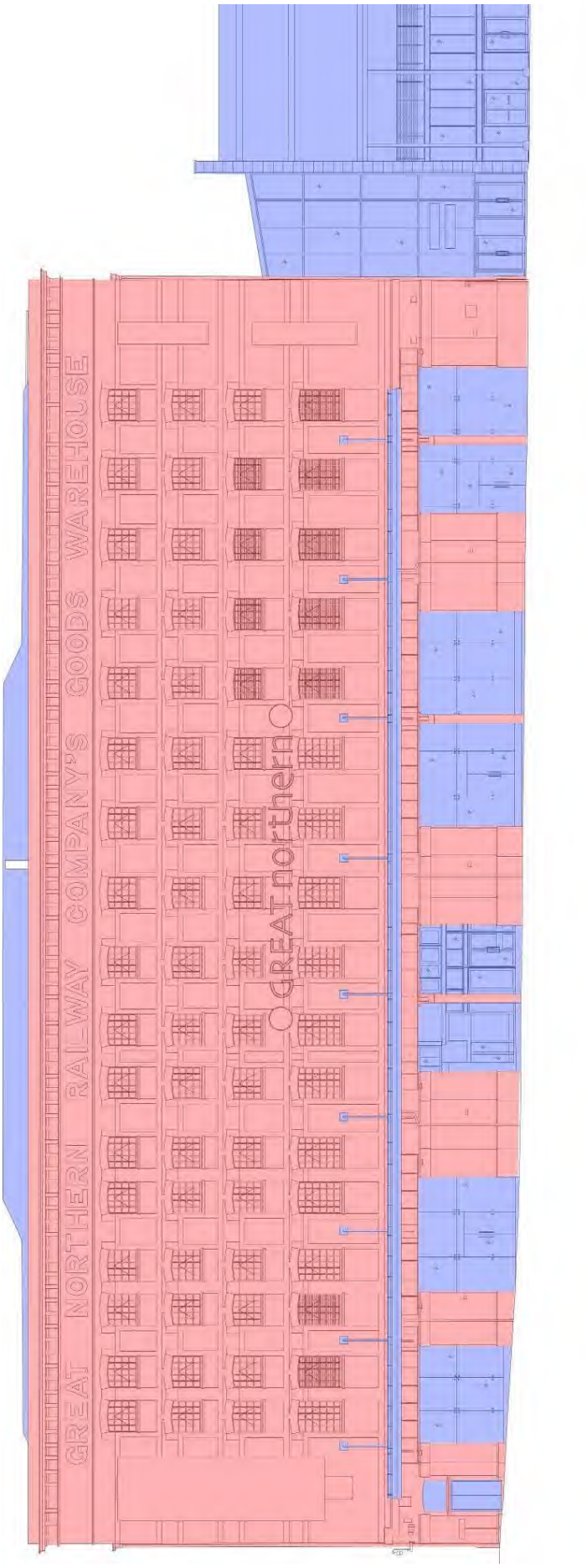


Figure 74 –Warehouse north elevation

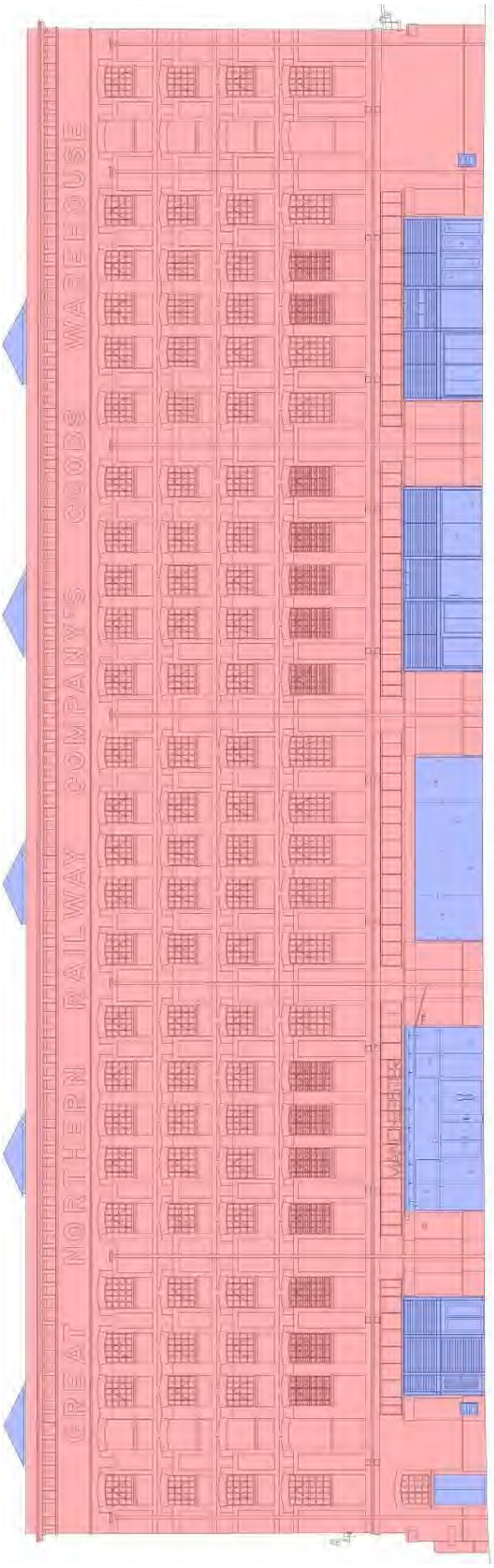


Figure 75 –Warehouse east elevation

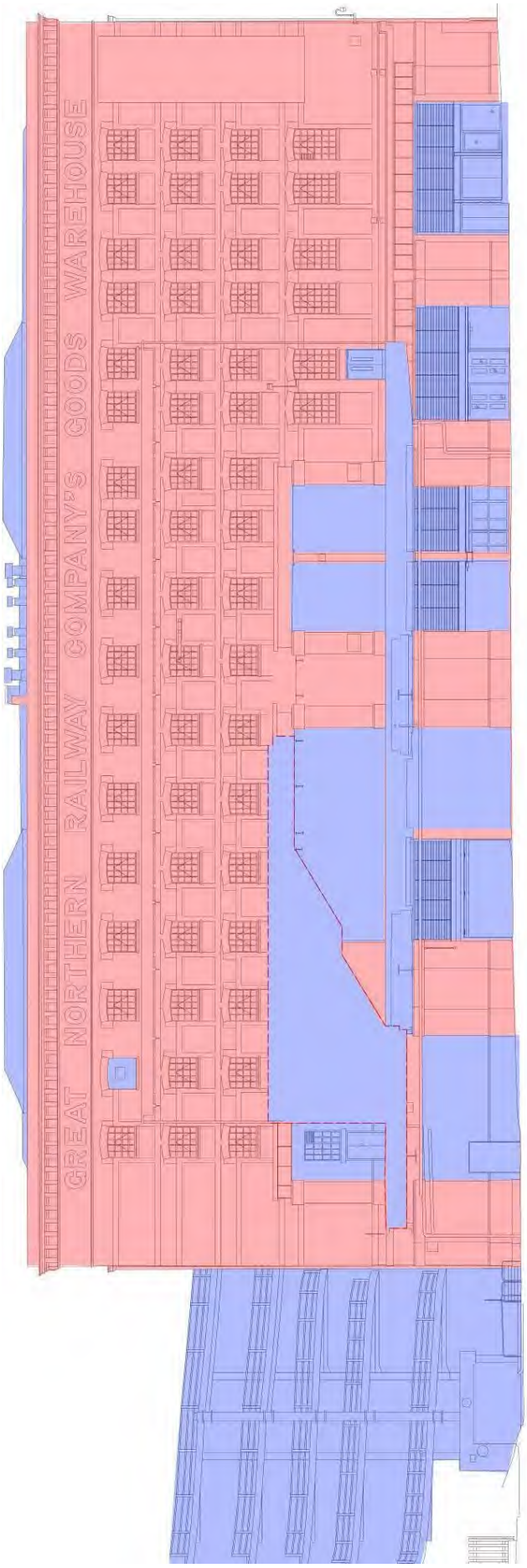


Figure 76 –Warehouse south elevation

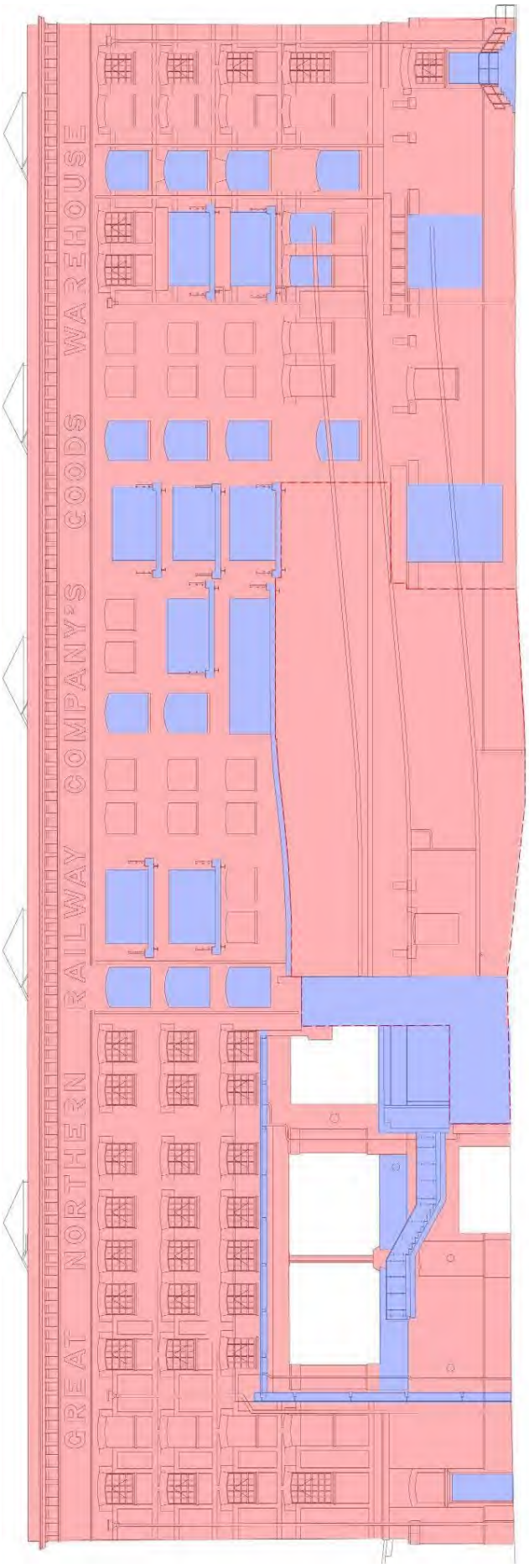


Figure 77 –Warehouse west elevation



Figure 78 – Rear (east) elevation – Great Bridgewater Street aspect



Figure 79 – Rear (east) elevation – Upper deck



Figure 80 – Rear (east) elevation – Upper deck



Figure 81 – Rear (east) elevation –Entrance to car ramp



Figure 82 – Rear (east) elevation – Under croft

5.4 Listed Buildings – Contribution of setting to significance

The heritage assets which have the potential to be impacted by proposed redevelopment of the Site have been identified in Section 2.2.

The contribution of setting to the significance of these heritage assets has been assessed within Appendix IV (Figure 85, Table 9).

The scope of potential impact upon heritage assets can involve impacts upon their setting as well as any physical impact. The importance of 'setting' lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance. Therefore, it is the contribution of setting to the significance of the heritage asset which should be established at this stage in the process. For these purposes, the contribution of setting to the significance of any given heritage asset is considered to be either **high, medium, low, negligible or neutral** (refer to ICOMOS 2011 guide to Heritage Impact Assessments for complete definitions).

5.5 Conservation Areas

5.4.1 Peter Street / Deansgate Conservation Area

The Peter Street / Deansgate Area has been designated as a Conservation Area due to the architectural and historic interest of a number of the buildings within the area and clear grouping of buildings that were born out of a commercial growth of the city during the mid-18th century to the early 20th century. The area was designated on 26 June 1985, when several city centre conservation areas were designated and existing ones extended. It includes much of the area surrounding Peter Street and the junctions of Deansgate with both Quay Street and Bridge Street.

Deansgate forms the longest and straightest street in the city centre and consequently there is a distant view to the north showing the tower of the cathedral framed by buildings on either side. To the south, railway viaducts in Castlefield cross Deansgate and terminate the view. The Grade II listed Deansgate Terrace forms a highly significant, visual component within the designated area.

Peter Street, and its continuation into Quay Street, is the most important junction in the area. There is a slight change of direction in these two streets, neither of them forming an exact right angle with Deansgate. Peter Street contains a number of highly significant listed buildings which form landmarks within the area, including Albert Hall (Grade II); Free Trade Hall (Grade II*) and Royale Club (Grade II); to name a few.

As is commonplace with city centre Conservation Areas, the architectural character and materiality is varied. This is primarily due to the continuous cycles of change and redevelopment which defines the commercial focused nature of town centres. The Deansgate / Peter Street Conservation Area is therefore considered to yield **high-medium architectural and historic interest.**

The northern-most part of the Subject Site that contains part of the c2000 Great Northern Square and the Grade II Listed former arched entrance into the goods yard from Deansgate falls within the Peter

Street Conservation Area and makes a medium **positive contribution** to its character and appearance. The Grade II* listed warehouse does not fall within the Peter Street Conservation Area boundary but does form a significant landmark component within its setting.

5.4.2 St John Street Conservation Area

St John Street is the only surviving Georgian terraced street in central Manchester, and forms the heart of the conservation area which was designated on 4th November 1970. The boundary of the conservation area follows Artillery Street, Longworth Street, Camp Street, Culvercliffe Walk, Lower Byrom Street, Quay Street and Byrom Street.

St John Street is a wide street by Georgian standards, and this contrasts sharply with the narrow back streets - Artillery Street, Culvercliffe Walk and Longworth Street - which provided access to the workers' cottages. The linear, dynamic, directional character of these streets also contrasts with the static, tranquil spaces of the gardens, particularly St John's Churchyard. The contrast is also significant in the hard materials of the streets and the soft trees and shrubs in the gardens.

The St John Street Conservation Area is considered to yield **high architectural and historic interest.** The conservation area is located to the immediate west of the subject site, which currently makes a **low positive contribution** to the setting of the designated area. As such, there is some potential for key views from within the designed area to be impacted by the proposed development; this is to be tested in the forthcoming visual impact assessment.

5.4.3 St Mary's Parsonage Conservation Area

The historic and well-defined green space of Parsonage Gardens is a clear focal point to the Conservation Area and important space in terms of amenity, setting, and coherence to the urban form. Most of the buildings around the Garden's comprise orange-red brick or terracotta, although one modern-style steel and glass structure blends well with its surroundings.

The designated area conveys some medium heritage interest through the retention of the 'kite shaped' plan form to the gardens, which is notably one of the few green spaces within Manchester city centre. Whilst the Conservation Area contains some Listed Buildings, the area does not convey the same level of architectural significance as other areas within the city centre. The Conservation Area is thus considered to be of **medium architectural and historic interest** overall.

The subject site currently makes a **neutral contribution** to the setting of the St Marys Parsonage Conservation Area.

5.4.4 St Ann's Square Conservation Area

The St. Ann's Square Conservation Area comprises an expansive variety of architectural styles and materials. Whilst there are only a few surviving examples from the 18th century, these convey the early historic character of this part of Manchester. More contemporary buildings within the

Conservation Area largely correspond with and respect the existing built form of the area, together, they create an imposing 'street wall'. The Conservation Area is further distinguished by the formation of irregular island sites which have gradually formed over the last two centuries. Grade I Listed St Ann's Church – forms the central focus of the Conservation Area and is of very high heritage significance. The Conservation Area is thus considered to be of **high architectural and historic interest** overall.

The subject site currently makes a **neutral contribution** to the setting of the St Ann's Square Conservation Area.

5.4.5 Albert Square Conservation Area

The area now comprising Albert Square, was offered by the Corporation in 1863 in order to create a public space providing a memorial to the recently deceased husband of Queen Victoria, Prince Albert. The space was subsequently cleared of buildings in 1864 to make way for the new square. The Albert Memorial was erected under public subscription and opened in 1869.

The Manchester Town hall (now Grade I) was a Gothic masterpiece, a style befitting the mid-Victorian period in which it was conceived; Waterhouse's design perfectly fitting the awkward triangular site. The building dominated the skyline when opened in September 1877. Albert Square was pedestrianized in 1987 when the eastern roadway of the 'island site' was closed to traffic and paved in granite setts. Albert Square still retains the majority of its late Victorian, Gothic buildings fronting onto the Square. The western range of former shops and offices were demolished in c1980 and replaced with two brick-built office buildings named Heron House (1982) and Commercial Union House (1983).

Albert Square is the civic heart of the city and the main characteristic of the conservation area is its civic grandeur. The Town Hall and Town Hall Extension are the most dominant buildings in the area, and any proposals should respect these landmark buildings. The Conservation Area is thus considered to be of **high architectural and historic interest** overall.

The subject site currently makes a **neutral contribution** to the setting of the Albert Square Conservation Area.

5.4.6 Castlefield Conservation Area

Castlefield Conservation Area is the largest conservation area in Manchester. The focus of the Conservation Area today is the Castlefield Basin and Liverpool Road areas, as these areas contain a large number of listed buildings which best represent the development of the railways and canal related industry in this part of the city.

The numerous viaducts and bridges constructed as part of the development of the three different railway lines across the Castlefield basin now dominates the character of this area, creating a unique multi-level environment which straddles streets, warehouses and canals, extending across Deansgate

and the Site. In recent years the area has been redeveloped for residential, commercial and recreational use which has restored something of the former historic urban grain to the area making it a popular and vibrant place. The central part of the canal basin today forms the focus of high-end bars, restaurants and tourist destination, which spills out onto the atmospheric canal sidings.

However, in stark contrast there is a clear and long-standing lack of investment and regeneration at the eastern extremity of the Conservation Area where it meets with Deansgate and the Site. This difference in character, appearance and uses is due to its proximity to, and lack of connectivity with the popular basin area of Castlefield. Although part of the 19th century railway usage of the viaducts across the Site has now been removed, the character and visual link of the dynamic, multi-level, 19th century transport infrastructure is still a fundamental characteristic of the setting of the Castlefield Conservation Area from the location of the Site, which due to the scale, height and length of the structures, its setting has been demonstrably not adversely affected by new development. The Conservation Area is thus considered to be of **medium architectural and historic interest** overall.

The subject site currently makes a **negligible contribution** to the setting of the Castlefield Conservation Area.

6. HERITAGE IMPACT ASSESSMENT

6.1 Measuring heritage impact

This assessment of the potential heritage impact principally concerns the physical (direct) impact of the proposals upon the Grade II and II* listed buildings within the Site and the visual (indirect) impact of the proposals upon the heritage assets within the study area in the setting of the site. The contribution of the setting to significance in each case has thus been established in the significance assessment above, in preparation for the following impact assessment.

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

Therefore, measuring the heritage impact of the Proposed Development is essentially an evaluation of change to the: fabric, character, and appearance of the identified heritage asset, balanced against its relative significance. Please refer to **Table 6**, **Appendix I for relative significance / values used in this Heritage Statement.**

The relative importance and interest of each heritage asset is considered in the context of its surroundings, and the extent to which the setting contributes to the interest of the asset is considered. In terms of the context, where this exists, historical relationships between heritage assets and their surroundings, and other assets in the vicinity, are considered. In some instances, these relationships may be understood in the light of historic research but may not be, immediately, visually apparent. The effects are rated as: **Major, Moderate, Minor, Negligible or Neutral**, and can be direct or indirect, adverse, beneficial or neutral (suitably balanced).

