

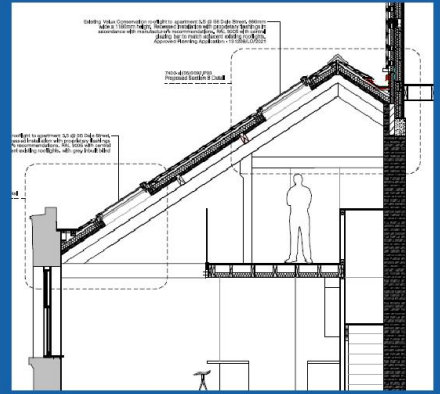
Finlay's Warehouse 56 Dale Street Manchester

Heritage Impact Assessment
in respect of additional roof lights

November 2022



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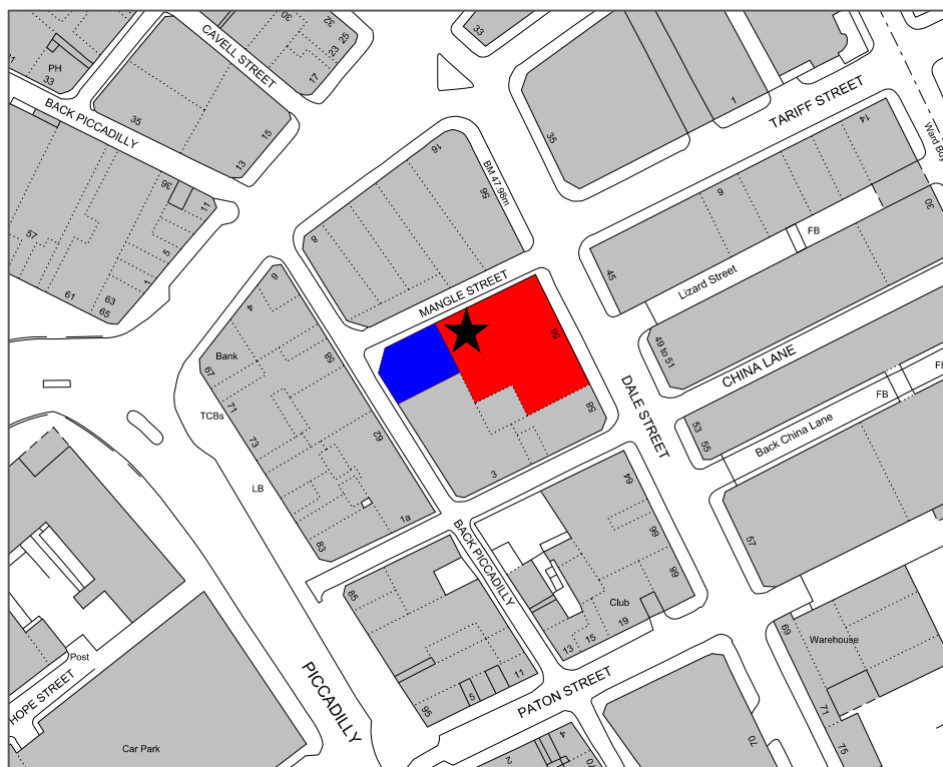
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1. Introduction

- 1.1 In September 2021 we undertook an assessment of proposals for two rooflights to serve apartment 3.5 within the grade 2 listed Finlay's Warehouse at 56 Dale Street, in the Stevenson Square Conservation Area of Manchester City Centre. The Heritage Impact Assessment report we prepared was submitted with an application for Listed Building Consent, which was successful (reference 131208/LO/2021).
- 1.2 One of the rooflights in that application, on the Mangle Street facing elevation of the building, was already in situ, so the consent was retrospective. The other was to be installed in the rear pitch, in a short section of roof where it has since proven to be technically impossible to do so, on account of the flashings needed to the adjacent wall abutments.
- 1.3 The requirement for the roof lights arises from a commercial and legal arrangement with the property owner, in compensation for a loss of light caused by new development on the adjacent site. As it is not possible to provide the small rooflight on the rear pitch, the owner now seeks alternative provision in the front pitch. This Heritage Impact Assessment therefore concerns two additional conservation rooflights to be inserted in the Mangle Street facing pitch, below the in-situ rooflight approved previously.
- 1.4 The report is essentially a revision of our September 2021 document, and much of the content is simply repeated from that report. Section 3 (Description of the proposals) and Section 7 (Assessment of the impact of the proposals on the significance of the designated assets) are, of course, completely revised.
- 1.5 As before, this Heritage Impact Assessment has been prepared by Kate Dickson, IHBC, of Creative Heritage Consultants Ltd, for stephenson hamilton risley STUDIO, on behalf of Three Popes Ltd, the property owner. The Assessment is intended to assist the owner, their architects and the planning authority in reaching a mutual understanding of the potential impact of the proposals on the significance of the listed building and the Conservation Area, as designated heritage assets, in accordance with the requirements of the National Planning Policy Framework 2021.
- 1.6 The report is intended to be read in conjunction with the drawings prepared by stephenson hamilton risley STUDIO, reduced-size excerpts of which are inserted for illustrative purposes. As the property and related land to the rear have been the subject of recent planning and Listed Building Consent applications (104422/LO/2013/C2 and 115529/FO/2017), readers are referred to heritage statements from these applications, extracts of which are appended, to avoid unnecessary repetition.

