

27-33 King Street West,
Manchester

Townscape & Heritage Visual Impact Assessment

September 2022

Consultancy for the
Historic Built Environment

KMHHeritage

Contents

1	Introduction	3
	Authorship and contributors	3
2	The site and its surroundings.....	4
	Summary description.....	4
	The development of the site and its surroundings.....	4
	A brief history of Manchester.....	4
	Deansgate	7
	Reedham House, 31-33 King Street West.....	7
3	The heritage and townscape significance of the site and its context	19
	The heritage context of the site.....	19
	Conservation Area	19
	Listed buildings	21
	Heritage significance.....	23
	‘Evidential value’ ‘Historic interest’ or ‘Historical value’	24
	‘Architectural interest’, ‘artistic interest’ or ‘aesthetic value’	24
4	The legislative, policy and guidance context	26
	Introduction	26
	The Planning (Listed Buildings and Conservation Areas) Act 1990.....	26
	The National Planning Policy Framework	26
	Planning Practice Guidance	32
	Historic England’s Planning Advice	32
	<i>Good Practice Advice</i>	32
	<i>Historic England Advice Notes</i>	33
	<i>Conservation Principles, Policies and Guidance for the sustainable management of the historic environment</i>	33
	Manchester Local Plan.....	34
5	The proposed scheme and its effect.....	37
	The proposed scheme and its effect on heritage and townscape significance	37
6	The townscape and visual impact of the proposed scheme.....	40
	Verified View 1: Looking North from Bridge Street	40
	<i>Baseline</i>	40
	Verified View 2: Looking west along King Street West	43
	<i>Proposed (& cumulative)</i>	44
	Verified View 3: Looking south east alongside Alberton House	45
	<i>Baseline</i>	45
	Verified View 4: Looking east from Trinity Bridge	47
	<i>Baseline</i>	47
	<i>Proposed (& cumulative)</i>	48
	Verified View 5: View looking east from beyond the River Irwell	49
	<i>Proposed (& cumulative)</i>	50

Verified View 6: Looking west from King Street	51
<i>Baseline</i>	51
<i>Proposed (& cumulative)</i>	52
Verified View 7: Looking south from St Mary's Parsonage	53
<i>Baseline</i>	53
<i>Proposed (& cumulative)</i>	54
View 8: New Bridge Street looking south west	55
<i>Proposed (& cumulative)</i>	56
View 9: Looking south from Parsonage Gardens	57
<i>Proposed Cumulative</i>	58
7 Compliance with policy and guidance	60
The National Planning Policy Framework	60
Manchester's Local Plan	61
9 Summary and conclusions	63
Appendix A: NHLE List description	64
Appendix B: Reedham House Floorplans: 1926 alterations	73

1 Introduction

- 1.1 This Townscape & Heritage Visual Impact Assessment has been prepared by KMHeritage on behalf of Property Alliance Group Ltd to consider proposals for Reedham House, 31 King Street West, Manchester, M3 2PJ (the 'Site').
- 1.2 This report should be read in conjunction with the drawings and information prepared by Jon Matthews Architects.

Authorship and contributors

- 1.3 The author of this report is Nick Collins BSc MSc MRICS IHBC. Nick has twenty years' experience in the property sector, including most recently as a Director of the Conservation Team at integrated design consultants, Alan Baxter & Associates. Nick spent nine years at English Heritage as Principal Inspector of Historic Buildings & Areas where he led a specialist team of historic building inspectors, architects, and archaeologists on a wide range of heritage projects in East & South London. Previously Conservation Officer at the London Borough of Bromley, Nick began his career at international real estate consultancy Jones Lang LaSalle as a Chartered Surveyor. This experience has given Nick an in-depth understanding of the property industry, listed building and planning process, heritage policy and guidance and funding bodies.
- 1.4 Drafting and research was undertaken by Anne Roache BA (Hons.) MA MSc. Anne is an experienced heritage professional who has worked for leading commercial organizations in the fields of property, planning and law.

2 The site and its surroundings

- 2.1 This section of the report describes the history and development of the Site and its surroundings.

Summary description

- 2.2 The site comprises of six buildings - some connected - which makes up the listed grouping known as '31 and 33 King Street West, including 3 Smithy Lane, Manchester, M3 2PN.'
- 2.3

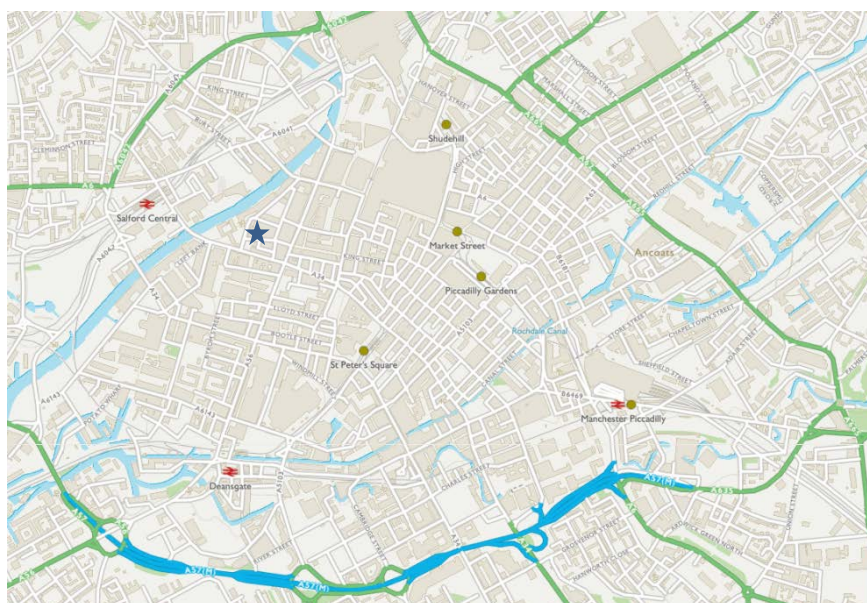


Figure 1: Location of the site (starred) in relation to central Manchester

The development of the site and its surroundings

A brief history of Manchester

- 2.4 The textile industries of south Lancashire began to flourish in the 16th century and Manchester emerged as a centre for textile finishing processes. By the 17th century it had expanded its role as a market centre for the surrounding district, handling textiles which were also being exported to Europe. By the 1790s, it was the principal commercial centre for the north west and eventually superseded London as the preeminent centre for overseas trade in cotton cloth.¹ Manchester was

¹ Palmer, M, Nevell, M and Sissons, M (2012). Industrial archaeology handbook. York: Council for British Archaeology

given the moniker ‘Cottonopolis’ and a branch of the Bank of England was established here in 1826.

- 2.5 This commercial success was facilitated by the revolution in transportation brought about by the innovation of canal transportation. By the first decade of the 19th century, a network of waterways linked the east and west coasts of England giving the perfectly placed Manchester unhindered access to the coastal ports.
- 2.6 The Manchester canal network dissected the city - the Ashton-under-Lyne Canal (1796) passed through its southern half and the Rochdale Canal (1804) its northern – and a proliferation of canal branches and wharves served the new steam-powered factories and textile mills, built on an unprecedented scale, to satiate the burgeoning consumer demand for textiles and other goods both at home and abroad. By 1800 there were more than 40 cotton spinning mills in the Manchester area, more than half of them steam-powered, centred on the eastern suburb of Ancoats.²
- 2.7 Specialised mill architects began to appear and from the late 18th to the beginning of the 19th century, the number of mills in Manchester doubled and continued to increase. The new mills were usually built of red brick (sometimes local stone) with form following function in that the main body of the mill was long and narrow in order to accommodate rows of large windows on the opposite long elevations to take best advantage of daylight. The exteriors were not highly decorated although some attention might be given to grand main entrance gates. Stair columns were built in external towers and a separate engine house and boiler house with a tall chimney to help carry away the noxious coal smoke were also needed.
- 2.8 Under the influence of industrialisation, Manchester quickly grew, sprawling south and eastwards via unplanned streets. A population boom, fuelled by immigration of workers from the surrounding countryside, saw the population grow more than threefold in just 30 years from an estimated 22,481 in 1773 to 75,281 people by 1801. In the 19th century, the population continued to grow unabated, doubling between 1801 and the 1820s and then doubling again between then and 1851, to 400,000. This was phenomenal growth transforming Manchester into Britain’s second city. Manchester continued to grow steadily down to the end of the century. In 1901 its

² *Op. cit.* Palmer

population stood at around 700,000; only London and Glasgow were greater in size.³

- 2.9 The workers were housed in narrow streets of small, terraced houses squeezed into the gaps between the polluted canals and the looming, multi-storey mills and other industrial buildings. Interspersed between their homes were chapels, public houses and small shops. These cramped, insanitary homes surrounded by noxious air, alongside the risk of serious occupational injury, meant that residents' health was daily put at risk.
- 2.10 Alongside the foundries and heavy engineering factories that supplied the machinery required by the mills, were a plethora of service industries such as builders, joiners, glaziers and plumbers; wheelwrights, farriers and blacksmiths servicing the horse-dependent transport industries; numerous small workshops, stores and warehouses and small, and coal-, timber- and stone-yards as well as domestic industries, many served by canal spurs and wharves.⁴
- 2.11 By the end of the 19th century commercial warehouses and showrooms supporting the textile business – as well as other manufacturing - characterised Manchester's commercial core. These prestigious buildings of iron and steel faced with stone and tile decoration were often influenced by the grand merchant houses of Venice. The 19th century also brought the railway and its warehouses, sidings and viaducts came to dominate the city fringes.
- 2.12 British cotton production peaked in 1912 but the First World War (1914–1918) saw the Lancashire industry experience a reversal of fortune when the government, starved of raw cotton imports from the USA, began exporting British spinning technology and know-how to its newly establish mills in south Asian territories. These would eventually undermine the higher-cost British industry and see its ultimate demise. The period immediately after the Second World War saw a short-lived boom in the British textile industry however 1951 saw a 28% fall in output signalling the final collapse of the Lancashire textile industry. An increasingly global marketplace had seen cheaper imported goods out-compete British-made products.

³ Griffin, E. (2014) *Manchester in the 19th century*. Online: www.bl.uk/romantics-and-victorians/articles/manchester-in-the-19th-century

⁴ Rose, M. et. al. (2011) *Ancoats cradle of industrialisation*. English Heritage

Deansgate

- 2.13 Deansgate is one of the city's oldest thoroughfares dating from Roman times. The derivation of the name is uncertain but it may be connected to the Medieval collegiate church or possibly named after the lost River Dene.
- 2.14 The long (just over one mile), straight street is bookended by Manchester Cathedral at its northern end and Deansgate railway station to the south. By the late 19th century, it was an area of mixed economy: its northern end – more salubrious – was home to retail and substantial office buildings whilst to the south was a much poorer working class area around St John's Church. From Peter Street southwards, the eastern side was dominated by the viaducts of the Great Northern and Manchester South Junction Railways, while the Rochdale Canal crossed below Deansgate to connect with the other waterways beyond.
- 2.15 The northern end of the street adjoins the Shambles and was badly damaged in the 1996 Manchester bombing. The redeveloped area is now home to several large new buildings, including No. 1 Deansgate (2002) - the tallest all-steel residential building in the United Kingdom and the 47-story Beetham Tower (2006). The redeveloped Great Northern Warehouse (GII*) a former railway goods warehouse of the Great Northern Railway was repurposed for a leisure complex in 1999. At the corner with King Street West, the 1939 modernist-style former House of Fraser department store (Kendal's from the 1830s until 2005) has now had permission granted for its change of use and a three-storey extension and the site adjacent also has permission for a new building rising to approx. 14 storeys. One of the key buildings on Deansgate is the Grade I listed John Rylands Library, one of the finest neo-Gothic buildings in Europe which opened in 1900.

Reedham House, 31-33 King Street West

- 2.16 The present Reedham House developed out of a carriage manufacturers showroom first built in 1849, but heavily altered in 1926 and largely re-constructed again after Second World War bomb damage (plot B in fig 2⁵). To the rear is a carriage manufactory of c.1840 (plot A) arranged around a small courtyard of which a warehouse of 1855 (plot C) makes up the

⁵ Stephen Levrant: Heritage Architecture Ltd. (2019) 'Reedham House & 3 St. Mary's Parsonage, Manchester. Heritage Appraisal (significance and parameters)'

eastern side. Later buildings can be seen at D-F. The whole site is listed at Grade II.

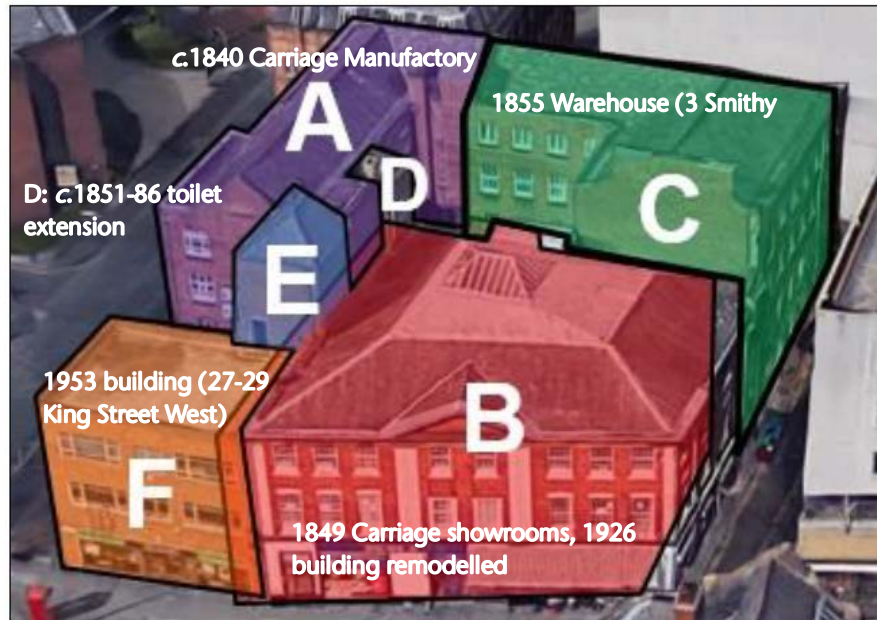


Figure 2: date ranges of buildings on the site

- 2.17 This group of buildings, on a tightly bounded plot, evolved over the course of a century responding both to changes in commercial use, architectural fashion and structural damage. A full history of the carriage works, which forms part of the NHLE list entry, is provided at Appendix A. The following paragraphs provide an overview of that development.⁶
- 2.18 The earliest evidence of development on the site can be seen on William Green's 1794 map of Manchester and Salford (figure 3). This shows a collection of industrial and residential buildings between Garden Lane to the north, Smithy Lane to the east, Windmill Yard to the south and various buildings to the west. The map of 1832 gives more details on the buildings present before the site was redeveloped – a mixture of small dwellings and larger plots (fig. 4).