The criteria for assessing the magnitude of change and significance of impact are set out in **Tables 7 and 8 (Appendix II and III),** both direct heritage impacts (physical alteration or change in character) and indirect heritage impacts (such as the change to the setting of listed buildings), are set out in **Table 7 (Appendix II)**. This follows the recommended approach to evaluating heritage impact derived by ICOMOS (2011) and the tests set by Historic England in the 2017 guidance on the evaluation of: "The Setting of Heritage Assets" *(Historic Environment Good Practice Advice in Planning. Note 3).*

As Historic England's Guidance Note on producing Statements of Heritage Significance makes clear, the reliance and use of tabulated matrices can lead to a reductionist approach when assessing the true 'significance' of impact. Consequently, the following impact assessment is formed of a non-technical narrative argument that sets out 'what matters and why' in terms of the heritage significance and setting of the assets affected, together with the effects of the development upon them.

6.2 Determining the overall impact

The significance of the effect of change – i.e. the overall impact - on an attribute is a function of the importance of the attribute and the scale of change.

The overall impact of the Proposed Development upon the setting and context of the identified heritage assets is assessed in light of the consideration of the identified heritage views and the effect of the development in each case to arrive at a conclusion as to the effect of the proposals. This gives particular consideration to the overall effects upon key heritage assets (listed buildings and conservation areas) which may form part of the Site, exist in close proximity to it, or be frequently visible in a series of views in conjunction with the proposals.

Mitigation in respect of any adverse impact upon the setting, and / or the context of the identified listed buildings is formulated upon the overall benefits of the Proposed Development. Benefits relate to both the place in which the development will be constructed, as well as benefits to the wider community or society as a whole. Discussion of such benefits fall outside the scope of the Heritage Statement and are expounded in the wider Planning Statement (Deloitte).

6.3 The Proposals

The development proposals seek Full Planning Permission and Listed Building Consent for:

- Refurbishment and reuse of the Great Northern Warehouse to provide office space and ground floor retail and leisure uses, including retention of the existing casino and bowling alley.
- Conversion and alterations to the Deansgate Terrace to provide further office with ground floor retail and leisure space.
- A series of new and enhanced public spaces alongside remodelled and reworked to Great Northern Square to provide an enhanced amenity and experience for all users.
- Creation of routes between Deansgate Terrace and the Warehouse (Dean Street) and between Deansgate and Watson Street (Allport Square).
- Rationalised car parking (leisure box only) and the removal of vehicular ramps to the warehouse.
- Demolition of the existing Odeon Cinema and the creation of new homes within three residential buildings on top of the retained car parking structures. The new homes will benefit from a significant amount of external private amenity space at roof top level.
- Rationalised and de-engineered junctions and access routes onto Watson Street, combined with public realm enhancements and active frontages will create a street that encourages pedestrian movement into the wider city centre southwards from the Deansgate Castlefield transport interchange, and via the new vertical circulation from deck level onto Great Bridgewater Street, being provided as part of Viadux.

- Enhancements to Deansgate Mews as a destination for local independent retailers and local communities. This will be achieved by improving accessibility and providing weather protection to enhance user comfort in external amenity spaces.

6.4 Direct Heritage Impact Assessment

Direct Heritage Impacts are those that result as a primary consequence of the proposed development or change of use. They will comprise of physical changes to fabric, or a change in the character or appreciation of a designated heritage asset. The degree of impact will thus depend on the relative importance of the affected component.

The **NPPF (paragraph 199)** requires that, when considering the impact of a proposed development on the significance of a designated heritage asset that great weight is given to its conservation in order to avoid any 'harm' which might diminish the value of the asset and its significance.

The proposed redevelopment of the Site will, however, incur some isolated instances of adverse direct impact as well as beneficial impacts. These are tabulated within **Tables 4A and 4B** below:

Direct Impact Assessment			
Table 4A: Grade II* Listed Great Northern Warehouse			
Building element	**Proposal**	**Impact/Justification**	**Comparison to consented 2017 application**
Great Northern Warehouse – Exterior			
Existing signage	Removal of all advertising banners, carpark signage and great northern signage, all fixing holes etc to be cut out and made good in specialist repair mortar	Minor beneficial	No change
CCTV	Non-original façade mounted electrical items such as CCTV to be removed depending on condition, new fixtures to be provided where required	Negligible adverse	No change
Modern canopy	Removal of existing canopy, all fixing holes etc to be cut out and made good in specialist repair mortar.	Minor beneficial	No change
	Existing canopy to north elevation replaced by new individual canopies relating to original openings, fixed back to existing structure.	Negligible adverse	No change
Late 1990s – early 2000s extensions (existing, to be removed)	Removal of all non original extensions to the building, all fixing holes etc to be cut out and made good in specialist repair mortar	Minor beneficial	No change
	Non original roads and kerbs modified to facilitate amended access to leisure box	Neutral	No change
	Non original space reconfigured to provide new access route, plant areas and refuse stores	Neutral	Reduction in size from original proposal. Direct

			fabric impact unchanged
Rainwater goods	Removal of non-original rainwater goods associated with non-original extensions / interventions. All fixing holes to be cut out and made good with specialist repair mortar	Minor beneficial	No change
	Original rainwater goods to be refurbished and restored to original positions.	Minor beneficial	No change
Brick and stonework	All original brickwork and stonework surfaces to be cleaned and made good (General alteration ref: A)	Minor beneficial	No change
	Remove vegetation from joints of the parapet and cornice, rake out all joints and clean. Repoint to match original mortar. (General alteration ref: B)	Minor beneficial	No change
	Rake out defective joints in brickwork and repoint to match original mortar (General alteration ref: C)	Minor beneficial	No change
	Cut out and replace defective stone and bricks to match existing (General alteration ref: D and E)	Minor beneficial	No change
Windows	Windows to Office Spaces: Original steel windows to be repaired, cleaned, reglazed (primary option with slimline DGU with secondary option being vacuum glazing) and made fully operational. Non original timber guarding and bird netting to be removed where required. Proposed treatment of the masonry walls is to leave them exposed internally.	Moderate beneficial	No change
	Windows to existing commercial units and plant areas: Original steel windows to be repaired, cleaned, reglazed and original opening to be fixed to a full open position. Existing louvres behind original window to be removed and replaced with new dark coloured rain defence louvres.	Moderate beneficial	No change
	Non original openings for the carpark ramps to be infilled with new steel windows (prioritising relocation of x6 windows where applicable).	Moderate beneficial	No change
	Original steel window and stone sill removed, repaired, cleaned. Non original brickwork removed to recreate original opening and window reinstated to original position.	Minor beneficial	No change

Hoistways	Original hoistways with non original brick infill to be opened up. Original metal surround repaired, cleaned, painted. Proposed to reinstate these openings, and to infill them with reuse of x6 existing windows and sills where possible. Any additional openings will be opened up with new windows, designed to complement the building's existing fenestration.	Minor beneficial	No change
	Creation of balconies proposed to some former hoistway openings, creating amenity space.	Negligible beneficial	Negligible
Girders & columns (Viaduct)	Original girders and columns to be repaired, cleaned and painted	Minor beneficial	No change
	Removal of five bays of the brick arch deck construction, leaving the primary steel frame. All columns to remain. Consideration will be given to the re-use of the removed brick material within the landscape design, subject to the material being of a suitable condition.	Minor adverse	Proposal will retain the girders and open up the original viaduct structure for new landscaping approach. Resulting in an additional loss of fabric. This intervention will ensure the space below is welcoming and would not attract unsocial behaviour.
	Non original columns and column bases removed	Neutral	No change
	Viaduct girders to be exposed, repaired, cleaned and painted. The girders and supporting columns will be a feature within the public realm	Moderate beneficial	No change
	Loose face to non original concrete lintels to be removed and new stone facing to be constructed to lintel	Minor beneficial	No change

Plaza entrance, shopfronts and openings / doors	Non original recessed plaza entrance to be lightly upgraded	Neutral	No change
	Non original shopfronts, doors and louvres to existing tenants be repaired, cleaned and painted as needed	Minor beneficial	No change
	Non original external doors to stairwells to be refurbished	Negligible beneficial	No change
	Non original facade covering to be removed, state of existing fabric to be assessed and repaired accordingly	Negligible beneficial	No change
Ground Floor/First Floor entrances and frontages	Glazed commercial ground floor frontages on the north elevation retained, with a new glazed entrance created to the new office entrance from the square in the north-west corner of the building. Frontages along the east elevation will remain largely unchanged, with the exception of the viaduct, where new frontage will be created to accommodate retail and plant space.	Negligible beneficial	No change
	New glazed extensions to be constructed to south elevation allowing for level access from warehouse onto podium / upper Dean Street. It is proposed to infill the opening with full height glazing, incorporating entrance doors, providing a frontage to the new flexible commercial space at this level.	Minor adverse	Negligible change from previous application
	New external lift core and glazed link bridge to be constructed, connecting to Deansgate Terrace from Second Level. Proposals will require x6 original steel-frame windows and cills to be removed to accommodate link access. These windows will be used to infill adjacent areas where windows were removed during the 1990's conversion to create openings for the car park ramps, and therefore there will be no loss of historic fabric. The cills will also be carefully relocated to these new positions	Major adverse (temporary) Minor adverse (operational)	Proposals to be supported by accompanying method statement to minimise physical impact.
	Former carriage ramp opening (First Floor level) to be glazed. This will necessitate the removal of the domed concrete bases to the columns supporting the opening, originally created to protect the column base from collision.	Minor adverse	Loss of concrete bases will incur some adverse impact.
	Ground floor retail units proposed along Dean Street. New glazed commercial units (x3 kiosks)	Minor adverse	Utilisation of existing openings

	located in the position of the original canopied enclosure at the base of the hoistways. New glazed doors introduced on inside face of opening with steel balconies fixed to existing fabric. Requires some lightweight connection to external wall.		and minimal intervention to historic fabric
Lighting (external)	Non original lighting to be removed, new lighting to be provided in line with lighting strategy. New fixings to utilise existing openings.	Minor beneficial	Negligible
Great Northern Warehouse – Interior			
Ground Floor			
Central Hall / entrance	Non-original plaza entrance to be refurbished (internally). Jack arch ceiling to be exposed.	Negligible beneficial	No change
Stairs/escalators/lifts (Central Hall / Lobby)	Two new lift cores to be installed south of escalators	Minor adverse	Some removal of original fabric to accommodate new lift cores. Position changed from previous application. No additional loss of fabric.
Restaurant to north-east / Casino / Bowling Alley	Outside of scope / no change proposed	Neutral	N/A
South-east aspect of floorplate	Reconfiguration of space to provide 'Watson Street Offices', including x2 new lift cores, risers and removal of. New internal walls to enclose office space.	Minor adverse	New lift cores proposed in this area will see some removal of original floors / ceilings. Necessary to facilitate access to wider parts of the building.
Southern aspect of warehouse floorplate	Reconfiguration of rooms to the south of warehouse floorplate to accommodate new service corridor. Removal of non-original door and non-original walls. New partitions proposed	Negligible beneficial	Negligible change
North-west aspect of warehouse	Reconfiguration of restaurant unit to create new Office Reception. Removal of non-original partitions and stairs	Minor beneficial	The proposed office reception space will see the

floorplate (Restaurant)			removal of partitions and open up the floorplate in this section of the warehouse.
North-west aspect of warehouse floorplate (Lobby Space)	Removal of early 2000s modern lobby space / direct access from newly proposed 'Dean Street'. New fire stair provision in place of existing modern stair and new risers.	Negligible adverse	Alterations to space will see some negligible alteration to principally already altered spaces. Necessary to facilitate access to wider parts of the building.
External wall (Dean Street access)	Section of external brick wall proposed to be removed to enable access to Dean Street from fire stair External wall part of the 1990s works and is not original to the building	Moderate beneficial	Section of external wall proposed to be removed as per previous proposals No change
Ground Floor – Mezzanine			
Southern aspect of warehouse floorplate (mezzanine)	Existing mezzanine to accommodate new bike store and bike maintenance store. Including extension to the south Original columns will feature throughout the space.	Neutral	Negligible
	Proposed WCs (x2) and changing facilities	Negligible adverse	WCs will require some intervention into non-original mezzanine floorplate
First Floor			
South-west aspect of warehouse floorplate	Area to be reconfigured to allow for open-plan unit (Use Class E or Sui Generis) with new stair access to mezzanine above	Negligible adverse	Negligible
	WCs proposed to serve new unit	Minor adverse	Some adverse impact on original floors to accommodate sanitary facilities.

			Required to serve new unit
	Early 2000s partitions (of no heritage significance) within corridor running west of floorplate to be removed. New partition to corridor proposed	Neutral	Negligible
Western aspect of floorplate	Lobby proposed leading onto external lift core proposed. Utilising existing opening in external fabric	Neutral	Neutral
First Floor – Mezzanine			
South-west aspect of warehouse floorplate	New mezzanine floor proposed for co-working / events proposed.	Neutral	Neutral
Second Floor			
Existing, modern partitions within second floor	All of the existing partitions within the second floor were installed during the late 1990 / early 2000s and are of no heritage significance. The proposals will remove these partitions.	Minor beneficial	No change
Partitioning of floorplate to accommodate open-plan office units	Open floorplate proposed to be converted into c.9 office units and x4 meeting rooms. Light weight partitions. Private amenity space proposed to centre of floorplate.	Minor adverse	Beneficial approach when compared with 2017 scheme, which saw greater intervention to historic fabric.
Lecture / co-working space	Proposed lecture space / stair within central atrium	Neutral	Negligible change
WC / Kitchenette Facilities	New WCs proposed to north-west and south-east aspect of floorplate	Minor adverse	WC and kitchen facilities will require some intervention to original floors. Required to enable the active use of the space. Beneficial approach when compared with 2017 scheme, which saw greater intervention to historic fabric.

Third Floor			
Existing, modern partitions within second floor	All of the existing partitions within the second floor were installed during the late 1990 / early 2000s and are of no heritage significance. The proposals will remove these partitions.	Minor beneficial	No change
Partitioning of floorplate to accommodate open-plan office units	Open floorplate proposed to be converted into c.8 office units. Light weight partitions. Private amenity space proposed to centre of floorplate.	Minor adverse	Beneficial approach when compared with 2017 scheme, which saw greater intervention to historic fabric.
WC / Kitchenette Facilities	New WCs proposed to north-west and south-east aspect of floorplate	Minor adverse	WC and kitchen facilities will require some intervention to original floors. Required to enable the active use of the space. Beneficial approach when compared with 2017 scheme, which saw greater intervention to historic fabric.
Proposed atrium and linear skylight	Removal of original secondary beams and brick arches at the centre of the building to create central atrium garden	Moderate adverse	The current proposals have reduced the overall percentage of historic fabric (9% to 3%). Intervention is required to light the central spaces
Fourth Floor			
Existing, modern partitions within second floor	All of the existing partitions within the second floor were installed during the late 1990 / early 2000s and are of no heritage significance. The proposals will remove these partitions.	Minor beneficial	No change

Partitioning of floorplate to accommodate open-plan office units	Open floorplate proposed to be converted into c.8 office units. Light weight partitions. Private amenity space proposed to centre of floorplate.	Minor adverse	Beneficial approach when compared with 2017 scheme, which saw greater intervention to historic fabric.
WC / Kitchenette Facilities	New WCs proposed to north-west and south-east aspect of floorplate	Minor adverse	WC and kitchen facilities will require some intervention to original floors. Required to enable the active use of the space. Beneficial approach when compared with 2017 scheme, which saw greater intervention to historic fabric.
Proposed atrium to fourth floor / roof space	Original purlins to be removed where atrium roof and individual rooflights are provided New steel construction to be built off the original truss to support new glazed atrium roof New roof pitches constructed between original trusses	Moderate adverse	The current proposals have reduced the overall percentage of historic fabric proposed to be removed
New stair	Original floor removed for new office stair and lifts	Minor adverse	Negligible change
General			
Original Stairs	Original concrete staircases to be refurbished. Non original balustrade capping to be removed, original handrail and balusters to be refurbished	Minor beneficial	No change
Floors	Non original, flooring, wall finishes, ceilings and exposed services removed where possible. New flooring, wall finishes and ceilings provided	Minor beneficial	No change
	Assumed original floor broken out in places to create below ground drainage and lift pits	Minor adverse	No change
	Original floor removed for new office stair and lifts	Minor adverse	No change

	Asphalt finish and non original screed to be removed, new floor build up to be laid suited for the purpose of the space	Minor beneficial	No change
Lifts	Non original lift shafts modified for reuse	Neutral	No change
Doors	Non original doors removed / replaced with new	Minor beneficial	No change
Hatches	Non original hatchway infills to be cleaned, repaired and sealed. Approach will be to leave the infilled hatchways as they are where possible, and to make good any necessary fire or acoustic seals around the infilled material to meet required performance standards	Minor beneficial	No change
Columns	Original column bases removed	Minor adverse	No change
	Remove non original concrete encasement to original columns.	Minor beneficial	No change
Modern structures	Non original vehicle ramps and link building removed. New external landscaping to viaduct structure. Non original kerbs modified to facilitate amended access	Minor beneficial	No change
	Non original substation removed	Minor beneficial	No change
	Removal of non original walls, doors, All fixing holes etc into original brickwork to be cut out and made good in specialist repair mortar	Minor beneficial	No change
	Non original partition and door removed, new partition to be provided	Minor beneficial	No change
M&E	The proposed ventilation strategy comprises an underfloor ventilation system, in which air is to be drawn in at roof level and down through four risers and supplied to office spaces through the plenum under the raised floor system. Air is displaced and extracted to roof level via the central atrium to a heat recovery unit within the central plant space located on the building roof.	Negligible adverse	Proposed strategy avoids conflict with original fabric at soffit level. Main riser routes from plant at roof level
	Removal of non original ducts & sanitary facilities. All fixing holes etc into original brickwork to be cut out and made good in specialist repair mortar	Minor beneficial	No change
	Indicative bulkhead zone for proposed drainage routing	Minor adverse	No change

Staircases	Original concrete staircases to be refurbished. Non original balustrade capping to be removed, original handrail and balusters to be refurbished	Minor beneficial	No change
	Removal of non-original stairs Non original stair removed and replaced with new stair to facilitate proposal Non original roof access stairs removed	Neutral	No change
	Existing roof access stairs in the northwest corner will be retained for maintenance access.	Neutral	Negligible
	New stair from level 4 to roof. Required for access. Stair is to be back from the southern elevation.	Minor adverse	Negligible – stair will result in some alteration to roof trusses.
Brickwork, stonework & walls	Specialist clean all internal brickwork and stonework surfaces and make good	Minor beneficial	No change
	The existing spine wall be removed, and replaced with the trusses that need to be removed to facilitate the construction of the new roof plant space at the north side of the building.	Minor adverse	Negligible
	Original brick arch between secondary beams removed to facilitate new primary distribution riser requirements	Minor adverse	No change
Atriums and Roof	Removal of original secondary beams and brick arches at the centre of the building to create central atrium garden. Proposals will introduce glazed panels supported on a secondary steel frame supported on the original timber roof trusses (and raised relative to the existing roofline by approximately 1.5m), with louvered elements to the gables to provide natural ventilation to the atrium space.	Moderate adverse	The current proposals have reduced the overall percentage of historic fabric from 9% to 3%
	Five of the trusses will be moved from their current location underneath the proposed centralised roof plant space, and replaced within the centre of the building to support the roof in the location of the spine wall	Moderate adverse (temporary) Negligible adverse (operational)	The reuse of the trusses helps to address the harm incurred through their removal.
	Removal of 1990s varnish and restoration of trusses original appearance	Minor beneficial	Beneficial change
	Non original atrium façade, roof, floor and internal layout removed	Minor beneficial	No change

	Non original roof covering and gutters removed. New insulated slate roof and gutters to be constructed. Rooflights and services pop ups also to be provided to facilitate new uses	Minor beneficial	The current proposals have introduced some PVC panels and skylights which will improve the sustainability of the building long-term
	Non original dormer roof structure and coverings to be removed	Minor beneficial	No change
	Rooflights to be provided to facilitate new use, including glazed end to new gable	Minor adverse	Required to light office spaces
Roof (plant)	Two new plant equipment and ACUs will be located discretely to the north and south of the proposed new glazed atrium. Direct impact on trusses captured above.	Moderate adverse	Revised ventilation strategy minimises direct impact to listed building overall

The overarching redevelopment / refurbishment strategy for Deansgate Terrace is as follows:

- **Deansgate Terrace North:** Demolition of the existing non-original structures added in the 1990's conversion. Part new build, part refurbishment of existing space to create new office studios space within the upper three levels, with part existing and part new build commercial retail space at ground floor with active frontages to Deansgate and Dean Street. Fabric repairs and refurbishment as recommended within conditions surveys.
- **Deansgate Terrace South:** Light refurbishment of existing internal spaces to provide flexible commercial spaces within upper levels, in addition to community space and ground and first floor commercial retail spaces with active frontages to Deansgate and to Deansgate Mews. Fabric repairs and refurbishment as recommended within conditions surveys.

