

ARCHES 1-12 DEANSgate LOCKS, MANCHESTER HERITAGE STATEMENT



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Section 1 INTRODUCTION

This Heritage Statement accompanies the application for Listed Building Consent for works to arches 1 to 12 of the Castlefield Viaduct along Whitworth Street, Manchester. The interior and in some cases the immediate exterior near the entrances to the units have suffered varying degrees of damage from significant ongoing water ingress through the brick arches from the Deansgate-Castlefield Station above, particularly since 2014-15. The structure is Grade II listed. This section of the viaduct, known as Deansgate Locks, is situated alongside the Rochdale Canal. Although part of the viaduct is within the Castlefield Conservation Area, this section is not situated within a conservation area. As the proposed works are internal (apart from maintenance (cleaning and repointing) to the immediate exterior, there is no impact on the neighbouring conservation area or any of the listed buildings in the vicinity.

This Heritage Statement has been prepared in accordance with the NPPF by Kathryn Sather & Associates, Heritage Conservation Consultants. The Statement aims to provide sufficient information specific to the site and its immediate surroundings. To this end the statement provides a summary of the history and development of the site; a description of the exterior of the viaduct and the elements affected by the proposals; and an assessment of the significance of the structure. It goes on to summarise the proposed works; the desirability of the proposed works and assesses their impact upon the listed structure. The Statement also considers the design and access issues relating to the proposal. This document should be read in conjunction with the Proposed Works Plans, other documentation and the covering letter prepared by JLL.

Section 2 PLANNING BACKGROUND

2.1 Introduction

Both national and local planning policies and guidance affect the planning policy context for the proposal site. These include the Manchester Local Development Framework Core Strategy Development Plan Document, Extant Unitary Development Plan Policies, Places for Everyone Joint Development Plan Document 2022 To 2039, NPPF Chapter 16, the NPPG and guidance from Historic England.

2.2 Manchester Local Development Framework (LDF) 2012

The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. Relevant policy includes:

Policy CC 9 Design and Heritage

Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.

Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

Policy EN3 Heritage

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 consistent with the significance of the heritage asset.

2.3 Manchester Unitary Development Plan (1995) Extant Policies

One of the objectives of this plan was 'to protect and enhance Manchester's Victorian, Edwardian and Georgian architectural and historic heritage.' Many policies have been replaced by the Core Strategy (2012) however, Policy DC19 on Listed Buildings within the citywide Developmental Control Policies remain valid.

DC19.1 Listed Buildings

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.

2.4 Places For Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 To 2039 (Adopted 21 March 2024)

Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts. The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. The Places for Everyone Plan took effect and became part of the statutory development plan for each of the nine PfE authorities on March 21, 2024.

Policy JP-P2: Heritage

We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.

Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;
2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;
3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;
4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and
5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and

other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.

Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan.

Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

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

Local Planning Authorities have statutory duties regarding decisions involving heritage assets. The following provisions are relevant to the site:

Section 66 (1) of the Planning (Listed Building & Conservation Areas) Act 1990 states: 'in granting planning permission for development which affects a listed building or its setting,' a LPA must have 'special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'

2.6 National Planning Policy Framework and National Planning Practice Guidance

Section 16 of the NPPF, 'Conserving and enhancing the historic environment', provides the policy framework for the conservation of the historic environment. The following guidance is relevant to the site:

Proposals affecting heritage assets

207. 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.

208. 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.

210. 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.

Considering potential impacts

212. 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.

213. 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.

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

- 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.

215. 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.

217. 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.

