
One Medlock Street
Environmental Statement
Volume 4
November 2022



APPENDIX G: BUILT HERITAGE

Appendix G1: Heritage Assessment

Heritage Assessment

One Medlock Street, Manchester

October 2022

Turley

Contents

Executive Summary	1
1. Introduction	4
2. History and Development of the Site and Surrounding Area	6
3. Heritage Assets	18
4. Significance of the Heritage Assets	22
5. Impact Assessment	42
6. Conclusions	50
Appendix 1: Heritage Asset Plan	
Appendix 2: Zone of Theoretical Visibility	
Appendix 3: Legislation, National and Local Planning Policy	

Executive Summary

1. This Heritage Assessment is prepared by Turley Heritage on behalf of Premier Inn Hotels & Dominus Group in connection with a full planning application for demolition and replacement of an existing building with new commercial office development and purpose built student accommodation (PBSA) development (the 'Proposed Development') on land at Medlock Street in Manchester (the 'Site'). The formal description of development is:

"The demolition of the existing hotel building and structures and the development of the site for office uses (Use Class E), flexible office/community use (Use Class E/F1/F2) and purpose-built student accommodation (Sui Generis) comprising two separate buildings, along with associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works."
2. The Site, known as One Medlock Street, measures c.0.94ha and comprises previously developed land within Manchester City Centre. It is bounded by River Street to the north; Medlock Street to the west and south-west; the Mancunian Way, its exit slip road and the Mancunian Way/Princess Parkway junction, to the south' and the River Street Tower PBSA development to the east. The existing site currently comprises an existing five-storey Premier Inn hotel, providing 200 rooms and designated surface parking for hotel residents (113 car parking spaces).
3. The Site forms part of the First Street Central area of the endorsed First Street Strategic Regeneration Framework and is currently occupied by a 5 storey Premier Inn hotel fronting Medlock Street, with an area of surface level car parking to the rear.
4. During the mid-19th century the Site was occupied by terraced, court and back to back dwellings lining Clegg Street, Hibbert Street and Duke Street, in combination with two public houses to the north and south. The wider area was also dominated by a dense arrangement of housing, interspersed with the George Street Wesleyan Chapel to the south and industrial concerns to the north including the Britannia Iron Works, Medlock Street Glass Works and Medlock Street Dye Works.
5. Clearance began in the 1930s. The buildings within the eastern part of the Site (located between Clegg Street and Medlock Street) remained in 1932, however aerial photography from 1939 indicates that by that date much of this area of buildings had also been cleared, leaving only The Globe Inn public house at the junction of Medlock Street and George Street and the Duke Street School.
6. The Mancunian Way was built in 1967 and since the 1970s this area of Manchester has experienced considerable change. The city has extended southwards and it has become a mixed use location including the delivery of cultural and leisure developments, commercial office space and high quality public realm as part of the First Street Strategic Regeneration Framework.
7. The existing 5 storey Premier Inn hotel fronting Medlock Street was added to the Site in c.2000 and therefore pre-dates more recent change and regeneration in this part of the city.

8. Full planning permission is sought for demolition of the existing hotel and its replacement with a new commercial and PBSA development across two blocks.
9. The commercial block ('Block A') will be located in the eastern part of the Site fronting Medlock Street. The PBSA block ('Block B') will occupy the western part of the Site adjacent to the Downing River Street development. The remainder of the Site would be utilised as public realm.
10. The statutory duty of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the special interest and setting of a listed building is a matter which should be accorded considerable importance and weight. The presumption is therefore that development proposals should not give rise to harm to the special interest of a listed building.
11. The Proposed Development will be distanced from the majority of heritage assets within the Study Area and although visible from them to varying degrees, it will appear as a backdrop and in combination with other existing and proposed tall buildings.
12. The Proposed Development will have a closer relationship with the grade II listed chimney and grouping of grade II listed textile mill buildings on Cambridge Street and Hulme Street to the east of the Site. Whilst the Proposed Development would be clearly visible in views westwards from the grouping, it would not impede the experience of or ability to appreciate their industrial significance, individually or collectively, due to distance and orientation. In these views the stepped form of the Proposed Development will create depth to the development, with the tower set back from Medlock Street and the simple expressed grid façade of the lower Block A resonating with the warm brick of the listed buildings and repetitiveness of their facades.
13. Although appearing in combination with and behind the chimney in views westwards, Verified View 7 illustrates that the stepped and layered form of the Proposed Development will appear as a backdrop and is unlikely to detract from the distinctive form of the industrial structure, such that its functional, industrial or operational significance would be eroded or less appreciable. Although visibility of the Development will change with closer proximity and perspective Verified View 7 demonstrates that the silhouette of the chimney will remain appreciable and the legibility of its relationship with the wider grouping of mills would be unaffected.
14. Visual impact of the Proposed Development is restricted to views westwards. Views of the complexes eastwards from Hulme Street and northwards and southwards on Cambridge Street would be unaffected.
15. For these reasons, it is concluded that the requirement of S66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 can be satisfied if MCC grants planning permission.
16. In accordance with Paragraphs 197 and 199 of the National Planning Policy Framework (NPPF), the Proposed Development will sustain the significance of the heritage assets identified in this Assessment and will make a positive contribution to local character and distinctiveness.

17. In relation to Paragraph 206 of the NPPF, the Proposed Development will preserve those aspects of setting that make a positive contribution to the identified listed buildings.

1. Introduction

- 1.1 This Heritage Assessment is prepared by Turley Heritage on behalf of Premier Inn Hotels & Dominus Group in connection with a full planning application for demolition and replacement of an existing building with new commercial office development and purpose built student accommodation (PBSA) development (the 'Proposed Development') on land at Medlock Street in Manchester (the 'Site'). The formal description of development is as follows:

"The demolition of the existing hotel building and structures and the development of the site for office uses (Use Class E), flexible office/community use (Use Class E/F1/F2) and purpose-built student accommodation (Sui Generis) comprising two separate buildings, along with associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works."

- 1.2 This report is a technical appendix (ES Volume 4, Appendix G) to a Built Heritage Chapter (Chapter 11) of an Environmental Statement (ES) submitted in connection with the Proposed Development.

- 1.3 There are no heritage assets within the Site, but a number of listed buildings nearby. Therefore, in determining the submitted full planning application, Manchester City Council (MCC) has a statutory duty to have special regard to the desirability of preserving the special interest and setting of listed buildings¹.

- 1.4 The National Planning Policy Framework 2021 (NPPF) provides the Government's national planning policy on the conservation of the historic environment. In respect of information requirements for applications, Paragraph 194 states the following:

*'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance'*².

- 1.5 To comply with these requirements, Section 2 of this statement introduces the Application Site and describes its broad history and development. Heritage assets with potential to be affected by the Proposed Development are identified in Section 3 (with reference to a Heritage Asset Plan at **Appendix 1**) and the significance and setting of these assets is described in Section 4. An assessment of the impact of the Proposed Development is set out in Section 5 and the Statement concludes with a summary and conclusions at Section 6.

- 1.6 This assessment has been undertaken on the basis of published information, archival research and on-site visual survey. It has been prepared in accordance with Historic

¹ s66(1) Planning (Listed Buildings and Conservation Areas) Act 1990

² MHCLG (2021) National Planning Policy Framework (NPPF) - para. 189

England Good Practice Advice on 'Managing Significance in Decision Taking in the Historic Environment' (GPA 2) and 'The Setting of Heritage Assets (GPA 3). '

2. History and Development of the Site and Surrounding Area

- 2.1 The Site is located to the south of Manchester City Centre. It is broadly square in shape and bounded by River Street to the north, Medlock Street to the west and south west and the elevated route of the Mancunian Way, an exit slip road and the Mancunian Way/Princess Parkway junction to the south. To the east of the Site is the recently developed River Street Tower.
- 2.2 The Site forms part of the First Street Central area of the endorsed First Street Strategic Regeneration Framework. It is currently occupied by a 5 storey Premier Inn hotel fronting Medlock Street, with an area of surface level car parking to the rear.

History and Development

- 2.3 The Site is first shown in any detail on Green's Plan of Manchester and Salford, prepared between 1787 and 1794 (Figure 2.1). The Site is shown on this map as an undeveloped area of land to the south of the winding course of the River Medlock. A series of small square enclosures to the east and west of Medlock Street, extending into the western part of the Site are assumed to represent areas of market gardens. These are illustrated more clearly on the Swire Map of 1824 at Figure 2.2.



Figure 2.1: A Plan of Manchester and Salford (1787-1794), Surveyed by William Green and engraved by J. Thornton (red line shows approximate location of the Site).

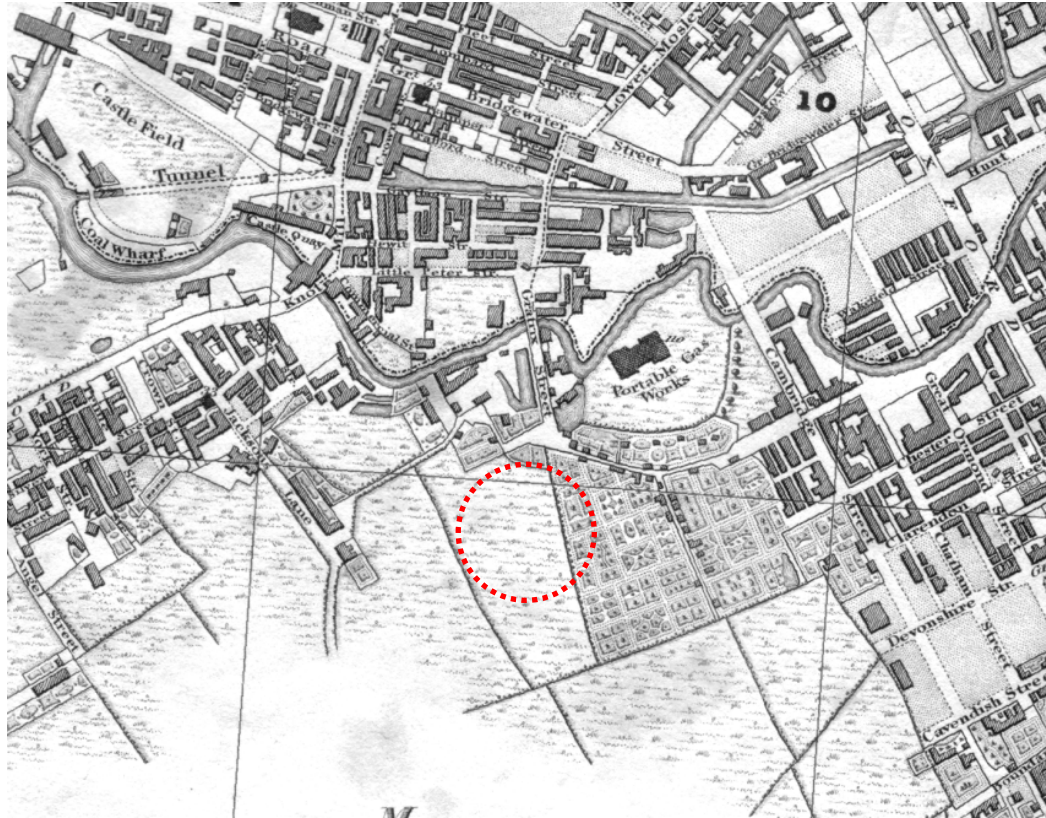


Figure 2.2: Swire (1824) (red line shows approximate location of the Site)

- 2.4 By 1836 (Pigot's plan at Figure 2.3) terraced housing had emerged along many of the streets identified for future development on Green's earlier plan. Medlock Street is evident with a network of streets running either parallel or perpendicular to it in a grid arrangement. Approximately corresponding with the northern boundary of the Site was Worcester Street, with George Street aligning broadly with the southern boundary of the Site. The area to the north had not been subject to such intensive development and included a looser arrangement of larger scale buildings in industrial use, utilising power from the River Medlock.



Figure 2.3: Pigot (1836) (red line shows approximate location of the Site)

- 2.5 The 1851 Ordnance Survey Town Plan is the first source to show the area in greater detail. By this time, the road at the northern edge of the Site had been renamed River Street. At the junction of River Street and Medlock Street was a Public House named 'The George Inn', with an additional public house 'The Globe Inn' to the south at the junction of Medlock and George Street. The remainder of the Site was occupied by terraced, court and back to back dwellings lining Clegg Street, Hibbert Street and Duke Street.
- 2.6 The wider area was also dominated by a dense arrangement of housing, interspersed with the George Street Wesleyan Chapel to the south and industrial concerns to the north including the Britannia Iron Works, Medlock Street Glass Works and Medlock Street Dye Works.



Figure 2.4: 1851 Ordnance Survey 1:1,056 Town Plan (red line shows approximate location of the Site)

- 2.7 The 1908 Ordnance Survey plan (Figure 2.5) shows that a school had been built to the western side of Duke Street as well as the greater intensity and expansion of industrial activity to the north. Aerial photography dating from 1921 (Figure 2.6) shows the concentration of terraced housing to the south of River Street, contrasting with the scale of the larger public buildings of the Duke Street School and the Wesleyan Methodist Chapel. Larger scale industrial buildings to the north of River Street, including the dominant presence of Gaythorn Gasworks, are clearly visible, with the former Central Station, the Great Northern Warehouse and the Town Hall visible in the distance.



Figure 2.6: Aerial Photograph dating from 1921 showing Central Station. The gasometers of the Gaythorn Gasworks can be seen at the right hand side of the image beyond the Site (red line shows approximate location of the Site). Terraced housing existed across much of the area. The larger public buildings of Duke Street School (on the western side of Duke Street) and the Wesleyan Methodist Chapel (on the southern side of George Street) contrasted with the scale of terraced housing to the south of River Street.

- 2.8 The 1932 Ordnance Survey Plan (Figure 2.7) evidences that clearance had begun, including dwellings lining Duke Street and Hibbert Street. The buildings within the eastern part of the Site (located between Clegg Street and Medlock Street) remained in 1932, however aerial photography from 1939 (Figures 2.8 & 2.9) indicates that by that date much of this area of buildings had also been cleared, leaving only The Globe Inn public house at the junction of Medlock Street and George Street and the Duke Street School.