Table 4B: Direct Impact Assessment			
Deansgate Terrace – Exterior			
Roof	Original roof covering removed. New insulated slate roof constructed, reusing original slate tiles where possible	Minor beneficial	No change

	New glazed roof and flashing interface with original screen wall	Negligible beneficial	No change
	New rooflights	Negligible beneficial	No change
	Rooflights and services pop ups also to be provided to facilitate new uses	Negligible beneficial	No change
Walls	All original brickwork and stonework surfaces to be cleaned and made good.	Minor beneficial	No change
	Rake out defective joints in brickwork, cornice and parapet and repoint to match original mortar	Minor beneficial	No change
	Cut out and replace defective bricks and stone to match existing	Minor beneficial	No change
	Removal of some original, external (rear) wall to unit south of existing stair at ground floor level. Refer to alteration plans for detail.	Minor adverse	Loss of lesser significant aspect of terrace (rear wall). Required to facilitate access to central garden space and residential areas.
	Original, rear walls to First and Second floor units proposed to be opened up with glazed infill to new office units. Original rear wall to third floor also proposed to be removed, opening up lift lobby onto terrace. Refer to alteration plans for detail.	Moderate adverse	Additional loss of original fabric to rear side of Deansgate Terrace proposed to activate new office units. Alterations will affect historic fabric of medium significance.
	CCTV / wall mounted electrical to be replaced / upgraded.	Neutral	No change
Rainwater goods	Original rainwater goods to be repaired, cleaned and painted to match original colour	Minor beneficial	No change
Windows	Timber windows to be repaired, cleaned, reglazed. Bottom sash mechanism to be altered to limit opening of window	Minor beneficial	No change
	Bricked up window to be opened up, new windows installed to match existing where necessary	Minor beneficial	No change
Doors / Gates	Non original doors removed and bricked up to match original brickwork	Minor beneficial	No change

	Existing gates, which are original, currently fixed to the walls under the arched access through the screen wall will be carefully removed and retained for re-use internally as a decorative feature within the building.	Moderate adverse (temporary) Minor adverse (operational)	Adverse impact to be mitigated in part through re-use strategy. Suggest to be conditioned.
Lighting	Non original lighting to be removed, new lighting to be provided in line with lighting strategy	Minor beneficial	No change
Shopfronts	Original shopfronts altered to incorporate new entrances (refer to LBC drawings for detail)	Minor beneficial	No change
	Original shopfronts to be refurbished (refer to LBC drawings for detail)	Minor beneficial	No change
	New residential entrance will be created within two bays, comprising the removal of x2 of the non-original shop fronts (Unit 255 and Unit 275), and replacement with new glazed façade.	Negligible adverse	Removal of non-original shopfront required to facilitate access onto Alport Street and onto residential entrance
Signage	Removal of any non original signage, all fixing holes etc to be cut out and made good in specialist repair mortar	Minor beneficial	No change
Modern Extensions (existing)	Removal of all non original extensions to the building, all fixing holes etc to be cut out and made good in specialist repair mortar	Moderate beneficial	Refer to construction management plan for details
Modern extensions (proposed)	Roof terrace proposed above new, modern extension of Deansgate terrace North. Proposals will require lightweight, glazed balustrade set back from original façade (not fixed).	Minor adverse	Modern extension to be built east of retained wall (Former Goods entrance) allowing for historic fabric within Deansgate Terrace south to be minimised
	Proposed link bridge connecting Terrace to Great Northern Warehouse (Level 2). To be fixed into modern extension (no impact on historic fabric to Deansgate Terrace).	Neutral	Proposed link bridge would be situated in area of elevation which has been significantly altered (north)
	New poetry wall to be installed, north elevation.	Negligible beneficial	No change

Deansgate Terrace – interior			
Lifts and staircase	Modern staircase within unit 235 replaced with new lift cores	Neutral	Negligible change
	Non original lift and stair removed	Minor beneficial	No change
	Non original external steps removed	Minor beneficial	No change
	New stair access to roof terrace (north Deansgate)	Neutral	Modern fabric only affected.
Walls	Wall opened up to create link to adjacent basement spaces	Negligible adverse	No change
	All original internal brickwork and stonework surfaces to be cleaned and made good	Minor beneficial	No change
	Non original finishes applied to brick arches removed	Minor beneficial	No change
	Original brickwork removed to create openings for office spaces. Removal of some modern walls. Refer to alteration plans for detail.	Minor adverse	Negligible change. Areas for removal largely similar to consented scheme.
Floors	Non original sanitary ware and non-original internal walls removed.	Negligible beneficial	No change
	New mezzanine floor constructed	Negligible adverse	Required to facilitate office use
	Assumed original floor broken out in places to create below ground drainage and lift pits	Negligible adverse	No change
	Penetrations within existing floors will be required to facilitate vertical service routing to the office spaces in a small number of locations.	Minor adverse	Required to facilitate office use
	Non original floor finishes, internal finishes, services and ceilings to be removed	Minor beneficial	No change
	Non original floor removed	Minor beneficial	No change
	Repairs as required to original floor structures following intrusive surveys.	Minor beneficial	Beneficial change
M&E	New heating and cooling VRF system proposed within new extension (223-233 Deansgate). Service routing and lighting within new build elements	Negligible adverse	Negligible

	Non-original ductwork, lighting and plant removed	Minor beneficial	No change
	Removal of non original walls, doors, stairs, services and sanitary facilities. All fixing holes etc into original brickwork to be cut out and made good in specialist repair mortar. New partitions, services and fittings built for apartments	Negligible adverse	No change
	Proposed new retail frontage to Dean Street incorporates a service corridor between the existing building and the new retail units, which will provide a route for services	Neutral	Avoids impact on historic fabric

6.5 Direct Impact Assessment Summary

The direct impact assessment above has identified that the proposals will result in varying degrees of adverse and beneficial direct impacts upon the listed buildings within the subject site. The proposals have sought to retain and enhance the 19th century components of the warehouse and Deansgate Terrace through sensitive repair and restoration.

The design team have tested a series of options on both the Grade II* Great Northern Warehouse and Deansgate Terrace (separately listed in two parts, both under Grade II) in order to arrive at a scheme which minimises fabric loss where possible, whilst ensuring a long-term viable use for the three listed buildings within the site. The proposals will remove negative extensions and alterations, resulting in an overarching, positive physical impact.

Great Northern Warehouse: the approach for the warehouse centres around the atrium space, which formed part of the original strategy for the 2017 residential application. In accordance with Historic England's pre-application advice, the design team tested a number of options and devised an innovative strategy to minimise internal fabric loss: the external circulation core and link bridge. This approach has reduced the loss of original fabric within the building from approximately 9% to 3%. While this will necessitate the removal of some historic, steel window frames and cills, these are proposed to be reinstated elsewhere along the western elevation; resulting in no fabric loss overall (refer to SHP drawings and DAS for further detail. The direct impact assessment above has identified that the proposals would result in:

- 5 instances of Moderate beneficial direct impact
- 36 instances of Minor beneficial direct impact
- 6 instances of Negligible beneficial direct impact
- 13 instances of Neutral direct impact
- 7 instances of Negligible adverse direct impact
- 21 instances of Minor adverse direct impact
- 4 instances of Moderate adverse direct impact

All windows to the warehouse are to be restored and reglazed in slimline DCU, re-establishing the character of the external appearance of the warehouse in a sensitive manner, which enables the building to be used as an active and vibrant office space.

Deansgate Terrace (north and south): The terrace will be sensitively restored, with alterations primarily focussed on non-original shopfronts and contemporary extensions. Internal alterations will principally relate to light refurbishment of spaces, with some new M&E to accord with modern office standards. Whilst the proposals will see the removal of some historic fabric, the areas proposed for alteration largely accord with those approved in the c.2017 LBC application. There is some additional loss of historic fabric (original rear elevation to the terrace) at first and second floor levels which will incur some further adverse impact (refer to alteration plans for detail).

A new roof terrace is proposed above the northern end of Deansgate Terrace (Former Goods Shed Entrance), this will replace the existing, modern extension with a more contemporary and appropriate response. The above direct impact assessment should be read in conjunction with the construction management plan (Real PM). The direct impact assessment above has identified that the proposals would result in:

- 1 instance of Moderate beneficial direct impact
- 19 instances of Minor beneficial direct impact
- 5 instances of Negligible beneficial direct impact
- 5 instances of Neutral direct impact
- 6 instances of Negligible adverse direct impact
- 5 instances of Minor adverse direct impact
- 1 instance of Moderate adverse direct impact

It is however, noted that the works will trigger various construction impacts, which in turn may impact the nearby heritage assets through temporary impacts such as dust, vibration and noise. The listed buildings will have to be adequately protected during the works to ensure no unprecedented direct (physical) harm (i.e. loss of historic fabric) occurs.

Comprehensive demolition and construction method statements by relevant contractors should therefore be submitted alongside the Planning and Listed Building Consent applications in order to ensure the proposals would result in no unwarranted direct heritage impact to any designated heritage assets. Subject to these effective mitigation measures, it will be clear there will be no permanent adverse impact upon the aforementioned assets during the operational phase. The focus of the following section will focus on the indirect (visual) impact upon the setting of heritage assets closest to the Site. This principally relates to visual impact, but also takes into consideration the changed experience within the setting of the heritage assets in the view, including traffic, noise, accessibility, permeability, and patterns of movement, as set out within Historic England's assessment checklist for assessing the impact on 'setting'.[1]

[1] Historic England (2017). The Setting of Heritage Assets. Historic Environment Good Practice Advice in Planning Note 3 (Second Edition).

6.6 Visual Impact Assessment

Figure 84, below, provides a baseline map with the relative locations of key heritage viewpoints. These viewpoints were discussed with Manchester City Council and Historic England during pre-application discussions, with a total of **13 heritage views** agreed to be assessed for potential heritage impact.

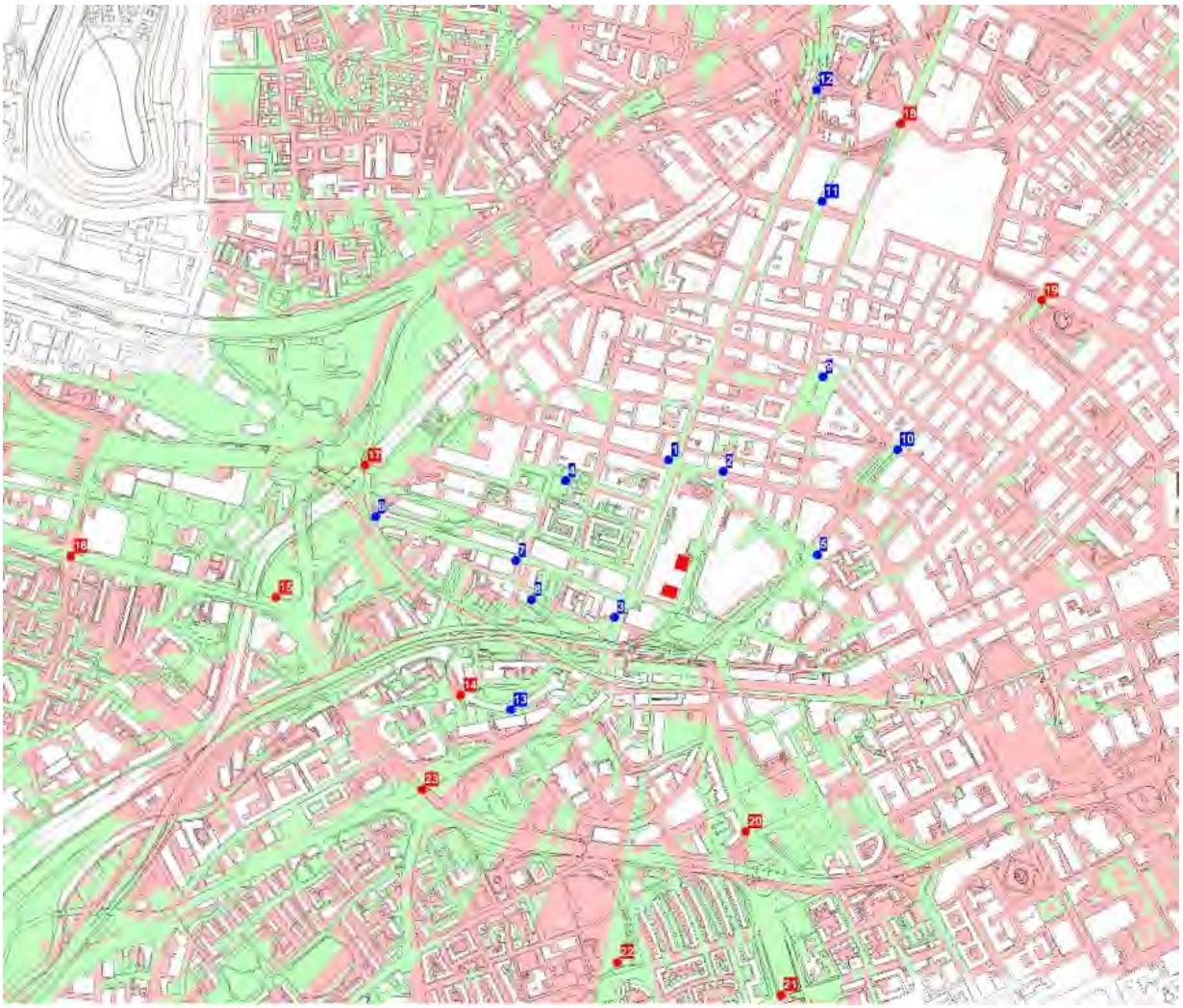


Figure 84 – Zone of Visual Influence Study (ZVI). Spatter diagram illustrating where the subject site may be visible (in green) and where it will not be visible (in pink). Viewpoints identified (and numbered) on map. Heritage Views identified in blue as Nos. 1,2,3,4,5,6,7,8,9,10,11,12 and 13. Townscape views identified in red. **Source:** Chris Burnett Associates.

The selected views have been scoped in where: a) there is a baseline value to the view, in heritage terms, b) where the proposed development was visible, and c) sensitive / key viewpoints which test whether the Proposed Development would be visible. Additional views will be assessed as part of the wider Townscape Visual Impact Assessment (TVIA – Chris Burnett Associates).

Figure 85 below identifies cumulative schemes within a c.500m radius of the subject site. As stated within Historic England's Guidance on 'Managing Significance in Decision Taking', *"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…consideration still needs to be given to whether additional change will further detract from, or can enhance, the significance of the asset in order to accord with NPPF policies."* It is therefore necessary to assess cumulative change as a result of consented schemes, in conjunction with the change brought about by the Proposed Development.



Figure 85 – Cumulative schemes map. **Source:** OurStudioLtd.

Key schemes which are visible and read in conjunction with the Proposed Development include:
2) – 3 St. Johns (fuchsia) Ref: 120062/FO/2018
3) – St Michael's (Yellow) Ref: 114664/FO/2016
4) – Viadux (Green) Ref: 115871/FO/2017
8) – 325 Deansgate (Dark Blue) Ref: 125804/FO/2019
10) – Vision (Turquoise) Ref: 111003/FO/2016/C1
Refer to full cumulative list (Deloitte) for details of additional cumulative schemes.

6.6.1 Viewpoint 1



Existing

Viewpoint 1 is experienced from the junction of Deansgate/ Peter Street/ Quay Street and highlights the prominent location the site holds in built heritage and townscape terms. The view is taken from a prominent location within the Deansgate / Peter Street Conservation Area and allows for clear views of the subject site within the context of the wider townscape.

The principal listed buildings within the subject site are apparent to the centre of the view with the Beetham Tower (2002) prominent to the rear. The cluster of residential towers (Deansgate Square) are glimpsed just beyond the Beetham, terminating long-range views looking south along Deansgate. The sloped, high-rise building to the far left of the view comprises the 'Great Northern Tower' (2007).

The view has been selected as it conveys the relationship between the Grade II* listed Great Northern Warehouse and the Grade II listed Deansgate Terrace well (Former Entrance to Deansgate Goods Station Including Numbers 223 to 233 and 235-291, Deansgate); despite the early 21st century gable end which detracts from this otherwise harmonious composition. The gable end to this element is chamfered to reflect the original geometry at the interface between the screen wall and the adjacent former Reades building and Great Northern Railway Offices facing Peter Street, now demolished. The chamfered form provides a coherent and legible three-dimensional relationship between the new and existing elements and creates improved sightlines and movement paths into the site. The gable elevation terminating the Deansgate Terrace provides an opportunity to create a feature to mark the entrance to the subject site.

The continuous façade of the Victorian terrace was designed to shield views of the warehouse, which was designed principally as a functional building; but has since become a landmark in its own right.

The distinctive ‘GREAT NORTHERN WAREHOUSE’ lettering which is etched into the parapet in glazed white brick is a highly regarded feature within the view.



Proposed

The proposed redevelopment of the subject site is well-represented in Viewpoint 1, encompassing the redevelopment of the Grade II* listed Great Northern Warehouse and landscaped setting to Deansgate Square, Deansgate Terrace (Grade II) and the proposed residential towers to the rear.

The proposals for the Great Northern Warehouse will demonstrably provide some enhancement through the restoration of the significant component parts such as the windows and external elevations. The removal of detrimental extensions (such as the concrete ramps, the Leisure Box and connecting plaza to the north-west will enable the historic footprint of the building to be appreciable for the first time in decades. Whilst slightly eclipsed from this particular location, (currently obscured by the early c.2000s plaza extension) the proposals seek to introduce a new, external lift core and connecting link bridge to Deansgate Terrace; which will be lightweight and fully glazed. Although this will detract from the near complete, historic external form of the warehouse, the extension has been designed as such to ensure the top of the lift core would run below the parapet and as such will not intrude upon the significant glazed brick lettering and the lightweight use of materials which allow for the red-brick elevations of the flanking listed buildings to remain dominant within the view.

The proposed landscaping of Deansgate Square, including lighting and the new elevation to the end gable of the Deansgate Terrace, creates a high quality pedestrian environment that will encourage people to move through the space and on through to Dean Street, which will see the removal of the early 2000s plaza and raised deck which has limited visual and permeable access through the subject site. The removal of these detrimental alterations will enliven the area and enhance the ability to

appreciate the character of the Grade II* Listed Warehouse and Grade II Listed Deansgate Terraces; resulting in a highly beneficial impact upon the settings of these buildings.

The proposals will lightly refurbish Deansgate Terrace, which is protected under two separate listings. This light-touch approach will ensure the significant, visual dominance of the continual façade will remain a striking feature within views along southern Deansgate. The proposal for the northern elevation comprises of a series of horizontal recesses within the brick façade, providing a continuation of the horizontal stone banding in the Deansgate elevation. The recesses will be inlaid with bronze strips with perforated lettering, continuing the strong theme of text used in the facades of both the Terrace and Warehouse buildings. *"The Masque of Anarchy"* is a British political poem written in 1819 by Percy Bysshe Shelley following the Peterloo massacre of that year. In his call for freedom, it is perhaps the first modern statement of the principle of non-violent resistance. It has been described as "the greatest political poem ever written in English". Given the site's location close to the site of the events that inspired the poem, selected verses have been used as part of the facade treatment to this now important elevation to the Deansgate Terrace. The crafted lettering will be carefully integrated into the facade, and will be lit at night to create a powerful and meaningful invitation to the Great Northern Square, providing a reminder of the site's important role in history.