218. Local planning authorities should require developers 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. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

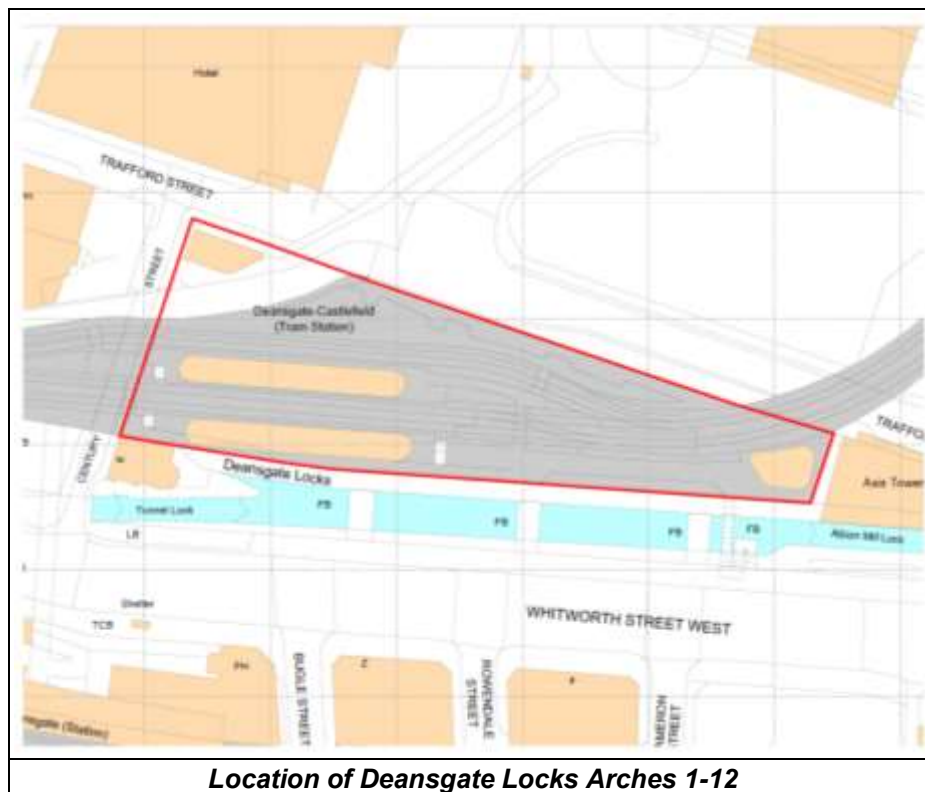
2.7 Other National Guidance Documents: Historic England

Several Historic England documents provide relevant guidance. These include *Statements of Heritage Significance: Analysing Significance in Heritage Assets* Historic England Advice Note 12 (2019).

Section 3 DESCRIPTION OF THE CASTLEFIELD VIADUCT

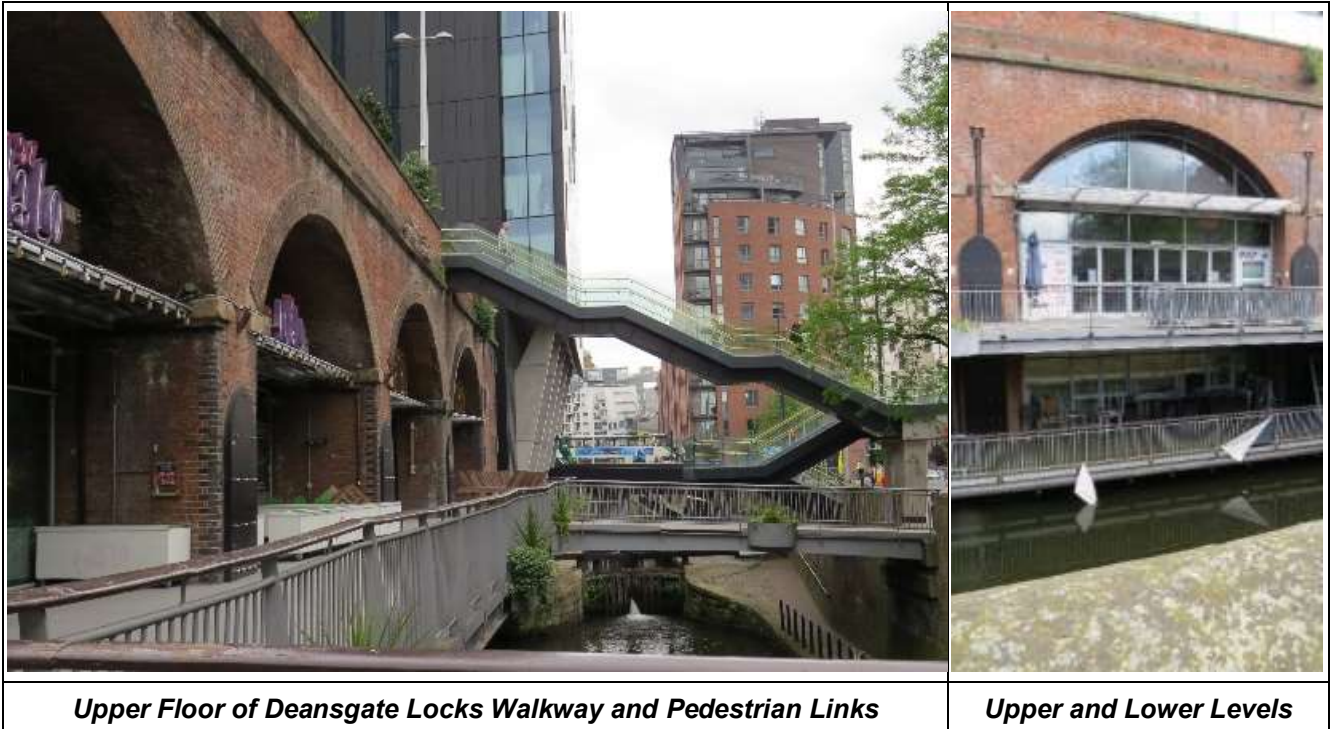
3.1 Location and Setting of the Castlefield Viaduct and Deansgate Locks