2. Site location

- 2.1 Finlay's Warehouse is located at 56 Dale Street, on the corner of Mangle Street. Apartment 3.5 is on the third floor, occupying 2 bays (4 windows) on the Mangle Street elevation.



*Fig. 1: Location Plan from 1:1,250 Ordnance Survey. Finlay's Warehouse is shaded in red and the location of apartment 3.5 is indicated with a star.
(stephenson hamilton risley STUDIO)*

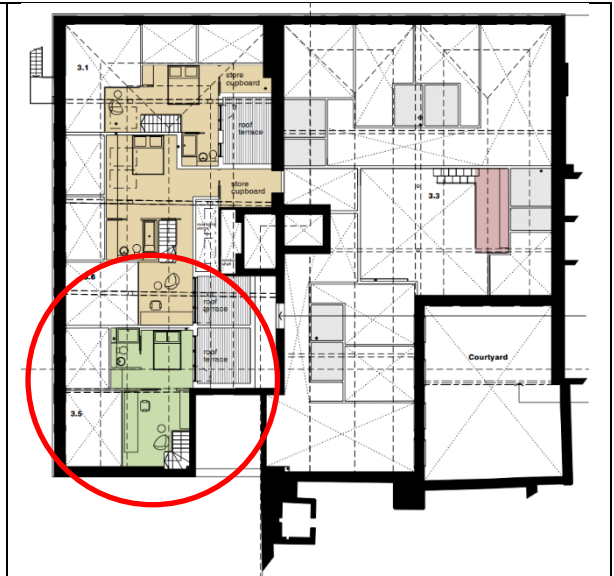
3. Description of the proposals

- 3.1 Apartment 3.5 has kitchen/living space, bedroom and bathroom on the third floor of the building, with a stair leading to a mezzanine in the roof space. At this upper level, the stair rises into a study area. This leads to a bedroom with en-suite shower room to the front of the building. The bedroom has glazed doors opening onto a roof terrace which was formed within the rear pitch of the roof, following removal of a section of roof finishes and structure, as part of the 2015 consented conversion works. (See floor plans below, figures 2, 3 and 4.)
- 3.2 At some point during the 2015 construction works, a conservation-style roof light was inserted in the Mangle Street roof pitch, to provide natural light to the study area. The space would otherwise receive only borrowed light from the bedroom, when the pocket door between the two spaces is open. The roof light is of the same dimensions and specification as three other roof lights in the same roof pitch, which serve mezzanine areas in other apartments in the building and for which listed building consent was obtained. Retrospective consent for this roof light to apartment 3.5 was granted in November 2021 (application 131208/LO/2021.)
- 3.3 The current Listed Building Consent application concerns the introduction of two identical conservation style roof lights (i.e. recessed into the roof plane, with planted astragals to divide the glazing into two vertical panes, all finished in black externally). These will be set side-by-side, lower down the roof pitch, positioned symmetrically below the existing, consented roof light (see figure 5). This will involve minor structural alterations to trim the openings, cutting of any rafters within the

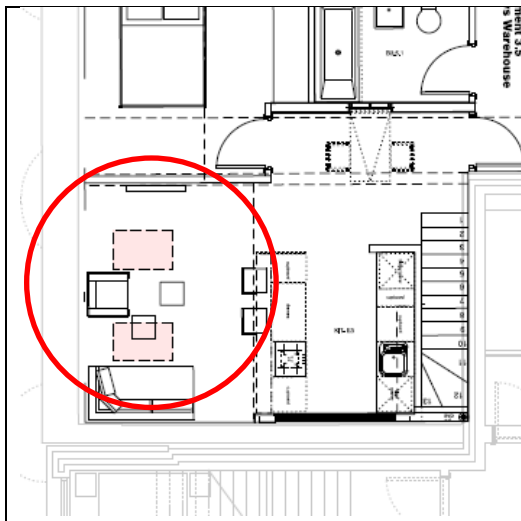
openings and the removal of a small area of roof slates. (Each roof light has overall dimensions 1,180 x 660mm).