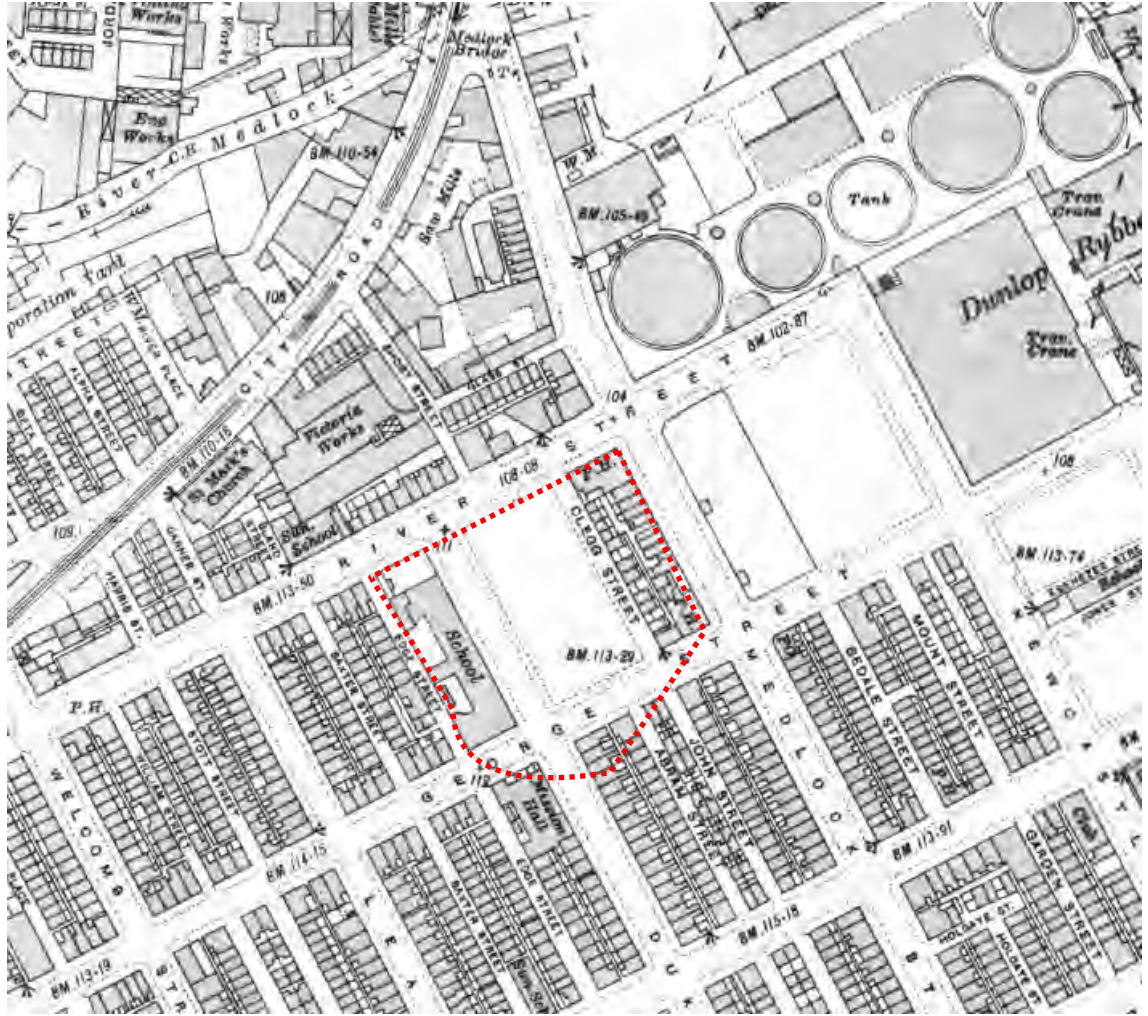


Figure 2.7: 1932 Ordnance Survey 1:2,500 Plan (red line shows approximate location of the Site)



Figure 2.8: Aerial photography dating from 1939 showing the cleared area to the south of River Street, including the Site (red line shows approximate location of the Site). Only the Duke Street School and The Globe Inn public house remained within the area of the Site. Much of the terraced housing in the wider area had also been cleared.

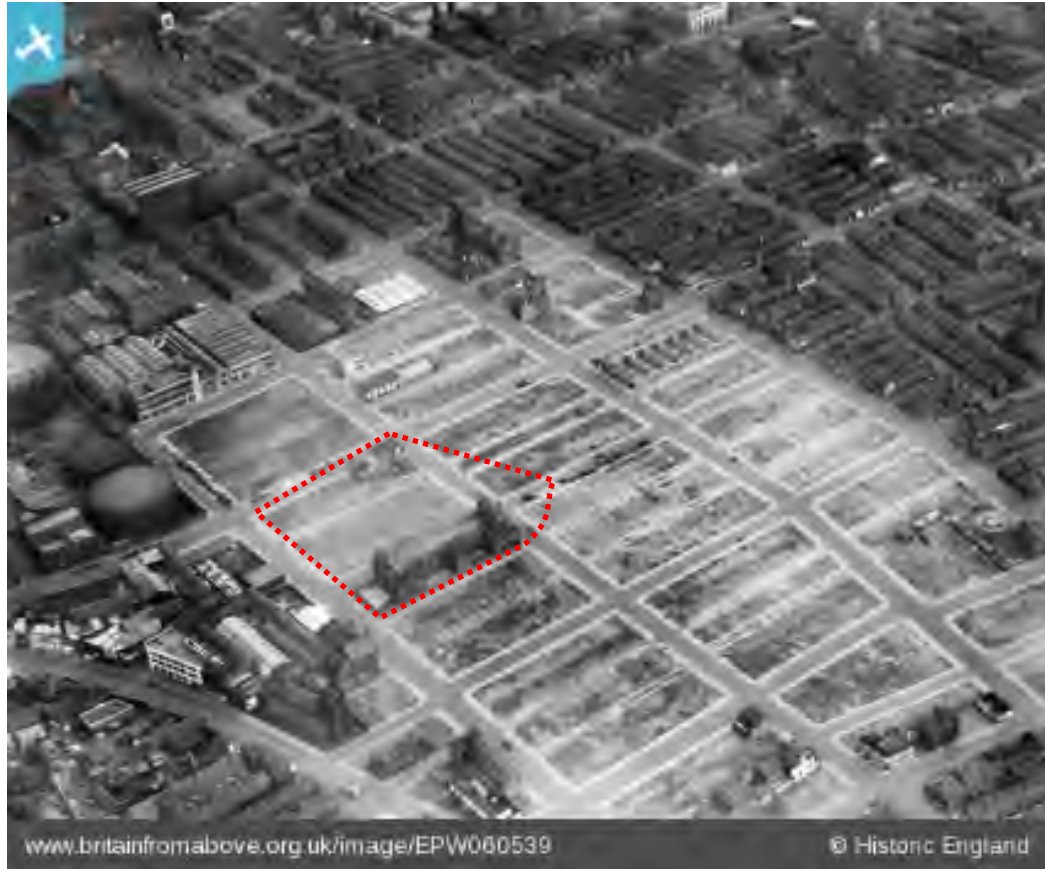


Figure 2.9: Aerial photography dating from 1939 looking south-east. The large extent of the cleared area to the south of River Street, including the Site (red line shows approximate location of the Site) can be seen.

- 2.9 By 1948-49 (Figure 2.10) there were signs of redevelopment in the form of larger format buildings to the west of the Duke Street School and to the east of Medlock Street. These appear to have been used as engineering works or factories.

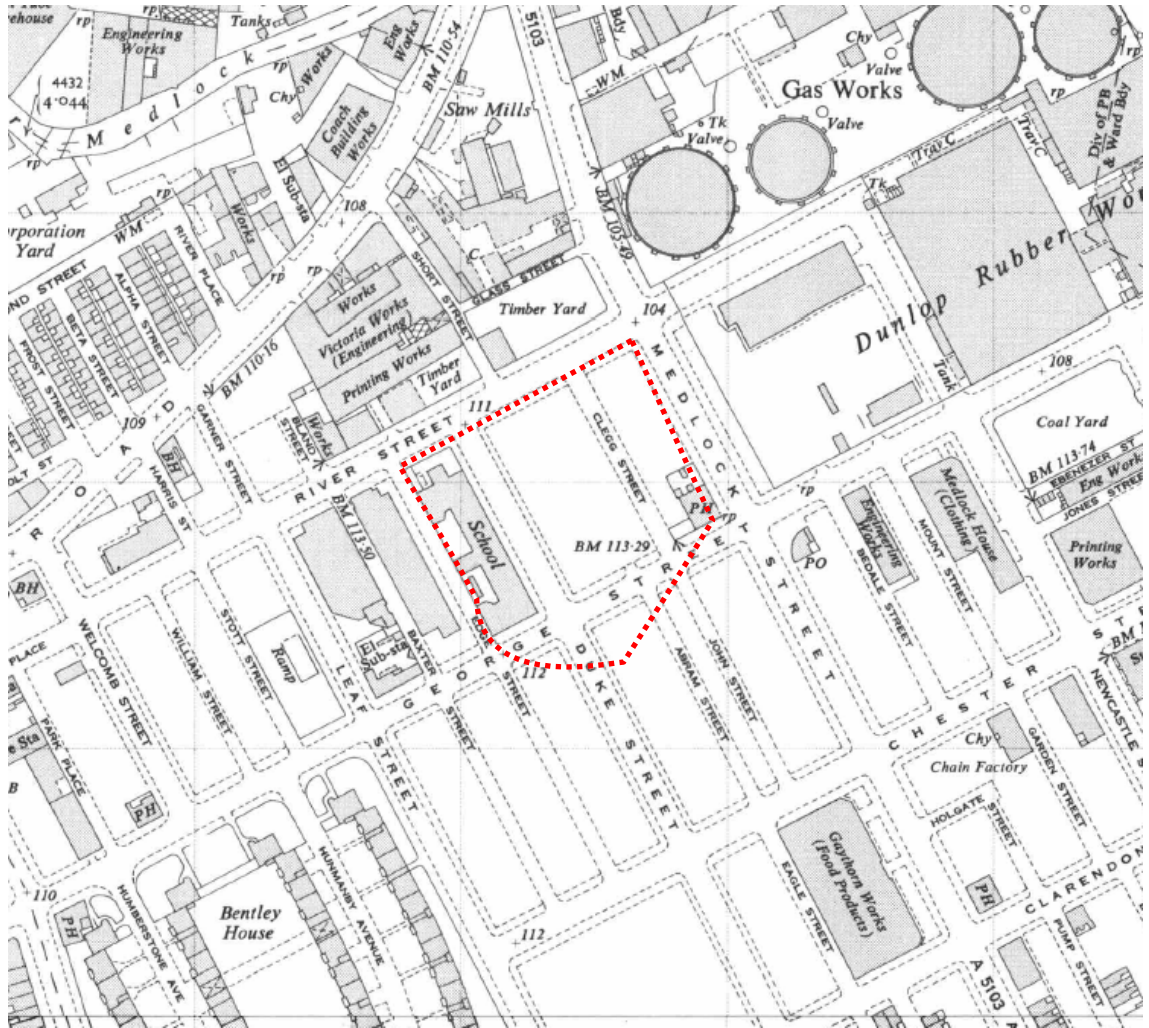


Figure 2.10: 1948-49 Ordnance Survey 1:2,500 Plan (red line shows approximate location of the Site)

- 2.10 The Mancunian Way was built in 1967 and is first shown to the south of the Site on the 1969-73 Ordnance Survey plan (Figure 2.11). The new road network and roundabout precipitated demolition of the Globe Inn public house and other adjustments were made to the street network around the Site including the loss of Duke Street and George Street.

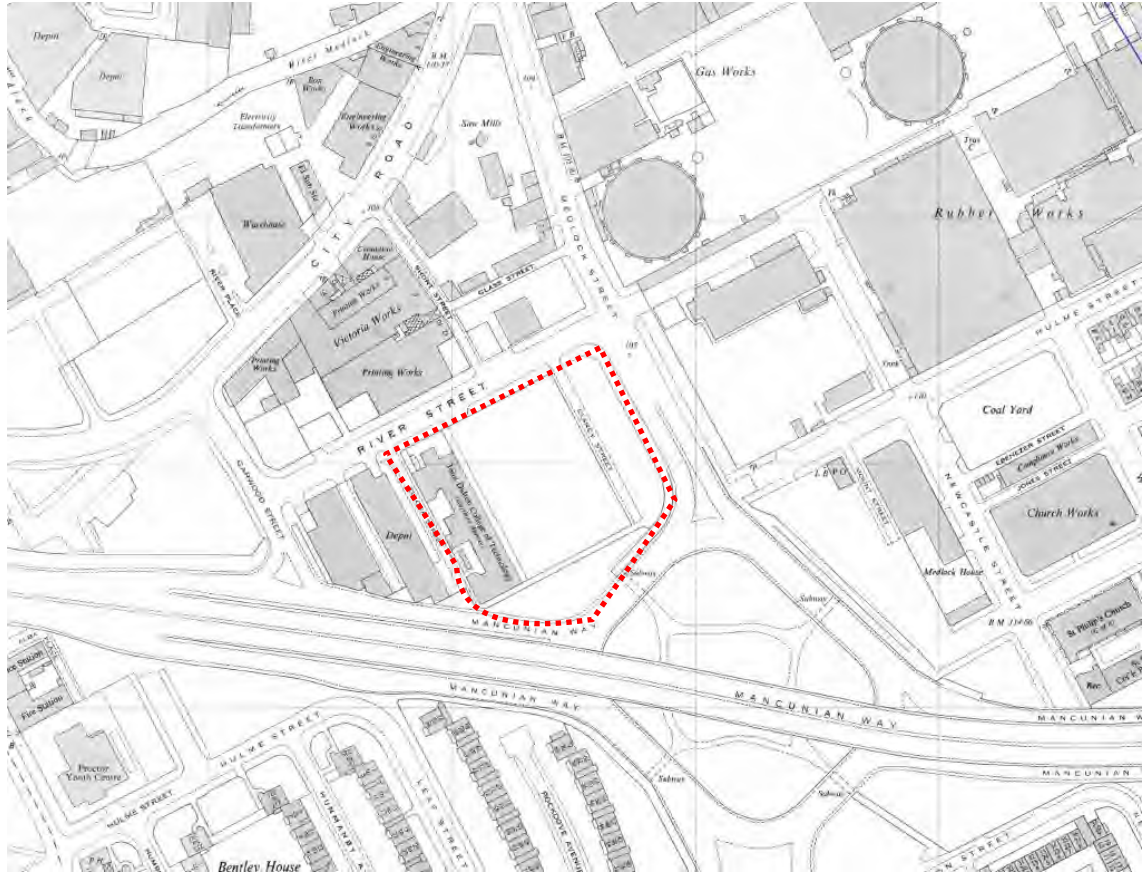


Figure 2.11: 1969-73 Ordnance Survey 1:2,500 Plan (red line shows approximate location of the Site)



Figure 2.12: 2021 Google Aerial

- 2.11 Since the 1970s this area of Manchester has experienced considerable change. The city has extended southwards and it has become a mixed use location including the delivery of cultural and leisure developments, commercial office space and high quality public realm as part of the First Street Strategic Regeneration Framework.
- 2.12 To the west and north west of the Site lies the Great Jackson Street Strategic Regeneration Framework area, comprising a new residential led neighbourhood and including the tallest buildings of the city at 37 to 64 storeys (Deansgate Square).
- 2.13 The existing 5 storey Premier Inn hotel fronting Medlock Street was added to the Site in c.2000 and therefore pre-dates more recent change and regeneration in this part of the city. The relationship the existing Site and built form has with nearby heritage assets is considered in Section 3 of this Assessment.

3. Heritage Assets

3.1 The NPPF defines a heritage asset as:

“A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.”³

Study Area

3.2 A 500m Study Area has been defined. All designated heritage assets within a 500m Study Area from the Site boundary have been identified and the potential effect of the Proposed Development on these assets has been considered.

3.3 In defining a Study Area, best practice guidance, professional experience and judgement, and a review of the potential effects of the Proposed Development on built heritage assets has been applied. The nature and extent of the Proposed Development as a whole and likely inter-visibility (as informed by a Zone of Theoretical Visibility (ZTV) included at **Appendix 2**) has assisted in informing the extent of the area.

- The following factors have been taken into consideration:
- The nature and scope of the Proposed Development;
- The proximity of heritage assets to the Proposed Development;
- The degree of inter-visibility between the heritage assets and the Site taking into consideration, for instance, changes in topography as well as interposing townscape and landscape features (informed by the ZTV); and
- The significance of the relevant heritage assets and the contribution made by their setting including any historic or functional relationships.

3.4 The ZTV indicates that the Proposed Development may be visible beyond the 500m Study Area including from approaches to the city from the Saint Georges area (close to the major roundabout where the A57 (M) converges with the A56 and the A5067) and from the southern approach to the city from the A5103. The ZTV also indicates inter-visibility from the north west of the Study Area, close to the Middlewood Locks area. Any heritage assets in these areas and beyond the Study Area are unlikely to experience effects as a result of distance. Only the upper stages of the Proposed Development will be visible and it will be read as part of an already established grouping of tall buildings and city skyline.

3.5 Site visits together with consideration of the above factors has affirmed that the proposed 500m Study Area is appropriate.

3.6 In addition to assets within the Study Area, the ZTV indicates that the Proposed Development will be visible from the northern boundary of St Peter’s Square

³ MHCLG, National Planning Policy Framework (NPPF) 2019 – Annex 2: Glossary

Conservation Area and this is confirmed by Verified View 2 taken from Mount Street. For this reason the significance of St Peter's Square Conservation Area and potential impact upon it has been assessed in sections 4 and 5 of this Assessment. The listed buildings within the conservation area have been considered as part of this overall assessment and have not been assessed individually.