The Castlefield Railway Viaduct is a massive brick structure, running from Dawson Street in the west to the former Central Station, north of Whitworth Street West. The viaduct includes bridges over the River Medlock as well as over roads. The section of the Castlefield Railway Viaduct affected by this proposal is located north of the Rochdale Canal, and north of Whitworth Street West, Manchester, between Century Street on the west, Albion Street on the east and Trafford Street to the north. The upper portion of the viaduct in this area was adapted with the addition of a station for the Metrolink, opening in 1992 and later in 2014-15 further adapted for the second crossing and enlarged station. The arches below were converted in the late 1990s for commercial (leisure); the units along Whitworth Street are collectively called Deansgate Locks, incorporating Locks 90 and 91. Castlefield Conservation Area is located to the west. There are several listed structures in the vicinity, including the Lock Keepers House (operating as the bar Lock 91), the Rochdale Canal Lock numbers 90 and 91, and Deansgate Station.



Location of Deansgate Locks Arches 1-12

Externally, the Deansgate Locks section of the viaduct has eleven arches, numbered 2 – 12 (which does not correspond to the postal addresses) and an additional arch with internal storeroom to the rear of the Lock Keepers House (the bar Lock 91). This section of the viaduct is at a skew angle to the line of the canal, which runs along the south side of the viaduct; the tow path is on the south side of the canal. On the north side of the canal there is a two-storey steel and timber decking walkway giving access to the units (upper floor) and their basements (lower floor). There are two pedestrian bridges over the canal from the upper level of the Deansgate Locks walkway to Whitworth Street West. A new pedestrian bridge and staircase, leading down from Deansgate-Castlefield Station to Whitworth Street West, was erected in 2015, replacing the earlier structure which gave direct access to Deansgate Locks.



The upper level of the viaduct now supports the GMPTE-operated Metrolink lines to the west and southwest of the city.



Lock 90 lies to the immediate east of Deansgate Locks, adjacent to the recently completed apartment block. Lock 91 lies to the west, adjacent to the Lock Keepers House, with the canal continuing on the south side of the three-storey brick building while a small dead-end spur terminates under the building next to the Arch 2 of the viaduct.



Lock 90 and New Apartment Block



Lock 91, Lock Keepers House and Arch 2

The west end of the Deansgate Locks section of the viaduct is bounded by Century Street, with two largely bricked up arches on the east side of the street. To the south is the entrance to Arch 1 and to the north an emergency exit to Arch 2.