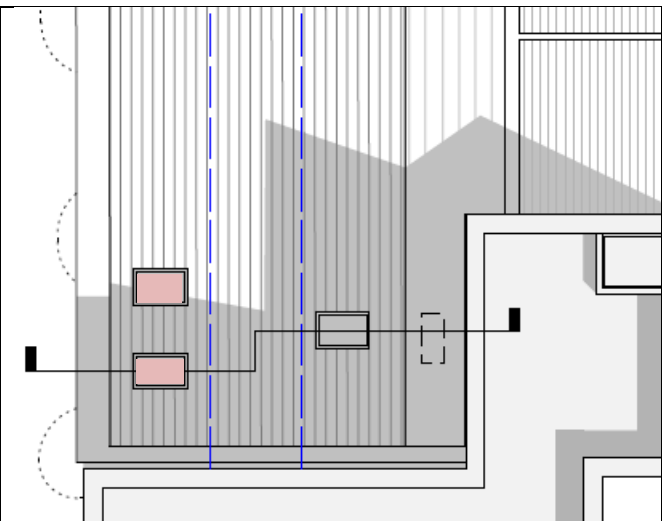
*Fig. 2: Third floor plan (apt 3.5 is ringed)
 (stephenson hamilton risley STUDIO, from 2013
 planning application submission)*



*Fig. 3: Third floor mezzanine plan
 (stephenson hamilton risley STUDIO, from 2013
 planning application submission)*



*Fig. 4: Enlargement of the mezzanine plan for
 apartment 3.5, showing the two new roof lights*



*Fig. 5: Enlargement of the roof plan over apartment 3.5,
 showing the two new roof lights (shaded in pink)*

4. The Statutory Framework and Planning Policy (heritage context)

Over-riding policy: Planning (Listed Buildings and Conservation Areas) Act 1990

- 4.1 The Planning (Listed Buildings and Conservation Areas) Act provides the legislative background within which all planning policy is framed and is a fundamental consideration in determining any planning application concerning a listed building.
- 4.2 Section 66 of the Act states that “in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the

Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

- 4.3 In relation to buildings or land within Conservation Areas, section 72 requires that *"special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."*
- 4.4 This statement forms the basis of heritage policy within the saved policies from Manchester's Core Strategy, under which all planning applications are currently determined, unless material considerations (arising from the 2021 National Planning Policy Framework or Supplementary Planning Documents) indicate otherwise. See Appendix 2 for key statements from Manchester's planning policy.

National Planning Policy Framework (NPPF)

- 4.5 The NPPF was introduced in March 2012 (revised in July 2018, February 2019 and July 2021), replacing all other national planning policy. It states the purpose of planning as being *"to contribute to the achievement of sustainable development"*, acknowledging that the planning system must respond to the three objectives of sustainable development: economic, social and environmental. The latter includes *"contributing to protecting and enhancing our natural, built and historic environment"*, making effective use of land and implementing measures to meet the challenge of climate change, flooding and coastal change.
- 4.6 In accordance with paragraph 194 of the NPPF (July 2021), Manchester City Council, as the local planning authority, requires planning applicants to describe the significance of any heritage assets affected by planning proposals and demonstrate how their heritage value will be conserved. This Heritage Impact Assessment is intended to fulfil this requirement. Paragraph 194 goes on to say that: *"The level of detail [of such an assessment] should be proportionate to the assets' importance and no more than is sufficient to understand potential impact of the proposal on their significance."*
- 4.7 The NPPF identifies that heritage assets are *"an irreplaceable resource and 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). It is widely recognised that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.
- 4.8 Paragraphs 199 to 208 concern the potential impact of proposals on the significance of heritage assets. Developers are required to provide a *"clear and convincing justification"* for proposals that will cause any harm to, or loss of, the significance of a designated heritage asset. It is necessary for the planning authority to weigh this harm against the public benefits of the proposal.

5. History of 56 Dale Street

- 5.1 As we explained in the introduction, the development of Finlay's Warehouse has been described in previous heritage statements for planning applications for its redevelopment and for new development on the adjoining site. Please refer to Appendix 3 and 4 for extracts from these documents.
- 5.2 In summary, 56 Dale Street was built as a shipping warehouse for Finlay Campbell & Company, a Scottish firm, operating from Manchester and India. ('Finlay's Warehouse' is its modern name, since its conversion in 2015 to residential use). It was constructed in two phases: an initial block of four bays facing onto Dale Street built in the 1870s, flanked at the time by the Peacock Inn to the south east and residential properties to the north west, and a later 3-bay block replacing the houses, constructed

between 1892 and 1908 (according to map evidence), and occupying the corner with Mangle Street. It is a typical Manchester textile warehouse, built in Venetian Palazzo style to impress the company's customers, who visited the first floor ('piano nobile') showrooms. Goods were received through the loading bay on Mangle Street and immediately taken by lift to the upper floors. In a typical textile warehouse, lighter goods were stored at the top of the building; heavier goods lower down. The sales floors were used as sample and pattern rooms with benches for cloth examination constructed close to the large windows, where there was the best natural light. The basement was the packing floor, and goods for despatch would be lifted back to street level for taking out through the loading bay.