Designated Heritage Assets

- 3.7 There are no designated heritage assets within the Site. Therefore, any effects arising from the Proposed Development on built heritage will be indirect in nature; having potential to affect the significance of identified assets through change within their setting.

Conservation Areas

- 3.8 The Castlefield Conservation Area is located to the north east of the Site and has the potential to be affected by the Proposed Development as a result of development in its setting. The Conservation Area was designated by Manchester City Council on 13 October 1979.
- 3.9 St Peter's Square Conservation Area was designated in 1973 and is located to the north east of the Site. Although beyond the 500m Study Area it also has the potential to be affected by the Proposed Development.

Listed Buildings

- 3.10 The following listed buildings have the potential to be affected by the Proposed Development:

Table 3.1: Listed Buildings

Ref	Name	Grade
1	School House	II
2	Chorlton New Mill and attached chimney	II
3	Chorlton Old Mill	II
4	Mill on North East corner of junction with Chester Street	II
5	Dalton Statue in forecourt of Dalton College	II
6	Manchester South Viaduct and Altrincham Railway Viaduct	II
7	Middle Warehouse, At former Castle Fields Goods Yard	II
5	Floodgate on east side of Knott Mill Bridge	II
9	Lee House	II
10	Mill Chimney Stack on west side of Junction with Cambridge Street	II
11	Rochdale Canal Lock No 90, approximately 30m west of Albion Bridge	II
12	Rochdale Canal Lock Number 91 At east end of Gaythorn Tunnel	II

Ref	Name	Grade
13	Rochdale Canal Lock Number 89 (Tib Lock) in south side of Havelock Mills	II
14	Rochdale Canal Lock Keepers Cottage at lock No 91 Next to Gaythorn Tunnel	II
15	The Ritz Dance Hall	II
16	Manchester Oxford Road Station (including platform structures)	II
17	13-17 Albion Street	II
18	Boundary Stone on Knott Mill Bridge	II
19	Former Cotton Mill on west side of junction with Cambridge Street	II
20	Chepstow House	II
21	Bridgewater Canal offices	II
22	Roman Catholic Church of St Wilfrid	II
23	The Britons Protection Public House	II
24	Former Congregational Chapel	II
25	Chatham Mill	II
26	Peveril of the Peak Public House	II
27	Deansgate Station	II
28	GMEX (Manchester Central)	II*
29	Electricity Junction Box in Castlefield canal basin, Manchester	II
30	Electricity Junction Box in Castlefield canal basin, Manchester	II
31	Electricity Junction Box on Castle Street, Manchester	II

Non-Designated Heritage Assets

- 3.11 The NPPF identifies that heritage assets include both designated heritage assets and assets identified by the local planning authority (including local listing).
- 3.12 GPA 2 produced by Historic England (2015) states that:
- “Non-designated heritage assets include those that have been identified in a Historic Environment Record, in a local plan, through local listing or during the process of considering the application.”*
- 3.13 A search of the Greater Manchester HER was undertaken on 29th September 2022. The below buildings were identified:
- Crown Hotel (now The Deansgate)
 - Bridgewater/ Chester Road Viaduct

- Deansgate / Gaythorn Canal Tunnel
 - Viaduct, west form Knott Mill and Deansgate Station to Dawson Street (the HER entry identifies that this asset has been incorporated into the grade II listed Manchester South Viaduct and Altrincham Railway Viaduct and is therefore considered as part of that asset).
 - Textile finishing works
 - Hotspur Press (Hotspur House((former Medlock Mill)
- 3.14 Designated and non-designated heritage assets within the Study Area are discussed and evaluated below and are identified on the Heritage Asset Plan at **Appendix 3**.
- 3.15 Due to the scale of the proposals it is possible that the Proposed Development will be visible from other heritage assets not individually assessed within the Statement. In accordance with the NPPF and Historic England guidance the judgements made are based on the effect of the Proposed Development on the **significance** of the identified assets, rather than whether the development will be visible from them, although this is also a consideration.
- 3.16 This Statement addresses built Heritage Assets only.

4. Significance of the Heritage Assets

- 4.1 The NPPF defines the significance of a heritage asset as:

“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”⁴

Listed Buildings

- 4.2 Listed buildings are defined as designated heritage assets that hold special architectural or historic interest. The principles of selection for listed buildings⁵ are published by the Department of Culture, Media and Sport and supported by Historic England’s Listing Selection Guides for each building type.
- 4.3 The Planning (Listed Buildings and Conservation Areas) Act 1990 defines a listed building at S1(5) as ‘a building which is for the time being included in a list compiled or approved by the Secretary of State’.

Conservation Areas

- 4.4 Conservation areas are designated on the basis of their special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. Historic England has revised and republished its guidance in respect of conservation areas which provides a framework for the application and assessment of the special interest and significance of a conservation area⁶.
- 4.5 Section 69 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

“Every local planning authority—

(a) shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and

(b) shall designate those areas as conservation areas”.

Non-Designated Heritage Assets

The Planning Practice Guidance (2021)⁷ (PPG) which provides guidance on planning practice to support the NPPF, defines a non-designated heritage asset as:

⁴ MHCLG (2021) National Planning Policy Framework (NPPF) – Annex 2: Glossary

⁵ DCMS (2018) Principles of Selection for Listed Buildings

⁶ Historic England (2019) Advice Note 1 (Second Edition): Conservation Area Appraisal, Designation and Management

⁷ MHCLG, Planning Practice Guidance, 2021

‘Buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as ‘locally listed’.

Setting

- 4.6 The NPPF defines the setting of a heritage asset as:

“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral⁸.”

- 4.7 Guidance on setting is provided by the NPPG at paragraph 18a-013-20190723 PPG⁹.
- 4.8 Historic England has published guidance¹⁰ in respect of the setting of heritage assets, providing detail on understanding setting and the associated assessment of the impact of any changes. The guidance confirms that at paragraph 9 that setting is not a heritage asset, nor a heritage designation, rather its importance lies in what it contributes to the significance of the relevant heritage asset itself.

⁸ MHCLG (2021), National Planning Policy Framework (NPPF) – Annex 2: Glossary

⁹ MHCLG, Planning Practice Guidance, 2021

¹⁰ Historic England (2017) Good Practice Advice Note 3: The Setting of Heritage Assets

Assessment of Significance

Table 4.1: Conservation Area

Ref No.	Conservation Area		Special Character and Appearance	Contribution made by Setting to Significance
C1	Castlefield Conservation Area		The Castlefield Conservation Area is one of the largest conservation areas in Manchester and encompasses the historic part of the city including the remains of the Roman Fort. From 1850 the area was divided into zones devoted to certain uses such as housing and warehouses, providing areas of distinctive character and appearance. There is a notable change in levels with the imposing tall railway viaducts which dominate the area, contrasted by the intimate and enclosed low level canal areas. As stated on the council website, the “multi-level environment... is unique in the world”.¹¹ To the south, the area is dominated by tall red brick Victorian former warehouse buildings, now converted, and surrounding the canal network. There is sense of spaciousness particularly around the Bridgewater canal where there is a mixture of grassed and cobbled areas surrounding the waterways. The northern part of the conservation area is separated by the imposing brick viaducts. This area is more modest in form and scale with buildings ranging between three and four storeys, arranged in a more formal street pattern. The buildings are varied in character and materials reflecting piecemeal development and re-development of the area. The area also “tends to be more rugged and industrial in character than in other parts of the city” with granite sets and cobbled back streets.	The conservation area has a relatively enclosed setting due to its tightknit form, notably the southern extent focussed around the waterways. This setting has also significantly changed over time through the development of the city and its skyline. There are views of the wider city beyond, particularly on Castle Street and it is therefore experienced as a conservation area within a city and as part of a wider urban area; however these show a diverse mixture of modern tall buildings and historic structures. The Deansgate Square Towers and Beetham Tower are prominent features in the skyline overlooking the conservation area and whilst they emphasise the proximity of the conservation area to the city centre, their presence does not detract from the enclosed and intimate experience of the northern part of the conservation area and the legibility of its functional and historic character.

¹¹ Manchester City Council website (www.manchester.gov.uk)

Table 4.2: Listed Buildings

Ref No.	Listed Building	Special Architectural and Historic Interest	Contribution made by Setting to Significance
C2	St Peter's Square Conservation Area (not identified on Heritage Asset Plan)	St Peter's Square Conservation Area is formed of a group of grand and imposing commercial, cultural and civic buildings. To the east is St Peter's Square formerly the location of St Peter's Church which was demolished in 1907. This area is associated with the 'Peterloo Massacre' in 1819 where 11 people were killed. As found today, it is an important historic urban space from which the grand and civic qualities of the surrounding historic buildings can be experienced. It contains a listed cenotaph designed by renowned architect, Lutyens. Whilst outside of the conservation area, the peace garden in front of the Town Hall extension also forms part of this important open space. The key characteristic of the conservation area is "one of civic grandeur"¹⁰, although it also contains a number of high quality, equally grand commercial buildings (notably the Midland Hotel), identified by the Local Authority as "the epitome of the grand style in late Victorian architecture"¹¹. The large majority of buildings range from between 5 and 8 storeys, with the exception of the Friends Meeting House, the oldest building with the conservation area, designed in the Classical style. The majority of the buildings date from the 19th and early 20th century, and exhibit a mix of architectural styles which add variety to the townscape. Modern buildings within the conservation area such as One St Peter's Square, maintain the grand scale and form of the surrounding historic buildings but their glazed lightweight appearance and simple form give them a subservient appearance so as not to visually compete in the street scene. The majority of buildings within the conservation area are listed, some at high grades and exhibiting high levels of architectural interest.	The conservation area has a strong visual relationship with Albert Square Conservation Area which forms part of its setting to the north. The two areas collectively form the focus of the civic centre of the city and the high quality and grand scale of the buildings project a strong sense of civic pride. To the east, the setting of the conservation area is defined by Deansgate Conservation Area which continues the grand yet varied commercial character on Peter Street. These three conservation areas collectively encompass the remains of the Victorian city. To the south east, the setting of the conservation area is formed by the former Central Station with views of the prominent structure from Mount Street and Lower Mosley Street, in the context of modern development such as the Bridgewater Hall and Beetham Tower beyond. There is a visual and historic relationship with the Midland Hotel and the former Central Station, the hotel forming a terminus of the Midland Railway Company's line from London.
1	School House	 Architectural Interest The School House dates to 1908. It is in red brick with a slate roof and is in a simple Jacobean Revival style. It varies from three to four storeys. The front range has a canted bay to the centre and recessed bays surmounted with gables either side. Windows are transomed and mullioned, but have been replaced with modern units. The roofline is distinctive and has projecting gables, numerous corner stacks, and pavilion roofs. The building is imposing as a result of its distinctive appearance, vertical emphasis and varied roofline. Historic Interest	Physical Surroundings The building is located on Jackson Street, set back from the road frontage in a defined plot. The rear of the plot has been bisected by the A57(M) which is now located approximately 30m to the north of the building. To the east is a modern residential apartment development and to the west is a school. To the south is Hulme Park. Experience of the Asset The building is experienced principally from Jackson Crescent where it's imposing architecture and form is prominent in contrast to surrounding open space and lower density development. It is set back from the road frontage in a defined plot which contains trees and is enclosed by railings. This, along with the confident

Ref No.	Listed Building	Special Architectural and Historic Interest	Contribution made by Setting to Significance
		The building is of historic interest as a purpose built early 20th century educational building. A plaque to the central bay identifies that the building was the 48th Municipal school.	architecture of the building results in a robust building of individual character, distinctive in the street. To the west are views to the tall modern buildings of Deansgate Square and the River Street Tower; these, in conjunction with the proximity of the A57 emphasise the proximity of the building to the city centre and its wider urban setting. Associative Attributes The school is likely to have an association with other school houses constructed in the similar period and within the local area.
2, 3, 4, 10, 19 and 25	Chorlton New Mill and attached chimney (grade II), Chorlton Old Mill, Mill on North East corner of junction with Chester Street (grade II), Mill Chimney Stack on west side of Junction with Cambridge Street (grade II), Former Cotton Mill on west side of junction with Cambridge Street (grade II); Mill on north east corner of junction with Chester Street (grade II listed) Chatham Mill (grade II)		Architectural Interest A group of former mill buildings, and an associated chimney are located on Cambridge Street/ Hulme Street/ Chester Street. They date to the late 18th or early 19th century and are constructed in red brick with typical features of the typology, including large scale floorplates and simple repetitive elevations. Some are cast iron and fireproof construction. Chorlton New Mill is eight storeys and retains a fireproof staircase, ventilation system and hoist. The list entry suggests that the 1814 block may be the oldest surviving fireproof mill in Manchester. The Mill Chimney Stack on the west side of the junction with Cambridge Street is thought to have been constructed for Chorlton New Mill on the opposite side of Cambridge Street in the early 19th century. It is octagonal on plan tapering in height to a stone cornice and is connected to Chorlton New Mill by an underground flue. Chorlton Old Mill, a short distance to the south on Cambridge Street is in six storeys over a basement. It was built as a cotton spinning mill in c. 1795, and extended in 1810 before being largely rebuilt in 1866. The interior is a cast iron column construction, most likely dating to the rebuild during the 1860s. It was converted to residential use in 1993. The Former Cotton Mill on the West side of the Junction with Cambridge Street was constructed during the early 19th century and later altered. It has sandstone dressings and is on an ‘L’ shaped plan and is six storeys. It was adapted in the mid-late 19th century for the production of rubberised cloth by Mackintosh. The Mill on the north east corner of the junction with Chester Street is an early 19th century altered former cotton spinning mill in brown brick in Flemish bond with sandstone dressings and the roof concealed by a parapet. It is rectangular in plan and five storeys in height with a basement and attic. It has 13 repetitive window bays to Cambridge Street and a square stair turret. The Physical Surroundings The mill buildings and chimneys are located in a group around Cambridge Street/ Hulme Street/ Chester Street. To the north are tall buildings including the Bridgewater Heights Student Development, a residential tower to Cambridge Street/ Gloucester Street and Manchester Oxford Road Station. To the south are lower rise buildings and buildings associated with Manchester University. To the west is a large area of cleared land. Experience of the Asset The mill buildings are experienced as a group due to their proximity and shared characteristics. The continual building line, particularly to Cambridge Street and Hulme Street created by the linear consistent elevations and regular height creates a sense of enclosure to the streets and the repetitiveness and regularity of the elevations, rhythm of windows openings, use of brick and stone dressings creates a consistency to their industrial character. The two mill chimneys have prominence within the surrounding area due to their distinctive form and height. The buildings are experienced alongside later taller developments to the north including the Bridgewater Heights Student Development and the residential tower to Cambridge Street/ Gloucester Street which contrast in scale and materials, adding a modern urban context. The townscape to the south and east is largely cleared which results in an unresolved context and contrasts with the density of development to the north and east. Associative Attributes The buildings have clear associations with each other as a result of their shared function and associations with the 19th century growth of the textile industry in Manchester. There are direct associations between Chorlton New Mill and Chorlton Old Mill which were both developed by the same owner.