Viaduct with Bridge over Century Street



North Arch on Century Street

To the north of the viaduct, running east from Century Street, the rear, service entrances to the arches are accessed from Trafford Street. In addition to goods access and emergency exits, air conditioning and service runs for the individual businesses in Deansgate Locks have been located on this elevation.



Trafford Street and Rear of West Arches

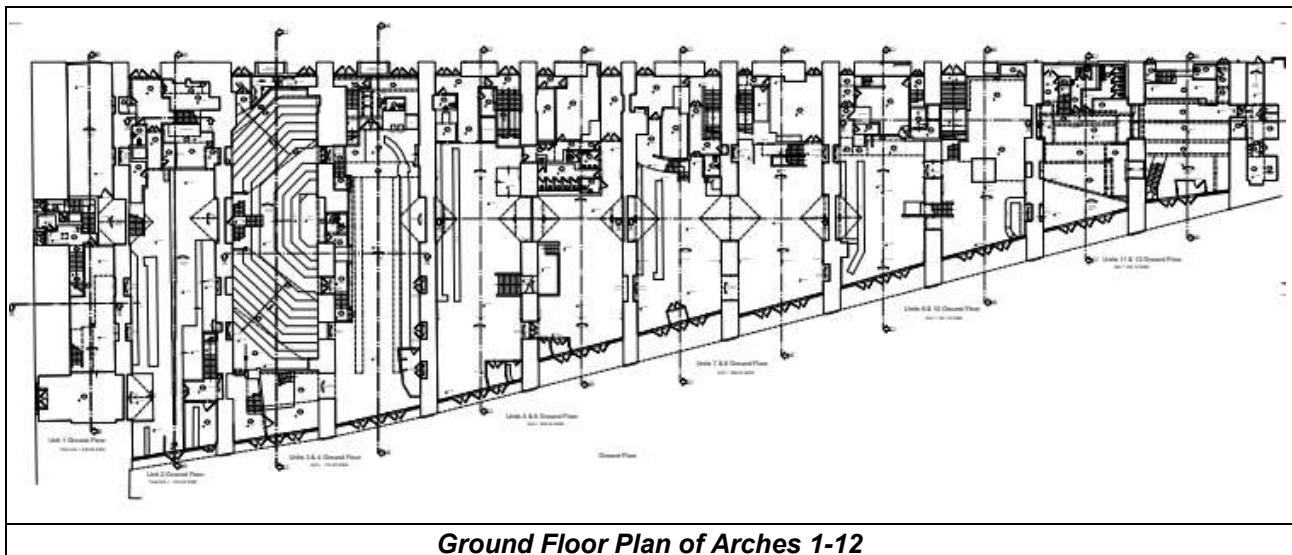


Trafford Street and Rear of East Arches

3.2 Description of the Castlefield Viaduct and Deansgate Locks

3.2.1 Plan Form and Materials

This section of the viaduct is sub-triangular in plan form, thus the arches at the west end are far deeper than those at the east end. The arches are at a skew angle to the line of the canal, thus many of the arches are not at right angles to the front, south elevation of the viaduct, which is also seen at the arch openings on the south side. These openings have been infilled with glazing in an aluminium frame extending the full height of the arch and including doors to the walkway on both levels. Additionally, a metal structure, inserted just below the arches on the upper level, provides a framework for the external signage and lighting for each unit. The great height of the arches has been partially obscured externally by the two-storey walkway on its south side and internally by horizontal subdivisions of the individual units, many of which include both a basement and a mezzanine to the rear. Nevertheless, the intention was to retain the visibility of the brick arches to the greatest possible extent. There is generally also a vertical subdivision to the rear for kitchen, storage and other ancillary areas. Historically and structurally, there were also interconnecting high arched openings between the arches, most of which have been bricked up.