A new terrace is proposed to the other side of the Former Goods Shed entrance, replacing the existing, modern extension which detracts from the listed façade. Whilst the proposals will not reinstate the historic footprint, the activation of this currently underutilised space will provide an enhancement to the current, early-2000s extension. The balustrades to the roof terrace are proposed to be simple and glazed, thereby reducing the impact on streetscape views.

The southern aspect of the subject site is proposed to be redeveloped with a series of tall, residential buildings (3 in total) with the concrete core to the former Leisure Box forming a supporting podium. Whilst the taller tower is located in a more central position, it is read as a contributor to the backdrop of the Grade II* listed warehouse, which is demonstrably robust enough to accommodate the proposed degree of height to the rear. The design of the tower elements take subtle design cues from the warehouse, with the Crittal style windows and grid-like fenestration forming defining features which, when viewed together with Deansgate Terrace, form a cohesive group. Balconies and stepping are employed to soften the perceived mass of the towers. Despite the evidential uplift in scale, the Proposed Development has been designed to be stepped back away from the Listed Buildings in the foreground, thereby ensuring the linear roofline to Deansgate Terrace in long-range views from the corner of Peter Street and Deansgate is maintained. This helps to soften the overarching impact on the setting of the Grade II listed terraces (Former Entrance to Deansgate Goods Station Including Numbers 223 to 233 and 235-291, Deansgate).

Whilst the proposals will result in considerable, visual change to the area, the design has been carefully tailored to the existing built environment, demonstrably taking design cues from the historic assets which define the southern end of Deansgate. The proposed design has been carefully considered with regards to heritage benefits. For instance, the proposals seek to re-establish the original footprint of the Grade II* listed building and remove a number of significant, early-21st century alterations which have negatively impacted the listed buildings within the view for decades. The proposals will also

sensitively restore the significant historic fabric and introduce new, slimline glazing to the original metal framed windows.

The proposals will introduce a sense of coherence and unity to the subject site, which has been lost since the early 2000s, thereby incurring a number of instances of minor to moderate beneficial impacts. Whilst it is recognised the introduction of additional height to the southern aspect of the site will result in some moderate harm, the suitability of the design helps to mitigate this harm quite considerably, incurring an overall **neutral (balanced)** impact from Viewpoint 1.



Cumulative

In the cumulative view, the Proposed Development will be read alongside the Viadux development (green) and 325 Deansgate (purple). The Viadux tower will be largely screened by Block A of the Proposed Development, but will however, provide a cascading effect onto the smaller of the residential towers. The emerging context to the southern end of Deansgate will further signal the activation of this part of the city centre as an emerging cluster of high-rise development of considerable architectural quality.

It is considered the impact of the Proposed Development as viewed alongside the cumulative schemes from Viewpoint 1 will remain **neutral (balanced).**

Cumulative view: no change to heritage impact.

6.6.2 Viewpoint 2



Existing

Viewpoint 2 is experienced from Peter Street looking south towards the subject site, allowing for clear vistas along Watson Street. The view has been selected as it represents the prominence of the Grade II* listed building within the existing townscape context, which is characterised by principally modern high rise development to the south (Beetham Tower 2002; Deansgate Square c2018-2021). The 'Impossible Bar' is evident to the immediate right of the view, with the distinctive early 20th century entrance of 42 Peter Street to the immediate left. The Leisure Box to the rear of the listed building is obscured from view.

Whilst much of the historic context and setting to the warehouse has been lost, the view allows for the clean, external form of the Grade II* listed warehouse to be understood. The symmetrical window arrangement and the distinctive white glazed brick lettering are well-represented from this location. Despite the extent of modern development within the setting of the building, the sheer bulk and mass of the late-19th century warehouse ensures it remains a key landmark within views from Peter Street looking onto Watson Street.



Proposed

The proposed view illustrates that the taller of the residential buildings will be visible in mid-range views from Peter Street looking south along Watson Street, towards the Viadux Site. The Grade II* listed warehouse remains fully appreciable to the centre of the streetscape, forming a dominant, horizontal structure of suitably robust character to accommodate the proposed height to the rear.

In addition to the contemporary development to the south, the CGI provides some indication of the beneficial renovations made to the Grade II* warehouse building, including the reinstatement of slimline glazing to the original streel-framed windows and removal of 1990s canopies and additions, which would incurring some clear instances of **minor beneficial visual impact** on the listed building.

The façade of the Proposed Development has been designed to echo the grid-like character and architectural language of the Grade II* listed warehouse. This has enabled the Proposed Development to be read as a complementary backdrop to the Listed Building, which continues to remain fully appreciable in views from this location.

The backdrop of the view is already dominated by modern developments of considerable height and scale, the additional towers (the Proposed Scheme) will be read as part of this emerging cluster, simply forming a backdrop to the view. Although the area can demonstrably accommodate greater scale and mass, the incremental addition of height within the backdrop of the view diminishes the prominence of the Grade II* listed warehouse in views from within the Peter Street / Deansgate Conservation Area to a negligible degree. Overall, therefore, it is considered the proposals would incur a **minor beneficial visual impact** on the built historic environment, from Viewpoint 2.



Cumulative

In the cumulative view, the Proposed Development will be read alongside the Viadux development (green), which is discernible to the middle distance of the view, terminating Watson Street. Together, the contemporary developments will signal a reactivation of Watson Street as a key pedestrian throughfare in the city centre.

It is considered the impact of the Proposed Development as viewed alongside the cumulative scheme from Viewpoint 2 will remain **minor beneficial.**

Cumulative view: no change to heritage impact.

6.6.3 Viewpoint 3



Existing

Viewpoint 3 is experienced from the southern aspect of Deansgate looking north. The distinctive, continual façade of the Grade II listed Deansgate Terrace can be seen to the right side of the street, just beyond the junction where Deansgate meets Great Bridgewater Street and Liverpool Road. The early 21st century alterations to the southern aspect of the subject site are well represented in this view, comprising the external, glazed lift shaft, wide stair core and Leisure Box. The grey panelled podium to Beetham tower dominates the view to the immediate right, with a contemporary office block to the left. The recently completed office development at 123 Deansgate terminates long-range views looking north along Deansgate.

The view has been selected to illustrate the significant and striking continual façade of Deansgate Terrace and its relationship to the streetscape, which comprises an eclectic mix of architectural forms and styles which characterise this principal city centre throughfare.

This view further depicts the setting of the listed buildings to the southern edge of Deansgate Conservation Area and the eastern edge of the Castlefield Conservation Area, including the Castlefield Information Centre (Grade II) and the Former Market Hall (Grade II).

Buildings of a more contemporary age and character form the backdrop to the view, emulating the mixed character and scale of the immediate area around the site which is synonymous within an urban city centre setting.



Proposed

The proposed view allows for clear views of the southern aspect of the site, which formally housed the 'Leisure Box' complex. The proposals will retain the frame of the Leisure Box and reclad the modern structure to form a new podium element which will support the residential towers above.

As the proposed image makes clear, the residential towers will be set back from Deansgate Terrace, with the smaller towers to the west and the taller tower to the east, ensuring the height is focussed away from Deansgate Terrace. Whilst this approach successfully mitigates some of the potential, visual dominance, it will be clear the introduction of additional mass and scale above the continual façade of Deansgate Terrace (Grade II) will still result in some harm, albeit minor. This is counterbalanced to some extent by the benefit of removing the negative, Leisure Box aspect of the site and introducing new development of high-quality and complementary materiality.

Although, it will be clear the residential towers will create a new feature within the townscape, the stepping and responsive, high-quality design of the Proposed Development reduces any perceived dominance and further steps away from heritage assets within the wider street scene, including the Grade II listed Castlefield Information Centre and the Former Market Hall (Grade II). The proposals will reactivate the key junction around Great Bridgewater Street and in turn, enhance the setting around the southern aspect of Deansgate Terrace.

Overall, therefore, it is considered the proposals would incur an overall **minor beneficial visual impact** on the built historic environment, from Viewpoint 3.



Cumulative

In the cumulative view, the Proposed Development will be read alongside the St. Michaels Tower (yellow wireline) which is discernible in the far distance, breaking above the established roofline of the Grade II listed terrace. Although the additional mass and scale within the view will incur some adverse impact and some further distraction above the dynamic roofline of Deansgate Terrace, this adverse impact would be negligible at most. The enhancement to the immediate setting of the Grade II listed Deansgate Terrace will continue to be the principal focus of the view.

It is considered the impact of the Proposed Development as viewed alongside the cumulative scheme from Viewpoint 3 will remain **minor beneficial.**

Cumulative view: no change to heritage impact.

6.6.4 Viewpoint 4A



Existing

Viewpoint 4 is experienced from the centre of St Johns Gardens, which is situated within the St Johns Street Conservation Area. This view is dominated by the mature planting within the gardens, to the centre of the space is the memorial stone cross marking the position of the former St John's Church which was located on this site until the 1930's.

Just discernible beyond the mature trees, is the distinctive domestic appearance of one of the numerous Georgian buildings which define Byrom Street and St. John Street. The range of late-18th to early 19th century terraces form one of the most complete examples within the city centre and are therefore of high architectural and historic interest. The terraces were designed to enclose the view west towards St Johns Church and since this focal point is no longer present the setting of the significance of the setting of the street is marginally reduced. However, the architectural form and design value of the composition of buildings can be clearly appreciated demonstrating high aesthetic value.

This view has been selected to demonstrate the context of the subject site from short-to-medium range views from the east, which forms the main focus of the St Johns Conservation Area.

At present, the red brick and sandstone banding which distinguishes the Grade II listed Deansgate terrace terminates views along St. Johns Street, screening the Grade II* listed Great Northern Warehouse.



Proposed

In the proposed view, the northern-most residential building will be particularly visible, encroaching above the domestic scale and form of the Georgian building at 25 St John Street, which can be seen to the middle ground of the view.

Whilst the proposals will not inherently detract from the tranquil quality of the greenspace which forms a key focal point within the designated area, the presence of the towers will erode the polite setting to the listed buildings along St. Johns Street to a considerable extent. The appearance of the new towers above the roofline along John Street draws the eye above the historic streetscape and introduces a sense of connectivity with the wider urban townscape that does not currently exist, reducing to some extent the sense of enclosure and intimacy which characterises the historic setting of these listed buildings as appreciated from this green space within the St John's Street Conservation Area. This impact will, however, be reduced travelling eastwards, from which the Proposed Development will become increasingly obscured.

The St. John's Conservation Area forms one of the few greenspaces within Manchester City Centre and contains one of the most complete examples of a Georgian terrace. Although the architectural quality of the Proposals will mitigate the perceived bulk and mass to a degree, their presence will be visually dominant in key views from St. Johns Gardens.

Overall, it is considered the proposals would incur a **moderate adverse visual impact** on the built historic environment, from Viewpoint 4A.



Cumulative

In the cumulative view, the Proposed Development will be read alongside the Viadux development (green wireline), which is just discernible to the far right side of the view; edging above Block B.

It is considered the impact of the Proposed Development as viewed alongside the cumulative scheme from Viewpoint 4 will remain **moderate adverse.**

Cumulative view: no change to heritage impact.

6.6.5 Viewpoint 4B



Existing

This view is experienced looking east along down St John Street, towards the subject site, with the Grade II listed Deansgate Terrace terminating the view; with the distinctive parapet of the Grade II* Great Northern Warehouse behind.

The view is dominated by the terrace of Grade II listed Georgian townhouses which provides a continuous building line along the street and forms a strong sense of enclosure. The presence of trees and parked cars have altered the original concept of the street's urban form to some extent; the terraces were designed to enclose the view west towards St Johns Church looking in the opposite direction. Whilst the Church has since been demolished, the architectural form and design value of the composition of the buildings can be clearly appreciated.

The three-storey brick Georgian terraces provide a strong sense of enclosure and linearity and are unique to this part of the city of Manchester; the view is subsequently of high heritage value.

Proposed



The Proposed Development will be glimpsed to the right side of the view, encroaching above the roofline of the buildings at Nos.11-17 and 19 St John Street (both listed at Grade II). Following extensive design development, guided by viewpoint analysis, the corner to the north-east tower (Block A) has been designed to be cut back with cascading balconies. This approach has sought to minimise the visual impact upon St John Street and the Listed Buildings which dominate the foreground of the view.

St John Street forms one of the few surviving, Georgian streetscapes in Manchester City Centre. It will therefore be evident that visibility of the Proposed Development, however slight, will detract from the ability to fully appreciate the listed building group within the quiet streetscape setting. The Proposed Development will disrupt the profile of the chimney and roofline of the Grade II listed building. It is therefore considered the development would erode, to a minor extent, the heritage value of the assets in the view.

The impact of the Proposed Development from Viewpoint 4B therefore, is considered to be **minor adverse.**



Cumulative

In the cumulative view, the proposed development will be viewed alongside the proposed, 2-storey roof extension to no.3 St Johns (pink wireline). Ref: 120062/FO/2018.

The extent of visual change will be negligible and will be read as a continuation of the streetscape to the east.

Cumulative view: no change to heritage impact.

6.6.6 Viewpoint 5



Existing

Viewpoint 5 is experienced from Lower Mosley Street, looking towards the subject site (currently eclipsed from view) from its junction with Windmill Street and Manchester Central Piazza to the right. The centre of the view is dominated by the large, arched-form of the Grade II* Listed Manchester Central (former Manchester Central Railway Station) which is juxtaposed by the equally dominating contemporary vertical form of the Beetham Tower and the cluster of high-rise development to the left, including the Axis, Deansgate Square and Crown Street developments.

The foreground of the view is characterised by transport infrastructure; the road, Metrolink and hard landscaping and crossings. Partially terminating the view in the mid distance is the Grade II Listed Briton's Protection public house (eclipsed from view to the far left), which is the sole surviving remnant of the early 19th Century scale of domestic buildings along the street. Whilst the juxtaposing, landmark quality of the Grade II* listed Midland Hotel is not fully appreciable from this location, the opulent terracotta façade is discernible to the immediate right of the view.

This area represents a much-altered urban landscape dominated by contemporary high-rise buildings intercepted by a select group of designated heritage assets which retain landmark quality by virtue of their architectural quality.



Proposed

The residential tower components of the scheme will be visible from this location, to the right of the existing form of the Beetham tower.

The contrasting use of red-brick helps to provide some much-needed contrast to the Listed Building in the foreground of the view. Whilst the distinctive, arched form of the Grade II* Former Central Station building will evidently remain fully appreciable within the view, the incremental addition of height and verticality to the rear of the Listed Building detracts from its dominance in the view.

Overall, therefore, it is considered the proposals would incur a **minor adverse visual impact** on the built historic environment, from Viewpoint 5.



Cumulative

In the cumulative view, the Proposed Development will be read alongside the Viadux development (green wireline) and the 'Vision' scheme at 10-12 Whitworth Street West (turquoise wireline), which will infill the gap in the skyline between the Beetham Tower and AXIS tower. Together, the proposed and cumulative schemes will introduce a contemporary cluster of high-rise development in the backdrop of the view. Whilst the composition of the consented and proposed scheme will further detract from the prominence of the Grade II* listed from this location, as stated above, the setting of the listed building has been highly compromised and makes a limited contribution to the ability to appreciate the architectural interest of the designed heritage asset.

It is considered the impact of the Proposed Development as viewed alongside the cumulative scheme from Viewpoint 5 will remain **minor adverse.**

Cumulative view: no change to heritage impact.

6.6.7 Viewpoint 6



Existing

Viewpoint 6 is taken from the western end of Liverpool Road, outside the former entrance to the Grade I listed Liverpool Road Railway Station; the world's first passenger station.

With the exception of the Grade II former Commercial Inn Public House to the right of the view, in the middle-distance, the right side (south) of Liverpool Road has been substantially redeveloped during the past 25 years with a mix of similarly sized modern apartment buildings and other dining establishments, each of which have maintained a more domestic scale and traditional choice of materials. The Beetham Tower forms a dominant feature of the vista looking east towards the location of the subject site.



Proposed

The Proposed Development will be visible in views looking eastwards along Liverpool Road, forming a high-rise cluster alongside the existing Beetham Tower. Whilst there are a number of highly significant Listed Buildings focussed to this part of the Castlefield Conservation Area, they are largely divorced from the bustling centre of Deansgate, which has a juxtaposing, active character.

Whilst the Proposed Development will evidently result in some visual change to this view, the presence of the towers will not ultimately detract from the special interest of the Listed Buildings in the foreground beyond a minor degree. As the proposed view makes clear, they will simply be read as a contemporary backdrop to the view, signalling the proximity to Deansgate and Watson Street. The red brick materiality of the two towers reflects the architectural character of the listed buildings on Liverpool Road, aiding the integration of the new buildings into the street scene. Overall, therefore, it is considered the proposals would incur a **negligible adverse visual impact** on the built historic environment, from Viewpoint 6.



Cumulative

In the cumulative view, the Proposed Development will be read alongside the Viadux development (green wireline), which is just discernible to the right side of the Beetham Tower, which terminates existing views looking east along Liverpool Road. The visual composition of the consented and proposed schemes will be read as a contemporary new cluster of high-rise development to south Deansgate.

It is considered the impact of the Proposed Development as viewed alongside the cumulative scheme from Viewpoint 6 will remain **negligible adverse.**

Cumulative view: no change to heritage impact.

6.6.8 Viewpoint 7



Viewpoint 7 is taken from a point further east along Liverpool Road, allowing for clear views of the Grade II listed Museum of Science and Industry (MOSI), Air and Space Museum (partially obscured by scaffolding at the time of writing). The red-brick façade to the Grade II listed Former Matthews Sunday School is discernible to the immediate right of the view, with the white rendered Oxnoble Public House (undesigned) evident to the south side of the street.

The distinctive chimney in the middle distance of the view signals the position of the Grade II listed Former Market Hall in the context of the townscape.

The view has been selected as it conveys the immediate streetscape setting to the range of listed buildings to the central aspect of Liverpool Road, which is a prominent location within the Castlefield Conservation Area.

Whilst the listed buildings in the view demonstrably convey a mix of architectural styles, materiality and age, the collection of historic buildings convey a sense of place through their historic associations with Liverpool Road Railway Station and Market trading.

Proposed



Although the full visibility of the proposed development is somewhat obscured within this summer view, it will be evident the cluster of residential towers proposed will be highly visible in winter months, creating some demonstrable, visual change in views from Liverpool Road looking on towards Deansgate.

Whilst the Proposed Development will evidently result in some visual change to this view, the presence of the towers will not ultimately detract from the special interest of the Listed Buildings in the foreground to anything above a minor degree. The Grade II listed Air and Space Museum and adjacent Grade II listed Church of St Matthew will continue to dominate streetscape views and continue to be understood and appreciated in relation to one another.

As the proposed view makes clear, they will simply be read as a contemporary backdrop, signalling the proximity to Deansgate and Watson Street. Overall, therefore, it is considered the proposals would incur a **negligible adverse visual impact** on the built historic environment, from Viewpoint 7.



Cumulative

There are no cumulative schemes identifiable from Viewpoint 7.

Cumulative view: no change to heritage impact.

6.6.9 Viewpoint 8



Viewpoint 8 is experienced from Castlefield Urban Heritage Park, which forms a small greenspace to the south of Liverpool Road. Mature trees and shrubbery enclose the space and lightly screen the area from the surrounding urban townscape. The view has been selected as Heritage Park conveys some townscape value as well as high heritage by virtue of the park containing a Scheduled Ancient Monument of high archaeological and historic interest.

The foreground of the view is dominated by greenspace intercepted by 'ruins' within Heritage Park. While the entire fort is no longer present, the park contains a reconstruction of the former Roman wall. The domestic form and scale of the White Lion Public House (undesignated) is just discernible through the trees, the roofline of the building is punctuated by the Great Northern Tower, which can be seen to the far distance. The Beetham Tower is glimpsed to the far right of the view, forming a large, yet innocuous townscape feature in the middle-distance.