Ref No.	Listed Building	Special Architectural and Historic Interest	Contribution made by Setting to Significance
		list description notes that the interior has been altered but is likely to be of fireproof construction. Chatham Mill dates to 1823 and was extended in 1823. It has a slate roof with clerestory windows. The site of the original engine house is to the gable wall to the south west and remains of the chimney are to the north west. All floors have taking-in doors to the centre of the rear elevation. The extension forms a central courtyard to the rear and is four storeys and forms a courtyard entry. The list description identifies that the interior has timber floors on cast iron columns and beams supporting brick arches. Historic Interest The mills and associated structures are of interest as former cotton mills and represent the development of the building stock associated with the boom in the cotton manufacturing industry following the introduction of steam power in this part of Manchester.	
5	Dalton Statue in forecourt of Dalton College	 Architectural Interest The statue of John Dalton dates to 1854 and was designed by William Theed the Younger. It comprises a bronze statue on a stone plinth and is a seated figure wearing a draped academic gown. As a commemorative asset the statue is principally of significance for its artistic qualities and for its associations with John Dalton. Historic Interest The statue was moved to this position in 1961 from Piccadilly Gardens. It commemorated John Dalton who established the theory that atoms were the smallest particles of matter in the 19th century.	Physical Surroundings The statue is positioned in a grassed courtyard created by the Dalton College building which dates to the 1960s. To the north is Chester Street. Experience of the Asset Due to its small scale the statue is experienced from close proximity and within a confined setting, defined by the courtyard it occupies. Its significance as a commemorative structure is best appreciated from this point. It is largely screened from view from the road as a result of trees to the road frontage. Associative Attributes

Ref No.	Listed Building		Special Architectural and Historic Interest	Contribution made by Setting to Significance
				The statue has associations with other buildings and structures associated with or commemorating John Dalton within Manchester, including the college.
6	Manchester South Junction and Altrincham Railway Viaduct		Architectural Interest The structure consists of a railway viaduct dating from the mid-19th century (c.1846-9) which is 1 ¾ miles long and traverses Manchester city centre from Manchester Piccadilly into Castlefield. It is constructed from red brick with small sections of blue brick, sandstone dressings and cast iron bridges. The bridges consist of highly decorative Gothic-style ironwork, of significance for its high quality. Historic Interest The structure is of historic interest as an early example of a railway viaduct dating from the second phase of railway development in Manchester in the mid-19th century. The structure is also of historic interest as it was constructed by David Bellhouse Junior, a noted Manchester builder.	Physical Surroundings The viaduct is continuous and its setting consists of urban development to its north and south, of varying character, height and density, and including some significantly sized modern towers. Experience of the Asset The viaduct at its entire length is appreciable from an extensive area as it traverses the city and is prominent to varying degrees and depending on the interaction of buildings and open spaces with it. The decorative detailing of the structure is particularly appreciable from the junction of Deansgate and Whitworth Street West. Associative Attributes The structure holds strong group value with neighbouring railway structures (both contemporary and later). The Rochdale and Bridgewater canals form an association with the viaduct in collectively illustrating the development and advancement of Manchester's transport infrastructure in the 19th century.
7	Middle Warehouse, At former Castle Fields Goods Yard		Architectural Interest Middle Warehouse was built 1828-31 and is in red brick with sandstone dressings. It extends to five storeys and has a huge blind elliptical arch housing two arched shipping holes with a sandstone pier to the centre. The central section may have formerly been pedimented. To either side are vertical loading bays and round headed windows. The existence of both the shipping holes and loading bays suggest that boats would have pulled up alongside as well as inside the buildings¹². The building was remodelled and converted to flats in 1988, when the majority of the interior was lost and the roofline was altered. The warehouse is one of only two warehouses in Castlefield which largely retains its original form (with Merchants Warehouse)¹³ and for this the functional architectural style and form of the building is ascribed significance.	Physical Surroundings The Building is located on the end of the Bridgewater Canal Terminus within the centre of Castlefield and the conservation area, which meets the shipping arches to its west elevation. This elevation of the building fronts the open area now associated with the terminus area. To the east the building is set back from Chester Road, from which primary access is now taken. The warehouse is now flanked by recent residential development blocks. Experience of the Asset Middle Warehouse is a large and dominant buildings principally experienced and appreciated from the Canal terminus area which forms the central part of the Castlefield area and is a popular open space. The building is a very prominent feature in this vicinity, and experienced as a group with the Merchants Warehouse. It is also viewed from Chester Road, albeit as the building is set back and at a

¹² Manchester, The Warehouse Legacy. English Heritage (2002)

¹³ Manchester, The Warehouse Legacy. English Heritage (2002)

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			Historic Interest The building served the Bridgewater Canal terminus with which it is functionally and fundamentally linked, and this linkage remains evident. It has strong historic significance for its role as an integral part of 19th century industry in Castlefield.	lower level from the road, the building is less imposing from this direction. Views towards the Deansgate Square Towers and Beetham Tower are experienced to the east, and above the building’s roofline. These emphasise the changed urban context of the building and its proximity to the city centre. Associative Attributes The building has associative value for its historical association with the wider development of canal infrastructure and industry in Castlefield and Manchester.
8	Floodgate on east side of Knott Mill Bridge		Architectural Interest The Floodgate dates to c.1765 and forms part of the hydraulic system by which the Bridgewater Canal terminus basin exploited the course of the River Medlock. This was diverted through a culvert running from this position to Potato Wharf and the canal overflow was returned to the river via weir known as the Giant’s Basin. Its design is simple and functional, and it is constructed of sandstone. Historic Interest The floodgate is of historic interest for forming part of the hydraulic system designed by James Brindley for the Duke of Bridgewater, and is reflective of the transport improvements that enabled the growth of Manchester during the earlier part of the industrial revolution.	Physical Surroundings The floodgate is located on the Bridgewater Canal, to the south of the Bridgewater Viaduct and east of Knott Mill Bridge. Experience of the Asset The floodgate is primarily experienced from its canal setting where the functional aspects of the floodgate and its relationship with the waterway are best appreciated. Associative Attributes There are historical functional associations with the Bridgewater Canal and other transport infrastructure including the Bridgewater Viaduct and Knott Mill Bridge, all of which reflect the importance of transport in the development of Manchester as a manufacturing centre in the industrial revolution.

Ref No.	Listed Building	Special Architectural and Historic Interest	Contribution made by Setting to Significance
9	Lee House	Architectural Interest Lee House comprises a former warehouse, forming an extension to the Tootal, Broadhurst and Lee building (56 Oxford St) and dating from the early to mid-20th century (c.1928-31). The building is designed in the Art Deco / International Style and is constructed from a steel frame clad in brown brick with bronze framed windows and Portland stone dressings. It is of eight storeys over a basement with six bays to Great Bridgewater Street with broad corner pilasters and narrow chamfered piers, all of brick. Historic Interest The building is of historic interest as a mid-20th century warehouse in the Art Deco style. The building was designed by the architects Harry S Fairhurst and Sons. It was originally conceived at 17 storeys but was never completed due to the Great Depression.	Physical Surroundings The building is bounded to the north by Great Bridgewater Street, to the east by the Tootal, Broadhurst and Lee building, and the south by the Rochdale and Bridgewater Canal link. To the west is a modern residential development. Experience of the Asset The building is principally experienced from Great Bridgewater Street and the junction with Chepstow Street where the height and detailing of the principal facades and the architectural confidence of the building can be appreciated. The building is also visible along the canal path. More broadly the building is experienced as part of a modern and changed city centre where both traditional and modern buildings in a range of styles and heights are appreciable. Associative Attributes The building has an association with the development and history of the adjoining Tootal, Broadhurst and Lee building.
11, 12 and 13	Rochdale Canal Lock No 90, approximately 30m west of Albion Bridge (grade II), Rochdale Canal Lock Number 91 at east end of Gaythorn Tunnel (grade II), and Rochdale Canal Lock Number 89 (Tib Lock) to south side of Havelock Mills (grade II)	Architectural Interest The three canal locks date to the early 19th century (1804-05) and are part of the group of nine constructed as part of the canal system for Manchester to serve the booming cotton industry. Individually and collectively they illustrate the historic development and advancement of Manchester's transport infrastructure in the early 19th century. Each lock is still in working order and consists of a 14 foot width chamber with coursed sandstone sides, and pairs of timber gates at both ends. They are listed as good examples of early 19th century canal locks constructed for the Rochdale Canal Company and have group value. Historic Interest The structures are of historic interest as early 19th century canal infrastructure linked with the Rochdale and Bridgewater Canals. They are associated with the construction of the Rochdale Canal, which enabled development of the city's textile industry in the late 18th century through improved transport methods.	Physical Surroundings The three locks are arranged along the route of the Rochdale Canal in central Manchester. The canal is enclosed by towpaths to the north and south, and to the north side by Deansgate Locks and Great Bridgewater Street and to the south Whitworth Street West. Development along these thoroughfares includes 19th century warehousing and modern brick canal side apartments of similar massing and contrasting metal cladding. To the immediate north of Lock no 90 is the large scale Axis development and the wider area contains a number of large scale developments including Beetham Tower to the north and Deansgate Square to the south. Experience of the Asset The locks are primarily and directly experienced from the accompanying canal towpath, where they can be appreciated as part of the wider canal system including a Lock Keepers Cottage to the west and their functional significance can be understood. More widely they are experienced in combination with former warehouses, the viaduct and modern development, however they are below street level. Associative Attributes The locks are part of a series of 9 on the extension linking the Rochdale and Bridgewater Canals and were built for the Rochdale

Ref No.	Listed Building	Special Architectural and Historic Interest	Contribution made by Setting to Significance
14	Rochdale Canal Lock Keepers Cottage at lock No 91 Next to Gaythorn Tunnel	Architectural Interest The Lock Keepers Cottage dates from the early 19th century (c.1805) and is constructed from red brick with sandstone dressings under a hipped slate roof, with a plain stone parapet. It is in three storeys and three bays to the north, the first storey is a full-height basement and the second floor forms a ground floor at street level. The south façade is of two storeys in three bays. The central entrance is recessed under a round headed brick arch with protecting sandstone keystone with impostes below. This creates a fine early 19th century appearance to the building, the lack of detailing emphasising its simplicity and alluding to a functional purpose. Historic Interest The building is of historic interest as it forms part of the Rochdale and Bridgewater Canal link. The building is also of interest as an early 19th century example of a Lock Keeper’s Cottage.	Canal Company. Lock 90 also holds particular group value with the Lock Keepers Cottage on the north side. The Asset’s Physical Surroundings The building is bounded to the north by Deansgate Locks and the Metrolink. To the west is the late 20th century bridge link between Deansgate Railway Station and Deansgate Castlefield Metrolink. To the south and east is the canal. To the north is the Beetham Tower. Experience of the Asset The building is principally experienced from Whitworth Street West, allowing an appreciation of the double fronted elevation and its link with the canal below. An appreciation of the building’s link with the canal is fully appreciated from the canal pathway when travelling westwards. The building is also visible from Castle Street, Albion Street and Bugle Street. It is experienced in combination with high rise, modern development, giving the building the mixed setting of a modern city. The Asset’s Associative Attributes It shares a strong visual and historical functional relationship with canal lock 91 which forms part of its setting along with the canal itself and the brick viaduct. The building was built for the Rochdale Canal Company and holds group value with the canal infrastructure in the area.
15	The Ritz Dance Hall	Architectural Interest The Ritz Dance Hall is an early 20th century dancehall in two large storeys, faced with brick and white faience. The principal elevation to Whitworth Street West contains a central entrance with modern doorways and an overhanging canopy. Ground floor openings appear blocked or altered. At first floor the window bays are topped by a simple moulding and moulded faience frames the openings. Above the cornice is a staggered pediment which gives a distinct early Art-Deco appearance. Historic Interest The dance Hall dates to 1927 and was the venue of most of the well-known dance bands of the 1930s and 40s. It is included on the statutory list as a now rare example of its type and date, representing early 20th century popular culture¹⁴.	Physical Surroundings The Ritz Dance Hall is located on the north side of Whitworth Street West. To the immediate west is a modern apartment block of approximately 8 storeys, to the immediate east an apartment block of approximately ten storeys. Across Whitworth St West on the south side is the Railway Viaduct with modern shops inserted into the arches. Views further east are towards the Former Refuge Life Assurance Offices. Experience of the Asset Adjacent development gives a modern and urban setting to the asset, although views towards the Former Refuge Life Assurance Offices (the Principal Hotel) provide a 19th century wider city context. It is best experienced from Whitworth Street looking north west where the width and distinction of the principal elevation can be appreciated in its entirety. It is also experienced in oblique and distant views along the street. Associative Attributes

¹⁴ Historic England (1994) List Entry Description, Ritz Dance Hall

Ref No.	Listed Building	Special Architectural and Historic Interest	Contribution made by Setting to Significance
16	Manchester Oxford Road Station (including platform structures)	 Architectural Interest Manchester Oxford Road Station is listed as one of the best post-war railway stations in England with a unique and striking design with an unusual form. The station is constructed of laminated timber shells supported on a cruck-like frame. Historic Interest The station dates to dates to 1958-60 and was designed by architect Max Glendinning and engineered by Hugh Tottenham, and is considered Tottenham's best work¹⁵.	There are no known associations. Physical Surroundings Oxford Road Station is located to the north west of Oxford Road and is accessed via a concourse from Station Approach. To the immediate south are the railway lines and beyond is New Wakefield Street. To the north, a single storey extension to the station building sits in front of a backdrop of modern multi storey apartment blocks clad in brick and to the east is a group of deciduous trees and views towards the tower of the Former Refuge Assurance Offices. To the south views are towards railway infrastructure and the Holiday Inn express, clad in dark grey brick. Experience of the Asset The building is primarily experienced from the station approach off Whitworth Street looking west where the unique design and unusual form of the building is best appreciated. Views towards the tower of the Former Refuge Life Assurance Offices add a 19th century context to an otherwise distinctly late 20-21st century urban environment which typify the setting of the building. The Unite Students Building at Bridgewater Heights represents a significant scale building to the south and dominates the skyline. Associative Attributes There are no known associations.
17	13-17 Albion Street	 Architectural Interest 13-17 Albion Street is a mid to late 19th century former warehouse. It is in the Venetian Gothic Style and constructed from red brick with sandstone dressings under a slate roof. The building rises to four storeys with a basement with principal façades facing Albion Street and Trumpet Street and a canted front entrance. To the rear the remains of winching structures extend over the canal. The building was converted into offices during the late 20th century and the interior has been extensively altered, and the roof replaced. Historic Interest 13-17 Albion Street is of historic interest as a former 19th century warehouse and is reflective of the wealth of the city brought about by the cotton industry.	Physical Surroundings 13-17 Albion Street is located on the east side of Albion Street, to the south of the Britons Protection public house and the G MEX. To the west and south is transport infrastructure including the Viaduct and the Rochdale Canal, and late 20th century apartments of multiple storeys (Axis). Experience of the Asset The building is best experienced from Albion Street where the decorative elevations are most visible, and from the rear, where the canal winching structures are visible and contribute towards appreciation of the former use of the building. The overall prominence of the building has been reduced by other development in its setting and this has evolved and changed since its construction. Associative Attributes There are no known associations.

¹⁵ Historic England (1995) List Entry Description, Manchester Oxford Road Railway Station

Ref No.	Listed Building		Special Architectural and Historic Interest	Contribution made by Setting to Significance
18	Boundary stone on Knott Mill Bridge		Architectural Interest The boundary stone is a township boundary stone possibly dating to the 18th century. It is a low round-headed slab with lettering on either side, with 'TOWNSHIP' round the head and possibly also inscribed with 'MANCHESTER' and 'HULME'. Historic Interest The boundary stone is of historic interest as a possible 18th century boundary stone and is reflective of early transport infrastructure.	Physical Surroundings The boundary stone is located on Knott Mill bridge, to the south of the Bridgewater Viaduct. To the immediate west is the grade II listed Floodgate on the east side of Knott Mill Bridge and to the south is the River Medlock. To the north and east are several brick faced modern apartment blocks of several storeys. Experience of the Asset The boundary stone is experienced alongside other transport infrastructure including the Bridgewater Viaduct, Knot Mill Bridge and floodgate to the west. Its function as a boundary stone is understood from this point. It is also experienced in an urban context with modern apartment blocks to the north and east. Associative Attributes There are no known associative attributes but there is a visual, historical and functional relationship between the asset and the Knot Mill Bridge on which it stands and the Bridgewater Viaduct to the north, all being related to historic transport infrastructure.
20	Chepstow House		Architectural Interest Chepstow House is a former shipping warehousing dating from the mid to late 19th century (c.1874) and designed in the Eclectic Style. The building is constructed from red brick with sandstone dressings under a slate roof. It is of three storeys with a basement and attic in an irregular plan form on an island site. The building is embellished through the use of a sandstone sill-band, plinth, cornice, gables and a semi-octagonal angled oriel with a domed turret. The building was converted into offices in the late 20th century. Historic Interest The building is of historic interest as a shipping warehouse from the mid to late 19th century. It was built for Sam Mendel, a textile merchant, and was designed by the architects Speakman, Son and Hickson.	The Asset's Physical Surroundings The building fronts Chepstow Street to its south, a modern office development to its east and Great Bridgewater Street to its west. To the north is the course of the former Salford Junction Canal. To the north is the grade II Listed Canada House and modern high rise development. To the east is the grade II Listed Peveril of the Peak. Experience of the Asset Due to the buildings plan form and island site, it is experienced from Chepstow Street, Great Bridgewater Street and from the Rochdale and Bridgewater Canal link, with which it has an association. It is a distinctive building for its eclectic elevations and varied roofscape and has stature for its height, width and position, set back from Chepstow Street. The setting of the buildings is mixed. It is appreciated in combination with a number of nearby listed buildings, but is also experienced in the context of a modern city, with recent tall buildings appreciable in views from Chepstow and Great Bridgewater Street. Associative Attributes The building has an association with the former Salford Junction Canal.