Fig. 6: Architectural detail on the Dale Street elevation



Fig. 7: Grand entrance for the use of customers

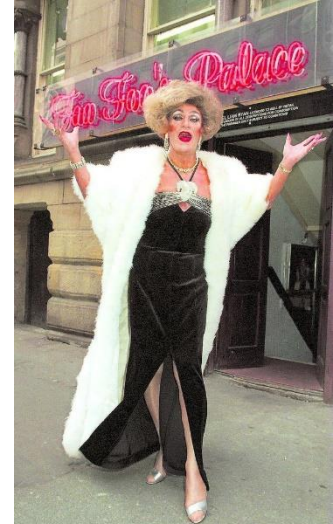


Fig. 8: The building became famous in the late 20th century as Foo Foo Lammar's Palace

5.3 Dale Street was lined with four and five storey warehouses, the wide thoroughfare contrasting with the narrow side streets, including Mangle Street, which provided service access. After the textile industry declined in the mid-20th century, many of these buildings continued in the rag trade but became increasingly dilapidated. 56 Dale Street received a new lease of life in 1975 when it became the famous Foo Foo's Palace night club, which occupied the lower floors of the premises for over 25 years.

5.4 In 2013, planning and listed building consent was secured for conversion of the building to residential use, and the scheme was implemented in 2015. It won an RIBA NW regional award and RIBA national award in 2017.

6. Assessment of Significance

6.1 The glossary to the National Planning Policy Framework (NPPF), describes significance as being, *"The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic."* These terms were adopted by Historic England in its 2019 Advice Note 12 *Statements of Heritage Significance: Analysing Significance in Heritage Assets*.

6.2 The Historic England Guidance Note cites the on-line NPPF Planning Practice Guidance, paragraph 006, in providing the following interpretation of historic interests:

- **Archaeological interest:** there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
- **Architectural and artistic interest:** These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.
- **Historic interest:** An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

6.3 In the table below, we use these areas of interest in assessing the significance of 56 Dale Street.

Archaeological interest: Medium 56 Dale Street is a typical textile warehouse built for the export trade. The 2015 conversion aimed to retain artefacts from its original use, including evidence of lift cranes and it continues to exhibit elements of 'standing industrial archaeology'. The hierarchy of spaces and quality of features such as the grand entrance and customer staircase to the first floor, and the 'hovel' loading bay illustrate how it originally functioned.
Architectural and artistic interest: High As described in Appendix 3, the building has elevations of considerable architectural merit, including the sandstone ashlar ground floor plinth, with polished pink granite shafts to the attached columns between the paired windows and contrasting-coloured voussoirs to the gothic arch window heads, and friezes with blue brick patterns to the red brick upper floors (see figs 6 & 7). The tall parapet (ornamented with an overhanging dentil cornice to the Dale Street), obscures the roof from street level.
Historic interest: Medium The story of 56 Dale Road reflects that of Manchester's world famous 18th and 19th century textile industry, associated with a known export firm. In the late 20th century, it gained significance in the Manchester community as the night club of the glittering drag queen, Foo Foo Lammar.
Overall assessment: Medium, as appropriately reflected in the listing of the property at Grade 2.

- 6.4 For the purposes of this heritage impact assessment, however, we must consider what contribution the roof plays to the significance of the building.
- 6.5 Firstly, the design of the building, with tall brick parapet (and a projecting eaves cornice to Dale Street) means that the relatively shallow pitch, hipped roof is not visible from the public realm (see fig. 6) except from aerial photography such as Google Earth - although something does not have to be visible from the ground in order to contribute to significance.
- 6.6 The Welsh slate covering is typical of Victorian warehouses in the Stevenson Square Conservation Area and thus contributes to the character of the Conservation Area. (See fig 9)
- 6.7 We know that the third floor of the building was open to the underside of the roof structure and that this floor level was used for storage. The king and queen post roof trusses remain visible within the converted apartments. (See figs 10 and 12) The external roof covering is slate but from an examination of the photographs provided by stephenson hamilton risley STUDIO (see fig 9 and cover, bottom image), which show the roof during the conversion works, our view is that this is not the original slate.

We understand that the building was not re-roofed in 2015, although repairs were carried out and the roof terraces were created, but it appears that it has been re-slatted at some earlier date.



Fig. 9: View over the roof of 56 Dale Street, showing state of repair before / during conversion works



Fig. 10: Interior during conversion works, prior to insertion of internal partitions & mezzanines

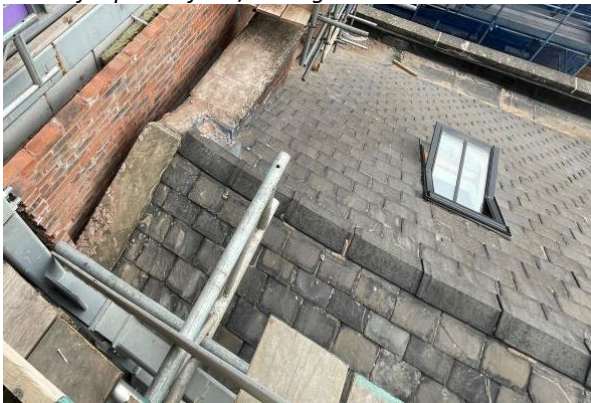


Fig. 11: View looking down onto the Mangle Street-facing roof pitch of apt 3.5, with the existing conservation roof light (photo taken from scaffolding on adjoining development)