⁶ Stephen Levrant: Heritage Architecture Ltd. 2019. Heritage Architecture Ltd. (2019) 'Reedham House & 3 St. Mary's Parsonage, Manchester. Heritage Appraisal (significance and parameters)' and NHLE Online: historicengland.org.uk/listing/the-list/list-entry/1282988

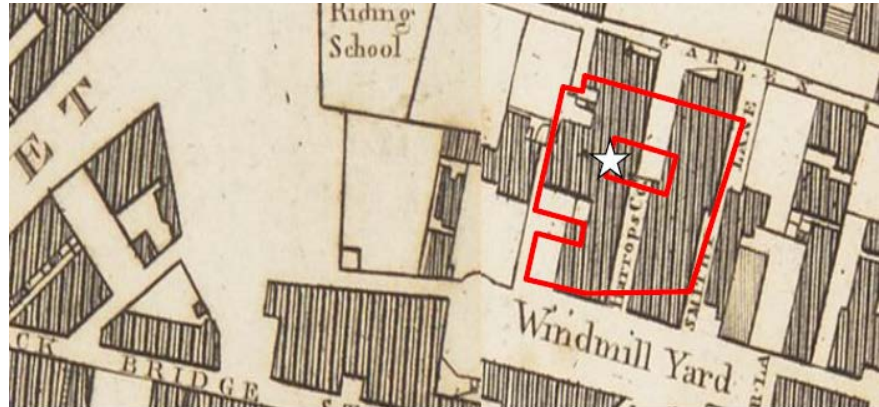


Figure 3: Area of the site, 1794. Site outlined red, white star denotes the location of the carriage workshops



Figure 4: Map of 1832

- 2.19 In 1805 coach maker Allen Carr started a coach and carriage manufacturing firm in a rented building on the north side of Windmill Yard. By 1821 Carr was one of only 5 coach makers in Manchester and Salford. In 1825, his son William Carr, along with his partner Thomas Yates, purchased the stock of his deceased father's firm and continued it under the name of 'Carr & Yates'. In May 1836 a fire in Carr's original coach manufactory building (to the north-west corner of the present site) seems to have been the catalyst for redevelopment of the larger site.

- 2.20 William Carr's new carriage workshop was built around 1840 and in 1849 a showroom for his carriages, fronting Lower King Street (now King Street West) was constructed with a wide carriage entrance into the yard behind. The new showrooms were unusual in their design as the frontage consisted of a two-storey classical-styled building with central stone pediment and stone pilasters and quoins, concealing two separate showrooms at ground floor and first floor levels. Newspaper articles from 1850 and 1852 state the name of the carriage works as being 'Carr's Buildings'.
- 2.21 The OS map of 1851 evidences the showroom's wide carriage opening, leading from Lower King Street into the central courtyard (fig. 5). The rest of the site is broadly as it remains today.

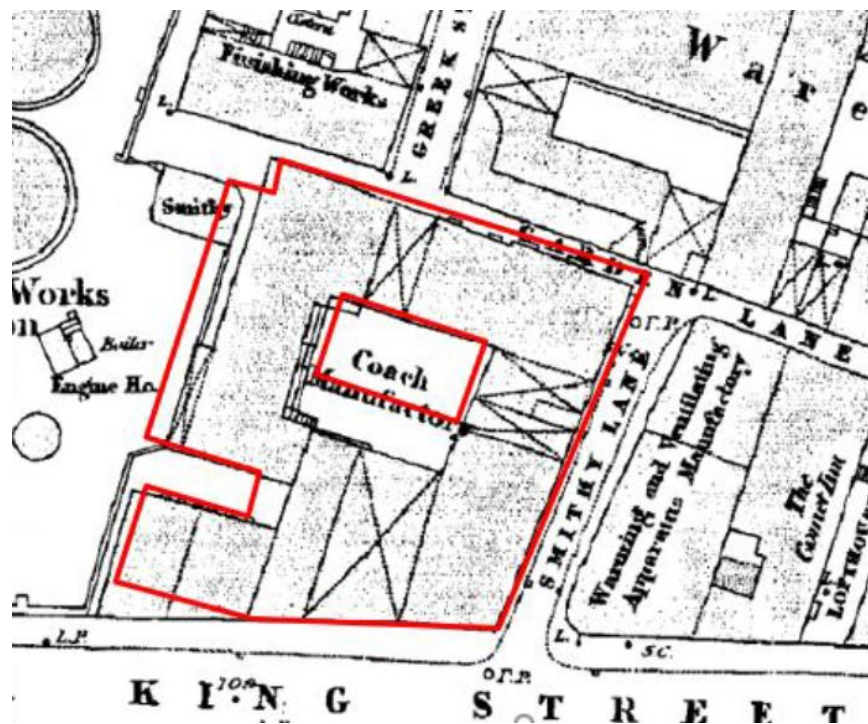


Figure 5: 1851 OS (site outlined)

- 2.22 In 1854 a fire completely destroyed the buildings in the north-east corner of the site, although the workshop and showroom were saved. A report on the fire, from the *Manchester Examiner & Times*, dated 28 October 1854, describes William Carr's premises as follows:

"In the lower part of this portion [the showroom] there is a large arched doorway leading to an internal yard. The second storey (first floor) is a very spacious and lofty one, used as a showroom, and besides the space it occupies in front, extends

backward for some distance over the yard, that side of it resting upon iron pillars.

Across the yard, still further behind, there is a long five-storey building, and one portion of this, that toward the left hand, also belongs to Mr Carr, and is in connection with the building at the front. In the two lower stories of these rooms there was a large quantity of wood, tools, and materials for the business of coach-making; in the third storey were the trimming rooms, and in the fourth the painting was carried on. There was a boiler in the basement storeys, and above that, the engine and some machinery used for various purposes”.

- 2.23 By 1855 the replacement four-storey-plus basement warehouse (No. 3 Smithy Lane) which stands today, was under construction.
- 2.24 On William Carr’s death in 1876, the site was sold to Peter Haworth and Sons. They occupied the workshop for their leather goods factory, and in 1877 let out the showroom and warehouse to the London carriage-makers CS Windover and company (by appointment to Queen Victoria). Evidently this use did not persist as the 1886, the Goad fire insurance map shows that the carriage entrance had been blocked-up and the former showroom was now a warehouse with auction room above (figs. 6 & 7). Next door at No. 27-29 there is an undertakers and a brass works. The site, with various minor alterations, continued in similar light industrial and commercial uses for the next 40 years.

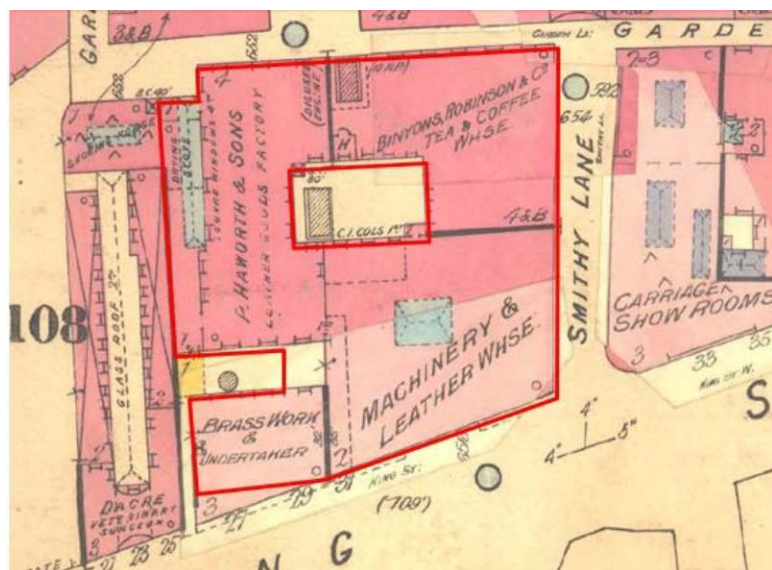


Figure 6: 1886 GOAD Fire Insurance plan (site outlined)

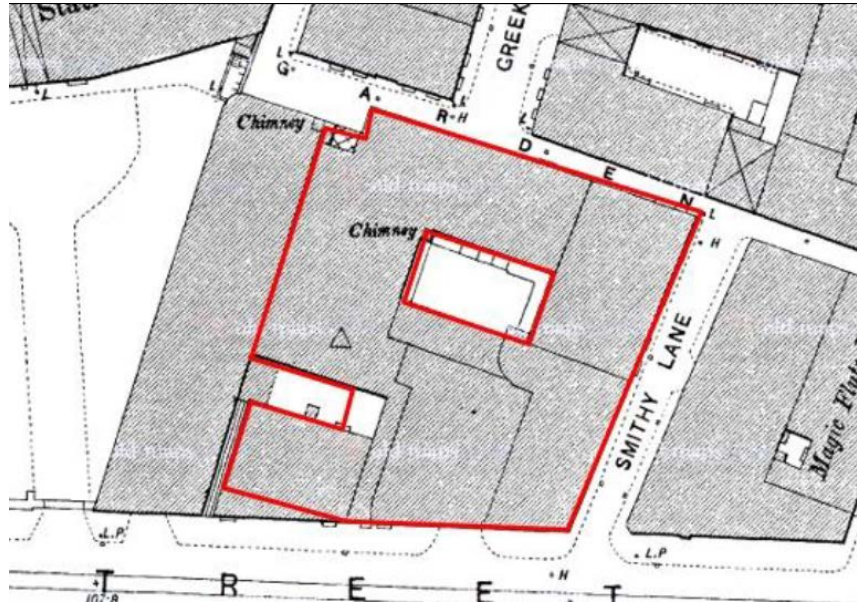


Figure 7: OS 1891 (site outlined)

- 2.25 In 1926, under new ownership, major works were undertaken to convert the 1849 showroom to office suites. The building was extended to three storeys around a completely new steel and concrete internal frame structure. The south (front) and east walls were rebuilt above the ground floor with the upper fenestration adjusted accordingly and shopfronts inserted at ground floor. A new staircase and hoist were inserted at the junction of the workshop with the warehouse, and a stair-and-lift tower inserted in the angle between the workshop and showroom. Figures 8-10⁷ show the remodelled elevations illustrating the extent of the changes in fenestration.⁸
- 2.26 The applications to Manchester Corporation for the works described the intended use for the Reedham House site as: *"shops and/or warerooms, and/or offices for an intended number of 80 men and 120 women, the exact numbers cannot be stated until all the premises are let. Lavatory accommodation to Corporation requirements for both sexes will be necessary to suit lettings"*. The newly created offices were advertised to let in 1930, by 1939 the architects of the scheme, Story and Stead, occupied part of the building themselves.

⁷ 1932 plan included in a covenant for the neighbouring property on the eastern side of Smithy Lane

⁸ Floor plans for the 1926 alterations are included as Appendix B.



Figure 8: 1926 proposed elevation on King Street West. The red outline illustrates the original location of the windows



Figure 9: 1926, Proposed east elevation to Smithy Lane showing the proposed new glazed tile window arrangement to the ground floor shop unit

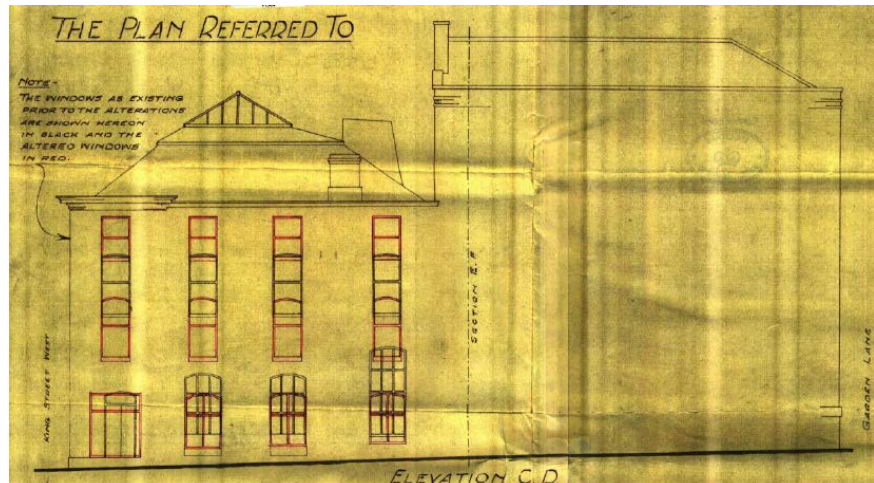


Figure 10: Eastern elevation into Smithy Lane showing the original William Carr window arrangement to his carriage showrooms in black, and the new windows openings dating to the insertion of new floor levels in 1926 shown in red, plan dated 1932

- 2.27 Manchester suffered heavy bomb damage during the Second World War. Figure 11 shows the effect of a high explosive bomb detonating nearby which caused blast damage to buildings on the site. Repair and remedial works were carried out in the post-war period and it may have been at this time that the workshop was altered by the lowering of the tall perimeter chimney stacks, the bringing of the 80-foot boiler chimney down to eaves level, and addition of structural steel in the basement of the warehouse range.

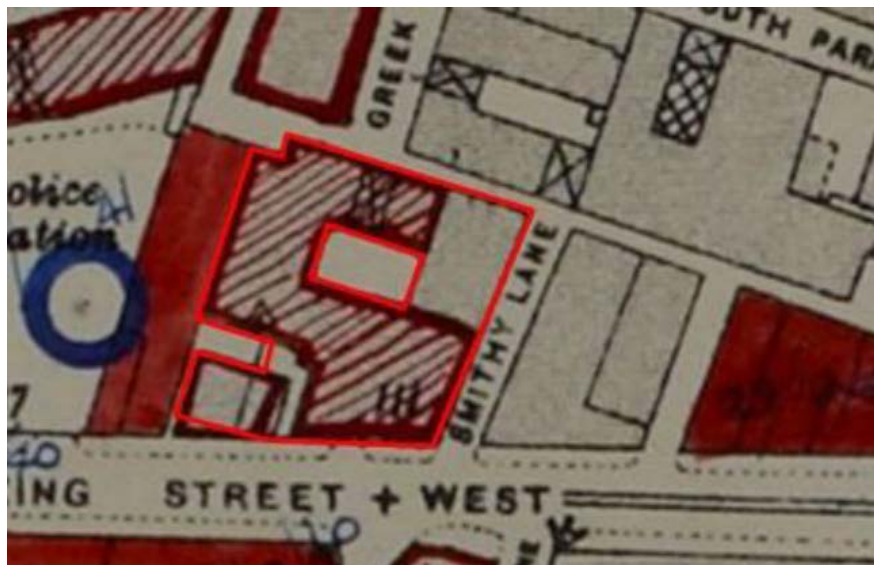


Figure 11: WWII bomb damage in and around the site. The blue circle indicates the high-explosive bomb which destroyed the building

adjacent to the west side of the group (solid red) and caused damage to the buildings within the group (hatching)

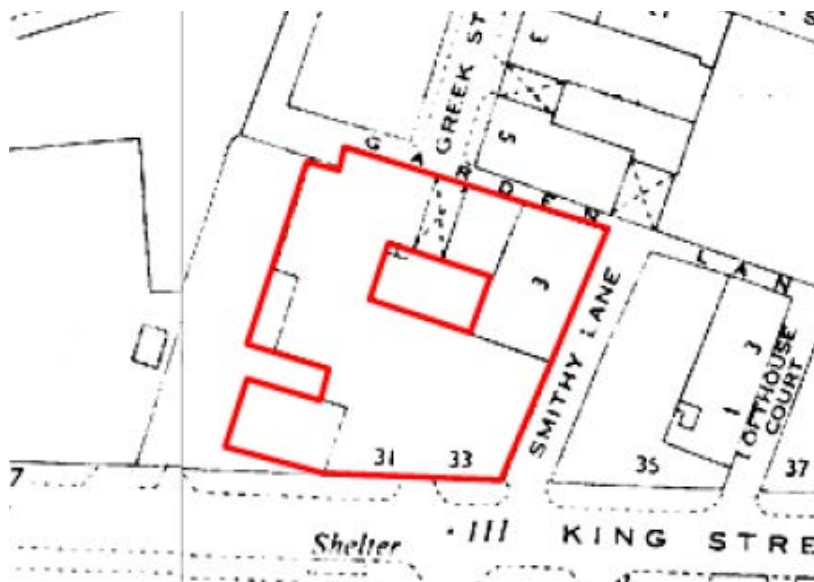


Figure 12: 1948 OS. The area adjacent to the west of the site has been cleared. This included the demolition of the two shops which formed Nos. 27 & 29 King Street West

- 2.28 A three-storey retail and office unit was built on the cleared site of 27 and 29 King Street West to replace the shop units destroyed in the War (fig. 12). The Council imposed a condition that moved the building slightly north from the existing building line, to allow for realignment of King Street West (formally Lower King Street) as part of the regeneration of the local area. The plain and simple modern-style building was completed by 1956 (figs. 13-14). The ground floor shop was accessed from King Street West, whereas the upper floors were designed to be accessed from the existing rear 1926 staircase within 31-33 King Street West, an arrangement which had existed since 1926.