Ref No.	Listed Building		Special Architectural and Historic Interest	Contribution made by Setting to Significance
21	Bridgewater Canal offices		Architectural Interest The building consists of a former Officers Mess dating to the late 18th / early 19th century (c.1800). The building is in the Georgian style and constructed from red brick in Flemish bond with sandstone dressings under a slate roof. It is designed on an L-shaped plan form and is two storeys in height with ten bay designed to resemble two symmetrical five bayed houses, each with a pedimented projecting bay. The building retains architectural features such as cornices, gables and a sill-band. The rear wing to the south appears to be a later addition. The building is of interest for its high quality Georgian style, designed to indicate a high status office amongst surrounding industrial buildings. The east and west elevations retain the greatest significance. Historic Interest The building is of historic interest as a former Officers Mess for the Manchester Regiment dating from the late 18th / early 19th century. The building is also of historic interest as the former offices of the Bridgewater Canal Company. It pre-dates the later rapid expansion of the city.	The Asset’s Physical Surroundings The building is bounded by Chester Road (A56) to the north and Great Jackson Street to the west. Beyond these streets the building now sits within a heavily changed urban context with the substantial towers of Deansgate Square to the north and the Crown Street development to the south. Experience of the Asset The building is principally experienced from the north from the A56, allowing for a clear appreciation of the principal elevation, although this is currently obscured by hoardings. The building is visible in views westwards and eastwards along the A56. The significantly sized modern developments to the north and south have markedly changed the experience of the building, with it becoming increasingly distinctive for its historic appearance, brick construction and diminutive two storey height. It is legible as a remnant of a former historic streetscape which is now largely eroded. Associative Attributes The building has an association with the Bridgewater Canal Company as their former offices.
22	Roman Catholic Church of St Wilfrid		Architectural Interest The Roman Catholic Church is of interest as a Victorian church, dating to 1842 and designed by the noted architect Augustus Pugin. It is in the Early English Style and constructed in red brick with sandstone dressings and a slate roof. It has the form of a nave with north and south aisles, an uncompleted north west tower, chancel and north chapel. The nave is six bays and has small lancet clerestory windows and an arched west doorway. The aisles have pilaster buttresses and lancets. To the south is three gabled confessionals. Historic Interest The church is of interest as the only known church designed by Augustus Pugin in Manchester. In 1990 it was deconsecrated and it is now in commercial use. Pevsner¹⁶ describes it as ‘<i>a seminal building in the history of 19th century church architecture, yet in striking contrast to the regeneration all around, it is in shockingly poor condition</i>’.	Physical Surroundings The Church is located to the south of St Wilfrids Street and to the west of Hulme Park. It is enclosed by a hard surfaced car park. Immediately to the south west is the former church hall/ social club which is of a similar style with a prominent gable and stone dressings. Experience of the Asset The building is primarily experienced from St Wilfrids Street where it adjoins the street frontage. It forms a group with the former church hall and a further building to the west (now a furniture shop) due to proximity, shared architectural style and broad age. There is a contrast with larger scale modern residential developments found to the north west. Hulme Park to the east and south provides a green and spacious character to the setting of the building and it occupies an area of lower density housing when compared to the city backdrop. In views to the north, tall buildings within the city centre including the Beetham Tower and Deansgate Square are clearly visible.

16 Hartwell, C (2001) Manchester: Pevsner Architectural Guides

Ref No.	Listed Building	Special Architectural and Historic Interest	Contribution made by Setting to Significance
23	The Britons Protection Public House	Architectural Interest The Britons Protection is an early 19th century public house. It is built from red brick under a slate roof with a raised parapet and is three storeys over a cellar with a symmetrical façade. The front elevation is painted white at ground floor with roughcast above. The building has a double depth plan with added rear wings. The façade consists of pilastered jambs with foliate capitals, foliate consoles at each end and a cornice above. The upper floors have simple pilasters to their corners. The 1930's interior survives relatively unaltered. The significance of the building is attributed primarily to its historic interest. It is an early C19 public house of interest as one of a few buildings in the vicinity which provide evidence of the former uses and character of this area of Manchester. Architecturally the building is of some interest, but it is modest and historically formed part of a small group of buildings of similar scale and appearance with a continual frontage; its current prominence is accentuated by the loss of neighbouring buildings, and does not reflect the historic arrangement. Its surviving 1930's interior makes a marked contribution to its significance. Historic Interest When built the public house likely served the workers of the local warehouses.	Associative Relationships The Church has an association with the noted architect Augustus Pugin, though there are no known other churches attributed to him in Manchester. Physical Surroundings The building is bounded by Great Bridgewater Street to its north, Albion Street (A5103) to its west and Trumpet Street to its south. To its east is a large modern hotel development. Experience of the Asset The Britons Protection is primarily and directly experienced from the junction with Albion Street (A5103) and Great Bridgewater Street, where its principal elevation can be best viewed and experienced. The building is also visible in glimpsed views from Albion Street when looking south; its white parapet is particularly distinctive and eye-catching. The public house was historically part of a continuous developed street frontage to Great Bridgewater Street, but adjacent buildings have been demolished leaving the building appearing isolated. The setting of the public house has continually evolved and changed as a result of 19th and 20th century developments in the area, and more recently as a result of a trend towards larger scale modern tall buildings. The scale of the building relative to its context has therefore already changed; it has an increasing relationship with larger scale buildings. Associative Relationships The building has no known associative attributes.



Ref No.	Listed Building	Special Architectural and Historic Interest	Contribution made by Setting to Significance
24	Former Congregational Chapel	Architectural Interest The Former Congregational Chapel dates to the mid-19th century (c.1858) and is designed in the Italianate Style. The building is constructed from red brick with sandstone dressings under a slate roof. The east elevation consists of a gabled front with a 3-bay pedimented centre with pilasters, flanking porches and a large campanile tower. The building was converted and remodelled in the late 20th century. Historic Interests The building is of historic interest as a former congregational chapel dating from the mid-19th century. The building is also of interest as it was designed by the architect Edward Walters.	The Asset's Physical Surroundings The building fronts Deansgate (A56) to its east, the Bridgewater Canal to its south, a small pedestrianised area off Castle Street to the west and the Manchester South Junction and Altrincham Railway Viaduct to the north. Experience of the Asset The building has localised prominence and stature and is primarily experienced in views northwards from Chester Road/Deansgate (A56). It is also visible within the surrounding area of Castlefield due to the height and distinction of the campanile tower and raised position of the building. The building is also visible in distant views along the viaduct from Oxford Road Station. The Chapel is experienced in the context change including large scale modern developments which emphasise its urban setting, but which contrast with its historic and distinctive form. The Asset's Associative Attributes The building has no known associative attributes.
26	Peveril of the Peak Public House	Architectural Interest The Peveril of the Peak is an early 19th century public house with distinctive glazed Victorian faience tiling. Window openings are framed with elaborate orange terracotta architraves with projecting heads and the entrances are elaborated by further tiling. The ground floor is tiled with yellow-green tiles and a paler green at first floor. The building has a V shape plan and is of two storeys under a shallow hipped roof with a narrow west façade and long north and south facades. The rear (east) elevation is plainer. Historic Interest The building is of historic interest as a public house dating from the early 19th century. The building is also of historic interest due to the survival of its late 19th century interior and exterior.	The Asset's Physical Surroundings The building is bounded by Great Bridgewater Street to its west and south and Chepstow Street to its north. To the east is an open car park. The building is positioned in a V-shape which is enclosed by roads (albeit partly pedestrianised to Chepstow Street). To the north is the grade II Chepstow House in three storeys plus attics and to the south several apartment blocks of multiple storeys faced in red brick. Experience of the Asset The building is primarily and directly experienced from the corner of Chepstow House to its west, which allows for an appreciation of the elaborate faience tiles to its principal elevations. It is experienced alongside much taller buildings including Chepstow House and contemporary apartment blocks, which emphasise the diminutive scale, distinctiveness and decorative qualities of the building. The Asset's Associative Attributes The building holds an association with the former warehouses and industrial buildings in the area which illustrate the former industrial character of the area.

Ref No.	Listed Building		Special Architectural and Historic Interest	Contribution made by Setting to Significance
27	Deansgate Station		Architectural Interest Deansgate Station is a railway station (originally known as Knott Mill Station) dating from the late-19th century (c.1896). The building is constructed from red brick with blue brick bands and stone and terracotta dressings under a concealed slate roof. The building is designed in an interpretation of the Baronial style and sits on an angular site with an entrance at a sharply curved corner. The parapet incorporates mock battlements. Historic interest The building is of historic interest as one of the first truly suburban railways and was instrumental in the development of the surrounding area. The building was rebuilt at street level by the architect Robert Neill and Son at the cost of £20,000.	The Asset's Physical Surroundings The building fronts Whitworth Street West to the north, a small pedestrianised area to the west and modern development to the east. To the south is the Manchester South Junction and Altrincham Railway Viaduct. Experience of the Asset The building is primarily experienced from the junction of Deansgate and Whitworth Street West, allowing for an appreciation of the curved corner of the building and parapet. The building is also visible from Castle Street. Large scale development built in the past decade have changed the urban setting of the station, with the Beetham Tower, Deansgate Square and Axis rising above the rooflines in the area and creating an increasingly modernised and higher rise context. The Asset's Associative Attributes The building has an association with the neighbouring Manchester South Junction and Altrincham Railway Viaduct.
28	GMex (Manchester Central)		Architectural Interest GMEX is the former Manchester Central Station which dates to c.1876-9 and is now known as the Manchester Central. The building is constructed from wrought iron and glass with brick side walls. The building is rectangular in its plan form with a single segmental mass of fifteen bays with a 210 foot span and is built on extensive undercroft. The building has a robust appearance with a bold strength of form. The station was closed in 1967 and re-opened in 1986 as a conference and events centre. The significance of Manchester Central is therefore ascribed to its architectural special interest and its bold and uncompromising form, as well as its historic interest as a former railway station dating from the mid to late 19th century, designed by the architect Sir John Fowler for the Midland Railway Company. Historic interest The significance of Manchester Central is therefore ascribed to its architectural special interest and its bold and uncompromising form, as well as its historic interest as a former railway station dating from the mid to late 19th century, designed by the architect Sir John Fowler for the Midland Railway Company.	The Asset's Physical Surroundings The building is fronted to the north by a modern pedestrian square; to the east is Lower Mosley Street and Metrolink infrastructure and Watson Street is to the west. To the south is an open car park. Experience of the Asset The building is fronted to the north by a modern pedestrian square; to the east by Lower Mosley Street and Metrolink infrastructure and Watson Street is to the west. To the south is an open car park. It is directly experienced from the pedestrian square to the north of the building which allows for a view of the curved roof form of the building. The distinctive roofline of the building is also visible from Great Bridgewater Street, Lower Mosley Street, and Albion Street, and this form is glimpsed from various other positions throughout the city. The Asset's Associative Attributes The building has associative relationship with Midland Hotel and other rail infrastructure.

Ref No.	Listed Building	Special Architectural and Historic Interest	Contribution made by Setting to Significance
29	Electricity Junction Box in Castlefield Canal Basin, Manchester	This is one of a group of electrical junction boxes dating to the turn of the 20th century, positioned around the Castlefield Canal Basin. The three examples in this grouping were manufactured at the Worcester foundry of Hardy and Padmore. The boxes are cast iron and feature Jacobean-style geometric strapwork reliefs that surround detachable plaques with the crest of the City of Manchester. The boxes have pyramidal caps and circular reliefs reading Hardy and Padmore Limited, Worcester. They derive significance from their historic and functional interest, illustrative of the drive to develop electricity into a mass-consumed utility, and the respect which was accorded to electrical infrastructure in the early years of the 20th century.	The Asset's Physical Surroundings The boxes are distributed around the Castlefield Canal Basin, to the south of the Bridgewater Viaduct, to the north of the same viaduct and on Castle Street. The junction boxes are only visible from the Castlefield Basin area due to their small scale. Experience of the Asset and Associative Attributes They are experienced as functional assets associated with the early 20th century development of the area. All derive significance and group value from their collective historic, visual and functional associations.
30	Electricity Junction Box in Castlefield Canal Basin, Manchester	See 29	See 29
31	Electricity Junction Box on Castle Street, Manchester	See 29	See 29

Table 4.3: Buildings Identified on the HER

Ref No.	HER Building	Special Architectural and Historic Interest	Contribution made by Setting to Significance
32	Crown Hotel (now the Deansgate) (Area of Roman Manchester) 	Architectural Interest The Crown Hotel originally appeared on the 1794 Ordnance Survey map as the 'The Crown Inn' at which time it was the end building of a block. The building is constructed in brick with the lower storey being covered with cream and green faience tiles. The original name is given in relief above the canted corner doorway. Historic Interest The building is of historic interest as a purpose built public house with origins in the late 18th century.	Physical Surroundings The building is located at the southern end of the principal section of Deansgate. To the immediate north is Trafford Street, and beyond, the Beetham Tower. To the south is the Deansgate-Castlefield Viaduct. Experience of the Asset The asset is located at the southern end of Deansgate which dominates the experience of it. Due to the enclosing effect of Beetham Tower to the north and the viaduct to the south, as well as the busy road network, it is principally experienced from close proximity, but has a degree of localised prominence due to its tiled elevations and the definition it creates to the street corner. In views north and south it is experienced in the context of tall modern buildings. Associative Attributes There are no known associations.
33	Bridgewater/ Chester Road Viaduct	Architectural Interest The Chester Road/ Bridgewater Viaduct is a linear feature that runs in a south west to north east direction. It forms a layer of a multitude of transport infrastructure lines running across the city,	Physical Surroundings The Viaduct is located to the south west of Manchester Central and to the east and west are the Rochdale and Bridgewater Canals. The grade II listed Castlefield Railway Viaduct passes to the north. To the

Ref No.	HER Building	Special Architectural and Historic Interest	Contribution made by Setting to Significance
		and the River Medlock passes underneath. It is faced with red brick with elliptical arches with a wider arch over the River Medlock. Historic Interest It is of historic interest forming part of the transport infrastructure of the city of Manchester which enabled efficient transportation of goods and allowed further industrial expansion.	south is a series of late 20th century and contemporary apartment developments of multiple storeys. Experience of the Asset The asset is experienced as part of a busy road network at street level, amongst 19th century and modern red brick apartment buildings, and large scale development including the Beetham Tower. Its function as a viaduct is best appreciated from this area. Due to the busy road network, the asset is best experienced at close range. Associative Attributes There are no known associations.
34	Deansgate/ Gaythorn Tunnel Canal	 Architectural Interest The Deansgate/Gaythorn Tunnel is a late 19th century canal tunnel with blue engineering brick walls and red brick parapet and cast iron intrados supported on sandstone copings, with sandstone copings above the parapet. Historic Interest It is of historic interest representing the industrial expansion of the city in the late 19th century that was facilitated by the construction of the canal network.	Physical Surroundings The Deansgate/Gaythorn Tunnel is located on the Rochdale Canal, which passes under Deansgate. To the north west is the G MEX, to the east and west canal infrastructure and associated viaducts, and to the south is the Bridgewater Canal. Experience of the Asset The surrounding busy road network interferes with the ability to appreciate the asset and the functional significance of the structure is best appreciated and understood from the Rochdale Canal. Due to the position of the asset below ground level, it is best experienced at close range from the canal towpath. Associative Attributes There are historical, functional relationships between the Deansgate/Gaythorn Tunnel and surrounding canal infrastructure, including canal locks to the east and west.
35	Viaduct, West from Knott Mill and Deansgate Station to Dawson Street	The HER Entry identifies that this structure has been incorporated into the list entry for the Manchester South Junction and Altrincham Railway Viaduct. See LB ref 6.	The HER Entry identifies that this structure has been incorporated into the list entry for the Manchester South Junction and Altrincham Railway Viaduct. See LB ref 6.