Proposed



The Proposed Development will be glimpsed through the tree canopy in the height of summer and will be increasingly visible in the winter months. As the proposed image makes clear, the distance of the Proposed Development Site from the park ensures the sense of enclosure and spaciousness of the urban park will not be drastically impacted at any time of year.

Despite the increase in height and scale, the proposed cluster of residential towers will simply be read as a striking backdrop to the view, understood in the context of other tall buildings and the wider urban townscape that comprises the setting of the park, and will not give rise to any significant impact to the setting of the heritage assets in the foreground.

Overall, therefore, it is considered the proposals would incur a **neutral visual impact** on the built historic environment, from Viewpoint 8.



Cumulative

In the cumulative view, the Proposed Development will be read alongside the Viadux development (green wireline), which is just discernible to the right side of the Beetham Tower. The visual composition of the consented and proposed schemes will be read as a contemporary new cluster of high-rise development to south Deansgate.

It is considered the impact of the Proposed Development as viewed alongside the cumulative scheme from Viewpoint 8 will remain **neutral.**

Cumulative view: no change to heritage impact.

6.6.10 Viewpoint 9



Existing

Viewpoint 9 is taken from Princess Street where it meets Cooper Street, which is an active pedestrian route within the city centre. The view is experienced from the boundary of the St Peters Square Conservation Area, looking south out of the City Centre from the north-western corner of Albert Square. At the time of writing, the Grade I listed Town Hall and the collection of designated heritage assets within its immediate setting (Albert Square) are overcovered with hoarding and scaffolding, due to renovation works, expected to be completed by 2024. The buildings to the east of the square present a collection of passive late-20th century office blocks of minimal architectural interest. The southern aspect of the square contains a number of listed buildings which make a positive contribution to the setting of the Town Hall and to the character and appearance of the designated conservation area.

The existing buildings within the subject site are currently obscured from view, with the Beetham Tower and Great Northern Tower signalling the relative proximity in the middle distance. The subject site currently makes a neutral contribution to the character and appearance of St Peters Square Conservation Area.

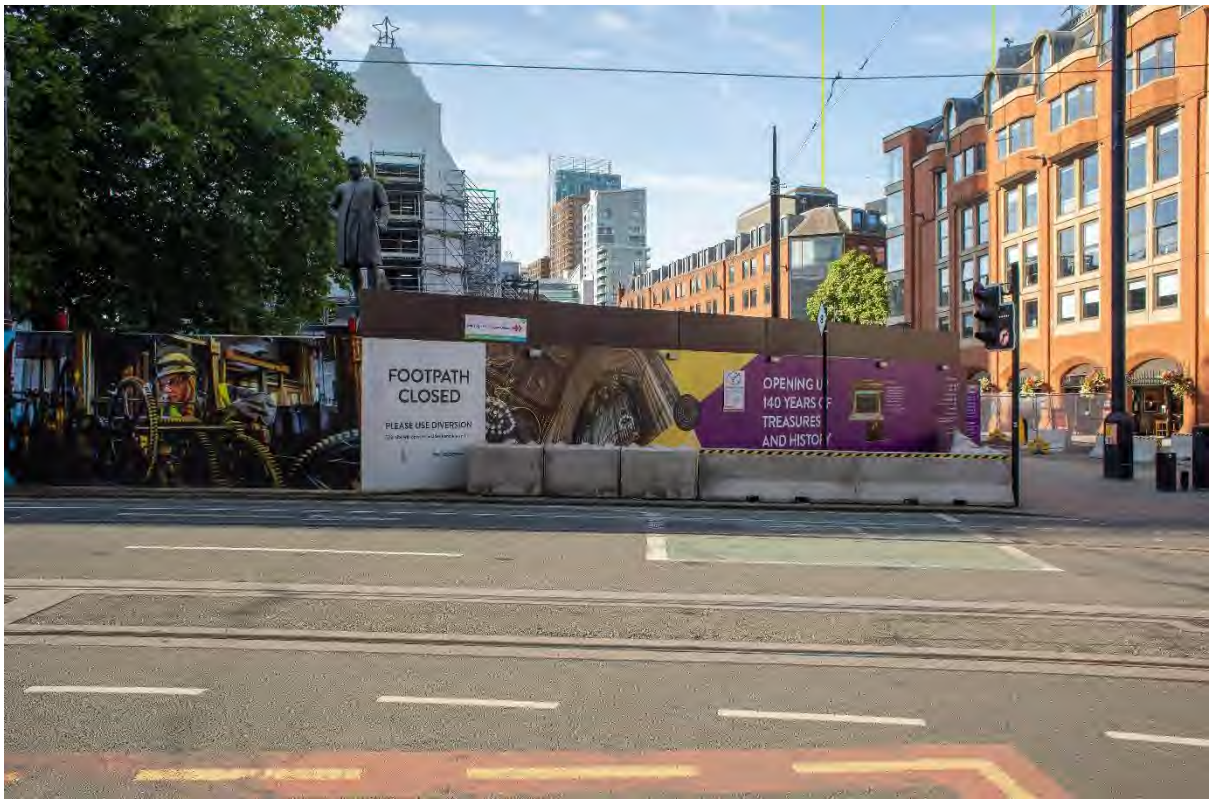


Proposed

The proposed development will be visible above the roofline of the Grade II Listed buildings on the southern side of Albert Square although it will comfortably integrate into the existing skyline comprising tall buildings in the background of the view. The towers will clearly be read as a contemporary backdrop, alongside the Beetham Tower and Great Northern Tower.

The presence of the Town Hall, and combined group value of it and the Albert memorial, within the setting of the Square, will still be clearly understood and appreciated. It will not impact on the character or appearance of the Albert Square Conservation Area as a whole to any appreciable degree.

Overall, therefore, it is considered the proposals would incur a **negligible adverse visual impact** on the built historic environment, from Viewpoint 9.



Cumulative

In the cumulative view, the Proposed Development will be read alongside the Viadux development (green wireline) and St. Michaels (yellow wireline), which is just discernible to the right side of the view. The extent of visual, cumulative change to this view is principally focussed on the St. Michaels scheme, which is suitably distanced away from the Proposed Development.

It is considered the impact of the Proposed Development as viewed alongside the cumulative scheme from Viewpoint 9 will remain **negligible adverse.**

Cumulative view: no change to heritage impact.

6.6.11 Viewpoint 10



Existing

View 10 as existing looks south-west along Lower Mosley Street out of the City Centre, allowing for expansive views across St. Peters Square, which forms the central focus of the St. Peters Square Conservation Area.

The view is experienced from the busy junction at Princess Street where it meets the network of Metrolink infrastructure, which dominates the majority of the square. Beyond the Metrolink podium, to the south, the Grade II* Midland Hotel can be seen to enclose the square, with the Grade II listed Public Library and Town Hall extension buildings to the right, enclosing the square to the west. Despite the varied articulation of materials and proportions, the glazed terracotta building and the composition of 1930s buildings make a positive contribution to the settings of one another and to the civic character and appearance the St. Peters Square Conservation Area.

The backdrop of the view contains a number of high-rise elements such as the AXIS tower, Deansgate Square towers and the Beetham Tower. These buildings are read as a distant contemporary backdrop and do not alter the ability to appreciate the architectural significance of the designated assets in the foreground.



Proposed

The taller block of the proposed development will be visible within the view, rising above the roofline of the Midland Hotel, to the right of the Beetham Tower. The additional height and mass to the backdrop of the Midland Hotel will create a greater, cumulative impact upon the setting of the Grade II* listed building, the use of red-brick materials further exacerbates this impact from this particular location, as it blends with the roofline of the hotel.

Zone of Visual influence studies and on-site surveys do however indicate this is the only location from within St Peters Square where the Proposed Development will be visible. The dominance and height of the proposed development in this view is lessened considerably by the distance it stands from St Peter's Square and its alignment.

The proposed development will, to a small degree, erode the predominance and aesthetic value of the roofline to the Grade II* Midland Hotel and incur an adverse impact upon the setting of the Grade II* Central Library building, again only from this particular location. The stepped and chamfered corner profile of the tallest proposed block provides an architectural response to the gently sloping roof of the listed library, stepping the mass away from the roofline of the listed building, subsequently reducing the impact of the proposed development to some extent.

Overall, therefore, it is considered the Proposed Development will incur an overall **minor adverse** visual impact upon the built historic environment from Viewpoint 10. The impact upon the St Peters Square Conservation Area will be negligible.



Cumulative

In the cumulative view, the Proposed Development will be read alongside the Viadux development (green wireline), which is just discernible to the left side of the Beetham Tower and the 'Vision' tower, at Whitworth Street West (turquoise wireline) to the far left. The Viadux scheme will introduce some further disruption to the visual prominence of the Grade II* Midland Hotel from this particular location, albeit this visibility will be considerable reduced travelling south along the square.

It is considered the impact of the Proposed Development as viewed alongside the cumulative scheme from Viewpoint 10 will remain **minor adverse.**

Cumulative view: no change to heritage impact.

6.6.12 Viewpoint 11



Existing

Viewpoint 11 is taken from the northern boundary of the St Ann Square Conservation Area and looks south towards the Site from the end of New Cathedral Street: a wide pedestrianised road, shopping area and thoroughfare.

The architectural expression of the two buildings in the foreground of this view is mixed contemporary with precise horizontal accents shown in the linear patterns of the cladding of both buildings. The horizontal accents are counterbalanced by the taller southwest corner of the Grade II listed Former Royal Exchange and mid-high-rise buildings in the background. Although the Beetham and Deansgate Square towers can be seen in the background, the bell tower of Grade I listed Church of St. Ann terminates the view. (It should be noted that visibility varies according to season).

This is consequently a high value heritage view as it is one of the key views within Manchester City Centre and contains high grade buildings whose significance is well represented in the view.



Proposed

The tallest element of the proposed development will be visible from this city centre location, forming a contemporary backdrop to the view alongside the existing Beetham Tower and Deansgate Square developments.

The proposed image is taken at the height of summer, as such, semi-mature trees obscure clear views of the Proposed Development from this location. However, glimpsed views suggest Building A will be visible from this particular location, albeit screened behind the tree canopy and a background element. Notwithstanding this, in winter months, the height, mass and materiality of the Proposed Development may be seen to contend (albeit only to a minor degree) with that of the Church tower, forming a competitive, visual element when experienced from this particular location.

Due to the relative distance between the Proposed Development Site and the Grade I listed Church of St Ann, the apparent visual impact will only be read from this particular location within the townscape. It must be noted, the Proposed Development will become increasingly obscured from view travelling south towards the Church and through the square.

In summer, the visibility of the Proposed Development would be demonstrably reduced, and thus its effect in relation to its relative impact on the setting and appreciation of the listed church lessened correspondingly.

On balance, therefore, the overall impact of the Proposals upon the Church of St Ann and the St Ann's Square Conservation Area will be **minor adverse.**



Cumulative

In the cumulative view, the Proposed Development will be largely screened by the St. Michaels development (yellow wireline). As a result, the perceived visual impact of the Proposed Development will be considerably reduced, incurring an overall neutral impact.

It is considered the impact of the Proposed Development as viewed alongside the cumulative scheme from Viewpoint 11 will be reduced, resulting in an overall **neutral impact.**

Cumulative view: reduction to heritage impact (neutral).

6.6.13 Viewpoint 12



Existing

Viewpoint 12 is experienced from the north end of Deansgate, within the Cathedral Conservation Area looking south towards the Site. The Grade I listed Cathedral dominates the left of the viewpoint. Modern office and residential create a contemporary backdrop, framed by Blackfriars house to the far right of the view.

The view as existing illustrates that the setting of the Church is understood and appreciated as being contemporary and urban in nature; the Church is surrounded by roads and is surrounded on all sides by a backdrop of contemporary development.



Proposed

As the proposed view makes clear, the Proposed Development will be barely visible from this location. The relative impact on the setting of the Grade I listed Cathedral, and the Cathedral Conservation Area will thus be **neutral.**



Cumulative

There are no cumulative schemes identifiable from Viewpoint 12 which will be read in conjunction with the Proposed Development. Whilst St. Michaels (yellow wireline) is visible to the right side of the contemporary apartment building (No.1 Deansgate), it will not result in any material change to heritage impact from Viewpoint 12.

Cumulative view: no change to heritage impact.

6.6.14 Viewpoint 13



View 13 looks north-east towards the subject site (currently obscured from view) from Castlefield Basin. The view as existing is dominated by the Grade II listed Former Merchants Warehouse, a former canal warehouse of 1828 – 1831 and a prominent feature of the Castlefield Basin which forms the head of the Bridgewater Canal at its junction with the River Medlock and the Rochdale Canal. These notably fall within and form a prime example of the character and appearance of the Castlefield Conservation Area (CA). The Beetham Tower forms a landmark element within the view, framing the listed building to the right.

This locality is considered to be where the principal interest and heritage values of the CA are at their strongest in the intersection between industrial and transport heritage and associated buildings and structures. In addition, the area is characterised by strong, intuitive and easily understood visual and historical associations between heritage assets, including the various canal warehouses, the canal itself and its ancillary structures, as well as semi-natural features such as rock outcrops, and the railway structures to the north.



Proposed

As the proposed view illustrates, the cluster of new towers will be largely obscured by the existing height, mass and bulk of the Beetham. The relative scale of the Propsoed Development will be demonstrably lower in key views from the Castlefield Conservation Area.

The Proposed Development will knit well into the existing townscape fabric and step down towards the Former Merchants Warehouse (Grade II). It will be clear therefore, whilst the proposals will be visible from this location, they will be suitably distanced away from the Listed Buildings within the foreground. The relative impact on the setting of the designated heritage assets in the view will thus be **negligible beneficial.**



Cumulative

In the cumulative view, the Proposed Development will be read alongside the Viadux development (green wireline), 325 Deansgate (purple wireline) and St. Michaels (yellow wireline); the latter of which is just discernible to the right side of the central tower to the Middle Warehouse (Grade II).

Together, the proposed and consented schemes will create a cluster of high-rise development, with the Beetham tower remaining a dominant, central component. The extent of visual change from outward facing views from within the Castlefield Conservation Area will be minimal, with all new development read as an ensemble to the periphery of the historic core.

It is considered the impact of the Proposed Development as viewed alongside the cumulative scheme from Viewpoint 12 will remain **minor beneficial.**

Cumulative view: no change to heritage impact.

6.7 Visual (indirect) Impact Assessment – Summary Table

As recommended in the revised Historic England guidance on the Settings of Historic Buildings referenced above, the perceived indirect (visual) impact upon the identified heritage assets have been tabulated below. The impact assessment has been informed by the baseline significance appraisal above and follows the recommended ICOMOS scheme of Heritage Impact Assessment as defined by the Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011).

These values have been established within the following table (**Table 5, below**) assessing the scale of impact and the perceived effect of change in each case as regard each of the designated heritage assets identified which could potentially be affected by the proposed development.

Whilst the table follows standardised guidance (with regards to scale of impact and significance of effect), it should be stressed that **a number of detailed design mitigations have reduced the overall impact in select instances**. This is reflected in the table below and is discussed further within the following summary section.

Table 5 – Predicted impacts of proposed development upon significance of Heritage Assets

Heritage asset	Designation	Relative Significance / Value (inc. contribution of setting)	Scale of impact (setting)	Significance of the effect of change, or overall impact
Deansgate Goods Station and Attached Carriage Ramp	II*	High	Moderate neutral (suitably balanced)	**Moderate - neutral**
Former Entrance to Deansgate Goods Station Including Numbers 223 to 233	II	Medium	Moderate neutral (suitably balanced)	**Moderate - neutral**
Manchester and Salford Junction Canal Tunnel	II	Medium-low	Negligible	**Neutral**
235-291, Deansgate	II	Medium	Moderate neutral (suitably balanced)	**Moderate - neutral**
G-Mex (Manchester Central)	II*	High	Minor adverse	**Minor adverse**
Castlefield Information Centre	II	Medium	Minor beneficial	**Minor beneficial**
Former Market Hall (Liverpool Road)	II	Medium	Minor beneficial	**Minor beneficial**
21-41 Liverpool Road	II	Medium	Negligible	**Negligible beneficial**
Museum Of Science and Industry, Air and Space Museum	II	Medium	Negligible	**Negligible adverse**

Power Hall Of Museum of Science and Industry	II	Medium	Negligible	**Negligible adverse**
Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse	II	Medium	Negligible	**Negligible adverse**
Old Warehouse to North of Former Liverpool Road Railway Station	I	Very High	Negligible	**Neutral**
Former Liverpool Road Railway Station Masters House	I	Very High	Negligible	**Neutral**
Former St Matthews Sunday School	II	Medium	Negligible	**Neutral**
Former Commercial Hotel	II	Medium	Negligible	**Neutral**
123 Liverpool Road	II	Medium	Negligible	**Neutral**
St. John Street NUMBERS 25 TO 31 AND ATTACHED FORMER CHAPEL	II	High-medium	Minor-moderate adverse	**Minor-moderate adverse**
St John Street No.8-8a	II	High-medium	Minor adverse	**Minor adverse**
St John Street No.10	II	High-medium	Minor adverse	**Minor adverse**
St John Street No.12-16	II	High-medium	Minor adverse	**Minor adverse**
St John Street No.18-20	II	High-medium	Minor adverse	**Minor adverse**
St John Street No.22	II	High-medium	Minor adverse	**Minor adverse**
St John Street No.24	II	High-medium	Minor adverse	**Minor adverse**
St John Street No.24a-26	II	High-medium	Minor adverse	**Minor adverse**
St John Street No.28	II	High-medium	Minor adverse	**Minor adverse**
St John Street No.21-25	II	High-medium	Minor adverse	**Minor-moderate adverse**
St John St. No.19	II	High-medium	Minor adverse	**Minor-moderate adverse**
St John Street No.11-17	II	High-medium	Minor adverse	**Minor-moderate adverse**

Byrom Street - No.15.	II	High-medium	Minor adverse	**Minor adverse**
St Johns College (Great John Street Hotel)	II	Medium	Neutral	**Neutral**
Royal London House	II	Medium	Neutral	**Neutral**
184 and 186, Deansgate	II	Medium	Neutral	**Neutral**
Onward Buildings	II	Medium	Neutral	**Neutral**
St. Ann's Church	I	Very High	Minor adverse (neutral - cumulative)	**Neutral**
Albert Memorial Hall	II	Medium	Negligible	**Negligible beneficial**
Free Trade Hall	II*	High	Negligible	**Negligible beneficial**
Royale Club	II	Medium	Negligible	**Negligible beneficial**
56-58 Peter Street	II	Medium	Negligible	**Negligible beneficial**
Midland Hotel	II*	High	Minor adverse	**Minor adverse**
Central Public Library	II*	High	Minor adverse	**Minor adverse**
Town Hall	I	Very High	Negligible	**Negligible adverse**
Town Hall Extension	II*	High	Minor adverse	**Minor adverse**
Manchester Art Gallery	I	Very High	Neutral	**Neutral**
Britain's Protection Public House	II	Medium	Neutral	**Neutral**
13-17 Albion Street	II	Medium	Negligible	**Neutral**
Rochdale Canal Lock Keepers Cottage at Lock Number 91	II	Medium	Negligible	**Negligible beneficial**
Deansgate Station	II	Medium	Negligible	**Negligible beneficial**
Former Congregational Chapel	II	Medium	Negligible	**Negligible beneficial**
Castlefield Railway Viaduct	II	Medium	Negligible	**Neutral**
Merchants Warehouse	II	Medium	Negligible	**Negligible beneficial**

Middle Warehouse at Former Castle Field Goods Yard	II	Medium	Negligible	**Negligible beneficial**
Bridgewater Canal Offices	II	Medium	Neutral	**Neutral**
Deansgate Peter St Conservation Area	CA	High-medium	Minor beneficial	**Minor beneficial**
St John Street Conservation Area	CA	High	Minor-moderate adverse	**Minor-moderate adverse**
Albert Square Conservation Area	CA	Very High	Negligible	**Negligible adverse**
St Peters Square Conservation Area	CA	High	Negligible	**Negligible adverse**
St Marys Parsonage Conservation Area	CA	Medium	Neutral	**Neutral**
St Ann's Square Conservation Area	CA	High	Minor adverse (neutral - cumulative)	**Neutral**
Castlefield Conservation Area	CA	High	Negligible	**Negligible beneficial**

6.7 Visual Heritage Impact Assessment – Summary

The visual impact assessment above has identified that the proposals would result in:

- 3 instances of Minor beneficial indirect impact
- 11 instances of Negligible beneficial indirect impact
- 21 instances of Neutral indirect impact
- 6 instances of Negligible adverse indirect impact
- 13 instances of Minor adverse indirect impact
- 5 instances of Minor-to-moderate adverse indirect impact

The tabulated matrix above is generally consistent with recognised criteria as defined within ICOMOS Guidance (2011). This is not, however, intended to be prescriptive, and does not account for detailed design mitigation which has been developed with the principal aim of minimising impact on surrounding heritage assets.