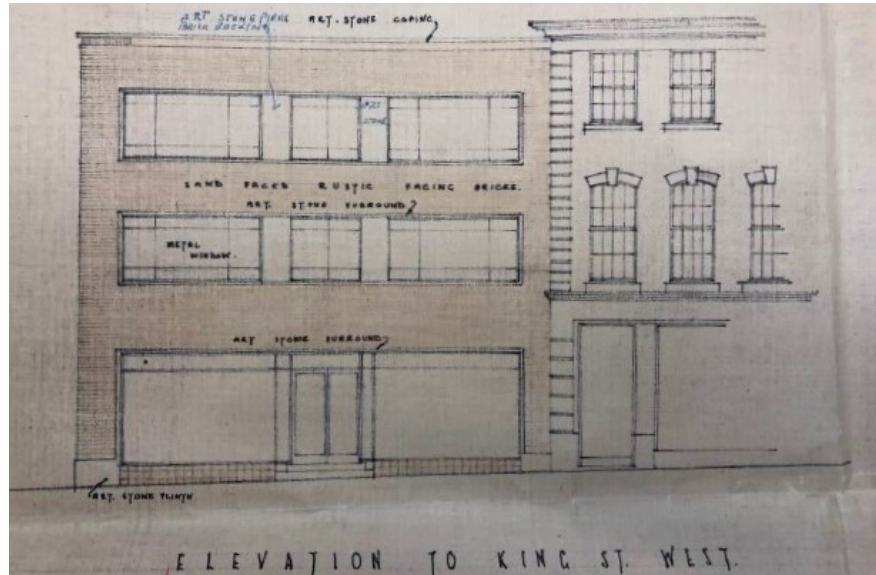


Figure 13: The final and constructed design of the new building at Nos. 27-29 King Street West, October 1953



Figure 14: Nos. 27-29 King Street West left, and Nos. 31-33 King Street West right, 1968

- 2.29 The shop fronts at ground floor are now modern insertions below the brick classicism of the upper parts (figs. 15-16).



Figure 15: Reedham House, King Street West and Smithy Lane elevations, 2019



Figure 16: Rear elevation of Reedham House (photomontage, 2019) showing post-war rebuilding and additions

- 2.30 Inside, the interiors of Reedham House are modern with any 19th century features having been stripped away by the 1926 remodelling and subsequent post-war re-pair/rebuild (fig. 17).

A suspended ceiling conceals the roof lantern. Later, unsympathetic, changes have occurred within the wider group of buildings including installation of PVC windows in the carriage workshop (one historic metal-framed window survives in the east wall, overlooking the courtyard) and the addition of a bridge linking the building to number 3 St Mary's Parsonage.



Figure 17: The first-floor level of Reedham House, showing a typical example of its office floors

- 2.31 Internally the remaining historic structures to the rear retain their integrity and largely open plan nature, although have obviously been refurbished as offices, with lightweight partitions, suspended ceilings and modern services inserted.



- 2.32 Original iron columns remain throughout the Victorian former warehouse/factory space.

3 The heritage and townscape significance of the site and its context

The heritage context of the site

- 3.1 The heritage context of the site has been established through a search of the Greater Manchester Historic Environment Record (GMHER), the National Heritage List for England and resources provided the Manchester City Council.

Conservation Area

- 3.2 The site lies within the Parsonage Gardens Conservation Area which was designated in June 1985. Its boundaries are Blackfriars Street, Deansgate (a common boundary with the St Ann's Square conservation area), Bridge Street (a common boundary with the Deansgate/Peter Street conservation area) and St Mary's Parsonage. The River Irwell forms the western boundary of the area along the line of the administrative border of the City of Salford (fig. 18⁹).
- 3.3 Parsonage Gardens itself is a small square surrounded by large buildings in a variety of elevational treatment including Portland stone, brick or terracotta and modern steel and glass blocks. The Portland stone clad Arkwright House (GII) on the south side of the square is a 7-storey office block of 1929 built in the classical revival style.
- 3.4 Deansgate plays host to a number of listed buildings including the steel framed modernist Portland stone and glass clad former Kendal Milne's department store built in 1939 (GII). Nos. 62-66 Deansgate, is the Italian Palazzo style Hayward's Building. Dating from 1875 it is probably Manchester's most complete shop of the period, retaining some of the original mahogany fittings and showcases inside.
- 3.5 The conservation area extends south to Bridge Street, a busy shopping street of small-scale Victorian and Edwardian shops, providing a variety of height, materiality and detail of high architectural and aesthetic quality. Few Manchester streets of this kind have been preserved in in such good condition. These buildings give an intimate feel to the street, in contrast to the straight, rectilinear grid pattern which dominates much of Manchester.

⁹ © Manchester City Council

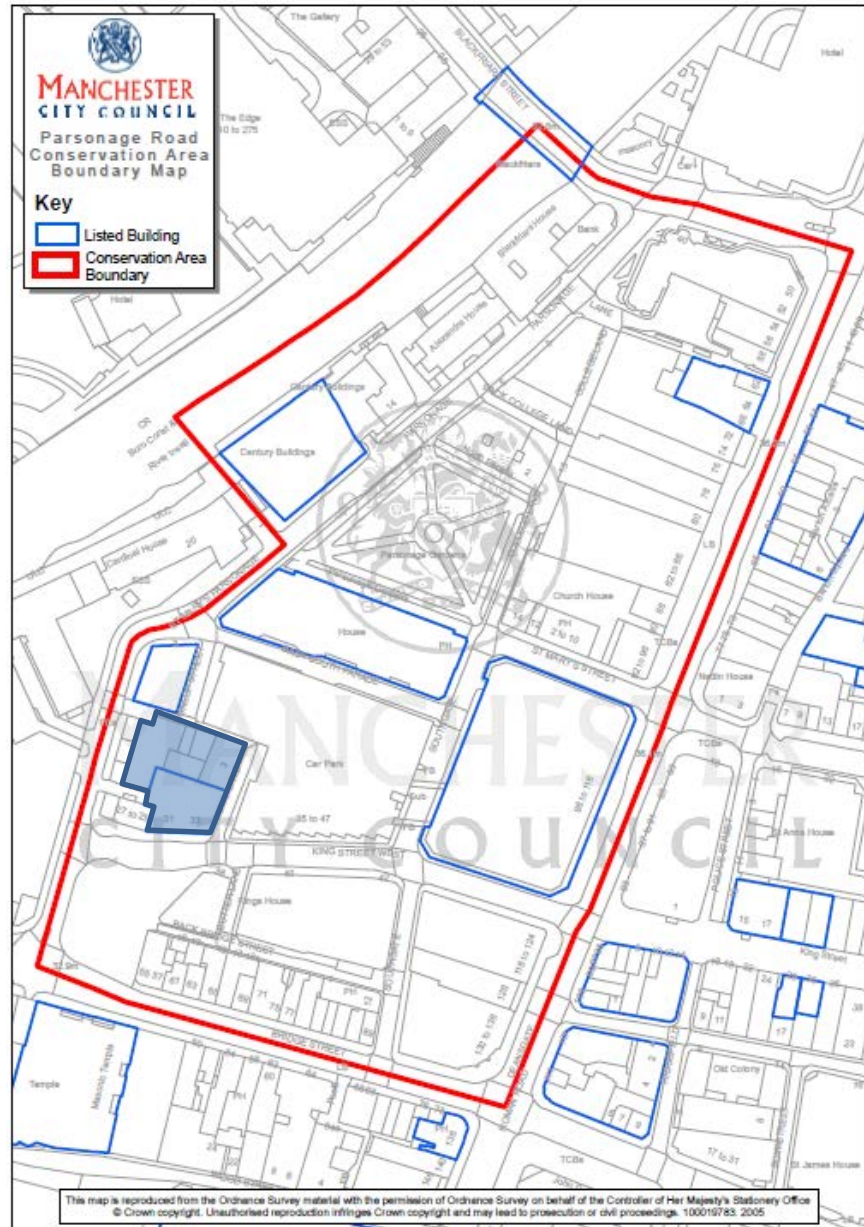


Figure 18: Parsonage Gardens Conservation Area (site shaded blue)

Listed buildings

- 3.6 Buildings and structures are listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for their special architectural or historic interest.
- 3.7 The site is Grade II listed. The principal reasons for listing are set out below. The full list description can be found in Appendix A.¹⁰ It should however be noted that prior to the recent amendment to the list description Manchester City Council did not regard Reedham House as forming part of the listed building (see fig. 18).

Address

31 and 33 King Street West (including the carriage workshop to the rear and warehouse at 3 Smithy Lane)

Description

A carriage manufactory of approximately 1840, enhanced with a showroom of 1849 and with major alterations in 1926 and repair after the Second World War; and a commercial warehouse of 1855, with some alterations

Architectural interest

- as a surviving 1840s coach works, comprising a manufacturing block and a showroom;
- notwithstanding damage sustained during the Second World War and consequential repairs, retaining the multi-storey manufacturing block and late-C19 privy tower with the majority of the historic fabric, and evidence of the power suite;
- with good-quality classical details on the showroom frontages comprising rare surviving examples of early commercial architecture, retained and sympathetically altered in 1926;
- including a good-quality shipping warehouse of 1855 with loading slot, timber sash windows and decorative main entrance and carriage gateway, and retaining its internal structure of cast-iron columns supporting timber beams and joists, as well as good-quality features including the stair and decorative joinery.

¹⁰ National Heritage List for England: List Entry Number: 1282988, Date first listed: 03-Oct-1974 / Amended: 08-Sep-2020. Online: historicengland.org.uk/listing/the-list/list-entry/1282988

Group value

Has group value with the adjacent Grade II-listed textile warehouse at 3 St Mary's Parsonage¹¹ (NHLE

Exceptions

The 1926 stair-and-lift tower, all PVC windows, the metal-clad structure within the archway from Garden Lane to the central courtyard, and the fire escape in the courtyard are not of special architectural or historic interest.

Extent of listing

The listed buildings are shown coloured blue on the map (fig. 19). Structures attached to or within the curtilage of the listed building but *not* coloured blue on the map, are *not* to be treated as part of the listed building for the purposes of the Act. However, any works to these structures which have the potential to affect the character of the listed building as a building of special architectural or historic interest may still require Listed Building Consent and this is a matter for the Local Planning Authority to determine.



¹¹ National Heritage List for England, List Entry Number: 1283044, Date first listed: 06-Jun-1994 / Amended: 08-Sep-2020. Online: historicengland.org.uk/listing/the-list/list-entry/1283044

Figure 19: Extent of listing

- 3.8 There are a number of listed buildings within c. 200m of the site (fig. 20¹²).

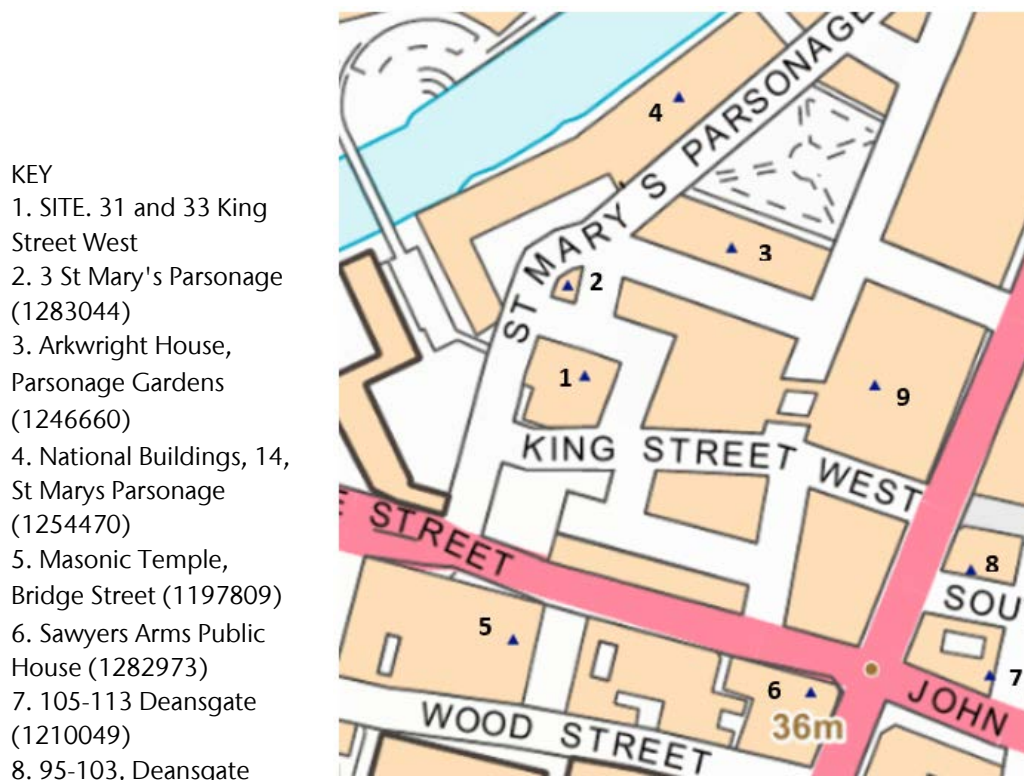


Figure 20: Listed buildings within c.200m of the site (No. 1)

Heritage significance

The significance of the site and its context

Definitions

- 3.9 Listed buildings and conservation areas are 'designated heritage assets', as defined by the National Planning Policy Framework (NPPF). 'Significance' is defined in the NPPF 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'.
- 3.10 'Conservation Principles, Policies and Guidance for the sustainable management of the historic environment' (English Heritage, April 2008) describes a number of 'heritage values'

¹² © Historic England

that may be present in a 'significant place'. These are evidential, historical, aesthetic and communal value.

'Evidential value' 'Historic interest' or 'Historical value'

- 3.11 In terms of Historic England's 'Conservation Principles', the site and its surroundings provide us with 'evidence about past human activity'. The site, in itself, has historic value - illustrating the evolution of a manufacturing site in the centre of the city. The site has contended with fire, rebuilding, changes of ownership, changes of occupation and purpose, changing commercial circumstances and the effects of World War Two.
- 3.12 This is discussed in detail in the previous section.

'Architectural interest', 'artistic interest' or 'aesthetic value'

- 3.13 The NPPF describes how a building may have 'architectural' and 'artistic interest' in varying degrees. 'Conservation Principles' applies the term 'aesthetic value'.
- 3.14 In respect of design, 'Conservation Principles' says that 'design value... embraces composition (form, proportions, massing, silhouette, views and vistas, circulation) and usually materials or planting, decoration or detailing, and craftsmanship'.
- 3.15 The amended list description identifies the architectural interest of the complex as the primary reason for its listing – as noted in paragraph 3.7. We believe that this is particularly the case regarding the remaining mid 19th century elements of the complex.
- 3.16 However, the considerable alterations made to what is now known as Reedham House mean that this element of the site is of a considerably lower level of special interest.
Reedham House
- 3.17 Although historically part of the whole complex, in reality the site was in separate occupation and activity by the late 1870s. The Goad Map of 1886 shows three separate occupations of considerably different purpose: brass works, leather goods factory and tea & coffee warehouse on the site.
- 3.18 The rebuilding of Reedham House in 1926 further confirmed this separation, with a total re-build behind a façade that was so heavily re-modelled it would appear to be an almost complete re-construction in a more classical style fashionable at that time.
- 3.19 The architectural treatment – which is just skin-deep along the southern elevation, turning the corner by one bay, is polite but not of 'special interest' in its own right. All of the ground floor

shop fronts are modern. Considering the extent of overall change and the limited elements of quality remaining within Reedham House we do not believe that it does represent a rare surviving example of early commercial architecture – there is almost nothing remaining of the pre-1926 structure, and much of the that was subsequently damaged and repaired in the post-war period.