Ref No.	HER Building	Special Architectural and Historic Interest	Contribution made by Setting to Significance
36	Textile Finishing Works	Architectural Interest The former textile finishing works is a three storey rectilinear building of red brick with a gabled roof. The east elevation fronts Great Marlborough Street and is divided into three equal bays, separated by brick pilasters that act as arcades, terminating above the second floor window openings. There is an entrance with sandstone architrave and a flat pediment in the northernmost bay, and brick dentilation above the north and south window openings at second floor. Historic Interest According to the Greater Manchester Archaeological Advisory Service Monument Report, the works is marked as a Textile Finishing Works on historic mapping. It appears to date to the mid-19th century.	Physical Surroundings The asset is located on the west side of Great Marlborough Street, to the north of Hulme Street. To the south and west are groups of grade II listed former textile mills of red brick. To the north east is a modern 37 storey development at Liberty Heights. It is bounded to the south by late 20th- early 21st development of brick and glazing. To the north is the grade II listed Aqueduct. Experience of the Asset The asset is experienced as part of a wider network of brick buildings of five storeys and alongside early to mid-19th century former textile mills, also of brick. Its former function and use is appreciable from both Great Marlborough Street and Hulme Street. It is also experienced alongside modern development such as the multi storey Liberty Heights to the immediate northeast, in contrasting materials and scale. Associative Attributes The asset is experienced as part of a group of historic former textile processing works and so it has aesthetic and functional associations
37	Hotspur Press (Hotspur House) (former Medlock Mill)	Architectural Interest The Hotspur Press is a rectilinear former mill constructed of reddish brown brick with a gabled, slate roof to the east, Cambridge Street elevation. Openings are regularly spaced across each façade and later brick extensions are evident to the east elevation, possibly incorporating a lift shaft. This elevation retains lettering reading ‘THE HOTSPUR PRESS’ across the façade with ‘PERCY BROTHERS’ at the parapet and is altered at ground floor with a large opening covered by a metal roller shutter. The building curves to the south where a series of hipped roofs are visible. To the north, a series of single storey sheds are visible with hipped gables, possibly former weaving or carding sheds. To the north is a series of single storey sheds set perpendicular to those to the south. Historic Interest The Hotspur Press began as a cotton mill (Medlock Mill), in the 19th century and was later converted to a Printing Works. It was taken over by the Percy Brothers who named the building the Hotspur Press.	Physical Surroundings The Hotspur Press is located to the north west of Cambridge Street, to the immediate south of the railway viaduct that carries the line to the grade II listed Oxford Road Station which is to the northeast. To the west is a large scale multi storey car park and to the east a large-scale high rise residential tower. To the south are some cleared sites and several grade II listed former textile mills of early 19th century date. Experience of the Asset Due to its positioning between the viaduct and River Medlock to the north, west and south, which limits appreciation from these elevations, the asset is experienced primarily from Cambridge Street to the east where views towards the east elevation and signage are possible. It is experienced as part of a varied city scape including large scale modern buildings as well as the industrial backdrop of the railway and viaduct to the north, and listed former textile mills to the south. Associative Attributes There are historical associations with the Percy Brothers and associations with other former mill buildings in the area.

Contribution of the Site to the Significance of Heritage Assets

- 4.9 The Site is currently occupied by a Premier Inn hotel with a large area of surface car parking to the rear. The building is predominantly of brick construction with projecting block work bays to the corners and centre of the principal elevation and cladding to the upper floors with projecting eaves. It dates to 2000 and is of no heritage value.
- 4.10 At five storeys in height, the existing building and Site is distanced from and not visible from the majority of heritage assets identified within the Study Area. It is visible from the grouping of former textile mills to the east of the Site lining Hulme Street and Cambridge Street due to open and vacant intervening land, however it is viewed in the distance and appears as a backdrop. It is an aspect of setting that neither contributes to nor detracts from their significance and is neutral.

5. Impact Assessment

Summary of Legislation and National Planning Policy

- 5.1 Under s66(1) of The Planning (Listed Buildings and Conservation Areas) Act 1990, Manchester City Council, in determining the submitted full planning application has a statutory duty to pay special regard to the desirability of preserving listed buildings, their setting or any features of special interest they may possess.
- 5.2 Case law has confirmed that Parliament's intention in enacting s66(1) was that decision-makers should give considerable importance and weight to the desirability of preserving the special interest and setting of listed buildings, where 'preserve' means 'to cause no harm'¹⁷.
- 5.3 The setting of conservation areas is not expressly protected by primary legislation. However, the NPPF states that the setting of a designated heritage asset (including conservation areas) can contribute to its significance.
- 5.4 Paragraph 197 states that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, putting them into viable uses consistent with their conservation, as well as the desirability of new development making a positive contribution to local character and distinctiveness.
- 5.5 Paragraph 199 requires that when considering the impact of a Proposed Development on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater that weight should be. 'Conservation' is defined by the NPPF as *"the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance."*
- 5.6 Paragraphs 201 and 202 differentiate between 'substantial' and 'less than substantial harm' and provide a framework for the consideration of harm to the significance of designated heritage assets where it arises, bearing in mind the considerable importance and weight that must be given to the statutory duties of the 1990 Act.
- 5.7 Paragraph 203 requires that the effect of an application on the significance of a non-designated heritage asset is taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 5.8 Paragraph 206 requires that local planning authorities look for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance. It states that proposals that preserve those elements of setting that make

¹⁷ East Northamptonshire DC v SSHCLG [2014] Civ 137 and South Lakeland DC v SsfE [1992] 2 AC 141

a positive contribution to or better reveal the significance of the asset should be treated favourably.

- 5.9 The relevant heritage legislation, policy and guidance context for consideration of the Proposed Development is also set out in full in Appendix 3.
- 5.10 A series of Verified Views have been prepared and included in ES Volume 3: Townscape and Visual Impact Assessment. These are referred to throughout this assessment.

The Proposed Development

Locating and Siting

- 5.11 Full planning permission is sought for demolition of the existing hotel and its replacement with a new office development and PBSA development across two blocks.
- 5.12 The commercial block ('Block A') will be located in the eastern part of the Site fronting Medlock Street. The PBSA block ('Block B') will occupy the western part of the Site adjacent to the Downing River Street development. The remainder of the Site would be utilised as public realm.

Form and Appearance

- 5.13 Block A will comprise a unitised glazed facade frame, with a 6m grid corten steel perimeter expressed frame external to the glazed façade. The base and upper storeys of the building will be recessed. The southern façade of Block A will include louvres in extruded aluminium profile. Block B will also comprise a unitised glazed façade, with a shortened shoulder in pre-cast polished concrete.
- 5.14 Block B will follow the principle of a stepped slab block, expressed as two buildings/elements of 38 and 11 storeys in height. Block A will have a rectangular plan form and will be 13 storeys in height.

Impact on Significance

Listed Buildings

- 5.15 Directly to the east of the Site is a grouping of five grade II listed former mills and an associated mill chimney stack, dating to the late 18th or early 19th century (**Chorlton New Mill and attached chimney (grade II), Chorlton Old Mill, Mill on North East corner of junction with Chester Street (grade II), Mill Chimney Stack on west side of Junction with Cambridge Street (grade II), Former Cotton Mill on west side of junction with Cambridge Street (grade II) and Chatham Mill (grade II)**). These buildings are focussed around the junction of Cambridge Street and Hulme Street and although individually of special interest, they also derive significance from their group value. Historically occupying a densely developed setting, the grouping is now more exposed due to the extent of vacant land to the south west.
- 5.16 As illustrated by the ZTV, views of the Proposed Development will be restricted from both Chorlton New Mill and Chatham Mill due to the degree of enclosure on Cambridge Street and intervening buildings. Whilst the Proposed Development would be clearly visible in views westwards from the remainder of the grouping, it would not impede the experience of or ability to appreciate the industrial significance of these

buildings, individually or collectively, due to distance and orientation. In these views the stepped form of the Proposed Development will create depth to the development, with the tower set back from Medlock Street and the simple expressed grid façade of the lower Block A resonating with the warm brick of the listed buildings and repetitiveness of their facades.

- 5.17 Verified View 7 illustrates the relationship the Proposed Development will have with the Mill Chimney Stack and mill complexes in views westwards from Hulme Street. The Mill Chimney currently has an uninterrupted silhouette in these viewpoints and a degree of prominence due to its form, height and tapered crown. Although appearing in combination with and behind the chimney in views westwards, the proposed viewpoint illustrates that the stepped and layered form of the Proposed Development will appear as a backdrop and is unlikely to detract from the distinctive form of the industrial structure such that its functional, industrial or operational significance would be eroded or less appreciable. Although visibility of the Proposed Development will change with closer proximity and perspective the selected viewpoint (Verified View 7) demonstrates that the silhouette of the chimney will remain appreciable and the legibility of its relationship with the wider grouping of mills would be unaffected.
- 5.18 Visual impact of the Proposed Development is restricted to views westwards. It would not obscure or impede any views of the complexes and views eastwards from Hulme Street and northwards and southwards on Cambridge Street would be unaffected.
- 5.19 Planning permission has been granted for the redevelopment of intervening vacant land between the grouping of mill buildings and the Site. If implemented the Proposed Development would be partially or completely screened from Chorlton Old Mill and the adjoining Mill to the south.
- 5.20 The **Dalton Statue** forms part of the Manchester Metropolitan University campus to the east of the Site. The grade II listed statue is positioned within an internal courtyard, enclosed by buildings. The Proposed Development would not be visible from and would have no effect on the statue.
- 5.21 **Manchester Oxford Road Station** is of significance for its striking design and form and is recognised as one of the best post-war railway stations in England. As indicated by the ZTV and Verified View 14, due to distance and topography, only the upper stages of Block B would be visible from the open drop off area to the east of the station, in combination with but lower than existing and proposed tall buildings due to distance and topography. As illustrated by the Verified View the visual impact of the Proposed Development is expected to be limited and would not detract from the architectural interest of form of the post war building.
- 5.22 The grade II listed **Ritz Dance Hall** occupies the northern frontage of Whitworth Street West, flanked by modern apartment buildings of additional height. The wide principal façade of the building is appreciated in views northwards, away from the Proposed Development. Although likely to be visible in views westwards from Whitworth Street West, the Proposed Development will be viewed in combination with existing tall buildings. It would not change the character of the setting of the listed buildings or influence the way in which the former Dance Hall is experienced or appreciated. Its significance would be sustained.

- 5.23 **Lee House** is distanced from the Site to the north east, beyond the Rochdale Canal. It is a substantial and assertive Art Deco building, built as a warehouse extension to the Tootal, Broadhurst and Lee building in the 1920s. **Chepstow House** and **Peveril of the Peak** are located further east on Great Bridgewater Street, where the eclectic façade of the former warehouse and the distinctive tiled elevations of the public house are primarily experienced and appreciated. The upper stages of the Block B will be visible from these listed buildings, but in distant views and in combination with the towers of Deansgate Square. The Proposed Development would not change the character of the setting of these assets, already defined by an immediate context of traditional and modern buildings, with tall buildings beyond.
- 5.24 Similarly, although visible, the Proposed Development will be visible in distant and oblique views and will occupy the already altered setting of **GMEX** (now Manchester Central), **Britons Protection** and **13 to 17 Albion Street**. It will be viewed in combination with existing and proposed tall buildings in views southwards from these assets and will not change the character of their setting, such that their significance would be affected.
- 5.25 **Rochdale Canal Locks 89, 90 and 91** and the **Lock Keepers Cottage** form a group of surviving early 19th century structures associated with the Rochdale Canal and built by the Rochdale Canal Company. They were added to the statutory list and ascribed special interest for their historic interest and functional significance. They have collective group value and the most important and contributory aspect of their setting is the visual and functional connection they still possess with the canal. The locks are below street level and therefore the Proposed Development will not be visible from them. Although likely to be visible from the Lock Keepers Cottage, it now occupies a highly mixed setting, in which the Proposed Development will be visible in combination with the existing towers of Deansgate Square.
- 5.26 **Deansgate Station** is also experienced in this mixed setting, containing both traditional buildings and historic rail and canal infrastructure, in combination with the Beetham Tower and the towers of Deansgate Square. The Proposed Development will occupy this context in views southwards from the station and will form part of this existing backdrop and grouping of tall buildings. It will not change the character of the setting of the Station and its significance as a late 19th century railway station and architectural interest will be sustained.
- 5.27 The **Floodgate on the east side of Knott Mill Bridge** and the **Boundary Stone on Knott Mill Bridge** are both assets of historic value, their significance, defined by their functional importance and location, would not be affected by the Proposed Development.
- 5.28 The grade II listed **Former Congregational Chapel** is a local landmark, distinctive for its Venetian style campanile. The listed building is principally experienced in views northwards from Chester Road, it is however also appreciable from within Castlefield Conservation Area where it can be experienced in combination with a number of modern buildings including apartment buildings lining Chester Road and the large scale Deansgate Square towers (as shown in Verified View 4). The Proposed Development will also be visible in these views, however at greater distance, thereby ensuring that

the development will not compete with the church or detract from its localised prominence.

- 5.29 The **Manchester South Junction** and **Altrincham Railway Viaduct** is a large scale functional asset that traverses Manchester city centre and is therefore experienced within a modern cityscape of buildings of a variety of ages, styles, scale, massing and height. Although positioned to the south of the viaduct, Verified Viewpoint 6 provides an indication of the extent to which the Proposed Development would be visible from this section of the viaduct and illustrates that the buildings will occupy an already mixed and altered context, viewed in combination with a number of modern buildings of height. Whilst visible from the viaduct, it will have no effect on the historic, functional or architectural significance of the asset.
- 5.30 The grade II listed **School House** and **Roman Catholic Church of St Wilfrid** occupy a lower density area housing and open space beyond the Mancunian Way and to the south east of Manchester city centre. Verified View 3 shows that the Proposed Development will be clearly visible from these assets, but in distant views and in combination with the existing towers of Deansgate Square and existing and proposed buildings of the First Street Strategic Regeneration Area and the One City Road development. The significance of these listed buildings and the status they derive from their architectural distinction will not be affected by the proposals. The character of their setting, defined by a low density area against a city backdrop, will be unchanged.
- 5.31 The **Bridgewater Canal Offices** and **Middle Warehouse** are both located on Chester Road. Their setting is already influenced by this main route into Manchester City Centre and modern development of increased height. The Proposed Development will be visible from these assets, Verified View 16 however demonstrates that both buildings will be partially hidden by the towers of Deansgate Square. The significance of Middle Warehouse is principally appreciated from within Castlefield Conservation Area where its relationship with the Rochdale Canal terminus and Merchants Warehouse can be understood. In existing views the Beetham Tower and Deansgate Square Towers are visible to the east, above the roofline of the listed building. The architectural and historic interest of the large former warehouse is appreciable from Chester Road but in views northwards, away from the Proposed Development.
- 5.32 The grade II listed **Electricity Junction Boxes** in Castlefield Canal Basin and on Castle Street are located around and principally experienced and appreciated from the canal basin. The ZTV indicates that visibility of the Proposed Development from these assets will be very limited. They are already experienced within a setting where a mix of traditional buildings and functional assets of the canal network exist in combination with modern development and cityscape, including buildings of multiple storeys. It is not considered that the historic, functional or architectural interest of these assets, the ability to appreciate that significance or their group value, would be affected by the Proposed Development. Their significance would be sustained.