Ground Floor Plan of Arches 1-12

The viaduct is constructed of red brick, with the use of blue engineering brick as quoins and other detailing, both externally and internally. Additionally, sandstone is used for the copings and string course to the brick parapet, for the impost extending from the opening through the depth of the arches internally, as well as other internal dressed stone. Water goods are a mixture of cast iron, copper and PVC. Internal fixture materials vary but, in many arches, areas of the arches suffering from water ingress have been lined with copper panels, added at different dates, based on their colour and patination. White glazed shaped bricks mark the edges of the internal cross vaults. The south elevation of the arches has been infilled with glazing, set in aluminium frames which are well set back from the line of the viaduct.



External Arch with Glazing



Internal Connecting Arch

The south elevation of the viaduct is characterised by the red brick parapet with its sandstone coping stones (with some problems of vegetation). Below this, down to the stone string course there is a section of brown brick, capped with angled copings of engineering brick. The string course has deterrent pigeon spikes but these appear to be missing in places. The main viaduct structure is of red brick laid in English garden bond (crown of the arches is six courses below the string course). The arches comprise five courses of brick above the sandstone impost band, with the headers to the outside. Channels for external downwater pipes are set within the wall between arches 2/3, 3/4 and 4/5 and covered (post conversion) with shield-shaped boards.



Detail of Arch Brickwork and Rainwater Goods

Following the original conversion, the internal fitout has been designed and executed by the individual tenants. Since this (the Comedy Store opened in 2000) there has been both turnover and re-branding

of businesses. Today the arches accommodate the following businesses, some of which occupy two arches, others only one. There are also cases where a double arch has the appearance of two separate bars but operationally is a single business, with shared ancillary businesses. Some are vacant, some are closed but still under lease and a few are still operating.

- Arch 1: Vacant store to rear/vacant premises to rear of Lock 91
- Arch 2: Vacant, most recently the Bee House
- Arch 3& 4: Vacant, the Comedy Store
- Arch 5: Ark/Arch 6 Pop World, separately branded but linked and operated jointly
- Arch 7/8: Revolution
- Arch 9/10: Lola'Lo
- Arch 11/12: Closed since Jan. 1, El Diablo

3.2.2 Arch 1

Arch 1 is located to the rear of Lock Keeper's House, with the main entrance adjacent to Lock 91 and a secondary entrance further along Century Street; it has been subdivided in recent times, creating a store accessed from Trafford Street, a central unit with basement with the two doors and part of the vaulted area on the upper floor of Lock 91. The arch differs in form from the other semi-circular arches, being a pointed arch. Externally the arch visible on Trafford Street features a sandstone keystone as well as sandstone impost stones and the arch bond is formed by a combination of headers and footers, in contrast to the others being of footers. There is spalling brickwork on the west side of the arch and significant discolouration from water on the east side of the arch, either side of a rainwater pipe from the parapet to street level and a supplementary pipe below the impost stone on the east of the arch. The arch opening itself is boarded up with a rudimentary timber design including a door.



Front Entrance to Arch 1 off Century Street



Rear Access to Store off Trafford Street



Front of Arch 1 Behind Lock Keeper's House



Grey Roller Shutter Entrance to Arch 1 Basement



Interior of Arch 1 Rear Storeroom Looking North



Interior of Arch 1 Rear Storeroom Looking South

The interior of the rear storeroom is at the rear of the ground floor, a single bare space with brick walls and ceiling and a rough screed floor. The ceiling has a line of sandstone blocks at the apex and has been reinforced with timber struts above the impost band on the western side. Above this is a gutter and a supplementary gutter has been added below the sandstone band. The area partitioned as a storeroom extends back to the cross vault; to the north of this on the east wall is a round-headed arch, which has been bricked up, featuring quoins of engineering brick and 4 rows of headers to the arch.