- 3.20 Internally there are no features of interest at all. Not only was the building much repaired following bomb damage, but subsequent refurbishments have further altered the interior.
- 3.21 It is interesting to note that the City Council did not regard Reedham House to form part of the listed complex behind – whose architectural and historical interest is far clearer to appreciate and understand.
- 3.22 The building makes a neutral contribution to the wider conservation area. It is a 'good neighbour' to other buildings in Trinity Square and Bridge Street, however there is little consistency of architectural style, materials or scale in the immediate surroundings.

Wider Context

- 3.23 As well as lying within the Parsonage Gardens Conservation Area, it also lies within the St Mary's Parsonage Strategic Regeneration Framework area.
- 3.24 Directly adjacent to the site is the Kendals building, which has planning permission for a ground plus 13 storey commercial scheme.
- 3.25 The emerging context includes the redevelopment of Alberton House as a ground plus 18 storey commercial building – with a planning application recently submitted for this scheme.

4 The legislative, policy and guidance context

Introduction

- 4.1 This section of the report briefly sets out the range of national and local policy and guidance relevant to the consideration of change in the historic built environment.
- 4.2 Any proposals affecting the site will need to have regard to these policies.

The Planning (Listed Buildings and Conservation Areas) Act 1990

- 4.3 The legislation governing listed buildings and conservation areas is the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act'). Section 66(1) of the Act requires decision makers to 'have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' when determining applications which affect a listed building or its setting. Section 72(1) of the Act requires decision makers with respect to any buildings or other land in a conservation area to pay 'special attention... to the desirability of preserving or enhancing the character or appearance of that area'.

The National Planning Policy Framework

- 4.4 The National Planning Policy Framework (NPPF) was first published in 2012 with the most recent update being published on 20 July 2021.¹³
- 4.5 Chapter 12. of the National Planning Policy Framework 'Achieving well-designed places' deals with design: It begins: 'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between

¹³ First published on 27 March 2012 and updated on 24 July 2018, 19 February 2019 and 20 July 2021. Ministry of Housing, Communities & Local Government (2021) *Revised National Planning Policy Framework*. Online: www.gov.uk/guidance/national-planning-policy-framework

applicants, communities, local planning authorities and other interests throughout the process' (paragraph 126).

- 4.6 Paragraph 130 advises that 'planning policies and decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 4.7 Chapter 16 'Conserving and enhancing the historic environment' deals with Heritage Assets describing them as 'an irreplaceable resource' that 'should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations' (paragraph 189).¹⁴
- 4.8 Paragraph 190 discusses the responsibilities of the local authority towards plan making and the historic environment and says that: 'Plans should set out a positive strategy for the conservation and enjoyment of the historic environment,

¹⁴ The policies set out in this chapter relate, as applicable, to the heritage-related consent regimes for which local planning authorities are responsible under the Planning (Listed Buildings and Conservation Areas) Act 1990, as well as to plan-making and decision-making.

including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

- (a) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- (b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- (c) the desirability of new development making a positive contribution to local character and distinctiveness; and
- (d) opportunities to draw on the contribution made by the historic environment to the character of a place.'

4.9 Paragraph 191 advises that 'when considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest.'

4.10 In order to help assess significance of heritage assets, paragraph 192 says that local planning authorities 'should maintain or have access to a historic environment record. This should contain up-to-date evidence about the historic environment in their area and be used to:

- (a) assess the significance of heritage assets and the contribution they make to their environment; and
- (b) predict the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future.'

4.11 Further such 'information about the historic environment, gathered as part of policy-making or development management' should be made 'publicly accessible' (paragraph 193).

Proposals affecting heritage assets

4.12 '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. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which

development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation' (paragraph 194).

- 4.13 'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal' (paragraph 195).
- 4.14 'Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision' (paragraph 196).
- 4.15 'In determining applications, local planning authorities should take account of:
 - (a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - (b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - (c) the desirability of new development making a positive contribution to local character and distinctiveness' (paragraph 197).
- 4.16 'In considering any applications to remove or alter a historic statue, plaque, memorial or monument (whether listed or not), local planning authorities should have regard to the importance of their retention in situ and, where appropriate, of explaining their historic and social context rather than removal' (paragraph 198).
- Considering potential impacts
- 4.17 Paragraph 199 advises local authorities 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 the weight should be). This is irrespective of whether

- any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.’
- 4.18 Paragraph 200 continues, ‘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. Substantial harm to or loss of:
- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
 - b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.’¹⁵
- 4.19 In terms of proposed development that will lead to substantial harm to (or total loss of significance of) a designated heritage asset, paragraph 201 states that ‘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:
- a) the nature of the heritage asset prevents all reasonable uses of the site; and
 - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
 - d) the harm or loss is outweighed by the benefit of bringing the site back into use’.
- 4.20 It continues ‘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 202).
- 4.21 In considering the effect of an application on the significance of a non-designated heritage asset, either directly or indirectly,

¹⁵ Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

the local authority should employ a ‘a balanced judgement’ in regard to ‘the scale of any harm or loss and the significance of the heritage asset’ (paragraph 203).

- 4.22 Paragraph 204 requires that ‘Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.
- 4.23 Where a heritage asset is to be lost, the developer will be required to ‘record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible’ (paragraph 205).¹⁶
- 4.24 In terms of development within the setting of heritage assets, paragraph 206, advises that ‘local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and 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.
- 4.25 It goes on however that ‘Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 200 or less than substantial harm under paragraph 201, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole (paragraph 207).
- 4.26 Finally, paragraph 208 requires that the onus will be on local planning authorities to ‘assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies’.

¹⁶ Copies of evidence should be deposited with the relevant historic environment record, and any archives with a local museum or other public depository.

Planning Practice Guidance

- 4.27 Planning Practice Guidance¹⁷ provides streamlined guidance for the National Planning Policy Framework and the planning system. It includes guidance on matters relating to protecting the historic environment in the section entitled 'Conserving and Enhancing the Historic Environment'. It is subdivided into sections giving specific advice in the following areas:
- Overview: historic environment
 - Plan making: historic environment
 - Decision-taking: historic environment
 - Designated heritage assets
 - Non-designated heritage assets
 - Heritage Consent Processes and
 - Consultation and notification requirements for heritage related applications.

Historic England's Planning Advice¹⁸

Good Practice Advice

- 4.28 Historic England provide guidance regarding the setting of heritage assets and how to assess the effect of change on that setting. They provide 'information on good practice to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the National Planning Policy Framework (NPPF) and the related guidance given in the national Planning Practice Guide (PPG)'.
- 4.29 These notes are:
- GPA 1: The Historic Environment in Local Plans (2015);
 - GPA 2: Managing Significance in Decision-Taking in the Historic Environment (2015);
 - GPA 3: The Setting of Heritage Assets (2nd ed., 2017);
 - GPA 4: Enabling development and heritage assets (2020).

¹⁷ Ministry of Housing, Communities and Local Government, Online: www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment

¹⁸ Historic England, *The Planning System*, Online: historicengland.org.uk/advice/planning/planning-system

GPA 3: The Setting of Heritage Assets

- 4.30 This provides guidance regarding the setting of heritage assets and how to assess the effect of change on that setting. The guidance echoes the definition of ‘setting’ in the NPPF as ‘the surroundings in which [the asset] is experienced’ and continues: ‘its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral’.
- 4.31 The guidance provides, at Paragraph 12, a step-by-step methodology for identifying setting, its contribution to the significance of a heritage asset, and the assessment of the effect of proposed development on that significance. The document then sets out how the step-by-step methodology is used and considers each step in more detail.

Historic England Advice Notes

- 4.32 These advice notes covering various planning topics in more detail and at a more practical level.
- 4.33 The documents most relevant to the proposed development is
- HEAN 1 - Conservation Areas
 - HEAN 2 - Making Changes to Heritage Assets
 - HEAN 10 - Listed Buildings and Curtilage
 - HEAN 12: Statements of Heritage Significance: Analysing Significance in Heritage Assets

Conservation Principles, Policies and Guidance for the sustainable management of the historic environment

- 4.34 This document¹⁹ has been referred to in Section 2 of this report. It describes a number of ‘heritage values’ that may be present in a ‘significant place’. These are evidential, historical, aesthetic and communal value. The conservation area and listed buildings have evident special architectural and historic interest. Any proposals for the site must have regard for the preservation of this special interest.

¹⁹ English Heritage (2008) *Conservation principles, policies and guidance for the sustainable management of the historic environment*.

Manchester Local Plan

- 4.35 Manchester's Core Strategy was adopted on 11 July 2012 and is the key document in the Manchester Local Plan. It sets out the long term strategic policies for Manchester's future development and will form the framework that planning applications will be assessed against
- 4.36 Policy EN3 deals with heritage, and says 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.
Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset'.
Some former UDP policies have been saved and form part of the Local Plan. They include City-wide Development Control Policies relating to heritage matters.
- 4.37 Policy DC18.1 deals with conservation areas, and says:
'The Council will give particularly careful consideration to development proposals within Conservation Areas.
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.

4.38 Policy DC19.1 deals with listed buildings and says:

‘In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy the Council will:

a) not grant Listed Building Consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;

b) not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;

c) not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;

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

e) permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;

f) not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

5 The proposed scheme and its effect

5.1 This section of the report briefly describes the proposed scheme and its effect on the heritage significance described earlier. The proposed scheme is illustrated in the drawings prepared by Jon Matthews Architects and the Design & Access Statement provides detail on the proposals.

5.2 The proposals have been subject to pre-application discussion with both Historic England and the City Council and take into account their comments throughout the process.

The proposed scheme and its effect on heritage and townscape significance

5.3 The proposals are for the full refurbishment of the Grade II listed Carriage Works on Garden Lane and Warehouse at 3 Smithy Lane, including the reinstatement of the Garden Lane entrance to the Carriage Works with a connection through to the historic courtyard and the repair and restoration of the exterior of the historic building.

5.4 The creation of a landmark new 14 storey office on King Street West following the demolition of the (unlisted) post-war 27-29 King Street West; the demolition of Reedham House (forming part of the Grade II listed 30-31 King Street West).

5.5 The proposals are a product firstly of the research and investigation into the site's history, evolution and context as summarised in the previous sections of this report and secondly a comprehensive assessment of alternative ways to achieve a viable scheme. These alternative options are discussed in the Design & Access Statement and Planning Statement.

5.6 The proposals seek to not only achieve a viable scheme that will deliver high-quality commercial accommodation for the City Centre, but also enable the refurbishment, restoration and enhancement of the most historic and significant elements of the listed building.

5.7 The proposals aim to truly reunite the whole site, re-opening the courtyard as the centre of the complex, reactivating Garden Lane with the re-opening of the entrance on the northern side, and restoring the western elevation with the replacement of the existing ground floor extension which detracts from the overall listed building in its current form (see fig. 21).



Figure 21: Existing western elevation of the listed building

- 5.8 The proposed demolitions and intervention have been carefully chosen following investigation into the history and context of the site to fully understand the individual parts of the site and most importantly their significance – both individually and collectively.
- 5.9 We believe that 28-29 King Street West and Reedham House are the least significant parts of the site. Whilst Reedham House is of a higher architectural quality than 28-29 King Street West in reality neither are more than ‘good neighbours’ to the rest of Motor Square, for the reasons given in the previous sections, and provide a unique opportunity to introduce a development that can positively enhance the city centre and Motor Square.
- 5.10 The new building has been designed with a clear classical order, with a bottom, middle and top. The base is articulated through a colonnade of columns which both ground the building and provide the opportunity for glazed active frontages.
- 5.11 The main body of the façade is clad in an anodised aluminium rainscreen cladding which has extruded fins to create a depth to the façade. This will be in a green colour to contrast but complement the existing reddish/brown brickwork at the retained carriage works and warehouse.
- 5.12 At the 10th floor an external terrace breaks up the buildings massing and assists with creating the order to the building form.
- 5.13 The proposed new structure will wrap around to the west at ground floor – creating an open, glazed space that will better reveal the listed building behind.

- 5.14 As referred to above, one of the key heritage benefits of the scheme is the restoration of the remaining listed building – both internally and externally – which the viability appraisal has demonstrated is only economically possible with the redevelopment of the southern part of the site.
- 5.15 This restoration will not only enhance the listed building itself, but also the wider conservation area and also the aspirations of the St Mary’s Parsonage SRF.
- 5.16 Works will include the re-instatement of the Garden Lane entrance, replacement of all uPVC and other inappropriate windows, repointing and repair of brickwork where necessary and the replacement of the existing ‘blank’ western lean-to extension with a more lightweight and permeable glazed extension.
- 5.17 Along Garden Lane the existing roller shutters will be omitted to give a more active and less oppressive atmosphere and the modern high level link to the adjacent building will be removed.
- 5.18 Other key benefits proposed by the scheme are:
- The promotion of new public realm around the site, responding to approved proposals for the Kendals site and addressing the remodelling of Smithy Lane as a key link between Motor Square and Parsonage Gardens;
 - Recognising that the newly emerging public realm is going to give this site activity on all sides, the proposals maximise active frontage and respond to the creation of the new public spaces – including bringing back front doors to Dunlop Street and Smithy Lane;
- 5.19 We believe that whilst an element of the listed building will be demolished in reality this part it makes a neutral contribution to the overall special interest of the wider complex – which itself is in need of considerable refurbishment if it is to positively contribute to the aspirations of the St Mary’s Parsonage SRF.
- 5.20 The proposals provide a unique opportunity to restore, revitalise and enhance the most important parts of the building – knitting them all back into a single complex that also actively relates and ‘talks to’ the newly emerging public realm and environment. Rather than being a back-lane warehouse complex its historic elevations will be restored and active.
- 5.21 They also provide an opportunity to deliver a building that has been specifically designed to ‘front’ Motor Square – a space that is a relatively recent creation.

6 The townscape and visual impact of the proposed scheme

- 6.1 This section of the report analyses the impact of the proposed scheme by means of photographs of the proposed development from a number of viewpoints that were agreed in the course of pre-application discussions.
- 6.2 Nine views have been identified to be shown as Verified Views, to help to understand the impact of the proposals on the immediate and wider environment around the site.
- 6.3 Each verified view is shown as a baseline condition, followed by an image showing the proposed development and a cumulative image including recently consented and proposed developments close by. A commentary on the existing and proposed townscape conditions is provided.
- 6.4 Large scale images are provided with the application in the Design & Access Statement; the images below are for reference only.