Whilst the scale of the development will incur some adverse impacts, the quality of the design and the enhancement to the public realm (including the enhancement of Deansgate Square) must also be taken into account, as this will create a thriving environment from which the surrounding heritage assets will benefit from.

It should be noted that the proposed development will result in a number of Public Benefits, demonstrating further the benefits of the proposed scheme as a whole. These include:

- Health and wellbeing for residents, employees and visitors to the site
- Recreation and leisure through the creation of public realm space that is well designed and attractive to visitors
- Tourism and events through the creation of flexible and seasonal spaces.
- Biodiversity and creation of improved habitat for wildlife.
- Quality of environment and sense of place, and a significantly improved setting for the site's heritage assets
- Mitigation of rainfall and urban microclimate effects through the creation of green space and possible rainwater harvesting.

Specifically regarding heritage benefits:

- Utilising the upper floors of the warehouse for residential uses, removing the largely underused car parking floors,
- Enhancing the usability and appreciation of the warehouse,
- Removing modern intrusions and extensions and ramps which adversely affect the setting of the warehouse,
- Restoring the warehouse's original fenestration and glazing,
- Removing the modern plaza from the rear of the Deansgate terraces and replacing it with a new street, which will introduce active street frontages and encourage movement and exploration around the wider site,
- Restoring and enhancing the principal elevations of the Deansgate terraces.

Further discussion on the design process, heritage benefits and embedded mitigation is detailed further in the concluding section.

7. CONCLUSIONS

7.1 Significance and Heritage Impact

It is a fundamental requirement of the NPPF (2021) that planning proposals contribute to the achievement of "*sustainable development"* (**Paragraph 8**). In order to meet this key planning objective, it is essential that the proposed redevelopment of the subject site delivers a long-term, viable use for the Listed Buildings within the site, whilst avoiding any unmitigated negative impact. This requires a clear and proportionate evaluation of the significance and impact on the identified heritage asset as has been outlined in this Heritage Statement.

The Heritage Impact Assessment has demonstrated that the proposals will result in varying degrees of adverse and beneficial heritage impacts. It will be clear that individually the proposed works to the Grade II* listed Warehouse and Grade II listed Deansgate terraces will constitute instances of alteration to historic fabric. The most important consideration would be whether the impact of the alteration would seriously affect a key element of the structure's special architectural or historic interest, (such as an original or key building component) and therefore amount to any harm. It is the degree of 'harm' to the asset's significance, rather than the scale of the development that is to be assessed.

In this case the necessary changes/additions to the fabric of the structure impact on minor components of it, and thus will result in, (at most), less than substantial harm, with the majority of the proposed works resulting in a beneficial impact. The key design objective has been to secure the structure's optimum viable use, maintaining its fundamental integrity and fabric authenticity.

The visual impact assessment has demonstrated the proposals would result in a number of harmful impacts upon the listed building and the settings of nearby heritage assets, resulting in some instances of minor or moderate visual impact. This again equates to *"less than substantial harm*", and so, must be assessed against the wider heritage and public benefits of the scheme (outlined above).

7.2 Embedded Mitigation

Policy EN3 (Heritage) states that MCC will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

The Proposed Development has been designed to respond to the architectural qualities of the Grade II* listed Great Northern Warehouse and Grade II listed Deansgate Terrace. Despite the variation in aesthetic treatment, the heritage assets share group value by virtue of the terrace being constructed a few years later as a 'screen' to the Victorian warehouse. The Proposed Development has sought to provide a complimentary, yet assertive backdrop to this significant group of Listed Buildings, utilising grid-like proportions and warm tones of red-brick to create the sense of a cohesive group; thereby drawing upon the significant 'group value' of the assemblage of Listed Buildings.

The proposed redevelopment of the landscaping strategy to Great Northern Square will encourage a more successful and sustainable use of the space, promoting greater pedestrian activity to the area and in turn, a beneficial impact upon the setting of the Grade II* listed warehouse and Former Goods Shed Entrance (Grade II).

The introduction of 'Dean Street' to the west of the warehouse and 'Alport Street' to the south will further enhance pedestrian activity and movement through the subject site, and will see the removal of the highly obtrusive, early 2000s alterations and additions which currently detract from the setting of the Listed Building group. Dean Street will feature a number of new access points into the warehouse, allowing for the western elevation to be appreciated for the first time in decades. Although it is recognised the glazed lifts and circulation core will be read as a contemporary addition, it is worth noting the western elevation was always historically the epicentre of activity, complete with hoists, ramps and carriages. The impact of this alteration has been minimised through the use of lightweight, reflective materials.

Following analysis of initial key views, it was evident the height and massing of the proposals would incur some adverse, visual impact upon the setting(s) of designated heritage assets within the wider townscape. The project team has sought to minimise this impact where possible, through creating set back balconies to select corners. This mitigation measure has successfully minimised the visual impact on the setting of highly significant groups of heritage assets, such as the collection of Grade II listed Georgian properties fronting St John Street.

The Grade II listed Former Goods Shed entrance at 223-233 Deansgate was originally designed as a screen wall / facade, which was redeveloped in the early 2000s to accommodate new office spaces. Whilst the current proposals will not reverse this insensitive alteration in principle, the replacement extension will be of much greater design-quality; featuring an active roof terrace and poetry wall in place of the current provision. This in turn will result in some enhancement to the setting of the heritage asset.

7.3 Statutory and policy requirements.

The **Planning 1990 (Listed Building and Conservation Areas) Act** and the **National Planning Policy Framework, 2021**, set out the Government's planning legislation and policies for England and how these are expected to be applied. The relevant local planning policies contained within the Manchester Core Strategy (2012) have also been considered.

The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising designated heritage assets, such that any potential 'harm' from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (**paragraphs 200-201**).

It will be clear, therefore, that any proposals for the subject site must comply with the terms of **Section 72** of the 1990 Act, which states that; *"any replacement building must, at a minimum, pursue opportunities to better reveal or enhance significance, ensuring any unavoidable harmful impacts are justifiable by public benefits that are necessary and otherwise undeliverable".* In order to comply with the relevant tests as outlined by the NPPF (2021) and the 1990 Act, where instances of adverse impact

might occur, these must be clearly outweighed by clear public benefits (in accordance with NPPF) and substantiated by a robust viability appraisal.

The Planning Practice Guide (2014, amended 2019) emphasises that, "*what matters in assessing whether a proposal might cause harm is the impact on the significance of the heritage asset. As the National Planning Policy Framework makes clear, significance derives not only from a heritage asset's physical presence, but also from its setting"* (Paragraph: 018 Reference ID: 18a-018-20190723). The Heritage Impact Assessment has demonstrated that the proposals would incur an **overall moderate (neutral) impact on the setting of the Grade II* listed warehouse and Deansgate Terrace and instances of minor adverse impacts** upon the settings of nearby listed buildings; such as the Former Central Station, the Central Library and the Midland Hotel (all Grade II*).

The current proposals have sought to minimise the direct (physical) impact upon the Grade II* listed warehouse by changing the use from residential (as approved in 2017) to office use; this change presents a number of benefits, such as allowing for open spaces within the floorplate and reversable, lightweight alterations (e.g.: M&E and partitions) and a significant reduction to the size of the roof atrium, thereby presenting a much less intrusive scheme overall.

The proposals will remove the detrimental, early 2000s alterations which adversely affect the setting of the warehouse and listed terrace, including the car park ramps, extensions and the concrete deck to the north; opening up the site for the first time in decades and allowing the footprint of the warehouse to be better appreciated. The proposals will secure a long-term, viable use for Listed Buildings contained within the site and will enhance their group value through a well-considered and appropriate design.

The benefits of the Proposed Development have been recognised by both Historic England and the Victorian Society, both have been consulted at length throughout the pre-application process. The design team have sought to respond to any outlying concerns and clearly demonstrate the best, possible approach for the site through options appraisals.

As stated within the Heritage Impact Assessment, there are however, some instances of adverse impact upon the settings of designated heritage assets within the wider townscape. The level of harm has been determined to be "less than substantial". It will be clear this harm will need to be appropriately balanced against the clear and demonstrable heritage and public benefits of the scheme as required by Para.199 and 202 of the NPPF (2021).

In summary, it will be clear the proposals will consolidate a highly significant grouping of Listed Buildings focussed to the south end of Deansgate, resulting in some beneficial impact upon their setting. While the additional mass and height of the Proposed Development to the south will incur some adverse impact; by virtue of being a dominant element within the view, the design is of considerably high-quality and responds with the proportions and tonality of the Victorian buildings in the foreground; thereby resulting in a neutral (balanced) impact overall.

The Proposed Development also enhances connectivity across the subject site, significantly improving the pedestrian environment and accessibility, allowing for a greater understanding and appreciation of its contribution to the townscape and wider, built historic environment. The proposals will clearly

make a positive contribution to the vitality of this part of the city centre and therefore enhance the character and distinctiveness of the setting of the identified heritage assets surrounding the site.

Consequently, the proposed development is demonstrably consistent with the desirability of new development making a positive contribution to local character and distinctiveness and therefore accords with the requirements of the NPPF (para.197).

REFERENCES

The following sources have been referenced and used to inform this report. Due to its name change all publications by English Heritage are referred to as Historic England.

1. Planning (Listed Buildings & Conservation Areas Act 1990.
2. Department of Communities and Local Government (2021). National Planning Policy Framework.
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APPENDICES

Appendix I: Definition of Significance Terms used in this Heritage Statement

Table 6: The hierarchy and definition of heritage significance relevant to the redevelopment of the Site (tailored from ICOMOS & Historic England guidance)	
Heritage status / hierarchy	**Description.**
Very High / Exceptional heritage significance *International architectural and historic interest and importance.*	This heritage grading relates to the fabric and setting of: • Scheduled Ancient Monuments, • Grade-I listed buildings, • Grade-I historic parks/gardens, • and battlefields, defined by statute, where the particular site is well represented in the impacted historic environment.
High heritage significance *National architectural and historic importance and interest.*	This heritage grading relates to the fabric and setting of: • Grade-II* and grade-II listed buildings, • Grade-II* and grade-II historic parks/gardens, • battlefields, as defined by statute, • Conservation Areas containing very Important buildings. where the particular site is well represented in the impacted historic environment.
Medium heritage significance *Regional architectural and historic importance and interest.*	This heritage grading relates to the fabric and setting of: • Grade-II listed buildings (dependant on character), • Grade-II historic parks/gardens and battlefields, • designated Conservation Areas, • Unscheduled archaeological sites and landscapes of potential national interest where the fabric and character of the site is well represented in the impacted historic environment.
Low heritage significance *Local architectural and historic heritage importance and interest.*	This heritage grading relates to the fabric and setting of: • Locally Listed Buildings (as formally identified by the Council and defined by an adopted Local Planning Policy), • Site's identified and recorded as being of heritage interest on the Historic Environment Record, which retain a definable heritage interest as a component of the historic environment. • unrecorded buildings, structures, or designed landscape features, which demonstrably retain a degree of heritage value due to their: architectural design, historic, communal, or townscape interest.
Negligible heritage significance *Buildings or fabric components which have been extensively altered, eroding or compromising their architectural and historic interest*	This heritage grading relates to sites which may be: • recorded on the Historic Environment Record in record form or as 'Find Sites' but retain minimal or no original fabric or definable character. • buildings, structures, or designed landscape features, which detract from the architectural design, historic, communal, or townscape interest of the principal heritage asset.
Unknown heritage potential *Buildings/sites where the potential importance interest requires determination*	This heritage grading relates to sites which may be locally identified as meriting recognition but have not been previously recorded or investigated so that their origins and fabric significance have yet to be objectively defined.

Appendix II: Assessing the Magnitude of Change or Impact

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

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

Table 7: Criteria for defining the effect and degree of direct and indirect heritage impact

Definition of magnitude and nature of heritage impact.	**Direct heritage impacts** ***(physical alteration or change to character)***	**Indirect heritage impact** ***(visual change to the experience or setting of the building and its context).***
Major adverse ***Substantial harm*** *of this nature, which results in total loss of significance or fundamentally affects the significance of defined heritage assets, should normally be avoided.*	Development resulting in demolition of a significant historic fabric component which results in total loss of significance, or fundamental compromises the setting of a designated heritage asset.	Substantially harmful change to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development severely erodes the heritage values of the identified heritage assets in the view, or the view as a whole, or the ability to appreciate those values and thus results in total loss of significance.
Moderate Adverse ***less-than-substantial harm*** *will need to be demonstrably mitigated and justified by clear public benefits.*	Development resulting in extensive harmful alterations (but not total demolition) of a designated heritage asset or its setting.	Less than substantial harm to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a clearly discernible extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Minor Adverse *The negative impact will need to be balanced by appropriate mitigation.*	Development resulting in alterations to a designated heritage asset which result in minor compromise of its fabric or erosion of its character.	Minor compromise to the fabric and character of a designated heritage asset, or the setting of the identified designated heritage assets. Where the development erodes to a minor extent the heritage values of the assets in the view, or the view as a whole, or the ability to appreciate those values.

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

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

Appendix III: Assessing the Significance of Impact

The table below, Assessing the Significance of Impact, uses a matrix to combine the value of the heritage assets with the magnitude of impact. As stated within Historic England's Guidance, this is a general guide and is not intended to be prescriptive.

Scale or severity of impacts or changes can be judged taking into account their direct and indirect effects and whether they are temporary or permanent, reversible or irreversible. The cumulative effect of separate impacts should also be considered. **The scale or severity of impact can be ranked without regard to the value of the asset.** This significance of impact can be either adverse, beneficial or in some instances – neutral.

When the heritage benefits of a scheme offset the identified harm, the overall significance of effect can be determined to be neutral.

Table 8: Assessing the Significance of Impact

Magnitude	Significance		
	Very High / High	Medium	Low
Major	Major Adverse/Beneficial	Major-Moderate Adverse-Beneficial	Moderate –Minor Adverse-Beneficial
Moderate	Major –Moderate Adverse/Beneficial	Moderate –Minor Adverse-Beneficial	Minor Adverse/Beneficial
Minor	Moderate – Minor Adverse/Beneficial	Minor Adverse/Beneficial	Minor- Negligible
Negligible	Negligible Adverse/Beneficial	Negligible Adverse/Beneficial	Negligible Adverse/Beneficial
Neutral	Neutral	Neutral	Neutral

Appendix IV – Listed Buildings within 500m radius



Figure 85: Listed Building Map. Subject Site identified in red. Numbers represent locations of listed buildings scoped in for assessment within 500m radius of the site. Those which have been scoped out have been identified by ZVI studies and on-site surveys.

Table 9: Listed Buildings within 500m radius of subject site which have the potential to be impacted by the Proposed Development						
ID on Fig.85	**Description of Asset**	**Grade**	**Conservation Area**	**Summary of Significance**	**Potential to be impacted by proposals**	**Contribution of setting to significance / sensitivity to change**
1.	**Deansgate Goods Station and Attached Carriage Ramp**	II*	/	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 4 sides); and brick bracketed painted cornice with blocking course. The east facade (to Watson Street) has 5 wide cart entrances at ground floor with deep iron lintels, and the north end has 3 similar entrances. The west side and south end have similar entrances at 1st floor level: 2 where the carriage ramp enters at the north end of the west side, and 3 offset to the left in the south end where the former railway viaduct enters. In addition, the west side has 4 bays of tiered segmental-headed loading doorways with cast-iron surrounds, separated by 2 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 4 semi-circular vaults of blue engineering brick. The western portion and short return to the building has an iron deck supported on	High	The former goods station forms a robust, landmark structure to the east of Deansgate and south side of Peter Street. The widespread demolition of the Carriage Ramp and viaduct structures, in addition to the demolition of the former buildings which fronted Peter Street resulted in considerable erosion to the buildings historic setting. The extent of Deansgate Terrace forms one of the sole surviving elements of the setting to the warehouse, the terrace was constructed a few years after the warehouse was erected and designed to shield the (then considered) unattractive, functional building. The terrace is separately listed at Grade II but shares group value with the Grade II* warehouse. The contribution of setting to significance is thus considered to be medium-low. As the listed building forms part of the subject site, there is some high potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).

				the open side by 4 steel staunchions 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 fire proof, it was considered in its day to be one of the most advanced railway goods exchanges in the country.		
2.	**Former Entrance to Deansgate Goods Station Including Numbers 223 to 233**	II	Peter Street / Deansgate CA	1899. Former entrance to Deansgate Goods Station including Nos 223 to 233 Red brick with sandstone dressings. A screen wall comprising 7 bays of blank arcading divided by giant pilasters. Stone bands, frieze, cornice and blocking-course. In the left bay is the former station entrance (now pedestrian access to car park) with twin segmental vaults to the covered way which is set at an angle and fronted above by a massive blind segmental arch of 4 moulded brick rings with pedimented stone keyblock and radiating stone blocks of similar design; splayed pilasters at either side of covered way which is now blocked on right-hand side. The tympanum has raised block lettering "L.N.E.R. GOODS DEPOT". The remaining 6 bays (including a half-bay to right of entrance) have blank arches of similar character, with C20 shop- fronts at ground floor, and the tympanum of each arch with raised lettering giving the destinations of the railway. Forms group with Nos 235 to 291 (odd) which form a very long continuation to the right	High	The Former Entrance to Deansgate Goods Station is viewed in conjunction with the continual frontage of Deansgate Terrace (separately listed at Grade II), the collective visual impact of the terrace and former entrance makes to the character of Deansgate is high. The listed building also shares group value with the Grade II* listed Warehouse to the rear, which has always formed part of its setting. The contribution of setting to significance is thus considered to be medium overall. As the listed building falls within the red line boundary of the subject site, there is some high potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
3.	**Manchester and Salford Junction Canal Tunnel**	II	St. Johns CA	Extensive canal tunnel constructed in the 1830's from the River Irwell in the west, to approximately Whitworth Street West to the east. Canal structure is only now visible from within tunnel itself, retains	Negligible	The canal tunnel is only experienced from within the structure. No remnants of its original external portal entrances or basins survive. The tunnels are notable for their extensive air raid

				large-scale air raid shelters dating to the Second World War.		shelters which survive within. The contribution of setting to the significance of the Listed Building is therefore, considered to be **negligible.** It will be clear the proposals will have a negligible impact upon the setting of the Listed Building.
4.	**235-291, Deansgate**	II	/	Row of shops and offices forming screen wall to site of former Deansgate Goods Station. c.1899. Red brick with sandstone dressings and slate roofs (concealed). Very long range of 29 units. Four and 2 storeys, the 4-bay centre and ends 4-storeyed; with strong horizontal emphasis derived from continuous cornices to ground and 2nd floors, and sandstone sill-bands, imposts bands and intermediate bands, counteracted by vertical pilasters terminating in tall chimneys or finials. Each bay has a shop or shops at ground floor, and 4 sashed windows on each floor above, the centre pair at 1st floor linked by a single pediment. Very striking feature of the street, and forms a group with Nos 223 to 233 (including entrance to goods station), from which this item continues.	High	The continual frontage of Deansgate Terrace is viewed in conjunction with the Former Entrance to Deansgate Goods Station (separately listed at Grade II), the collective visual impact of the terrace and former entrance makes to the character of Deansgate is high. The listed building also shares group value with the Grade II* listed Warehouse to the rear, which has always formed part of its setting. The contribution of setting to significance is thus considered to be medium overall. As the listed building falls within the red line boundary of the subject site, there is some high potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA). The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
5.	**G-Mex (Manchester Central)**	II*	/	The former station is positioned upon a vast brick undercroft, with a single segmental-vaulted shed of 15 bays and a 210-foot span. The station closed in 1967 and was used as a car park until it was converted into the Greater Manchester Exhibition & Events Centre (G-MEX) in 1982-86. It is now called Manchester Central and has been extended to the west side for its use as an international conference centre.	High	The architectural interest of the building is best represented from within the building itself where the sheer scale of the structure can be understood and appreciated fully. The special historic interest of the building is yielded by its group value alongside the Castlefield viaduct and remaining lines and viaducts. As has been described, the existing setting of the building is

						largely limited to the streets within the immediacies of the site and that the altered nature/ poor quality environment of these adversely affects the ability to understand and appreciated the heritage values of the building. The contribution of setting to significance is thus considered to be Low. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
6.	**Castlefield Information Centre**	II	Castlefield CA	Formerly known as: Nos.322 TO 330 Deansgate Free Library DEANSGATE. Includes: No.2 LIVERPOOL ROAD. Library over shops, now visitor' centre and urban studies centre.1882, by George Meek; altered. Red brick with sandstone dressings, slate roof. Rectangular plan with curved corners to the front. Romanesque style. Rear linked to former Higher Campfield Market Hall, Liverpool Road (q.v.).	High	The listed building is situated at the southern end of Deansgate and surrounded by an eclectic variety of architectural styles and periods. The connection to the Grade II listed market hall enhances the setting to a minor degree. The contribution of setting to significance is thus considered to be medium-low. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
7.	**Former Market Hall (Liverpool Road)**	II	Castlefield CA	MANCHESTER LIVERPOOL ROAD (North side) Former Market Hall 17/05/74 GV II Formerly known as: Higher Campfield Market LIVERPOOL ROAD. Market hall. 1878, by Mangnall and Littlewood. Cast-iron and wood, with roof of corrugated sheet and glass. Square plan formed by cruciform intersecting naves with aisles in the angles.	High	The listed building is situated at the southern end of Deansgate and surrounded by an eclectic variety of architectural styles and periods. The connection to the Grade II listed Castlefield Information Centre building enhances the setting to a minor degree. The contribution of setting to significance is thus considered to be medium-low. The contribution of setting to significance is thus considered to be medium. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).