Fig. 12: Interior of one of the Finlay's Warehouse apartments, showing exposed roof structure (RIBA J 2017, credit Andrew Wall)

- 6.8 In addition to the 20th century re-roofing, the front pitch of the roof has been altered with the addition of four conservation-style roof lights (three to neighbouring apartments, carried out as part of the 2015 consented works and the one to apartment 3.5, consented retrospectively). The 2015 scheme also included the removal of sections of the non-street-facing pitches to accommodate roof terraces.
- 6.9 Our opinion, therefore, is that whilst the form and structure of the roof contribute to the archaeological interest of the listed building and to character of the Conservation Area, and the principal roof structure internally is of architectural / constructional interest, the 20th century roof covering itself does not contribute to the significance.
- 7. Assessment of the impact of the proposals on the significance of the designated assets**
- 7.1 We are of the view that as the roof covering does not contribute to the significance of the listed building, the insertion of two additional roof lights cannot impact on the significance of the designated asset. There is no loss of historic fabric and the visual impact will be negligible.
- 7.2 Although the roof lights 2 are technically in a highway-facing elevation, they will not be visible from the public realm (except from aerial photography), being tucked down towards the parapet. Whilst it

might have been visually more pleasing for the roof lights to be aligned with the three consented roof lights further along the same pitch, they are of the same size and conservation style, and in a symmetrical arrangement with the existing rooflight above them. It is necessary for them to be where they are in order to light the living space they serve, and to avoid the roof purlins. This is the sort of intervention the original warehouse owners might have made had they had reason to subdivide the storage area. The Victorian warehouse roofscape was always one of lightwells and glazed lanterns, as the 1877 Goad insurance plan in Appendix 3 shows.

- 7.3 Although the economic viability case for interventions into the roof was made as part of the original application for conversion, and cannot be brought to bear again now, there remains a commercial need for these interventions. Although not a heritage consideration, the roof lights are a condition of a legal agreement with the developer of the adjoining new build scheme, to compensate for blocking a window into the former lightwell.
- 7.4 The roof lights will cause an extremely minor change to the appearance of the roof, and will not lessen the contribution that the roof makes to the Conservation Area roofscape and character.
- 7.5 We are comfortable that the proposals do not constitute harm to either the listed building or the Conservation Area, and thus there is no requirement to consider further the tests set out in National Planning Policy Framework paragraphs 200 – 202 or any mitigation measures.

Appendix 1: List description for 56 Dale Street

Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1209799

Date first listed: 06 June 1994

Details

Shipping warehouse, now garment wholesalers' premises. c.1870, altered. Plinth and ground floor of sandstone ashlar with some polished pink granite, upper floors of red brick in Flemish bond with some blue brick ornament, roof concealed. Rectangular plan parallel to street, with loading bays in right-hand side wall (to Mangle Street). Simplified Venetian style. Basement and 4 storeys, 7 bays, symmetrical; cornice to ground floor, pilasters to 1st and 2nd floors, arcaded frieze and prominent cornice; central round-headed doorway with set-in granite colonettes, crest on lintel lettered "FAC ET SPERA", and banded 2-centred arched extrados; coupled windows on all floors except the top: shouldered at basement level, segmental-headed at ground floor with granite colonettes and banded heads under linked hoodmoulds, square-headed at 2nd floor with sandstone lintels and diaper bands above, banded segmental-headed at 3rd floor with linking carved impost bands and hoodmoulds; small triple windows at 4th floor, with continuous sill-band. All these (except basement) sashed without glazing bars. Right-hand return wall, 12 windows, mostly narrow 4-pane sashes, those up to 2nd floor in chamfered slots, and double loading bays towards rear, both with internal wall-cranes and one with Jacobs ladder.

INTERIOR: wide quarter-turn staircase with cast-iron balusters.

Appendix 2: Manchester City Council relevant planning policy

Manchester City Council Local Development Framework:

Core Strategy 2012-2027 (Adopted July 2012)

1. The Core Strategy forms the Local Plan (development plan document) through which NPPF policy will be implemented, having replaced the 2004 Unitary Development Plan in July 2012.
2. Strategic Objective 6 of the Core Strategy, concerning the environment, states the objective to ‘Protect and enhance both the natural and built environment of the City.’ The Core Strategy acknowledges that ‘Manchester is the original industrial city and much of its character is derived from the physical legacy of Victorian innovation. While the City is once again at the forefront of innovation, it is important that areas of special architectural or historic interest are preserved and enhanced to create a modern and distinctive City based on its proud heritage.’ (paragraph 12.16)
3. Paragraph 12.21 of the Core Strategy states: “Historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced both for their own heritage merits and as part of wider heritage regeneration proposals..... It is expected that developers will carry out an appropriate appraisal of issues relating to heritage assets.” This heritage impact assessment is intended to fulfil this requirement.
4. Core Strategy Policy CC9 (Design and heritage) states “Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.”