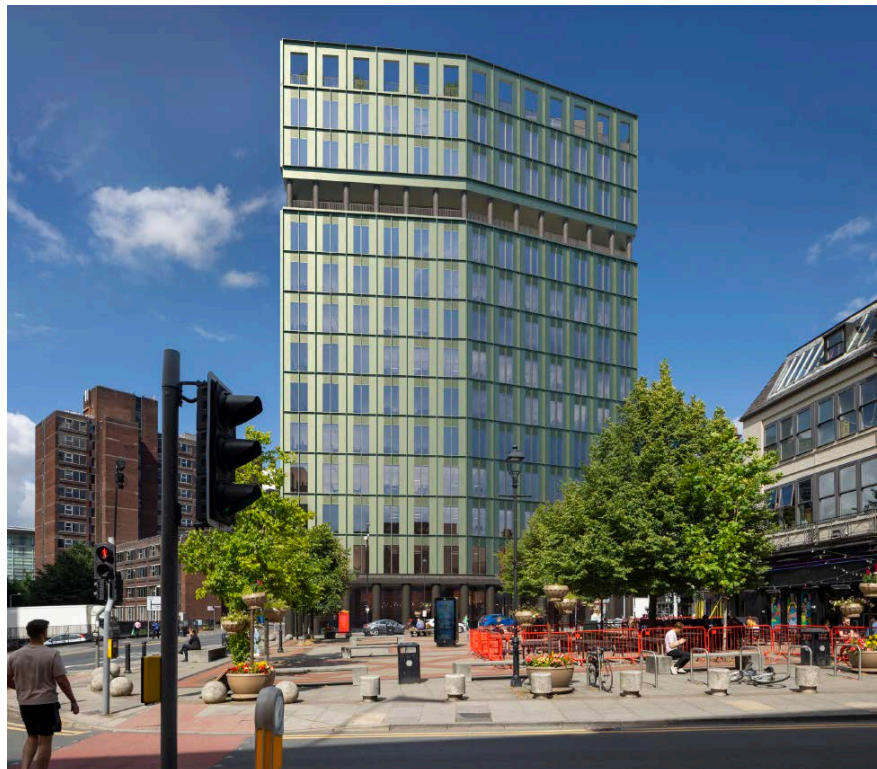
Verified View 1: Looking North from Bridge Street

Baseline



- 6.5 This viewpoint is located on the southern side of Bridge Street looking across Motor Square into the conservation area.
- 6.6 No particular building dominates the view, but equally there are no buildings of any merit prominently visible. This view illustrates well how many of the buildings around Motor Square were never originally built to 'front' a large open space.
- 6.7 The centre of the view is filled by the large open space of the square with mature trees in the foreground. Behind this is 27-28 King Street West with a glimpse of the side of Reedham House to the right and the top of the stair tower behind. Other post-war buildings also fill the central backdrop.
- 6.8 To the left and right are also modern buildings, with the existing Alberton House to the left.
- 6.9 The quality of the townscape is poor. There are no buildings of any notable quality prominently visible and those in the centre appear unduly small for the scale of the open space in front.

Proposed (& cumulative)





- 6.10 The proposed building will rise to the rear of Motor Square on its northern side creating a landmark building that responds to the large open space in front of it.
- 6.11 The 10th floor balcony breaks up the massing to give it its bottom, middle and top and its chamfered edge reflecting the historic bend in the street.
- 6.12 When seen in its emerging context of the Kendals scheme (to the right) and Alberton House (to the left) the building will provide a confident and active frontage to Motor Square and a high-quality addition to the St Mary's Parsonage SRF area.
- 6.13 Further, the proposed building considerably enhances the townscape in many ways. The proposed ground floor treatment will activate the building at street level and its extended height visually lines up with that of the proposed Alberton House to ensure that it sits comfortably in the street scene.
- 6.14 The proposed material and colour palette ensures that the building sits comfortably alongside its neighbours and we believe will have a beneficial impact on townscape in this view.
- 6.15 We believe that the proposals will positively enhance both the conservation area and townscape in this view.

Verified View 2: Looking west along King Street West

Baseline



- 6.16 This view is looking west from Southgate along King Street West with the post-war concrete panel-clad carpark building stretching along on the right and Albert Bridge House in the distance.
- 6.17 The foreground to the left is filled with a typical red brick 19th century commercial building at 42 King Street West.
- 6.18 The front elevation of Reedham House can just be glimpsed in the distance but appears to be the anomaly in an otherwise broader post-war context.
- 6.19 The quality of the townscape in this view is poor. It is dominated by the car park building and is a disjointed combination of ages, styles, massing and form.

Proposed (& cumulative)



- 6.20 Whilst the eastern elevation of the proposed building will notionally appear prominently in this view, when seen in the context of the approved Kendals development, in reality the proposal will be much less visible.
- 6.21 Visually the 10th floor terrace sits in line with the top of the Kendals building and the remainder of the building sits comfortably within the newly created context.
- 6.22 The proposals should contribute positively to this view by virtue of the addition of a building of quality.

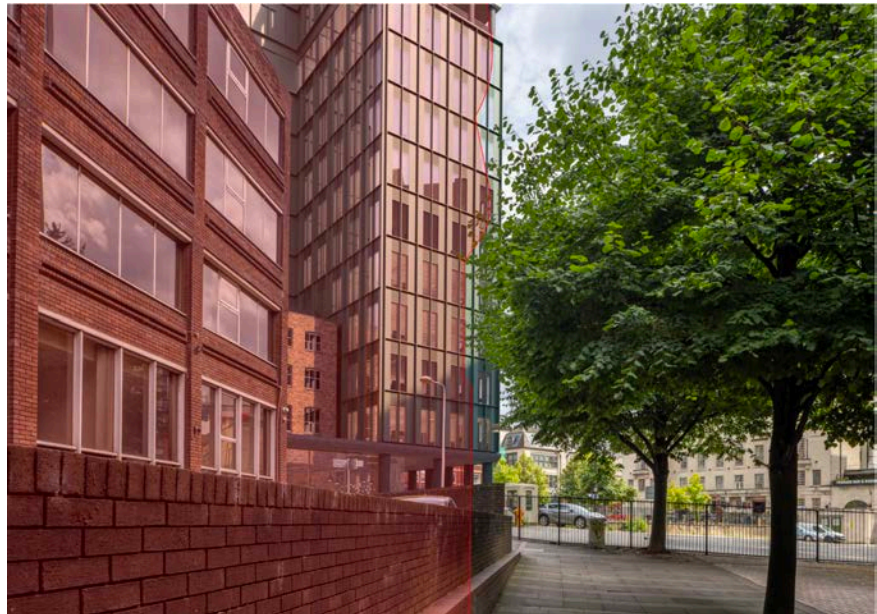
Verified View 3: Looking south east alongside Alberton House

Baseline



- 6.23 This view point is looking south east alongside Alberton House having crossed Trinity footbridge outside The Lowry hotel (behind).
- 6.24 The view is dominated by the mature street trees to the right and Alberton House to the left with Motor Square and the listed Masonic Hall visible beyond.
- 6.25 The corner of 27-28 King Street West and the site can just be glimpsed behind the tree on the left hand side of the view in the middle distance.
- 6.26 The quality of the townscape in this view is neutral. It is looking into the conservation area and one of its key open spaces, with the listed Masonic Hall which can just be glimpsed in the distance, however none of the buildings or spaces are particularly obvious or prominent and instead is dominated by the post-war Alberton House to the left and hard landscaping in the foreground.

Proposed (& Cumulative)

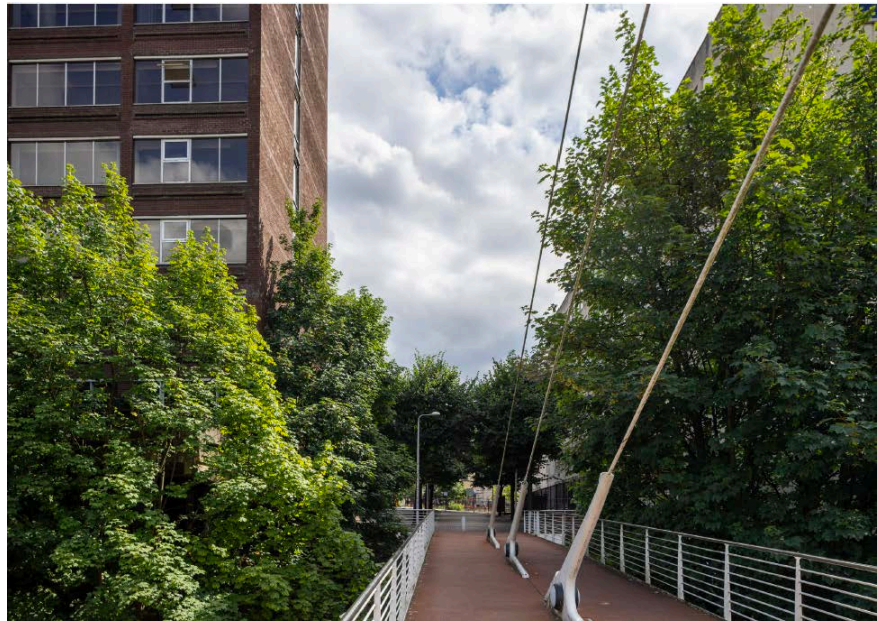


- 6.27 The proposed view shows the new building confidently book ending King Street West and Motor Square, providing an active frontage to both St Mary Parsonage and Motor Square.
- 6.28 In reality any new redevelopment of Alberton House will obscure the view of the proposal – and further demonstrates how the proposal is in keeping with the aspirations of the St Mary's Parsonage SRF.

- 6.29 The quality of the proposal and its confident addressing of Motor Square should mean that it enhances this view – whilst it is still visible.

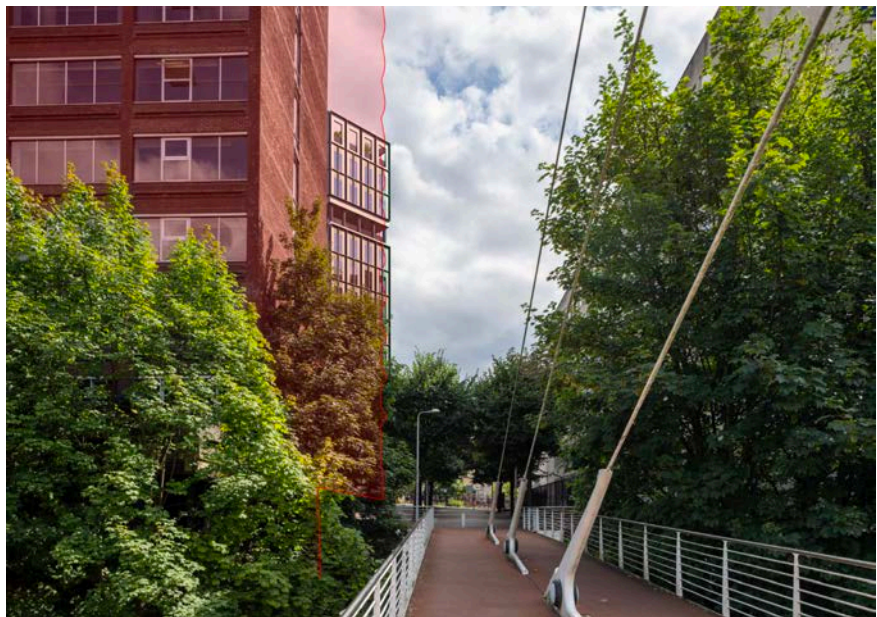
Verified View 4: Looking east from Trinity Bridge

Baseline



- 6.30 This view is taken from Trinity Bridge looking east towards Motor Square.
- 6.31 The view is dominated by mature trees and existing Alberton House.

Proposed (& cumulative)



- 6.32 As with the previous view, the western end of the proposal would just be glimpsed beyond Alberton House in this view and again, any replacement of Alberton House is likely to completely obscure views of the proposal.

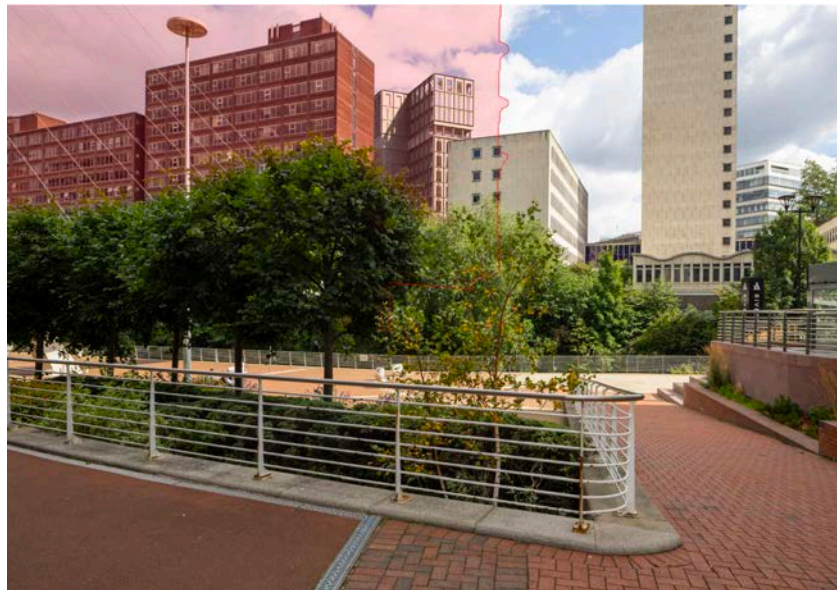
Verified View 5: View looking east from beyond the River Irwell

Baseline



- 6.33 This view is taken from the eastern side of the River Irwell, with the cables of Trinity Bridge visible to the left in front of Cardinal & the existing Alberton House, and the rest of the backdrop filled with Albert Bridge House.
- 6.34 This view typifies the reality of the post-war context of the existing site to its east.
- 6.35 The quality of the townscape in this view is poor. Whilst considerable effort has been made with the public realm in the foreground and Trinity Bridge, the view is dominated by the post-war office buildings in the backdrop.

Proposed (& cumulative)



- 6.36 The proposed building will appear in the backdrop of the view, entirely in context with the existing massing and heights. It will add a building of high-quality to the existing context.
- 6.37 In reality, any redevelopment of Alberton House is likely to completely obscure any views of the proposal from this viewpoint, but when visible the proposal will positively contribute a building of quality to the view.

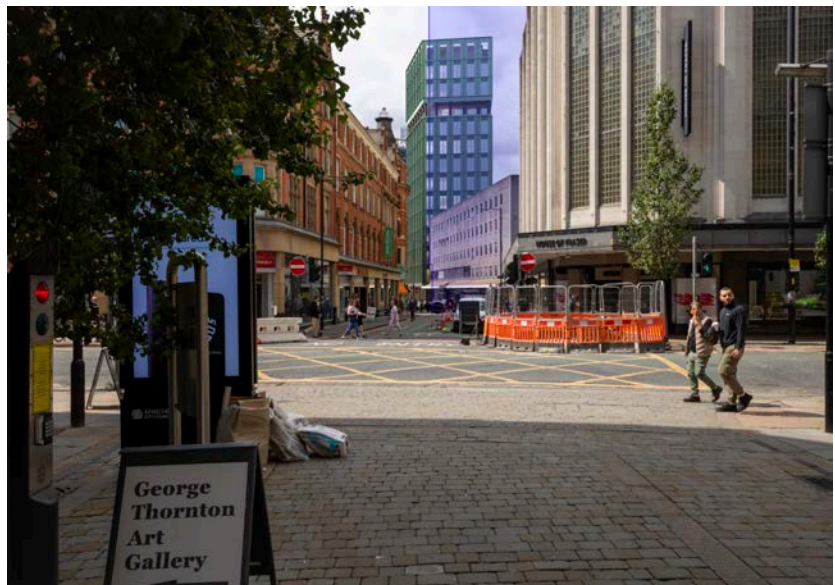
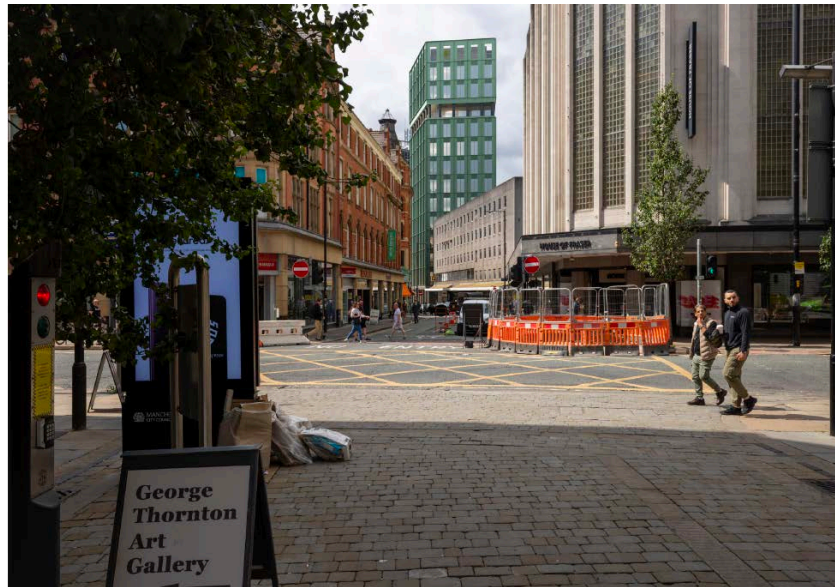
Verified View 6: Looking west from King Street

Baseline



- 6.38 This view is looking west across Deansgate with the listed Kendals building in the foreground on the right, the car park beyond and the view terminated by the newly completed Affinity Living Riverside.
- 6.39 Reedham House can just be glimpsed in the middle of the view.
- 6.40 Whilst the townscape includes the listed Kendals building, it is a multi-layered composition of many eras and styles which typifies many views in Manchester.