Detail of Arch with Timber



Bricked up Arched Opening to Arch 2

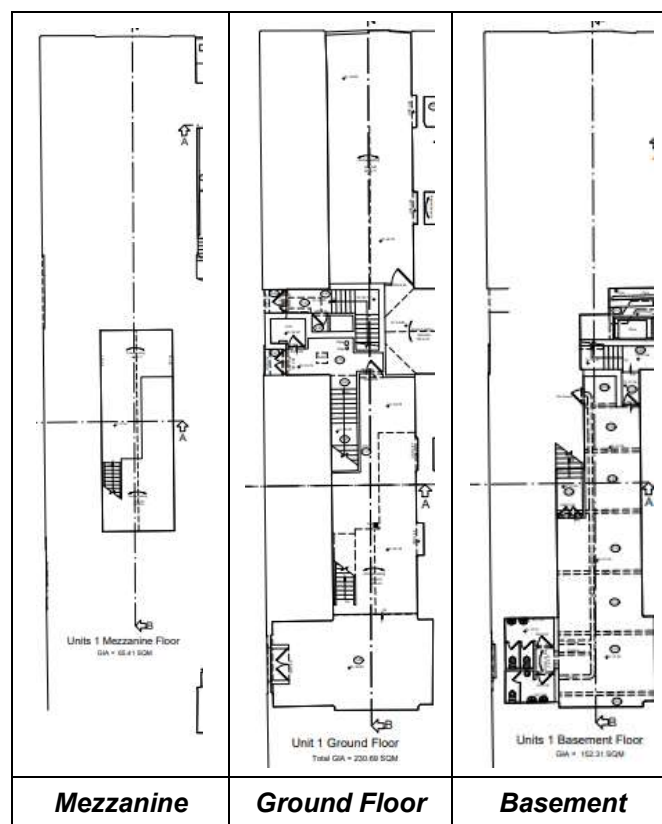
To the rear of the storeroom, under the crossvault, there is a rectangular single-storey breeze-block structure with flat roof attached to the west wall; this contains the rear entrance from Century Street, giving access to the staircase to the basement of Arch 1. South of this structure the arch has been blocked off, as has the arch to its east.



Breezeblock Staircase Structure under Crossvault



Detail of Blocking up of Crossvault Arches



The central section of Arch 1 is accessed from Century Street. To the rear a shuttered timber door set into the otherwise bricked up arch gives access to a plain ancillary lobby with breezeblock partition walls and concrete screed floor with a storeroom off and a right-angled staircase. This ancillary area is all contemporary construction. From the lobby a concrete staircase leads down to the basement. This is a long and relatively narrow space built of breezeblock to the east and the original brick wall to the west; these walls are damp to the touch.



Arch 1 Stairs to Basement



Arch 1 Ancillary Lobby

The basement room is functional in character with a concrete floor, a combination of rendered and original brickwork walls, some with engineering brick quoins. The ceiling is supported by I-beams and is metal sheeting. On the east side there is the base of an arch through to Arch 2 which has been bricked up.



Arch 1 Basement Main Space



Metal Ceiling and Base of Bricked up Arch

To the southwest there is a semicircular arch which has partly been bricked up and rendered, creating partitions for toilets which have the exposed vaulted brick ceiling. The south wall and southeast wall are rendered breezeblock. This is the area of the former canal siding, now covered in and the south wall abuts the rear of the Lock Keeper's House; above this section of the main room there is modern extension to the Lock Keeper's House which now infills the area between the building and the arch.



Infilled Arch to Southwest



Vaulted Brick Ceiling of Southeast Arch

The ground floor public entrance to Arch 1 is through the arched entrance off Century Street into a rectangular room giving access to the ground floor public space and mezzanine. The space over the public entrance, namely the front end of the arch, is part of Lock 91. The south end of the arch, featuring the pointed shape observed in the rear storeroom is lined. To the north is the area of a cross

vault, featuring the light-coloured shaped bricks seen elsewhere in other arches. The sandstone impost can be seen below the springing point of the arch. Copper trays are positioned to catch water. To the north, covered by a mirror the arch has been closed with a partition wall.



South End of Arch 1 and Lock 91 Beyond



Arch 1- Area Over Century St Entrance



Detail of Arch Brickwork and Impost



Impost with Copper Tray

3.2.3 Arch 2: Bee House

Arch 2, most recently branded as Bee House, is vacant although internal fittings remain. It is the at the western end of Deansgate Locks; to its immediate west the Lock Keeper's House abuts and is at right angles to the viaduct. At ground floor level Arch 2 is accessed from the end of the upper walkway. The ground floor has access to the south. The external platform over the canal siding is associated with Lock 91. In addition to the standard metal structure over the entrance, common to all the arches, two satellite dishes and a number of other fixtures have been attached to the external brickwork of the arch, as well as other items within the arch. To the east of the arch there is a channel for a downpipe with hopper. Above the arch and below the sandstone string course there is significant discolouration of the brickwork as well as spalling on the east side. Near the sandstone impost a few bricks have been replaced with blue engineering bricks. The rear elevation also shows discolouration, especially either side of the arch.