8.	**21-41 Liverpool Road**	II	Castlefield CA	Row of 7 garret workshop houses, now shops etc. c.1820-30, altered. Red brick (Nos.29-35 now painted white), slate roofs. Double-depth plan, each house single-fronted. Three storeys, one window each; ground floors all altered; segmental-headed windows at 1st floor, all with altered glazing but Nos 35 and 37 sashed; mostly horizontal-rectangular windows at 2nd floor (5 lights with small panes at No.31, 5 lights with altered glazing at No.33, 3 altered lights flanked by 2 blocked lights at No.41); remains of wooden modillioned eaves to Nos 35-9; ridge chimneys to Nos 35 and 37. Rear: remains of multiple-light garret windows at Nos 33, 35 and 37; segmental-headed doorway at 1st-floor of No.35. Included as interesting survival of late Georgian industrial housing.	Medium	The row of historic workers housing has been subject to some recent refurbishment works, but continue to be read as a collective group within the streetscape. Liverpool Road has been subject to a fair degree of change and redevelopment since the late-19th century to present day, resulting in a much-altered setting. The contribution of setting to significance is thus considered to be low. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
9.	**Museum Of Science and Industry, Air and Space Museum**	II	Castlefield CA	Formerly known as: Lower Campfield Market LIVERPOOL ROAD. Market hall, now museum. 1876, by Mangnall and Littlewood. Cast-iron and wood with slate and glass roofs. Large rectangular plan in the form of a nave with north and south aisles under parallel roofs, and north and south transepts to the centre and both ends. Two storeys, 1:3:1:3:1 bays, the centre and ends gabled, and the centre both wider and higher. Cast-iron columns with crocket caps, each bay divided horizontally by a moulded cornice, with small columns and decorated cast-iron railings below this and large-paned glazing above. Forms group with former Higher Campfield Market Hall to east (q.v.), by same architects in very similar style.	Medium-low	The Air Space Museum benefits from being experienced alongside the collective group of listed buildings associated with the Former Liverpool Railway Station. Despite the degree of contemporary development in the surrounding townscape, the contribution of setting to significance is thus considered to be medium. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
10.	**Power Hall Of Museum of Science and Industry**	II	Castlefield CA	Railway goods transfer shed, now museum exhibition hall. 1855, for London and North Western Railway. Red brick with some sandstone dressings, hipped slate roof. High group value with other railway buildings.		The Power Hall benefits from being experienced alongside the collective group of listed buildings associated with the Former Liverpool Railway Station. Despite the degree of contemporary development in the surrounding townscape, the contribution of setting to significance is thus considered to be medium. Due to the proximity to the subject site, there is some potential for

						the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
11.	**Manchester Museum of Science and Industry, Former Lower Byrom Street Warehouse**	II	Castlefield CA	Large three storey and basement Railway goods warehouse, now part of museum complex. 1880. Red brick with dressings of red brick and some sandstone, slate and glass roof. Large rectangular plan. Forms a group with other railway buildings	Medium-low	The former warehouse benefits from being viewed / experienced alongside a collective group of listed buildings. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
12.	**Old Warehouse to North of Former Liverpool Road Railway Station**	I	Castlefield CA	Railway warehouse, 1830, by George Stephenson. Red brick with sandstone dressing and slate roofs. Long slightly curved plan, convex to the railway line and concave to the rear. 3 storeys, 10 individually gabled bays arranged in pairs with slotted pilasters between each pair at both ends.	Medium-low	The Old Warehouse forms a highly significant component part within Castlefield Conservation Area and benefits from being experienced alongside the collective group of listed buildings associated with the Former Liverpool Railway Station. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
13.	**Former Liverpool Road Railway Station Masters House**	I	Castlefield CA	Former passenger railway station at terminus of Liverpool and Manchester railway, now part of museum complex. 1830 by George Stephenson with attached house of 1808, formerly occupied by the station agent. Oldest surviving passenger railway station in the world. Ceased to handle passenger traffic in 1844 but continued in use as a goods station until 1975.	Medium-low	The building is experienced along the entire length of Liverpool Road where it forms a continuous frontage up to Lower Byrom Street. Due to the modest height of the buildings and the urban form in this area it is not experienced from outside of the immediate streetscape. The Grade I building has group value with the Old Warehouse and the adjacent bridge / viaduct structures, many of which are listed. These inherently make a positive contribution to the way in which the Listed Building is experienced within its setting. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some

						potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
14.	**Former Commercial Hotel**	II	Castlefield CA	Hotel. Early to mid C19, altered. Red brick in Flemish bond, with some sandstone dressings, slate roof. Double-depth double-fronted plan, with rear wing	Medium-low	The significance of the streetscape setting of the listed building is intrinsic to its architectural and historic interest. Forming part of the historic streetscape of Liverpool Road, alongside Nos. 123 and opposite the Liverpool Road complex, means the setting of the building is limited to the ability to understand and appreciate it from the street. The contribution of setting to significance is thus considered to be medium. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
15.	**123 Liverpool Road**	II	Castlefield CA	Pair of town houses, now office. Early to mid C19, altered. Red brick in Flemish bond with some sandstone dressings and slate roof. Double-depth plan with back extension.	Medium-low	123 Liverpool Road is listed due to its group value; as such the significance of the streetscape setting of the listed building is intrinsic to its architectural and historic interest. Forming part of the historic streetscape of Liverpool Road, alongside the Former Commercial Hotel and opposite the Liverpool Road complex, means the setting of the building is limited to the ability to understand and appreciate it from the street. The contribution of setting to significance is thus considered to be medium. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
16.	**St. John Street (13 Listed Buildings – St. Johns Street Nos.8-8a; No.10;**	II (multiple entries)	St. Johns CA	Collective grouping of c.18th century – early 19th century townhouses covered under twelve separate listings. Principally red brick in Flemish bond, comprising three storeys in height. Round-headed	High-medium	The collection of townhouses also including No. 15 A Byrom Street and No. 28 form two of the few surviving Georgian terraces in Manchester and demonstrate the smaller scale of the central middle class dwellings. The buildings therefore

	No.12-16; Nos.18-20; No.22; No.24; No.24a-26; No.28; No.21-25; No.19 and No.11-17) and Byrom Street No.14 and No.15.			doorways with open-pedimented Tuscan doorcase prevalent to streetscape character. No.15a Byrom Street is a late 18th century house with an interesting oriel window supported on a large corbelled bracket. The houses further south on Byrom Street - nos. 25 to 31 - are of similar date to those on St. John Street. These, however, have Gothic door-cases, a decorative style with ogee arches originated between 1750 and 1770 by Horace Walpole, the writer and son of Britain's first Prime Minister. The mid-19th century 24 St John Street clearly contrasts with the other typically Georgian buildings in the street. It is higher and more elaborately detailed, with banded rustication on the ground floor, windows framed with architraves, a bracketed cornice and stucco finish.		create a more intimate setting despite their proximity to contemporary buildings. The presence of St Johns Gardens, which was designed to be part of the formal composition of the street scene forms an important part of the setting of the listed buildings. Formerly the site of St John's Church and largely open in nature, the area has now become screened by mature trees which aid in concealing the proximity of contemporary buildings and provide a space of high amenity value. In 1972, car parking arrangements were reorganized, allowing cars to park at near right angles to the street. To soften their visual impact, trees were planted and together these items have significantly altered the original concept of the street's urban form. The contribution of setting to significance is thus considered to be high-medium. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the collection of listed buildings (to be tested in the VIA).
17.	**St Johns College (Great John Street Hotel)**	II	St. Johns CA	School, now college of further education. Late C19, altered. Stock brick with dressings of red brick and sandstone (flat roof concealed). Roughly T-shaped plan, formed by main block parallel to street and large rear wing of almost full width. Eclectic style with some C17 Renaissance features. Three storeys and 5 bays (2 windows per bay), symmetrical, the centre bay slightly projected, with red brick pilasters (banded at top floor), moulded brick cornice interrupted in the centre, high parapet with banded piers and iron railings, interrupted in the centre by a rectangular upstand which has a blind keyed oculus under an open pediment.	Low	The Listed Building is experienced within its immediate streetscape context and benefits from being located within a designated conservation area. The immediate setting to the building comprises modern development (St. Johns Masterplan). Due to the relative distance and existence of built form between the Listed Building and the Site, the potential for impact upon its setting is demonstrably low.

				Note – the school actually dates to the early 20th century, constructed to the design of Henry Price.		
18.	**Royal London House**	II	Peter Street / Deansgate CA	Insurance office. 1904, by Charles Heathcote. Iron frame with cladding of sandstone ashlar, ground floor of dark brown polished granite; slate roof. Large rectangular plan on island site. Free Baroque style. Five storeys and attic, 15 bays, with 3-bay centre and 2-bay ends breaking forwards slightly; plus set-back chamfered corner to left forming hinge to Quay Street facade and surmounted by octagonal 2-stage turret; banded pilasters to ground and 1st floors, a frieze over each (swagged in the 2-bay ends), giant segmental-headed arcades to 2nd and 3rd floors with chamfered pilasters and modillioned segmental cornices with voluted keystones, prominent modillioned cornice, and vernacular-style triangular gables over the centre and ends, with small segmental dormers between them.	High-medium	The Grade II listed building is situated at a prominent corner at the junction of Quat Street and Deansgate. Whilst the immediate setting of the building is characterised by heavy traffic and some modern development, the asset is visually experienced alongside Sunlight House (also Grade II). The early 20th century buildings make a positive contribution to the overarching character and appearance of the Deansgate / Peter Street Conservation Area. The contribution of setting to significance is thus considered to be medium-low. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
19.	**184 and 186, Deansgate**	II	Peter Street / Deansgate CA	1896. Ashlar, with slate roof. No.184 was formerly the Inland Revenue office and No.186 the High Court Registry (renovation or conversion in progress at time of survey). Trapeziform plan on end-of-block site. Three storeys and basement, 18-window range; with sill-bands, modillioned cornice surmounted by balustrading and small pediments, one with carved Royal Arms; ground floor has arched windows with hoodmoulds and rusticated pilasters, doorway to left with voluted pediment on consoles within arched recess, and doorway to right with coupled pilasters and entablature surmounted by blind balustrade. Upper floors have sashed windows with moulded architraves. Interior not inspected.	Low	The Listed Building is experienced within its immediate streetscape context and benefits from being located within a designated conservation area. Deansgate comprises an eclectic mix of architectural styles and periods and can thus accommodate new buildings of high-quality design. The contribution of setting to significance is thus considered to be medium. Due to the relative distance and existence of built form between the Listed Building and the Site, the potential for impact upon its setting is demonstrably low.
20.	**Onward Buildings**	II	Peter Street / Deansgate CA	Band of Hope building, now shop and offices. 1903-5, by Charles Heathcote. Red brick with dressings of yellow terracotta, slate roof. Rectangular plan at right-angles to street, with rounded corners. Free Baroque style. A 4-storey 5-window facade, symmetrical, with banded ground and 3rd floors, prominent bracketed	Medium	The Listed Building is situated to the east side of Deansgate, just north of Bootle Street. The early-20th century building was established by Heathcote around the same period as Royal London house, which is located to the other side of the street with Sunlight House. The early 20th

				cornice, hipped roof with banded chimneys to the front and sides. The ground floor has a central round-headed entrance arch with cavetto surround and keystone enriched with foliation, mask, and raised lettering "BAND OF HOPE", a curved balcony over the arch with wrought-iron railings, and a wide segmental-headed window each side; the 1st floor and 2nd floors have cross-windows, those at 1st floor taller and with eared architraves and triple keystones, and those at 2nd floor with shouldered architraves and single keystones; the 3rd floor has keyed oculi; and above the cornice is a flat-roofed dormer between the chimneys.		century buildings make a positive contribution to the overarching character and appearance of the Deansgate / Peter Street Conservation Area. The contribution of setting to significance is thus considered to be medium-low. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
21.	**St. Ann's Church**	I	St. Ann's Square Conservation Area	Church. 1709-12 (traditionally said to have been designed by Sir Christopher Wren or one of his pupils); restored 1886-91 by Alfred Waterhouse. Sandstone ashlar, hipped slate roof. Classical style. Nave with east apse and west tower. The 2-storey 6-bay nave has coupled pilasters to both levels, the lower being fluted Corinthian and the upper plain, both with cornices, each bay containing large round-headed windows with keystones, and the westernmost a square headed doorway in a large pedimented tetrastyle Corinthian doorcase with fluted columns; and a pilastered parapet (formerly with urns). HISTORY: second oldest church in Manchester, built as part of early C18 development of St Ann's Square; formerly had strong Whig and Anti-Jacobite connections; John Wesley preached here 1733 and 1738, Thomas De Quincey was baptized here 1785.	Low	The Church of St. Ann was constructed at the extreme south of St. Ann's Square in c.1709-12 (later restored by Alfred Waterhouse in 1886-91). The Grade I listed structure was built of red sandstone and comprises two tiers of round-headed windows and a square tower to the west. The building was historically and continues to be the principal focus of the square. Laid out in the Georgian period, the square exemplifies a rich tapestry of architectural styles, many of historic interest. Despite some alterations to the square over time, the plan form and character of the area has remained largely intact. The contribution of setting to significance is therefore considered to be high. Due to the relative distance and existence of built form between the Listed Building and the Site, the potential for impact upon its setting is demonstrably low.
22.	**Albert Memorial Hall**	II	Peter Street / Deansgate CA	1910, by W.J.Morley of Bradford, for the Manchester and Salford Wesleyan Mission. Probably iron or steel framed, with cladding of yellow terracotta. Rectangular plan parallel to street. Eclectic style with Baroque and Gothic elements. Interior (as reported 30.04.82): much of the original remains, including	Medium	Albert Hall is located on the northern side of Peter Street. Although the building adjoins two late-20th century buildings it still forms a significant element within the streetscape of Peter Street as it is sited close to Lancashire House and opposite the Free Trade Hall and

				large meeting hall at 1st floor with horseshoe gallery and elaborate carved mahogany organ case and rostrum.		Theatre Royal. The materiality, form and scale of the building can easily understood as the pinnacle of Edwardian development of the street, with its high glazed buff terracotta façade and tall tower with cupola forms a local landmark which can be appreciated when experienced within the tighter urban grain of Peter Street and when looking east and west into peter Street from Deansgate, Quay Street and St Peters Square. The contribution of setting to significance is thus considered to be high-medium. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
23.	**Free Trade Hall**	II*	Peter Street / Deansgate CA	1853-6, by Edward Walters; largely reconstructed 1950-51, following war damage, by L.C. Howitt, City Architect. Public assembly hall, now concert hall. Sandstone ashlar (roof concealed). Trapeziform plan. Renaissance style. Monumental 2-storey 9-bay facade; arcaded ground floor with modillioned cornice, colonnaded upper floor with arcaded tympana, frieze enriched with swags and roundels, prominent dentilled and modillioned cornice with balustraded parapet.	Medium	The Free Trade Hall is located on the southern side of Peter Street, terminating views looking south along South Mill Street. The sandstone building presents a striking, collonaded elevation to Peter Street. The Grade II* listed building is viewed alongside a number of 19th century buildings of a similar material palette (including the Theatre royal). The contribution of setting to significance is thus considered to be high-medium. Due to the proximity to the subject site, there is some clear potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
24.	**Former Theatre Royal, Peter Street (south side)**	II	Peter Street / Deansgate CA	Theatre now night club, 1845 by Irwin and Chester, altered 1875 by Edward Salomons. Exterior restored and interior remodelled in 1989. Two storeys and attic; monumental façade of 3 unequal bays,	Medium	The Theatre Royal is located on the southern side of Peter Street, terminating views looking south along South Mill Street. The building has a strong and striking presence within the street