Conservation Areas

- 5.33 **Castlefield Conservation Area** covers an extensive area extending from the Manchester Ship Canal in the north and Chester Road and Deansgate to the south and east. It forms part of and is connected to a modern city and the character and

appearance of the designated area is already influenced by tall buildings within its setting. As illustrated by the ZTV, the Proposed Development will also be visible to varying degrees across the designated area, from the southern boundary where it meets Chester Road and from open spaces of the conservation area. The relationship the Proposed Development will have with the conservation area is indicated by Verified Views 4, 16 and 17. These show that the Proposed Development will be read as part of a grouping of already established tall buildings, at greater distance than existing tall buildings and partially obscured by other buildings in a number of views.

Non-Designated Heritage Assets

- 5.34 The **Hotspur Press** is located to the north east of the Site, to the west of Gloucester Street. The building has a mixed setting and as well as the functional relationship the Works has with the River Medlock, it is close to the Manchester South Junction and Altrincham Railway Viaduct to the immediate north, the grade II listed mill complexes of Cambridge Street and Hulme Street to the south and a tall modern apartment block and the buildings of First Street to the east and west. The Proposed Development is unlikely to be visible from Gloucester Street due to the level of enclosure created by Hotspur Press but will be revealed further south from Cambridge Street in views westwards. In these views the Proposed Development will form a grouping of distant tall buildings, in combination with the existing buildings of First Street and will not detract from the local industrial significance of the former Works.
- 5.35 Although surrounded by modern development, including the Liberty Heights student accommodation building, the **Textile Finishing Works** occupies a relatively confined and restricted setting focussed on Great Marlborough Street. The Proposed Development may be visible in the distance in views westwards from Great Marlborough Street between the Textile Finishing Works and neighbouring buildings, it would not however detract from appreciation of the local architectural and historic interest of the building.
- 5.36 The Proposed Development will be visible in views southwards from Deansgate within the vicinity of the **Crown Hotel**. In these views the proposed buildings will appear distant and will not harm the distinction of the locally listed pub or reduce its localised prominence, created by the cream and green faience tiles of its facade.
- 5.37 Both the **Deansgate/ Gaythorn Canal Tunnel** and **Bridgewater/ Chester Road Viaduct** are canal and rail infrastructure, of local value for their functional significance and historic interest. Both assets occupy mixed settings comprised of a wide range of buildings of varying age, style, height and mass, in which the Proposed Development will be visible in the distance and in combination with existing towers.

Other Impacts/Wider Effects

- 5.38 As set out in section 3 of this Assessment, the ZTV indicates that the Proposed Development may be visible beyond the 500m Study Area including from approaches to the city. Any heritage assets in these areas and beyond the Study Area are unlikely to experience effects as a result of distance. Only the upper stages of the Proposed Development will be visible and it will be read as part of an already established grouping of tall buildings and city skyline.

- 5.39 Verified View 2 is taken from Mount Street, to the north of the 500m Study Area, close to the junction of the Albert Square and St Peter's Square Conservation Areas and the grade II* listed Town Hall Extension, Central Library and Lawrence Buildings. In this view both blocks of the Proposed Development are visible, terminating the view southwards and in combination with the complex and layered roofscape of the Bridgewater Hall, GMEX and surrounding buildings. Although clearly visible, the Proposed Development will be distant in these views and will have no effect on the significance of these conservation areas or the listed buildings within the view.

Statutory Duty

- 5.40 The statutory duty of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the special interest and setting of a listed building is a matter which should be accorded considerable importance and weight. The presumption is therefore that development proposals should not give rise to harm to the special interest of a listed building.
- 5.41 The Proposed Development will be distanced from the majority of heritage assets within the Study Area and although visible from them to varying degrees, it will appear as a backdrop and in combination with other existing and proposed tall buildings.
- 5.42 The Proposed Development will have a closer relationship with the grade II listed chimney and grouping of grade II listed textile mill buildings on Cambridge Street and Hulme Street to the east of the Site. Whilst the Proposed Development would be clearly visible in views westwards from the grouping, it would not impede the experience of or ability to appreciate their industrial significance, individually or collectively, due to distance and orientation. In these views the stepped form of the Proposed Development will create depth to the development, with the tower set back from Medlock Street and the simple expressed grid façade of the lower Block A resonating with the warm brick of the listed buildings and repetitiveness of their facades.
- 5.43 Although appearing in combination with and behind the chimney in views westwards, Verified View 7 illustrates that the stepped and layered form of the Proposed Development will appear as a backdrop and is unlikely to detract from the distinctive form of the industrial structure such that its functional, industrial or operational significance would be eroded or less appreciable. Although visibility of the Proposed Development will change with closer proximity and perspective Verified View 7 demonstrates that the silhouette of the chimney will remain appreciable and the legibility of its relationship with the wider grouping of mills would be unaffected.
- 5.44 Visual impact of the Proposed Development is restricted to views westwards. It would not obscure or impede any views of the complexes and views eastwards from Hulme Street and northwards and southwards on Cambridge Street would be unaffected.
- 5.45 For these reasons, it is concluded that the requirement of S66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 can be satisfied if MCC grants planning permission.

National and Local Planning Policy

- 5.46 In accordance with Paragraphs 197 and 199 of the National Planning Policy Framework (NPPF), the Proposed Development will sustain the significance of the heritage assets identified in this Assessment and will make a positive contribution to local character and distinctiveness.
- 5.47 In relation to Paragraph 206 of the NPPF, the Proposed Development will preserve those aspects of setting that make a positive contribution to the identified listed buildings.
- 5.48 The Proposed Development will not harm any of the identified non-designated heritage assets and Paragraph 202 of the NPPF is not engaged.
- 5.49 In accordance with Policies EN2 and EN3 of the Manchester Core Strategy and Policy DC18.1 of the saved Citywide Development Control Policies, the Proposed Development will sustain the significance of the historic environment, including nearby listed buildings. The Proposed Development complies with Policy DC19 by preserving those elements of setting that contribute to the significance of the identified listed buildings.

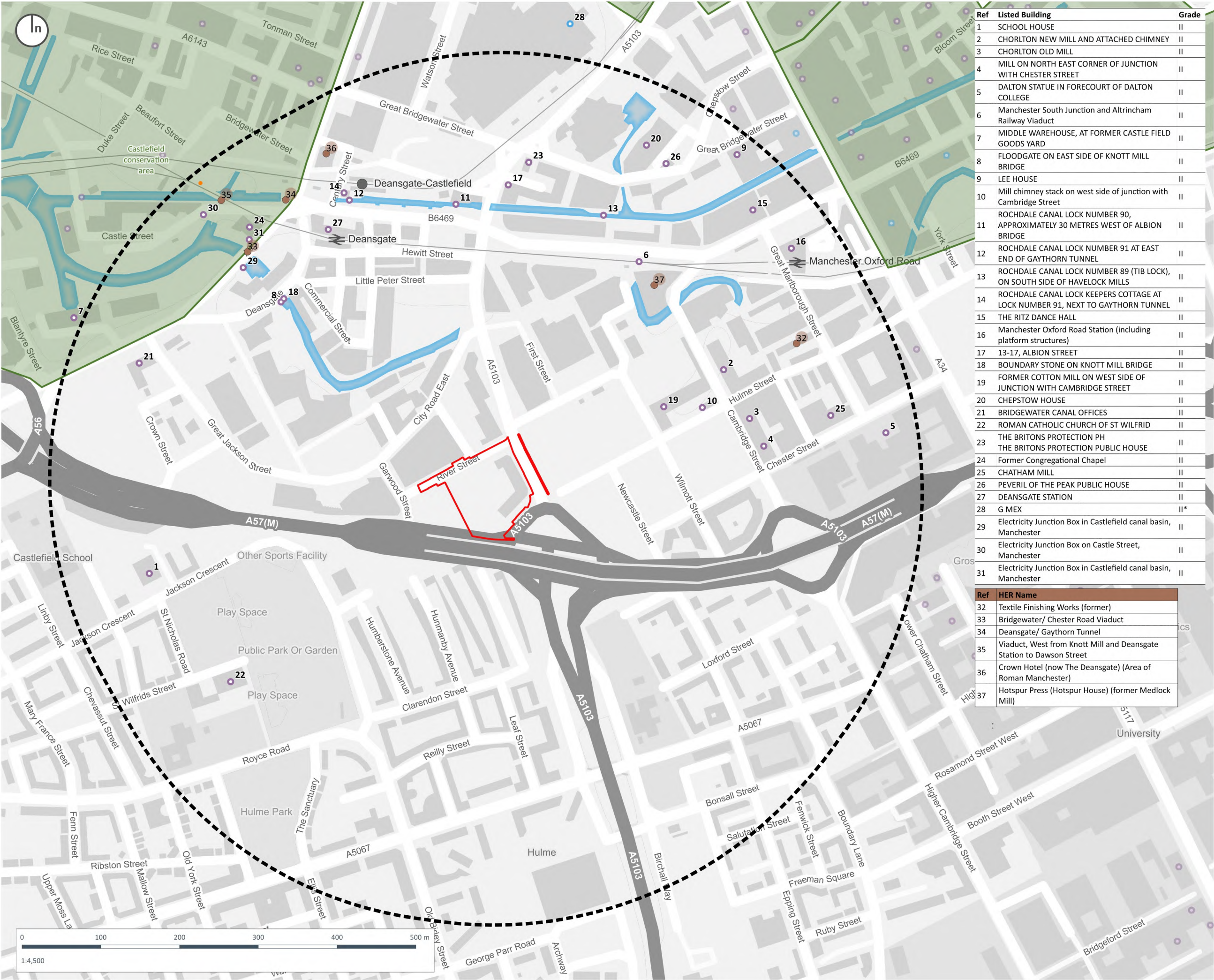
6. Conclusions

- 6.1 This Heritage Assessment is prepared by Turley Heritage on behalf of Premier Inn Hotels & Dominus Group in connection with a full planning application for demolition and replacement of an existing building with new commercial office development and purpose built student accommodation (PBSA) development (the 'Proposed Development') on land at Medlock Street in Manchester (the 'Site').
- 6.2 The Site, known as One Medlock Street, measures c.0.94ha and comprises previously developed land within Manchester City Centre. It is bounded by River Street to the north; Medlock Street to the west and south west; the Mancunian Way, its exit slip road and the Mancunian Way/Princess Parkway junction, to the south' and the River Street Tower PBSA development to the east. The existing site currently comprises an existing five-storey Premier Inn hotel, providing 200 rooms and designated surface parking for hotel residents (113 car parking spaces).
- 6.3 Full planning permission is sought for demolition of the existing hotel and its replacement with a new office development and PBSA development across two blocks.
- 6.4 The commercial block ('Block A') will be located in the eastern part of the Site fronting Medlock Street. The PBSA block ('Block B') will occupy the western part of the Site adjacent to the Downing River Street development. The remainder of the Site would be utilised as public realm.
- 6.5 The statutory duty of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the special interest and setting of a listed building is a matter which should be accorded considerable importance and weight. The presumption is therefore that development proposals should not give rise to harm to the special interest of a listed building.
- 6.6 The Proposed Development will be distanced from the majority of heritage assets within the Study Area, and although visible from them to varying degrees, it will appear as a backdrop and in combination with other existing and proposed tall buildings.
- 6.7 It will have a closer relationship with the grade II listed chimney and grouping of grade II listed textile mill buildings on Cambridge Street and Hulme Street to the east. Whilst the Proposed Development would be clearly visible in views westwards from the grouping, it would not impede the experience of or ability to appreciate their industrial significance, individually or collectively, due to distance and orientation. In these views the stepped form of the buildings will create depth to the development, with the tower set back from Medlock Street and the simple expressed grid façade of the lower Block A resonating with the warm brick of the listed buildings and repetitiveness of their facades.
- 6.8 Although appearing in combination with and behind the chimney in views westwards, Verified View 7 illustrates that the stepped and layered form of the Proposed Development will appear as a backdrop and is unlikely to detract from the distinctive form of the industrial structure, such that its functional, industrial or operational significance would be eroded or less appreciable. Although visibility of the scheme will

change with closer proximity and perspective, Verified View 7 demonstrates that the silhouette of the chimney will remain appreciable and the legibility of its relationship with the wider grouping of mills would be unaffected.

- 6.9 Visual impact of the Proposed Development is restricted to views westwards. Views of the complexes eastwards from Hulme Street and northwards and southwards on Cambridge Street would be unaffected.
- 6.10 For these reasons, it is concluded that the requirement of S66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 can be satisfied if Manchester City Council (MCC) grants planning permission.
- 6.11 In accordance with Paragraphs 197 and 199 of the National Planning Policy Framework (NPPF), the Proposed Development will sustain the significance of the heritage assets identified in this Assessment and will make a positive contribution to local character and distinctiveness.
- 6.12 In relation to Paragraph 206 of the NPPF, the Proposed Development will preserve those aspects of setting that make a positive contribution to the identified listed buildings.