Proposed (& cumulative)



- 6.41 The proposal will appear in the centre of the view behind the existing car park building.
- 6.42 The 10th floor terrace provides a break in the massing which is visually broadly in line with other buildings in the foreground, but anyway does not feel out of context due to the scale of the Kendals building in the immediate foreground.
- 6.43 The consented Kendals scheme will largely conceal the proposal and will provide a context within which it will sit comfortably as part of the new emerging scale of the area.

Verified View 7: Looking south from St Mary's Parsonage

Baseline



- 6.44 This view is looking south along St Mary's Parsonage and is dominated by the Grade II listed 3 St Mary's Parsonage. Built as a textile warehouse in 1868 it was built in the Venetian Gothic style in red brick with terracotta and yellow brick detailing.
- 6.45 Beyond is mostly post-war and modern development to the right and beyond in the distance. The proposal site is just beyond.
- 6.46 The quality of the townscape in this view is good due to the prominence and quality of the listed building in the foreground.

Proposed (& cumulative)



- 6.47 The proposal will appear prominently in the backdrop to the listed building however its presence is mitigated by the choice of contrasting, but complementary cladding and, as referenced before, the 10th floor terrace provides a relief to the massing of the building.
- 6.48 Whilst the proposal will undoubtedly 'change' the townscape in this view, this is not necessarily to its detriment. The architectural qualities of the listed building will still be easily

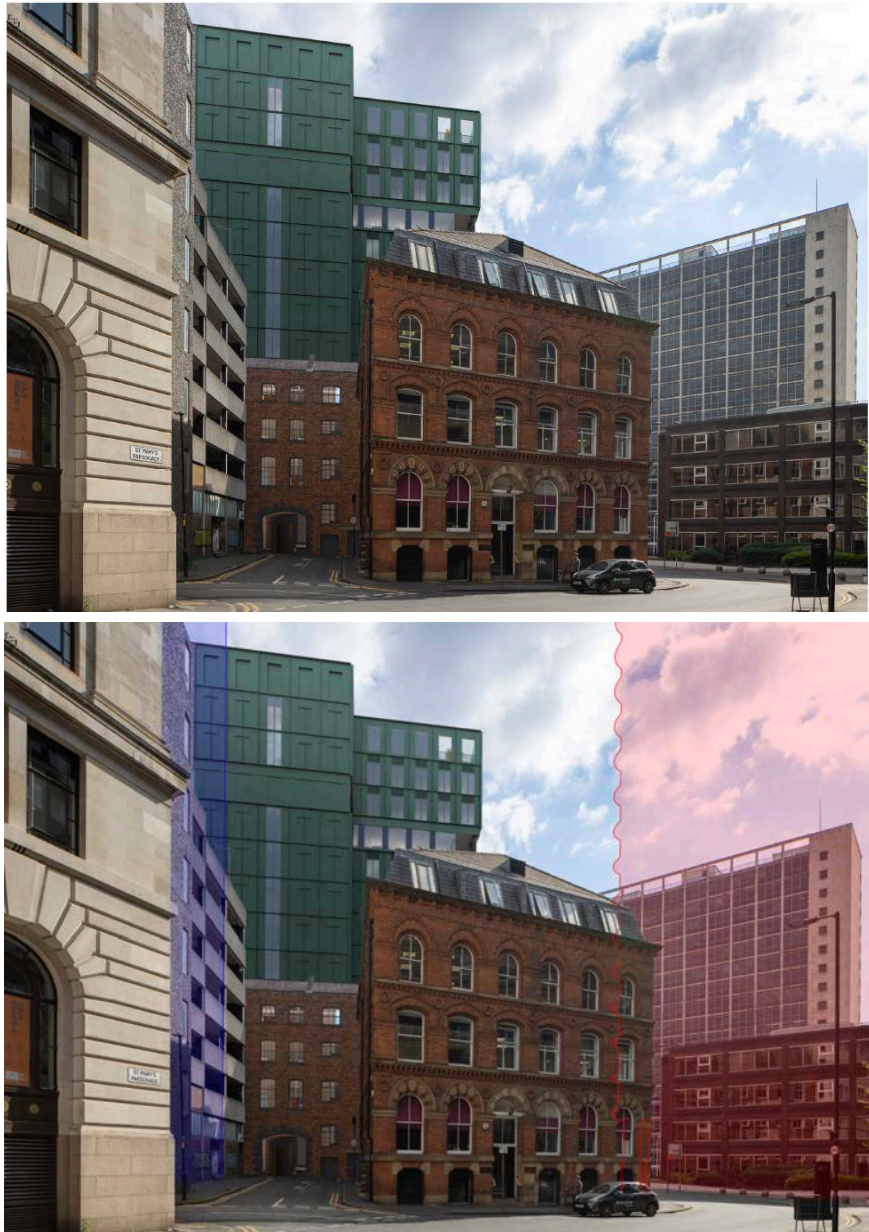
readable due to the variance of materiality and the proposals will introduce a building of quality into the backdrop. Similarly the setting of the listed building will be altered however this is partly mitigated by the contrasting, yet complementary materials and tonality of the proposal.

View 8: New Bridge Street looking south west



- 6.49 This view is taken looking south from St Mary's Parsonage, directly along Dunlop Street towards the back of the site, with 3 St Mary's Parsonage in the centre of the view just to the right of Dunlop Street.
- 6.50 On the left hand side of Dunlop Street is the car park structure and to the right is Alberton House and Albert Bridge House.
- 6.51 The setting of the listed buildings is already established as being one of variety of styles and massing.
- 6.52 The townscape in this view is typical of much of Manchester with the juxtaposition of old and new, high quality and poor. The presence of the two listed buildings however means that the quality of townscape is good.

Proposed (& cumulative)



- 6.53 These views illustrate how the proposal will appear behind the two listed buildings.
- 6.54 As with the previous view it will undoubtedly 'change' the setting of the two buildings introducing a building of considerably higher scale in the backdrop.

- 6.55 However, the approach to materiality and tonality should help to mitigate their impact, ensuring that the listed buildings and their detailing remain prominent in the foreground.
- 6.56 The views illustrate how the re-opening of the Garden Lane entrance and removal of the roller shutter will also help to draw people down Dunlop Street with a more welcoming sight at the end of the street.
- 6.57 The cumulative view demonstrates how the area is going to potentially change – introducing a new scale that will continue the vibrant interaction between scale, materiality, form and age that defines Manchester’s regeneration.

View 9: Looking south from Parsonage Gardens



- 6.58 This view is looking south from Parsonage Gardens.
- 6.59 The view is dominated by the grand northern façade of Arkwright House, built in the neo-classical style in 1929.
- 6.60 To the right Alberton House can just be glimpsed.
- 6.61 The site is not visible in this view.

Proposed Cumulative



- 6.62 The proposals will also not be visible in the view, however this image illustrates the nature of emerging change that the proposal will be part of.

Summary

- 6.63 Overall, we believe that the proposals offer an exciting and dynamic opportunity to contribute to the aspirations of the St Mary's Parsonage SRF.
- 6.64 The proposals have been carefully considered to intervene in the site and listed building in those areas considered to be of least interest and this, in turn, can facilitate the restoration and enhancement of the more important remaining elements.
- 6.65 In the majority of views the proposals have the potential to positively enhance both Motor Square and the surrounding townscape and conservation area, providing a landmark building that fronts a large open space with new active frontages that wrap around the site fully integrating it into the emerging new public realm.
- 6.66 In those few views where the building will clearly have a large presence in the backdrop of the listed buildings nearby this is mitigated firstly by the approach to the façade treatment and secondly by the choice of materials and tonality which have been specifically chosen to ensure the red brick listed buildings can retain their individual prominence.

- 6.67 Similarly, in terms of the conservation area, we believe that in most views the proposal will add a building of high quality to an already varied area and will actively enhance Motor Square and the conservation area.
- 6.68 The cumulative views also illustrate the extent to which the emerging context is changing and how the proposal will sit entirely comfortably within it.

7 Compliance with policy and guidance

7.1 This report has provided a description and analysis of the significance of 27-33 King Street West and its heritage context, as required by Paragraph 194 of the National Planning Policy Framework. In addition, the report also describes how the proposal will affect that heritage significance and wider townscape.

7.2 The proposal, in our view, preserves the most important elements of the listed building as well as the character and appearance of the Parsonage Gardens Conservation Area and the setting of nearby listed buildings, and thus complies with S.66(1) and S.72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposals have been designed to ensure the building sits comfortably and positively within its wider context.

The National Planning Policy Framework

7.3 In respect of Paragraph 197 of the NPPF, the proposed scheme can be described as recognising ‘the desirability of new development to make a positive contribution to local character and distinctiveness’. The proposals are specifically designed to ensure the sustainability and economic viability of the whole building – crucial to its long term sustainability.

7.4 The proposed scheme complies with Paragraph 201 of the NPPF - it certainly does not lead to ‘substantial harm to or total loss of significance of a designated heritage asset’. The fundamental heritage significance and special interest of both the listed buildings and the conservation area will remain legible and in tact.

7.5 We believe that the proposals comply with Paragraph 202. Whilst it is possible that a small element of less than substantial harm might be caused by the proposal through the juxtaposition of scale and the loss of an element of the complex this is mitigated by the positive enhancement and restoration of the remaining, more significant, elements of the listed building, the better revealing of the listed building in the wider townscape, particularly from St Mary’s Parsonage, Garden Lane and Dunlop Street and the design quality of the new building which has been carefully articulated – including tonality – to ensure that it allows the listed buildings in the still be fully appreciated.

- 7.6 It should further be considered in the context of the number of other considerable benefits that the proposals will deliver including to the public realm, activity to Motor Square, St Mary's Parsonage and Garden Lane as well as meeting the aspirations of the St Mary's Parsonage SRF for delivering high-quality mixed-use commercial development in a building with high environmental and sustainable credentials.
- 7.7 The new building will contribute positively to Motor Square, providing a landmark high quality building that relates appropriately to the scale of the open space and the emerging townscape context.

Manchester's Local Plan

- 7.8 In positively addressing the requirements of the National Planning Policy Framework, the works also meet the policy requirements of the Manchester Local Plan and in particular the policies relevant to the historic built environment.
- 7.9 In terms of Policy EN3 the proposals have been designed to 'preserve and where possible enhance the historic environment, the character, setting and accessibility of the areas and buildings of acknowledged importance'. The proposals will re-open the historic courtyard of the building putting it back at the heart of the complex, reverse inappropriate past interventions into the building and provide an active frontage to Motor Square and St Mary's Parsonage.
- 7.10 The proposals will also enable the on-going use of the key heritage asset through its refurbishment and restoration – giving it a new lease of life commensurate with the aspirations of the SRF as well as its own heritage significance. '
- 7.11 In reference to Policy DC18.1 on Conservation Areas, the proposal seeks preserve the character of the Smithfield Conservation Area. The relationship of the new structures to neighbouring buildings and spaces and the effect of major changes to the appearance of existing buildings has been carefully considered. Whilst the proposals will 'change' the relationship between the site and its neighbours, the replacement building will be of high-quality and will deliver considerable benefits to the conservation area such that we believe that it will, overall, preserve the character and appearance of the area.
- 7.12 With regards Policy DC19.1 we do not believe that the demolition of part of the listed building will fundamentally harm its overall special interest however we do recognise that

its, and the setting of No.3 St Mary's Parsonage, will be altered by the new development. This has been mitigated through the positive enhancements that will be delivered to the most important part of the remaining listed building, the improvements to the wider public realm, and the nature of the design of the new construction which has been specifically designed to ensure that the positive attributes of the listed buildings are still legible.

- 7.13 The impact of the proposals on the setting of surrounding buildings should also be considered in the context of the emerging new built environment of the area which will see a continued dynamic juxtaposition of old and new, modern and traditional and varying heights and massing.
- 7.14 We believe that the proposals provide a unique opportunity to enhance the existing historic complex and deliver on the aspirations of the St Mary's Parsonage SRF.

9 Summary and conclusions

- 9.1 Nos 31 and 33 King Street West, including 3 Smithy Lane were listed in 1974. The list description was amended in September 2020, clarifying the inclusion of Reedham House. The whole site lies within the Parsonage Gardens Conservation Area.
- 9.2 The older mid-19th century factory/warehouse buildings are rare survivors in the centre of Manchester and contain a number of features of historic and architectural interest – including loading slot, timber sash windows and decorative main entrance and carriage gateway as retaining its internal structure of cast-iron columns supporting timber beams and joists.
- 9.3 However, whilst the special architectural and historical interest of the 19th century part of the site is recognised and appreciated, we believe that that element known as Reedham House has no significance internally and is externally of very limited significance. Although its historical evolution is linked to the wider site, in reality it has been in separate occupation for over a century. Further, the changes made in 1926, those made following bomb damage in the post-war period and subsequent refurbishment and alteration mean that there is very little of architectural ‘special interest’ remaining in this part of the site.
- 9.4 The proposals have been developed with a full understanding of the historic nature of the site and the area as well as the aspirations of the St Mary’s Parsonage SRF. The proposals combine the restoration, repair and enhancement of the most important elements of the listed building with the construction of a high quality new addition which will provide active frontage and uses to the ever-changing area and has been designed to provide a complementary backdrop to the surrounding buildings, including No.3 St Mary’s Parsonage as well as the wider conservation area and townscape.

Appendix A: NHLE List description

31 and 33 King Street West, including 3 Smithy Lane, Manchester, M3 2PN

Grade: II List Entry Number: 1282988

Date first listed: 03-Oct-1974

Date of most recent amendment: 08-Sep-2020

<https://historicengland.org.uk/listing/the-list/list-entry/1282988>

Summary

Coach works of approximately 1840, enhanced with showroom of 1849 and with major alterations in 1926 and repair after the Second World War; and a commercial warehouse of 1855, with some alterations.

Reasons for Designation

31 and 33 King Street West (including the carriage workshop to the rear and warehouse at 3 Smithy Lane), a carriage manufactory of approximately 1840, enhanced with a showroom of 1849 and with major alterations in 1926 and repair after the Second World War; and a commercial warehouse of 1855, with some alterations, is listed at Grade II for the following principal reasons:

Architectural interest:

- as a surviving 1840s coach works, comprising a manufacturing block and a showroom;
- notwithstanding damage sustained during the Second World War and consequential repairs, retaining the multi-storey manufacturing block and late-C19 privy tower with the majority of the historic fabric, and evidence of the power suite;
- with good-quality classical details on the showroom frontages comprising rare surviving examples of early commercial architecture, retained and sympathetically altered in 1926;

- including a good-quality shipping warehouse of 1855 with loading slot, timber sash windows and decorative main entrance and carriage gateway, and retaining its internal structure of cast-iron columns supporting timber beams and joists, as well as good-quality features including the stair and decorative joinery.

Group value:

With the adjacent Grade II-listed textile warehouse at 3 St Mary's Parsonage.