	(now listed as Royale Club)			symmetrical with plinth, modillioned cornice, attic treated as a parapet and gabled centre. The centre which breaks forward is treated as a giant recessed portico with fluted Corinthian columns distyle in antis. This is Manchester's oldest surviving theatre.		scene, which is further characterised by buildings of a grand scale and opulent materiality. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
25.	**56-58 Peter Street**	II	Peter Street / Deansgate CA	History: the first important building in Manchester to be built in re-inforced concrete, and the first major use in Britain of the Kahn reinforced-concrete system; original internal arrangement modelled on New York YMCA.Includes: Nos.14 TO 18 MOUNT STREET. Former club, etc. 1911, by Woodhouse, Corbett and Dean, rebuilt except for the facade 1991-3. Facade of brown and buff terracotta. Free Baroque style with Art Nouveau accent. Five storeys and attic, 5 bays (articulated only above ground floor); heavily banded dark-brown terracotta to ground floor, channelled 1st floor with string-course, festoons to 3rd and 4th floors, massive bracketed cornice over 4th floor, banded attic storey and high parapet. The ground floor has (inter alia) a massive semi-circular arched entrance to the 2nd bay, with run-out banded voussoirs and a scrolled keyblock with roundel above, a large rectangular window to the left and various rectangular windows to the right.	Medium	The listed building holds a prominent position within the Deansgate / Peter Street conservation area and benefits from being viewed alongside a multitude of listed buildings to the west and north. The contribution of setting to significance is thus considered to be medium. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
26.	**Midland Hotel**	II*	St Peters Square CA	1898-1903, by Charles Trubshaw, for the Midland Railway Company; altered. Steel frame, with cladding of brown polished granite, red brick and much buff and brown glazed terracotta (roof not visible). Very large tapeziform plan on island site. Elaborate eclectic Baroque style. Five diminishing storeys with cellars and attics, the principal element of the facade to Peter Street 2:4:2 bays, symmetrical, plus a 3- bay portion to the left slightly canted back, and 3-sided corners to	Medium	The listed building holds a prominent position within the St Peter's Square conservation area, with its striking terracotta façade denoting its landmark status to the southern aspect of the square. The hotel benefits from being viewed in conjunction with the Grade II* listed Library and the Town Hall extension. Despite the degree of transport infrastructure within its immediate setting, the overall contribution of setting to

				both ends; the paired bays bounded on the inner side by fenestrated 3-sided pilasters finished as turrets, and surmounted by elaborate attic gables; with cornice and balustraded parapet over ground floor, giant round-headed arches to the next 3 floors, small coupled round-headed arches to the 4th floor, a bracketed cornice and pierced parapet, and gabled attic dormers over the centre.		significance is thus considered to be medium. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
27.	**Central Public Library**	II*	St Peters Square CA	1930-4, by Vincent Harris. Portland stone, slate roof with concealed glazed lantern light. Circular plan with rectangular portico on east side. Classical style. Four storeys with basement and attic (surrounding a large central reading room); with a chamfered plinth, rusticated masonry to ground and 1st floors with a Greek-key frieze, a continuous Tuscan colonnaded screen to set-back 2nd and 3rd floors, with a plain frieze, cornice and parapet concealing a low set-back attic storey. The east side (to the square) has a rectangular 2-storey projection with a central 5-bay portico of giant Corinthian columns tetrastyle in antis, with round-headed arches in the returned ends, and entablature with dentilled cornice. Otherwise, the ground floor has tall round-headed windows with keystones, the 1st floor has tall square-headed windows, and the 2nd and 3rd floors have smaller rectangular windows; all these windows with metal-framed small-paned glazing. Interior: domed circular reading room surrounded by giant Tuscan colonnade.	Medium	Manchester Central Library forms one of the finest and most recognisable structures in Manchester. Its unusual cylindrical form, in a classical style is unique. The building forms a commanding and bold statement with views and vistas across the expanse of St Peters Square, Peter Street and Cross Street. The library forms a highly important civic group with the adjoining Manchester Town Hall and Town Hall Extension. The significance of the library is fully appreciated when viewed alongside the adjoining Town Hall Extension and Town Hall, and where viewed from Peter Street and St Peters Square. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
28.	**Town Hall**	I	Albert Square CA	1868-77, by Alfred Waterhouse. Sandstone ashlar facing to brick carcass, slate roofs. Triangular island site, with 3 main ranges enclosing a triangular courtyard mostly filled by a rectangular Great Hall. Gothic style. Three storeys and attics. Building of major importance	Medium-low	The contribution of setting to significance is thus considered to be high. Despite the extent of built form, it will be clear there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
29.	**Town Hall Extension**	II*	Albert Square CA	Large extension to Manchester Town Hall 1938, by Vincent Harris. Steel frame with cladding of sandstone ashlar and steeply-pitched lead roof. Large irregular	Medium-low	The Town Hall Extension is a large, structure designed to fit harmoniously with the extant Town Hall and Central Library. The building is

				plan with long concave south side which creates a sweeping walkway between this building and Harris's Central Library. Eclectic style with Gothic accent. Eight storeys and attic, the 7th and 8th storeys set back behind a parapet.		bold and confident in its setting, and heightens the sense of a civic group of buildings. Important views and vistas can be seen along Lloyd Street, and through its colonnade in St Peters Square. Library Walk, which forms the passageway between the Extension and the Library, is a highly important public space. The significance of the Town Hall Extension is fully appreciated when viewed alongside the adjoining Central Library and Town Hall, and where viewed from Peter Street, St Peters Square and Mount Street. The contribution of setting to significance is thus considered to be high. Despite the extent of built form, it will be clear there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
30.	**Manchester Art Gallery**	I	George Street CA	(Formerly listed as City Art Gallery) 25/02/52 GV I Royal Manchester Institution, later City Art Gallery. 1824-35, by Sir Charles Barry. Rusticated ashlar (roofs not visible). Rectangular plan parallel to street and set back from it, with projecting central portico. Greek Ionic style. EXTERIOR: two storeys with the appearance of one, plus a central attic; a symmetrical composition with 3:5:3-bay main range flanked by slightly-projected pavilions, the whole raised on a plinth, and with a pedimented portico of six giant Ionic columns, three-bay colonnaded side ranges with Ionic columns in antis, plain corner pilasters to the pavilions, a continuous plain entablature, dentilled cornice and plain parapet with moulded coping; plus a rectangular attic behind the portico, flanked by set-back parapets over the side ranges.	Low	The Grade I listed building is situated to the east of Lower Mosley Street / St Peter Square Metrolink, which detracts from the historic setting to the building. The Art Gallery is enclosed by railings to all sides and includes an extension to the east. The contribution of setting to significance is thus considered to be low. Due to the proximity to the subject site, the potential for the proposals to have an impact upon the setting of the listed building is relatively low.

31.	**Britain's Protection Public House**	II	/	Public house. Early C19, internally remodelled c.1930. MATERIALS: red brick, the front painted at ground floor and roughcast and whitened above. Slate roof. PLAN: double depth plan with added rear wings. Long bar at front parallel to street with corridor and further rooms behind. EXTERIOR: 3 storeys over cellars. Symmetrical facade. Ground floor doorways at both ends and in the centre, all with pilastered jambs with foliate capitals. 2 pairs of windows with altered glazing and over these plain fascia board with pairs of foliate consoles at ends and cornice over. Upper floors have simple pilasters at corners, terminating below top of parapet. 2 tripartite sash windows on each upper floor and 4-pane sash window in centre of second floor, all with moulded architraves, those at first floor, taller, with cornices on consoles, and that in centre of second floor with floating cornice. High parapet stepped up over centre. Rear, most windows altered.	Medium	The Public House is located within a much-altered, urban townscape context. The listed building is experienced alongside road and Metrolink transport networks, standing somewhat isolated. The contribution of setting to significance is thus considered to be low. Despite the extent of built form, it will be clear there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
32.	**13-17 Albion Street**	II	/	Warehouse, now offices. c.1860-70; altered. Red brick with sandstone dressings, slate roof. Shallow U-plan. Venetian Gothic style. Four storeys and basement, a 9-bay facade, the left corner canted back, with pilasters and sill-bands to the upper floors, and brick corbelled frieze; segmental-headed doorway in corner, and pointed-segmental arcaded windows at ground floor of left return wall, linked by impost bands, but altered showroom windows in front wall; 3-light windows to the upper floors, those at 1st and 2nd floors with cusped tracery and those at 2nd floor segmental-headed, and those at 3rd floor with pointed-arched lights. Hipped roof. Rear and interior altered.	Medium	The former warehouse is located in an area which is heavily characterised by modern transport infrastructure. The majority of historic buildings within the setting of the former warehouse have been demolished. The contribution of setting to significance is thus considered to be low. Due to the proximity to the subject site, there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
33.	**Rochdale Canal Lock Keepers Cottage at Lock Number 91**	II	/	Also known as: No.6 CENTURY STREET. Former lock keeper's cottage, now bar. c.1805, altered. Red brick in Flemish bond, with sandstone dressings and now painted white above basement level, with slate roof. Rectangular single-depth double-fronted plan. Three storeys and 3 windows, the first storey being a full-	Medium	The building's setting is largely intact due to its position between the high walls of Whitworth Street West and the high-level railway viaduct directly behind (north), which largely enclose the setting of the building and allow it to be more easily appreciated and understood when

				height basement and the 2nd effectively the "ground floor" at street level		traveling along the low-level towpath of the Rochdale Canal. The contribution of setting to significance is thus considered to be high. Due to the proximity to the subject site, there is some low potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
34.	**Deansgate Station**	II	/	Railway station. Dated 1896. Built of red brick with blue brick bands and stone and terracotta dressings, slate roof almost entirely hidden from the street. On a very angular Site with the entrance at the sharply curved corner. Two stories in a Baronial style. Paired entrances on the corner with terracotta surround, pointed arch doorways with mock portcullises, gabled heads on colonettes, paired between the doors.	High-Medium	Deansgate station lies between two distinct areas of the city centre, specifically the commercial area along Deansgate running north-east from the station and the Castlefield area to the south-west. The station is almost entirely understood and appreciated in when viewed from its principal curved corner elevation on the corner of Deansgate and Whitworth Street West, where its setting is largely intact, In the context of the Site, the nature of the building, and its attached high-level viaduct, which passes over Deansgate in two places, along with neighbouring buildings and ground level changes, largely contain the appreciate of the buildings setting to its immediate environs. The contribution of setting to significance is thus considered to be medium-low. Despite the extent of built form, it will be clear there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
35.	**Former Congregational Chapel**	II	Castlefield CA	Formerly listed as No.378 Artingstalls Auctioneers) 20/06/88 GV II Former Congregational Chapel.1858, by Edward Walters; altered. Red brick (part of facade now painted blue), slate roofs. Italianate style. Gable to road. Nave and aisles which incorporate porches at the front ends, with tall square tower rising from south aisle behind porch, all over a basement storey	High-Medium	The Congregational Chapel is situated at a prominent location to the northern aspect of Chester Road where it leads on towards Deansgate. Despite the extent of contemporary development within the surrounding townscape, the listed building retains landmark status upon the gateway point into the city centre. The

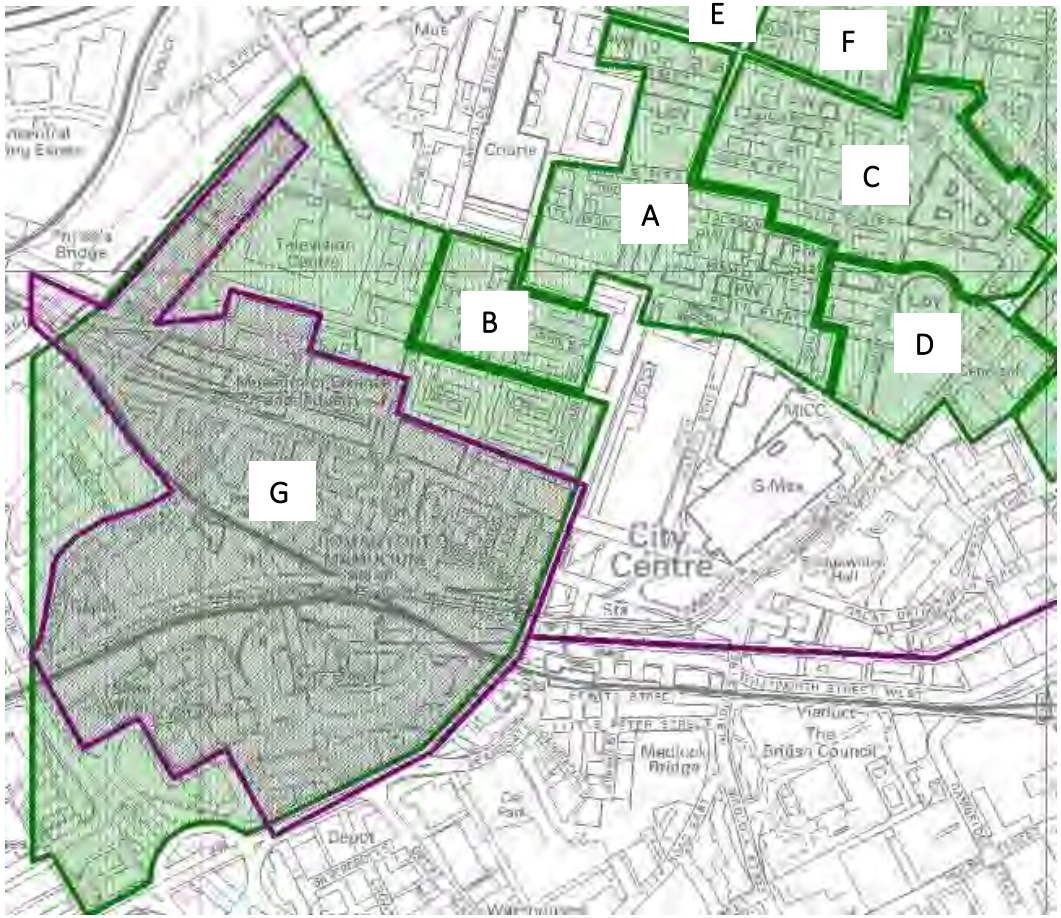
				(probably originally the schoolroom). The gabled east front has a three bay pedimented centre with pilasters, coupled round-headed windows at the lower level and tall round-headed recessed windows above, with carved imposts and glazing with coloured margin panes, a saw-tooth band above the windows, and bracketed cornice to the pediment which contains a crude wheel window. The flanking porches have round-headed doorways with elaborate moulded surrounds including panelled pilasters with carved capitals, and round-headed panelled double doors with glazed top panels; and panels above the doors with oculi in wreath surrounds.		contribution of setting to significance is thus considered to be medium-low. Despite the extent of built form, it will be clear there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
36.	**Castlefield Railway Viaduct**	II	Castlefield CA	Railway viaduct. c.1880. Cast iron and wrought iron; red brick to east of Duke Street. Runs south-west from former Central Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock. Cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways. To east of Duke Street viaduct is of brick with segmental arches and castellated brick piers. At western end a blue brick bridge over Dawson Street.	Medium	The railway viaduct forms a distinct and dominant structure within the Castlefield Conservation Area, stretching east to west across the townscape. The particular portion of the viaduct closet to the subject site is currently undergoing considerable redevelopment in line with the Viadux development. The contribution of setting to significance is thus considered to be medium-low. Despite the extent of built form, it will be clear there is some potential for the proposals to have an impact upon the setting of the listed building (to be tested in the VIA).
37.	**Merchants Warehouse**	II	Castlefield CA	Canal warehouse serving Bridgewater Canal terminus. Dated 1823 on pier between shipping holes; altered, fire-damaged and now derelict. Brown brick in English garden wall bond, with some sandstone dressings, slate roof (damaged). Rectangular plan of 6 structural bays occupying whole of west end of north quay. Distinctive feature of Bridgewater Canal terminus Site, of considerable historical interest.	Medium	This warehouse retains a considerable amount of its original setting both in respect of the surviving cobble sett streets, to the east side and the Bridgewater Canal to the west. Within a wider context, the Bridgewater Viaduct is visible to the north and the neighbouring Middle Warehouse, of a similar age and type, may be seen within the immediate area of the basin. Where much more recent residential and office blocks have been

						added within vacant plots around the canal, these have tended to respect the proportions and the materials of the original warehouses surrounding them, thus leaving the overall historic environment intact, or at least with a sense of continuity and coherence. In the context of the Site, the historic setting of the warehouse is entirely seen and appreciated from within the close environs of the Castlefield Basin area.
38.	**Middle Warehouse at Former Castle Field Goods Yard**	II	Castlefield CA	Canal warehouse, unoccupied at time of survey. 1828-31; altered in C20. Red brick with some sandstone dressings (and some C20 concrete); roof concealed. Large rectangular plan except for central projection at rear. Five storeys, a 26-window range, symmetrical, with a 10-window centre (probably formerly pedimented) dominated by a giant segmental blank arch containing a pair of segmental arched shipping holes, with a low sandstone pier in the centre and responds at the sides, a blank medallion in the centre of the blank arch and keystones to all arches; windows here and in the outer ranges mostly small and round-headed with raised sills, but those in the outer ranges arranged in pairs between former 5-stage loading slots altered as windows (C20 full-height fire-escapes added near both ends). Plain stone band over top storey, and plain parapet (replaced over the centre by a concrete flat-roofed penthouse). Four-stage loading slot in right-hand return wall. Rear has windows similar to those at front, and added C20 concrete hoppers. Interior: remains of loading hoists visible in shipping holes. History: similar to former Duke's grain warehouse on Bridgewater Canal at Liverpool, built 1811. Very prominent feature of Site, enhanced by	Medium	The former Middle Warehouse, now in use as converted offices, has lost much of its setting facing the A56 Chester Road due to the quantity of demolition and the presence of extensive surface car parks in this area. The sole remaining link to the building's historic industrial context in this area is the former Bridgewater Canal Offices (see above) which lie on the opposite side of the A56. To the opposite side, however, along the Bridgewater Canal, considerably more contextual setting survives in the form of the canal itself, retained cobble sett streets, and a number of contemporary warehouses of similar form and style. Where more modern buildings have been added, or historic structures converted, this has tended to respect the proportions and form of the older industrial buildings in the area thus allowing this area a degree of historical and spatial coherence. In the context of the Site, the warehouse is almost entirely appreciated from within the environs of the Castlefield Basin area, where its principal

				restoration of basin leading to shipping hole during course of survey.		frontage faces onto the canal, however the setting of the altered rear (south) elevation that fronts onto Chester Road, adjacent to the subject Site, is entirely shorn of its original historic streetscape and setting. Due to the relative distance and existence of built form between the Listed Building and the Site, the potential for impact upon its setting is demonstrably low.
39.	**Bridgewater Canal Offices**	II	/	Officers' Mess of Manchester Regiment, subsequently Bridgewater Canal offices, now ..? c.1800; altered. Red brick in Flemish bond, with sandstone dressings and slate roof. L-plan. Georgian style. Two storeys, 10 bays in all but designed to resemble 2 symmetrical 5-bay houses, each with a 3-bay pedimented centre breaking forwards very slightly; with a rendered plinth, 1st-floor sill-band, modillioned wooden eaves cornice and coped gables; 12-pane sashed windows with flat-arched heads. Two chimneys in the centre (either side of ridge). Single-storey 1-bay extension at left end, which is side of porch, the front of which has a moulded stone doorcase with rectangular overlight and cornice. Rear fronting Crown Street (to west) has sashed windows in arched reveals, and 2 arched doorways.	Low	The Listed Building is experienced within its immediate streetscape context, which is defined by Chester Road and the Crown Street tower developments (Renaker). The contribution of setting to significance is thus considered to be low. Due to the relative distance and existence of built form between the Listed Building and the Site, the potential for impact upon its setting is demonstrably low.
40.	**Church of St Matthew**	II	Castlefield CA	Mission church and Sunday School, now office. Dated 1827 over door; altered. Red brick in Flemish bond with some sandstone dressings (roof not visible). Rectangular plan with apsidal south end, on island site. Simple Gothic style. Gable to street, two storeys and cellar, three bays, symmetrical, with pilastered corners, 1st-floor sill-band; slightly raised centre with two semicircular steps up to 2-centred arched doorway which has fanlight with intersecting glazing bars, a large stone plaque above the door inscribed "SUNDAY SCHOOL / MDCCCXXVII", a large 2-centred arched 3-light window at 1st-floor with intersecting glazing bars, and another stone plaque above this	Medium/low	The Listed Building is located within the Castlefield Conservation Area and terminates views from Lower Byrom Street looking south. The heritage asset is otherwise, somewhat screened from townscape views. The early-19th century building stands somewhat isolated to the southern aspect of Liverpool road, and does not retain any landmark quality. The contribution of setting to significance is thus considered to be medium / low. Due to the relative distance and existence of built form between the Listed Building and the

				(worn inscription illegible); smaller 2-centred arched windows to both floors of the outer bays, with Y-tacery; gable parapet with oculus (now open, the roof lowered). Five-window sides in similar style.		Site, the potential for impact upon its setting is demonstrably low.

Appendix V: Conservation Area Map



A. Deansgate / Peter Street Conservation Area

B. St. Johns Conservation Area

C. Albert Square Conservation Area

D. St Peters Square Conservation Area

E. St Marys Parsonage Conservation Area

F. St Ann's Square Conservation Area

G. Castlefield Conservation Area

Fig.86: Conservation Areas scoped in for assessment. Indicative site boundary shown in red. Purple line indicative WHS (not implemented).