Appendix 1: Heritage Asset Plan



Ref	Listed Building	Grade
1	SCHOOL HOUSE	II
2	CHORLTON NEW MILL AND ATTACHED CHIMNEY	II
3	CHORLTON OLD MILL	II
4	MILL ON NORTH EAST CORNER OF JUNCTION WITH CHESTER STREET	II
5	DALTON STATUE IN FORECOURT OF DALTON COLLEGE	II
6	Manchester South Junction and Altrincham Railway Viaduct	II
7	MIDDLE WAREHOUSE, AT FORMER CASTLE FIELD GOODS YARD	II
8	FLOODGATE ON EAST SIDE OF KNOTT MILL BRIDGE	II
9	LEE HOUSE	II
10	Mill chimney stack on west side of junction with Cambridge Street	II
11	ROCHDALE CANAL LOCK NUMBER 90, APPROXIMATELY 30 METRES WEST OF ALBION BRIDGE	II
12	ROCHDALE CANAL LOCK NUMBER 91 AT EAST END OF GAYTHORN TUNNEL	II
13	ROCHDALE CANAL LOCK NUMBER 89 (TIB LOCK), ON SOUTH SIDE OF HAVELOCK MILLS	II
14	ROCHDALE CANAL LOCK KEEPERS COTTAGE AT LOCK NUMBER 91, NEXT TO GAYTHORN TUNNEL	II
15	THE RITZ DANCE HALL	II
16	Manchester Oxford Road Station (including platform structures)	II
17	13-17, ALBION STREET	II
18	BOUNDARY STONE ON KNOTT MILL BRIDGE	II
19	FORMER COTTON MILL ON WEST SIDE OF JUNCTION WITH CAMBRIDGE STREET	II
20	CHEPSTOW HOUSE	II
21	BRIDGEWATER CANAL OFFICES	II
22	ROMAN CATHOLIC CHURCH OF ST WILFRID	II
23	THE BRITONS PROTECTION PH THE BRITONS PROTECTION PUBLIC HOUSE	II
24	Former Congregational Chapel	II
25	CHATHAM MILL	II
26	PEVERIL OF THE PEAK PUBLIC HOUSE	II
27	DEANSGATE STATION	II
28	G MEX	II*
29	Electricity Junction Box in Castlefield canal basin, Manchester	II
30	Electricity Junction Box on Castle Street, Manchester	II
31	Electricity Junction Box in Castlefield canal basin, Manchester	II

Ref	HER Name
32	Textile Finishing Works (former)
33	Bridgewater/ Chester Road Viaduct
34	Deansgate/ Gaythorn Tunnel
35	Viaduct, West from Knott Mill and Deansgate Station to Dawson Street
36	Crown Hotel (now The Deansgate) (Area of Roman Manchester)
37	Hotspur Press (Hotspur House) (former Medlock Mill)

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- Site Boundary
- 500m Study Area
- Listed Buildings
- I
- II*
- II
- Conservation Area
- HER Buildings

CLIENT:

Dominvs Project Company 20 Limited

PROJECT:

No 1 Medlock Street, Manchester

DRAWING:

Heritage Asset Plan

PROJECT NUMBER:

DOMM3002

DRAWING NUMBER:

GIS_101

CHECKED BY:

TW

REVISION:

1

STATUS:

Final

DATE:

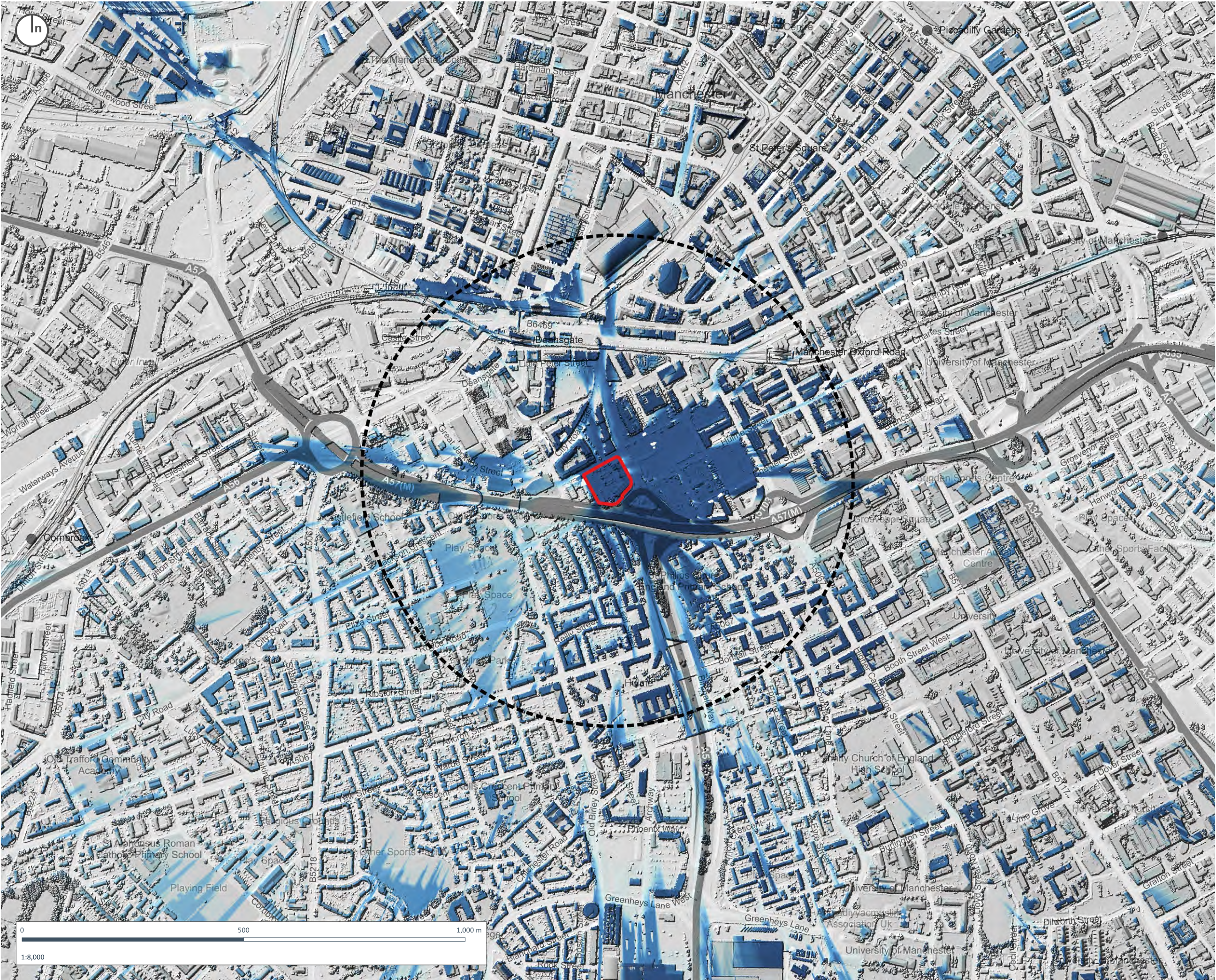
October 2022

SCALE:

1:4,500 @ A3



Appendix 2: Zone of Theoretical Visibility



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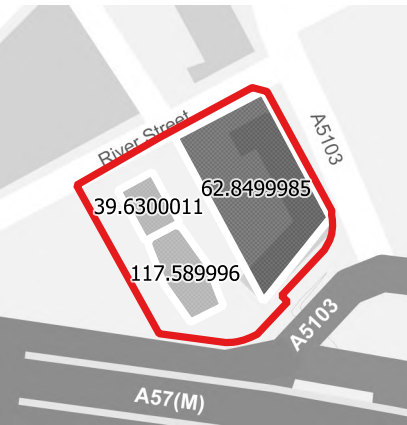
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-  500m Study Area
-  Site Boundary
-  ZTV Building Footprint

ZTV LIDAR 2020 v.3

-  Low potential visibility
-  High potential visibility



Rev 3	updated heights	Sept. 2022
Rev 2	updated LIDAR data	Mar. 2021
Rev 1	1st issue	Nov. 2020

CLIENT:
Whitbread and Ask Real Estate

PROJECT:
Premier Inn, Medlock Street

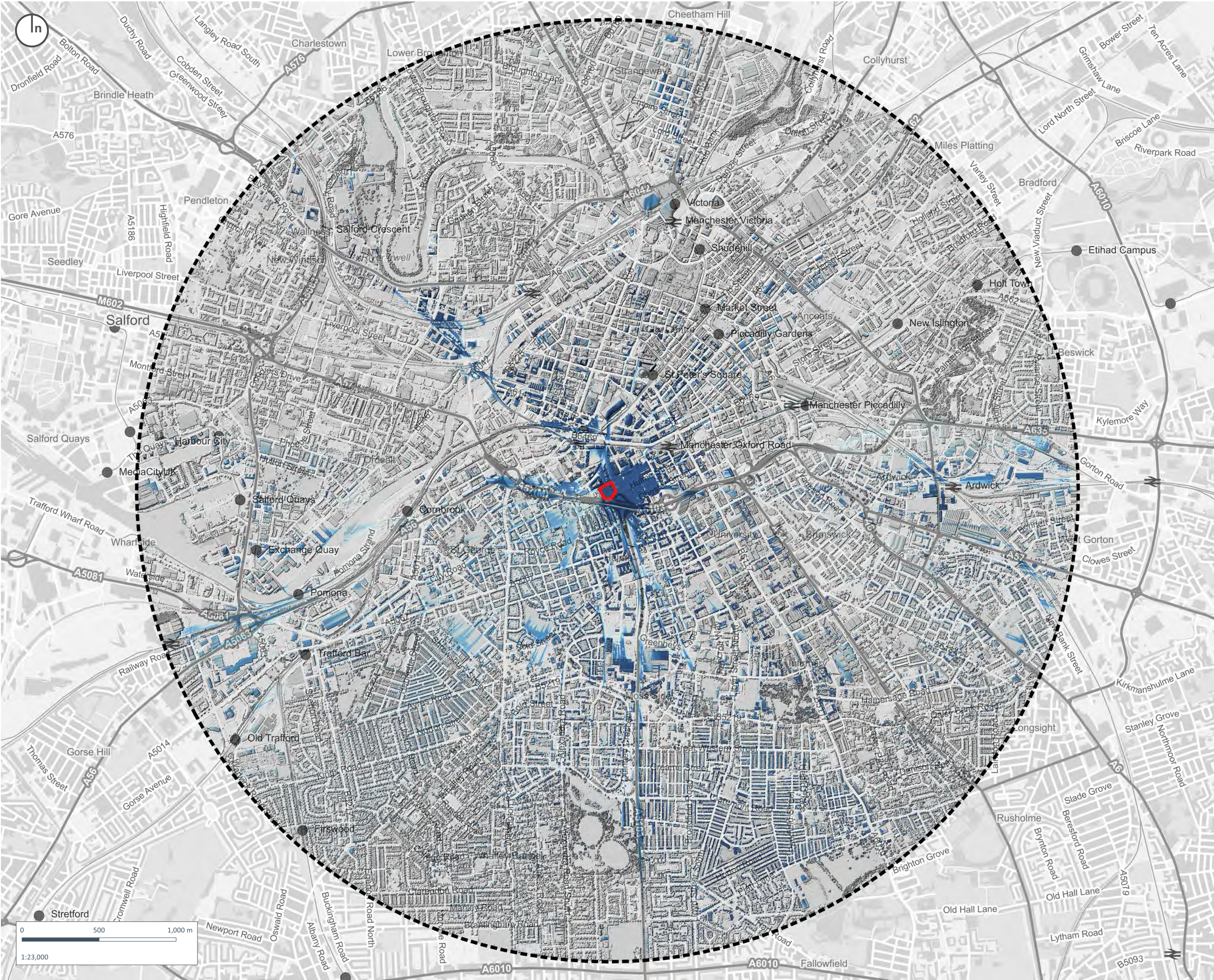
DRAWING:
ZTV -500m

PROJECT NUMBER:
WHIM3011

DRAWING NUMBER: GIS_100
CHECKED BY: KL

REVISION: 3
STATUS: Final

DATE: September 2022
SCALE: 1:8,000 @ A3



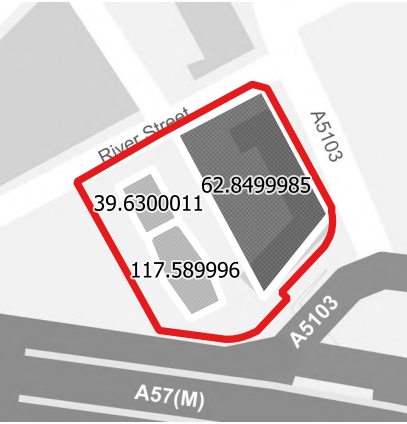
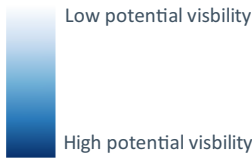
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- 3km Study Area
- Site Boundary
- ZTV Building Footprint

ZTV LIDAR 2020 v.3



Rev 3	updated heights	Sept. 2022
Rev 2	updated LIDAR data	Mar. 2021
Rev 1	1st issue	Nov. 2020

CLIENT:
Whitbread and Ask Real Estate

PROJECT:
Premier Inn, Medlock Street

DRAWING:
ZTV - 3km

PROJECT NUMBER:
WHIM3011

DRAWING NUMBER: GIS_101

CHECKED BY: KL

REVISION: 3

STATUS: Final

DATE: September 2021

SCALE: 1:23,000 @ A3

Appendix 3: Legislation, National and Local Planning Policy

Legislation

The Planning (Listed Buildings and Conservation Areas) Act 1990

The Act sets out the legislative framework within which works and development affecting listed buildings and conservation areas must be considered. This states that:-

“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses” (s66(1))

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

National Planning Policy

National Planning Policy Framework, 2021

The National Planning Policy Framework (NPPF) is the full statement of Government planning policies. Chapter 16 outlines the Government’s guidance regarding the conservation and enhancement of the historic environment.

Paragraph 194 of the NPPF outlines the information required to support planning applications affecting heritage assets, stating that applicants should describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

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

Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. Conservation is defined as:

“The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.”

Paragraph 200 confirms that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 201 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 206 states that local planning authorities should look for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

In weighing applications that directly or indirectly affect non-designated heritage assets, Paragraph 203 of the NPPF states that a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Local Planning Policy

Manchester Core Strategy (2012-2027)

Manchester Local Plan

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

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

- “Are of excellent design quality,
- Are appropriately located,
- Contribute positively to sustainability,

- Contribute positively to place making, for example as a landmark, terminating a view, or by signposting a facility of significance, and
- Will bring significant regeneration benefits.”

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

‘Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains...’

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

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

- i) the relationship of new structures to neighbouring buildings and spaces;
 - ii) the effect of major changes to the appearance of existing buildings;
 - iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
 - iv) the effect of signs and advertisements;
 - v) any further guidance on specific areas which has been approved by the Council.
- b) The Council will not normally grant outline planning permission for development within Conservation Areas.
- c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance or character of the area.
- d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.”

Policy DC19 of the UDP relates to the determination of planning applications for development which involve or have an impact on buildings of Special Architectural or Historic Interest. It

states that the Council will have regard to protecting their general setting. In giving effect to this policy, the Council will:

“d) seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features...”

Guidance

National Planning Practice Guidance

Whilst not planning policy the Planning Practice Guidance provides a clear indication of the Government's approach to the application of national policy contained in the NPPF. Where there is conflict between the guidance in the PPG and earlier documents the PPG will take precedence.

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

GPA Note 2 provides information to assist in implementing historic environment policy in the Framework and the related guidance given in the NPPG. These include; assessing the significance of heritage assets, using appropriate expertise, historic environment records, recording and furthering understanding, neglect and unauthorised works, marketing and design and distinctiveness.

Guidance: Historic England Good Practice Advice in Planning Note 3 (Second Edition) (December 2017) 'The Setting of Heritage Assets'

Historic England has recently published revised guidance relating to the setting and views of heritage assets. The document gives general advice on understanding setting and how it may contribute to the significance of heritage assets. It also provides advice on how views play a part in setting. It suggests a staged approach to taking decisions on the level of the contribution which setting and related views make to the significance of heritage assets.

The guidance clarifies that there can be a distinction between views that are valued for reasons other than their contribution to heritage significance such as reasons of landscape character or visual amenity.

It states that the extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. It also clarifies that the contribution that setting makes to the significance of the heritage asset does not depend on there being public rights or an ability to access or experience that setting.

Paragraph 9 of the guidance states that setting is not itself a heritage asset. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance.

The guidance highlights a series of other considerations that can be relevant to the assessing the impact of development such as 'change over time', 'cumulative change', 'access and setting', 'buried assets and setting', 'designed settings', 'setting and urban design', and 'setting and economic viability'.

It is identified within the guidance that views which contribute more to understanding the significance of a heritage asset include the following:

- Those where the composition within the view was a fundamental aspect of the design or function of the heritage asset.
- Those where town- or village-scape reveals views with unplanned or unintended beauty.
- Those with historical associations.
- Those with cultural associations.
- Those where relationships between the asset and other heritage assets or natural features or phenomena are particularly relevant.

As set out above, a staged approach to assessment is advocated involving identification of the assets that may be affected, assessing the degree to which setting makes a contribution to the significance of the heritage asset or allows significance to be appreciated, assessing the effects of the proposed development and exploring ways to maximise enhancement and avoid or minimise harm.

In assessing the degree to which these settings and views make a contribution to the significance of the heritage assets or allow significance to be appreciated, the key attributes of the heritage asset should be addressed and then the following considered:

- The physical surroundings of the asset and its relationship with other assets;
- The asset's intangible associations with its surroundings, and patterns of use;
- The contribution made by noise, smells etc to significance; and
- The way views allow the significance of the asset to be appreciated.

The Step 2 Checklist provides a list of potential setting attributes that may help to elucidate its contribution to significance under the headings 'The asset's physical surroundings' and 'Experience of the asset'. The Step 3 Checklist provides a list of potential attributes of a development affecting setting that may help to elucidate its implications for the significance of the heritage asset including the 'Location and siting of development', the 'Form and appearance of development', 'Wider effects of the development' and 'Permanence of the development'.

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