History

William Carr's carriage workshop was built around 1840. The family had been making carriages in rented premises on the site since 1805, but a fire in 1836 might have been a catalyst for redevelopment. Carr's business was advertised in 1841, in 'the new and commodious establishment on the site of his old premises'. King Street West (originally Lower King Street) was laid out in 1842, running through the former Windmill Yard to the south of Carr's premises. Carr bought his site in 1843, and the deeds show what is thought to be the extant west range. This also extended along the northern side of the courtyard as far as a gateway, within a discrete northern building, from Garden Lane into the courtyard. The buildings of a former east range are also shown on the deeds. The west range was the main workshop, with a basement boiler, ground-floor engine, two floors for wood-working, a trimming floor and a top-floor painting room.

In 1849 Carr built a showroom for his carriages, fronting Lower King Street and with a wide carriage entrance into the yard. Cast-iron columns at the rear supported the first floor which extended into the courtyard. This showroom floor was described as very spacious and lofty.

In 1854 a fire completely destroyed the buildings in the north-east corner of the site, although the workshop and showroom were saved. In 1855 the extant replacement four-storey-plus basement warehouse (number 3 Smithy Lane) was under construction and advertised for let.

In 1876 William Carr died and the site was sold to Peter Haworth and sons. They occupied the workshop for their leather goods factory, and in 1877 let out the showroom and warehouse to the London carriage-

makers CS Windover and company. By 1886, however, the Goad fire insurance map shows that the carriage entrance was blocked and the former showroom was a warehouse with auction room above. The gateway to Garden Lane was also blocked, with a hoist and a (then disused) steam engine in the space, with another steam engine in the courtyard. A single-storey extension had also been added along the west wall of the workshop, on the site of a former narrow yard between the workshop and the gasworks which formerly stood next door. The site continued in similar industrial and commercial uses for the next forty years.

In 1926 major works were undertaken. The 1849 showroom was converted to three storeys, with a completely new steel and concrete internal structure. The south (front) and east walls were rebuilt above the ground floor, with the original first-floor windows relocated at a lower level, and new top-floor windows, while a new shopfront was inserted at the ground floor. It is thought that the height was also raised, as the current proportions would have been too tall for a single tier of glazing, the lower stages of the pilasters and quoins are of cement rather than stone, and the lower courses of brick appear redder than the more orange bricks above. A new staircase and hoist were also inserted at the junction of the workshop with the warehouse, and the extant (in 2020) stair-and-lift tower inserted in the angle between the workshop and showroom.

Following a near-miss from a high-explosive bomb during Manchester's blitz, further alterations were made. It might have been at this time that the workshop was altered by the lowering of the tall perimeter chimney stacks and 80-foot boiler chimney down to eaves level, and that structural steel was added in the basement of the warehouse range. In 1953 the attached three-storey retail and office unit at numbers 27 and 29 King Street West was built to replace a unit destroyed in the war.

In the early-C21 PVC windows were installed in the carriage workshop (although one historic metal-framed window survives in the east wall, overlooking the courtyard). A bridge linking the building to number 3 St Mary's Parsonage (National Heritage List for England entry 1283044) was also added.

Details

Carriage manufactory of approximately 1840, enhanced with a showroom of 1849 and with major alterations in 1926 and repair after the Second World War, and a commercial warehouse of 1855, with some alterations.

MATERIALS: red brick and orange brick, buff sandstone, blue slate, steel and concrete frames.

PLAN: broadly trapezoid around a central courtyard.

EXTERIOR: forming a corner site at the far west end of King Street West, at the western entrance into the Parsonage Gardens Conservation Area. Somewhat overshadowed by the multi-storey car park to the north and east and by tall buildings to the west (outside the conservation area), but complemented by the adjacent 3 St Mary's Parsonage, to which it is currently (2020) linked by a short bridge (not included in the listing).

The (south) front façade is a three-storey, orange-brick block of eight bays, divided into three sections. The ground floor has modern shopfronts and signage, and rusticated render, and is surmounted by a moulded timber cornice. The upper floors are divided 3-2-3, with central pediment over twin plain stone pilasters, and rusticated, fielded stone quoins. The lower seven quoins, and bottom section of the pilasters, are of render. The brick is in Flemish bond, with redder bricks in the courses corresponding with the rendered dressings. The whole has a plain frieze over, and a prominent, moulded dentilled cornice, also with dentilling in the pediment. Set back at the left, above a three-storey retail and office unit (not included in the listing) can be seen the gablet with arched attic window of the workshop range, and the hipped roof of the 1926 stair-and-lift tower*.

Windows are vertical sliding sashes, without horns at the first floor and with horns at the second floor. All have stone sills. The outer windows are of 12-over-12 panes at first floor and eight-over-eight panes at second floor. The central pair have (first floor) nine-over-nine panes, with the smaller upper panes subdivided, to a different design in each window. At second floor they are six-over-six panes. The first-floor openings have (outer sections) segmental stone heads with keystones and (central section) eared stone architraves.

The east façade has a one-bay return of the same design as the front; the lower window has a bottom sash of only two panes. A further three bays of three storeys are in a dark-red brick laid in stretcher bond. The ground floor has modern windows with roller shutters, the right-hand opening being blocked with brick through which a steel commercial flue emerges to rise up to the roof. The first floor has sash windows with two panes per sash, the upper panes altered for ventilation; the right-hand window retains an early 12-pane bottom sash. The second-floor windows have two-over-two sashes with horns. Different colours of brick indicate rebuilding and altering the openings. All sills are stone, ground-floor heads are segmental and brick, first-floor segmental heads are stone, and second-floor lintels are render panels extending through a deep, two-stepped eaves band of brick. The projecting stone gutter is lead-lined.

Further right again, number 3 Smithy Lane is of four storeys and seven bays, of red brick in English bond with a rusticated, rock-faced plinth. Basement lights in the plinth are blocked with render matching the appearance of the stone (all painted white). The three-stepped entrance is in bay 3, with double doors with raised and fielded panels, and a semi-circular fanlight. The entrance has a rusticated stone surround with voussoirs, also painted. The plinth is defined by a ground-floor sill band. Windows are all vertical-sliding sashes without horns, with gauged-brick arches. The ground-floor are all two-over-two panes, those above all three-over-three panes. The second and third floors have loading doors in bay 1. The eaves have twin projecting bands with coggling between, and a small parapet.

The north wall (facing Garden Lane) is all of brick, laid in English Garden Wall bond with five courses of stretchers between header courses, and also with blocked basement windows. It is six bays wide, extending as far as a gable which projects through the slate roof and its clay ridge tiles. The gable and parapet have plain, stone copings. The right-hand bay has a basket-arched carriage gateway with alternating stone quoins and voussoirs, and a modern timber gate. This bay has two windows per floor. All windows have stone sills and segmental brick arches, and are of three-over-three panes, and progressively shorter on successive floors.

To the right of this is the north wall of the former workshop range, partially-obscured by a C21 first-floor bridge (not included in the listing)

to 3 St Mary's Parsonage, in steel and glass. This wall is of handmade dark-red brick laid in English Garden Wall bond with varying ratios, but generally three stretcher courses between header courses. The first bay has stepped windows to the 1926 stair, with some rebuilt panels between them. To the right are a further two bays, with some replacement pvc windows* and some earlier timber windows with tilting centre panes. At ground floor to the right of the carriage gateway are two altered openings with C20 shutters. The angle to the right is bull-nosed at ground-floor level, with a stone impost supporting the angle above.

The west façade has five bays plus a three-bay projection to the right, all of four storeys and built of handmade brick laid in English Garden Wall Bond which varies between three and five stretcher courses between header courses. The ground floor is mostly obscured by a blind lean-to addition with glazed roof. All window openings have stone sills and segmental brick arches, becoming progressively shorter on successive floors. Windows are pvc replacements*. The parapet is plain with slim stone copings. To the right is the set-back, rendered 1926 stair-and-lift tower. The main workshop range has a south return with two bays visible but which is otherwise obscured by the 1926 tower. The ground floor has semi-circular arched openings.

The central courtyard has a concrete-framed south wall with glazing and brick infill (the rear of 31 and 33 King Street West). In the south-west corner is a single-bay, brick privy tower to the workshop range. The west, north and east walls are all of brick.

The west wall (east face of the workshop range) is of handmade red brick laid in English Garden Wall bond, and of two bays and four storeys, with a square brick flue in the angle at the right, with a moulded octagonal stone capping. The upper floor openings match those of the external west façade and the parapet coping is supported by a brick dentil course. At the ground floor are two arched openings. The right-hand (engine-house) opening has a semi-circular brick arch, stone sill and multi-paned timber window. The left-hand (carriage) opening has a gauged-brick basket arch on stone imposts, and a bull-nosed right jamb (the arch directly abutting the wall to the left). This arch is blocked in common bricks with a modern pvc window*. The second floor has a 20-pane historic metal window with tilting central 6-pane opener.

The north courtyard wall (south wall of the Garden Lane range of 3 Smithy Lane) is of five bays and four storeys plus basement. Bay 1 is largely blind but has blocked openings to each floor, including a semi-circular arched ground-floor opening similar to the engine-house opening to the west. These blocked openings have slits to the 1926 stair; that to the top floor itself now blocked. This bay extends above the parapet, for roof access. Bays 2 and 3 have a wide opening with rendered stone quoins and concrete flat lintel. Above this is common-brick blocking, below a four-header-course relieving arch on stone imposts. The arch has a setted roadway running through it towards Garden Lane, with cast-iron kerbs to narrow footways. The ground floor of the building has been extended into the carriageway in a modern metal-clad structure* spanning between sections of replacement brickwork with some concrete framing; the surviving original walls retain some limewash. The windows match those of the north wall of this range, but with pvc replacements* to the top floor and right-hand bay. The two basement openings have been blocked.

The east courtyard wall (west wall of 3 Smithy Lane) is of three bays and four storeys plus basement. Windows largely match the street frontage, but bay 1 has a double-height timber sashed stair window and on the top floor are pvc replacements*. A modern fire escape* is attached to this wall.

INTERIOR: the showroom range has modern interiors with suspended ceilings, and no surviving historic features visible during the inspection. A suspended ceiling conceals the roof lantern. The workshop range retains internal structural fabric including a brick-vaulted basement and some floor structures, but no visible historic features. Number 3 Smithy Lane has some modern interiors with suspended ceilings, and retains historic structure as well as an original timber stair, doors and decorative joinery.

* Pursuant to s1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') it is declared that the 1926 stair-and-lift tower, all pvc windows, the metal-clad structure within the archway from Garden Lane to the central courtyard, and the fire escape in the courtyard are not of special architectural or historic interest. However any works which have the potential to affect the character of the listed building as a building of special architectural or historic interest may still

require listed building consent and this is a matter for the local planning authority to determine.

Books and journals

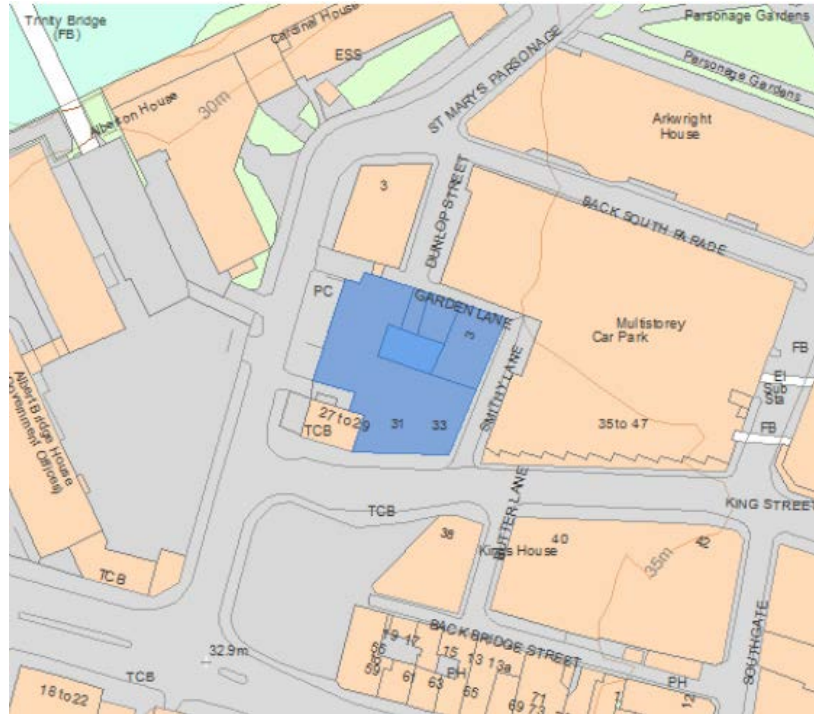
Hartwell, C, Pevsner Architectural Guides: Manchester, (2001, reprinted 2002 with corrections), 247

Reedham House and 3 St Mary's Parsonage, heritage appraisal, Stephen Levrant Heritage Architecture, 14/11/2019

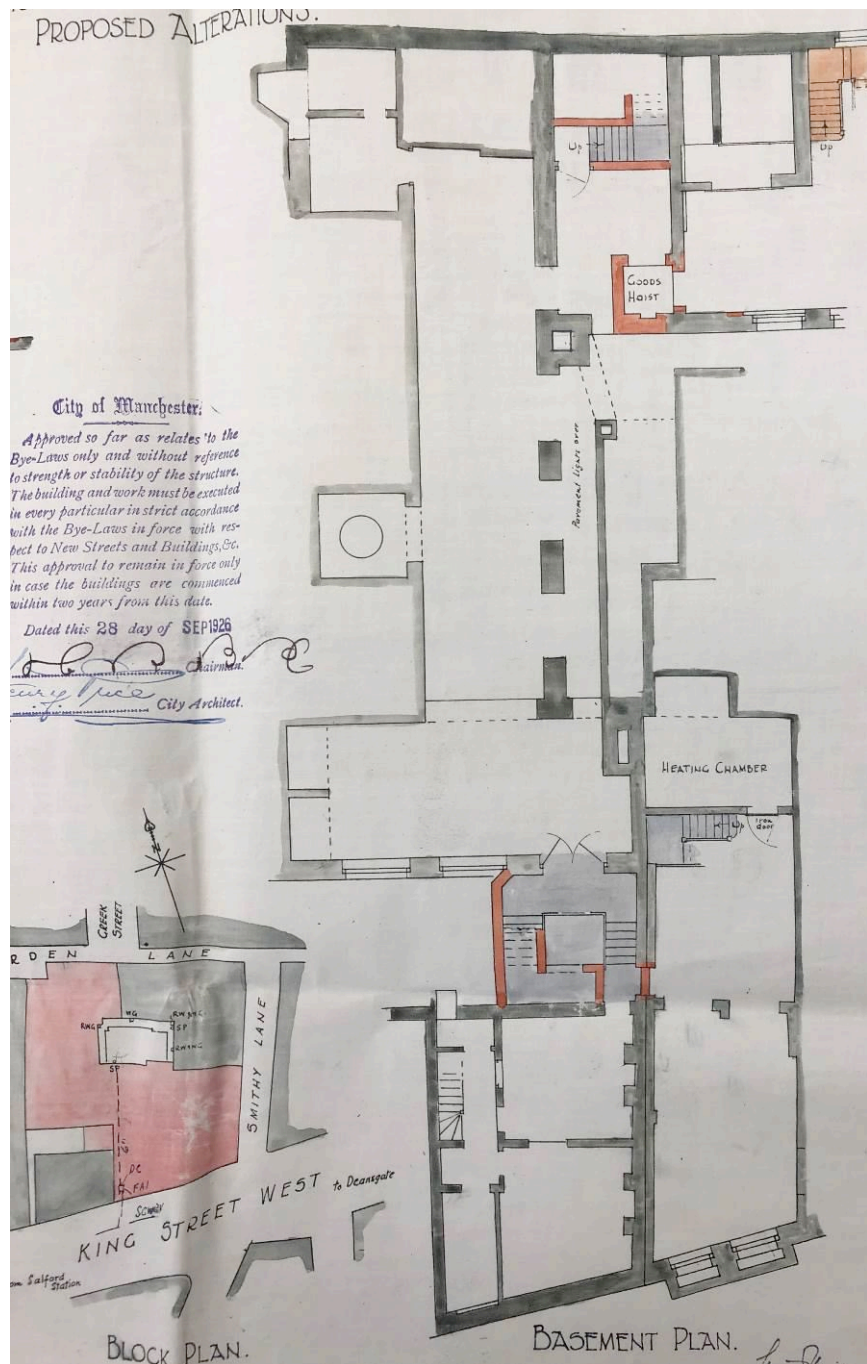
Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