Stevenson Square Conservation Area

5. There is no formally adopted Conservation Area Appraisal for the Stevenson Square Conservation Area, but Manchester City Council’s website provides guidance for development within the Conservation Area, which was designated in February 1987 (and extended in December of the same year).
6. In describing the character of the Conservation Area, the website states:
“The majority of buildings of architectural or historic interest in the conservation area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets. Wealth produced by the cotton industry can be seen reflected in the buildings, either stone or brick with stone dressings, many of which are elaborately decorated. Towards the end of this period terracotta became popular and was extensively used either in conjunction with brick or on its own.

The most significant street redeveloped for textile uses during the Victorian and Edwardian periods is Dale Street. It changes direction at the junction of Newton Street and Port Street, increasing the importance of the buildings at this point.”

7. Under ‘Control of Development’, the only comments relating to work to existing buildings are:
“Development control in Stevenson Square is aimed at encouraging development and activity which enhances the prosperity of the area, whilst paying attention to its special architectural and visual qualities,” and there is a reminder that “Alterations to listed buildings require Listed Building Consent”.
8. In terms of development guidance for ‘Improvements and Enhancements’ in the Conservation Area, the website provides very little advice about how existing buildings should be adapted, particularly at

roof level. It does acknowledge however that slate is a predominant material in the Conservation Area and that “Each building should have a vitality of its own”.

**Guide to Development in Manchester
(Supplementary Planning Guidance), adopted 2007**

9. This guidance is to be reviewed and the text amended to align it with the policies in the Core Strategy. It is intended that it will remain valid advice for developers and property owners across the City.
10. The guidance describes the City’s heritage as ‘an asset’ citing UDP policy E2.7 (superseded by Core Strategy policy EN3, provided above). In paragraph 2.7, the guidance adds ‘buildings and areas of historic importance together with their setting will be preserved and enhanced. The rich urban heritage of Manchester and the distinctive qualities of its different neighbourhoods and buildings help to create a strong sense of place and should be respected in new development, to promote high quality environments that combine good design with the best architectural traditions of the City.’
11. The guidance also promotes the conversion of existing buildings and paragraph 2.54 citing UDP policy E3.6(d) (superseded by Core Strategy policy CC8, provided above). This policy refers to the City Council’s priority of bringing disused buildings of historic and architectural importance in the City Centre back into use. Wherever the character, size, appearance and robustness of existing buildings are compatible with proposals for the future of an area, they should be retained and refurbished to accommodate new uses. This retains the character and appearance of the area and reinforces its sense of place.

Appendix 3: History of 56 Dale Street (A) taken from the Heritage statement submitted as part of the 2017 planning application for a new development on the site to the rear

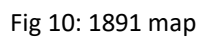
The text and maps below have been taken from section 2 of the Heritage Statement prepared by BB Heritage Studio to accompany application number 115529/FO/2017. We have shaded the site of 56 Dale Street on the maps.

19th & 20th Centuries

- 2.10 Further development of the area occurred in the 19th century typified by the construction of larger scale warehouses. By the time the Goad Insurance Maps were being produced (late 19th century) the portion of dwellings along Mangle Street that were closest to Dale Street had been demolished to make way for Finlay's Warehouse. The remainder of the block formed by Dale Street / China Lane / Back Piccadilly Street and Mangle Street had also been redeveloped with a 4-storey warehouse (now known as Eleska House).
- 2.11 The historic maps throughout the 19th & early 20th centuries show the dwellings on the proposed site area extant. It appears that they were demolished around the late 1960's and the site has remained vacant since.