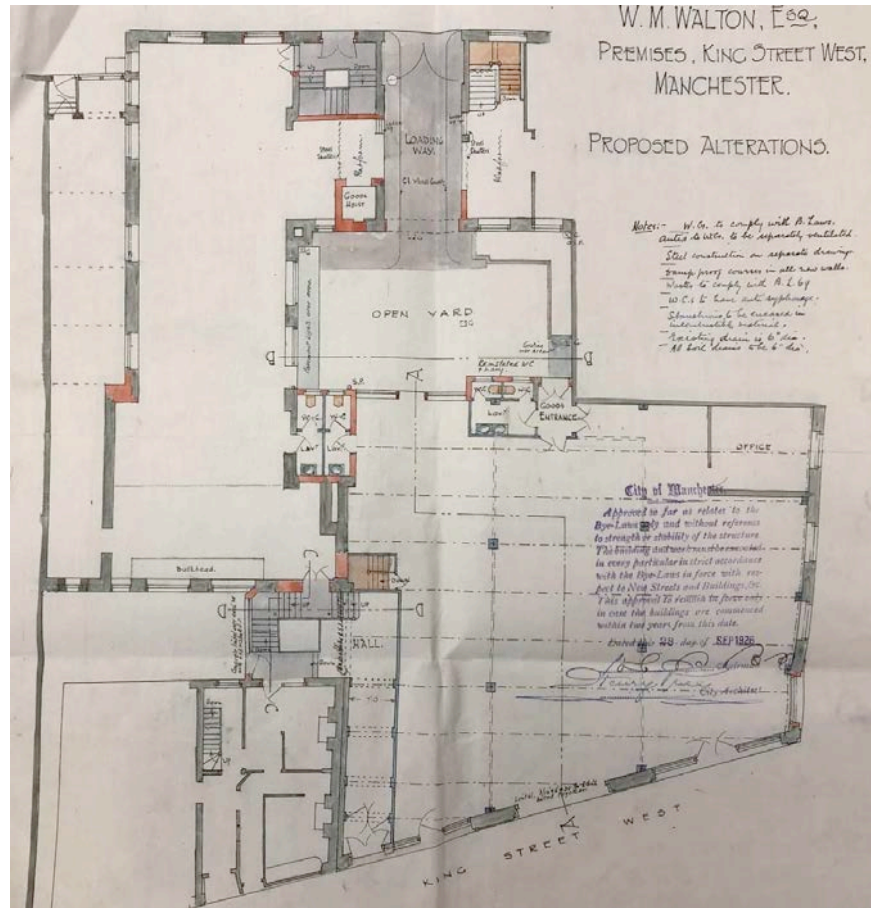
The listed buildings are shown coloured blue on the attached map. Pursuant to s1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') structures attached to or within the curtilage of the listed building but not coloured blue on the map, are not to be treated as part of the listed building for the purposes of the Act. However, any works to these structures which have the potential to affect the character of the listed building as a building of special architectural or historic interest may still require Listed Building Consent (LBC) and this is a matter for the Local Planning Authority (LPA) to determine.



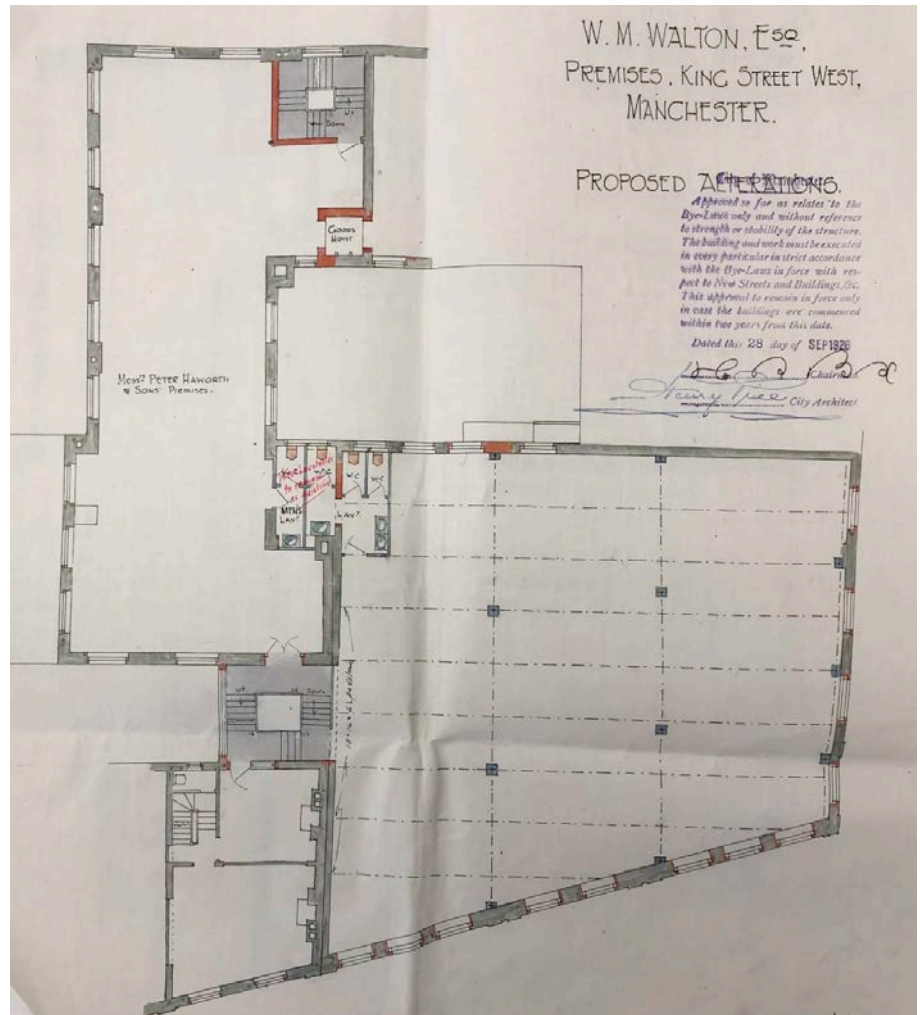
Appendix B: Reedham House Floorplans: 1926 alterations



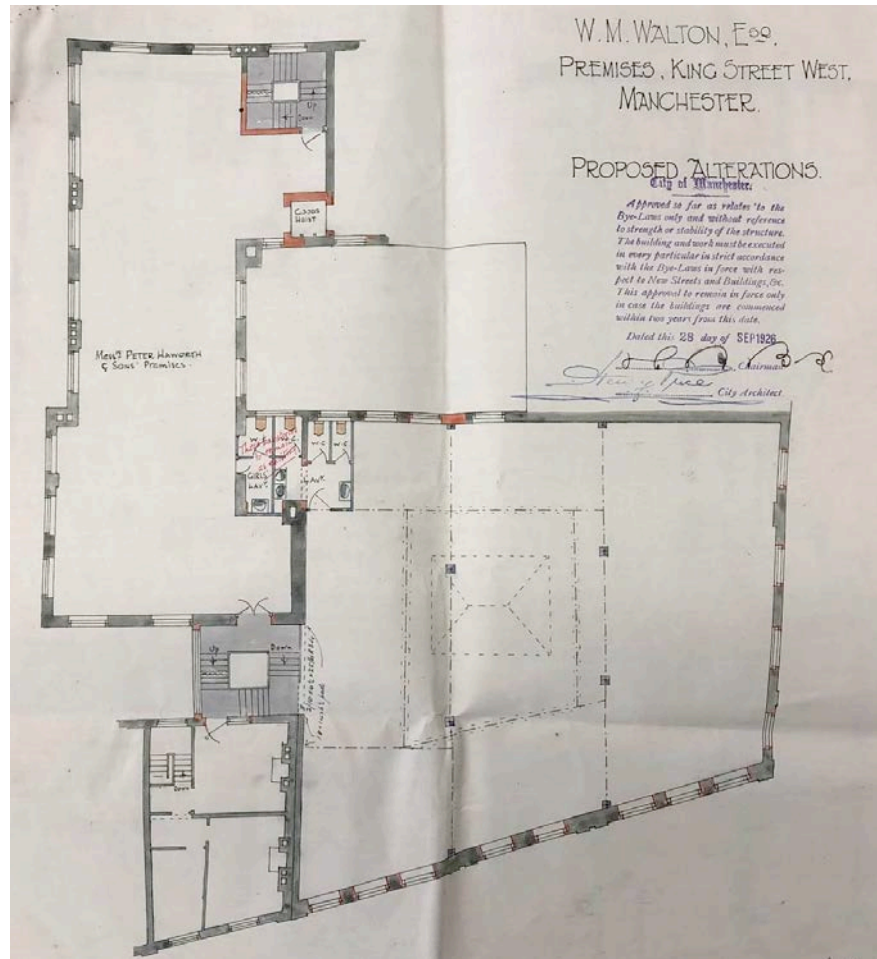
(i) Proposed basement floor plan



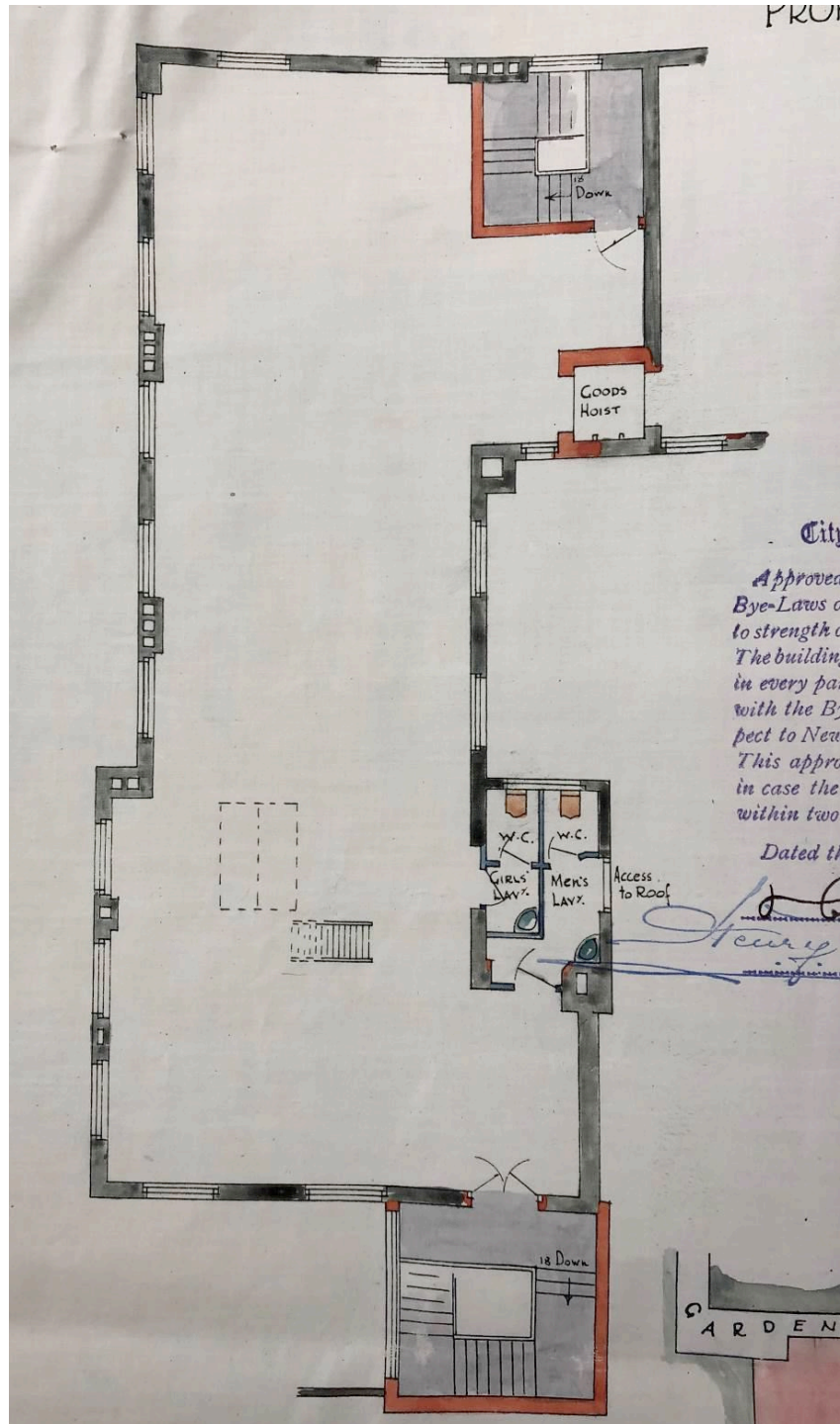
(ii) Proposed ground floor plan



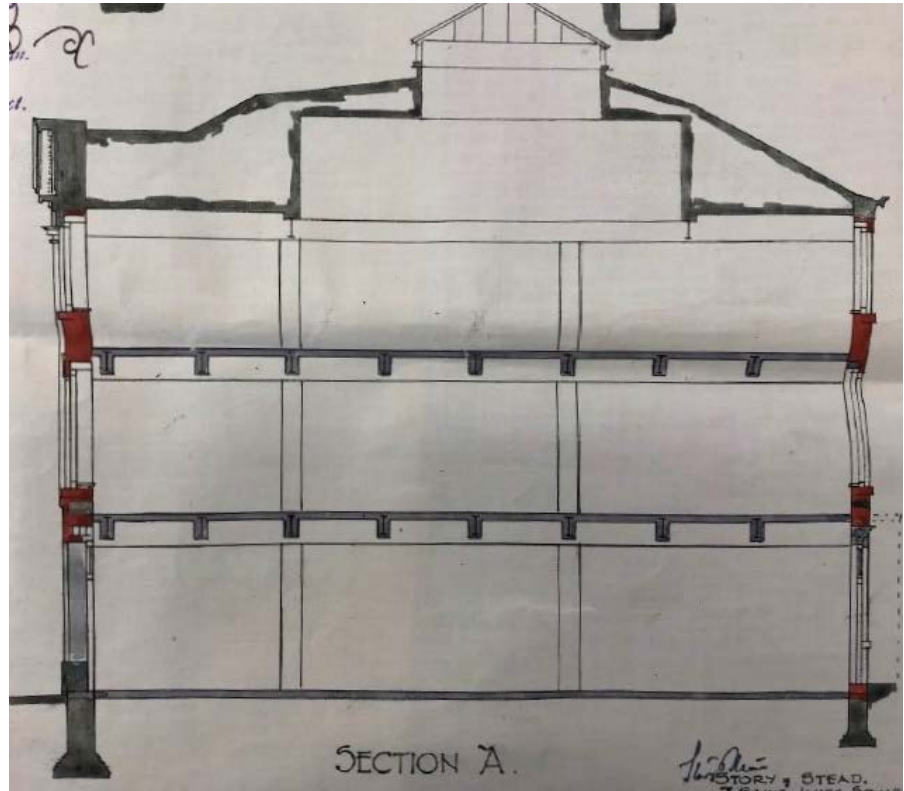
(iii) proposed first floor plan



(iv) 1926 proposed second floor plan



(v) Proposed third floor plan



(vi) Section through Reedham House showing the proposed new floor levels and areas of reconstructed brickwork to the two external elevations (left - King Street West and right - courtyard) shown by red shading.



72 Pymer's Mead
London SE21 8NJ
T: 020 8670 9057
F: 0871 750 3557

mail@kmheritage.com
www.kmheritage.com

© 2022