Fig 9: 1851 OS map



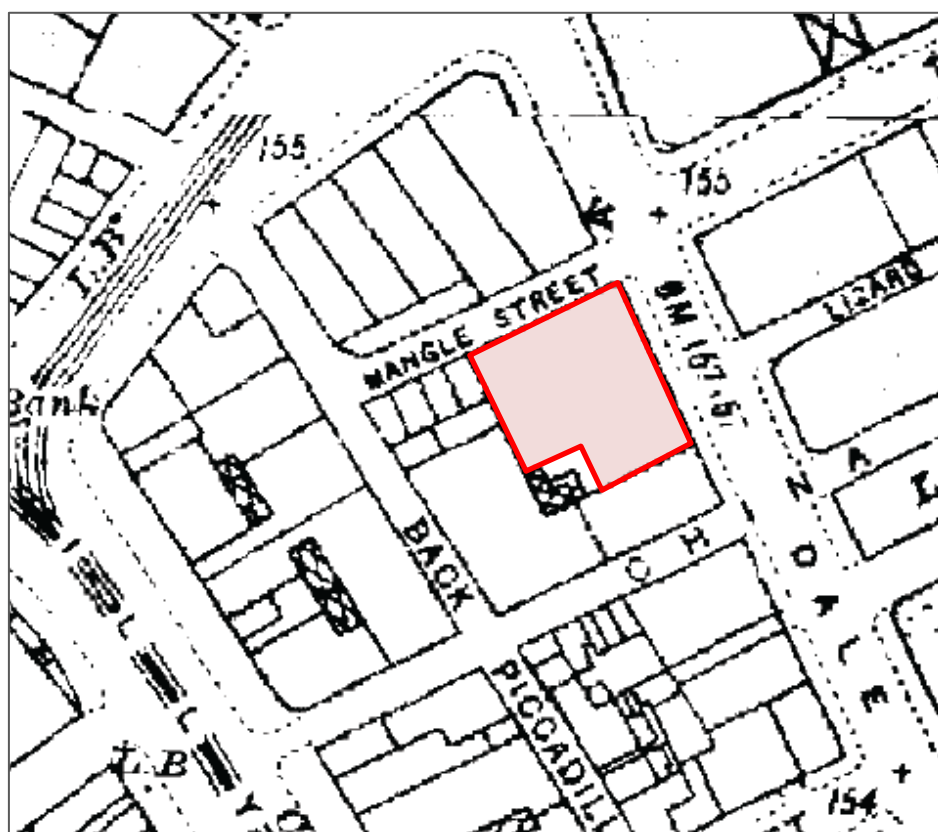


Fig 11: 1933 map



Fig 12: 1971 map

Appendix 4: History of 56 Dale Street (B) taken from the Heritage statement submitted with the 2013 planning and listed building consent applications

The text below has been copied from Section 4 of the Design, Access and Heritage Statement prepared by stephenson hamilton risley STUDIO to accompany application number 104422/LO/2013/C2. We have not reproduced the sections discussing the proposals and their impact, as these are not relevant to the current LBC application

4.1 Introduction

This document is an addendum to the Planning Permission and Listed Building Consent Applications and is to be read in conjunction with the Design and Access Statement including within.

The format of the document begins by investigating the historical background of 56 Dale Street and its surrounding area before continuing to evaluate the interior and exterior significance. [The report will then outline the proposals and assess their impact and conclude with the overall impact of the development. *Not reproduced here.*]

4.2 Background and Character

56 Dale Street dates from c.1870 and was constructed for use as a trade warehouse. The buildings require significant investment to attract new use and to prevent them from falling into disrepair.

Prior to the development of the site, the site was home the Peacock Public House, this building was demolished and the site was developed in circa 1870 to accommodate wholesale drapers. The 1794 OS map shows the site crossed by Bennett Street and occupied by a mixture of houses and small warehouses with inner yards. By the 1890s the success of the cotton trade led to much larger warehouses being built on amalgamated plots, changing the urban grain and scale of the area. This trend is illustrated by the 1908 OS map (surveyed in 1905) which shows both sides of Stevenson Square occupied by large warehouses that fill whole street blocks. Most of the new warehouses were built with internal loading bays, known as hovels; the hovel for 56 Dale Street is on Mangle Street.

The setting of the building can be described as an imposing textile warehouse sat in a commercial area, dominated by Victorian architecture; the area is a cluster of imposing buildings, generally of 4 or 5 stories built in either stone or brick.

Stevenson Square conservation area lies on the north-eastern edge of the city centre of Manchester. It is one of a group of three designated by the City Council in February 1987; the others are Shudehill and Smithfield. Stevenson Square is the most easterly of the city centre conservation areas, and was subsequently extended in December 1987 to include houses on Lever Street and Bradley Street.

Historical map analysis shows that prior to the 1800's the site was largely in Agricultural use. By the early 1800's the street pattern had been established and on the map of 1851 the site had been entirely built up. The Street Pattern in the Estate was established in the Eighteenth Century when a tightly packed terraced development of mixed residential and light industrial uses (e.g. wick makers, carpenters) took shape in the fashionable area surrounding the Infirmary (previously occupying Piccadilly Gardens) and bordering the main coach route south on the Piccadilly/London Road. The advent of the Ashton-and-Stockport and Rochdale Canals in 1805 and Birmingham-Manchester railway in 1842; terminating at the then London Road Station, encouraged secondary industry in the area and the replacement of Georgian terraces with Victorian warehousing. The decline of the canals, bombing of the city during the 1939-1945 War and changing economic circumstances has lead to the decline of industry in the area and its domination by small scale transitory concerns mainly comprising clothing manufacture and storage.

Manchester's warehouses are the most distinctive historic building type in the city, and express Manchester's dominance in international cotton trade in the 19th and early 20th centuries. The success of the city's role in textiles developed from a small-scale woollen-weaving industry in the 17th and 18th century and grew throughout the 19th century, reaching a peak in the 1850s stimulated by mechanised cotton spinning. The first warehouses were modest brick-built buildings in the Northern Quarter, often converted from or attached to merchants' townhouses. By c.1900, the scale of the city's trading resulted in huge commercial warehouses built to provide manufacturers and merchants with the space to store, display, and ship their goods. The major warehouse hubs were around Portland Street, Whitworth Street and Princess Street in the city centre, and Shudehill and the Northern Quarter to the north and north east of Piccadilly respectively.

Both export and home trade warehouses were built to impress as well as for their functionality. Although warehouses were designed in different styles, notably the palazzo style popular in the mid 19th century, the planning, design and function of large warehouses followed a common pattern. Lavish architectural treatment was reserved for the principal elevations, the entrance and the public warerooms, usually on ground and first floors. The top floors were plainer, used for functional storage or ancillary facilities. Packing and dispatch took place in the basements, lit by pavement-level windows. Goods were loaded and unloaded in a recessed bay, known as a 'hovel', at the side or rear of the building, introduced in response to an 1848 by-law to relieve traffic congestion. In the later 19th century central courts or inner streets were developed in the Northern Quarter to enable secure loading separated from the public street.

56 Dale Street typifies most warehouses with a display of hierarchy in relation to the quality of architectural detail and finishes; for example, staircases used by buyers were usually more elaborate than service stairs used only by employees, and the directors' offices, waiting and display rooms were finished to a higher decorative standard than the warehouse and service areas.

56 Dale Street is a combined showroom-warehouse typical of the mid 19th century, the warehouses designed in this era began to use elaborate detailing to signify the wealth and status of their owners which in turn was believed to instil great confidence within their customers.

4.3 Exterior Significance Assessment

56 Dale Street has façades to Dale Street and Mangle Street which are in a Simplified Venetian Style of basement and 4 storeys. The main Dale Street elevation is symmetrical of 7 bays with channelled sandstone plinth that continues to first floor cills. Above is a mix of vernacular red brickwork with blue brick details the ground floor is raised half a level above the pavement the basement is expressed in the elevation with wrought iron protected windows. The main feature of the front elevation is the main arched entrance reached via steps leading to the main entrance of the building. Detail and scale diminishes throughout the floors, the windows are typically of a coupled arrangement except at third floor where the bays house three narrower windows. The hipped slate roof is concealed behind a parapet with a large detailed stone coping.

Cast iron external rainwater pipes descend the elevations. Basement level glazing is protected by ornate iron railings to all windows. Later additions include two doors into basement level at either end of the Dale Street elevation, one with a boxed roller shutter on the external face, and small amounts of alarm boxes, lighting and cabling predominantly around the right hand side. All of these non-original elements are of a detrimental fashion to this heritage asset.

The Mangle Street and the rear elevation adopt a more utilitarian style due to their secluded locations. Within the Mangle Street elevation are the double height loading bays with their original iron gates and loading arms beyond. The rear elevation shows scars from the former workers cottages which once adjoined the building, these visual imperfections serve as a remainder to how the site has evolved over the last century.

The internal elevations to the lightwell are of less significance, these elements are predominantly brickwork without any elaborate detail. At basement level partial demolition works have been carried out as part of the previous planning approval prior to our client purchasing the building. These works have left the building in a structurally unstable state and masonry piers from reclaimed brickwork have since been introduced under the advice of a structural engineer to prevent cracking or collapse.

4.4 Interior Significance Assessment

Internally the areas of high significance are immediately beyond the main entrance from Dale Street. Feature panelling and intricate mouldings define the walls and ceiling of the vestibule, from here a secondary flight of steps leads to the ground floor storey. There is evidence within the ceiling that an original wall has been taken down that once formed a lobby/office, the ceiling above is partially intact and remains evidence of the original plastered ceiling with detailed ceiling roses and cornices.

It is however the staircase within this area that is the only internal feature referenced in the building listing, this staircase only serves the ground and first floors and would have been the customer staircase. The flight is configured on a quarter turn with detailed cast-iron balusters and timber handrail. At first floor the balusters and handrail stop abruptly signifying the location of a former wall on which the handrail previously terminated. Collectively these elements are of high significance and are fundamental to the understanding of the architectural design concept, and play a major role in reflecting their evidential, historic, aesthetic or communal values.

Beyond the main entrance large open plan spaces can be found, which are broken only by structure in the form of cast iron columns on structural grids which terminate on an original internal structural wall which divides the building in two halves. Other internal elements of considerable significance are the solid masonry walls and exposed lift pulleys. The primary elements of structure are also of considerable significance, these include the structural downstand timber floor beams set on cylindrical cast iron columns with splayed head details and at the upper most storey the principle roof structure which is a mix of king and queen post trusses set on lines of structure.

56 Dale Street is very much of the vernacular, although arguably not as elaborate as some of its neighbouring warehouses along Dale Street. It does nonetheless benefit from exquisitely detailed and proportioned elevational treatment to its main elevation, particularly at ground and first floors. Elevations to Mangle Street and the rear adopt a more utilitarian style due to their secluded locations.