Front Elevation of Arch 2



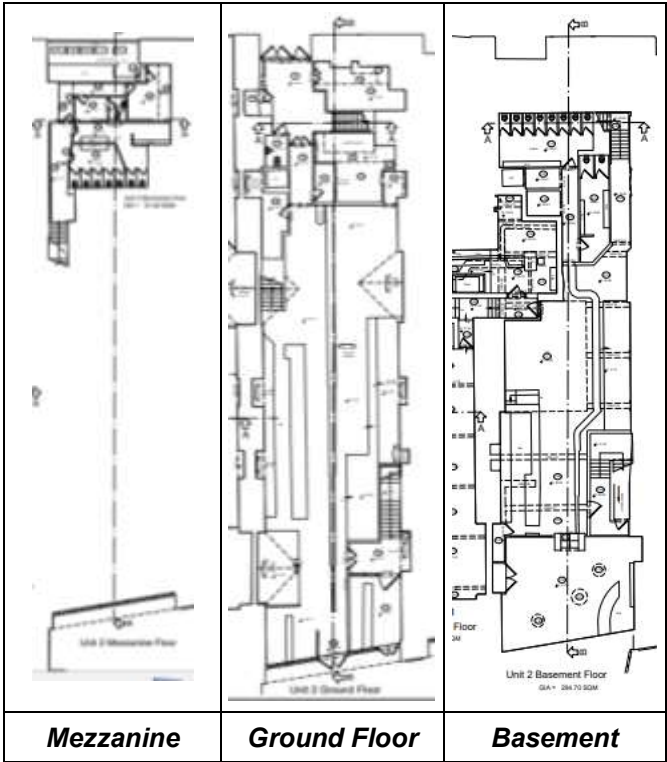
Rear Elevation of Arch 2



Additional Signage, Fixtures and Downpipe



Ground Floor Interior Arch 2



Mezzanine

Ground Floor

Basement

Arch 2 comprises ground floor with bar and seating and ancillary areas to the north, a small mezzanine area to the north with toilets and a basement with toilets and ancillary areas to the rear, a bar and seating area in the centre and a dance space to the south. There are two staircases connecting the ground and basement floors, one from the entrance porch and a second to the rear.

The ground floor interior has a glazed entry porch on the east side at the front and a long bar along the west side. The brick arched ceiling, including the cross vaults has been lined, leaving exposed brick only on the walls of the ground floor. The interior was modified in 2018 with water proofing works (polymer injection, application of a render and tanking membrane on the underside of the arch before covering the surface with plasterboard, as well as cast iron gutters and downpipes being fixed to the wall below the sandstone imposts). The brick walls have been treated with a transparent polymer but salt efflorescence appears to be breaking through behind this. Unlike the other units (which have solid timber floors), the floor appears to have been covered with vinyl with a timber appearance. The walls of the basement area have less exposed brick, except on the side wall of the staircase. Here the appears to be an outbreak of dry rot.



Ceiling Treatment and Gutter



West Wall with Downpipe Attached to Gutter



Dry Rot on Rear Staircase



Basement Looking South

3.2.4 Arches 3 and 4: The Comedy Store

Arches 3 & 4 were the premises of The Comedy Store, which opened in 2000. It closed in March 2020. The lease ended in 2024. The double unit combines a theatre with two galleries on the basement and ground floor of Arch 3 and a bar area with mezzanine to the side and rear in Arch 4, as well as in the basement of Arch 4. It is one of the only places on Deansgate Locks where the full height of the arches is visible and where there is a very high level of exposed brickwork, including the use of engineering brick as quoins.

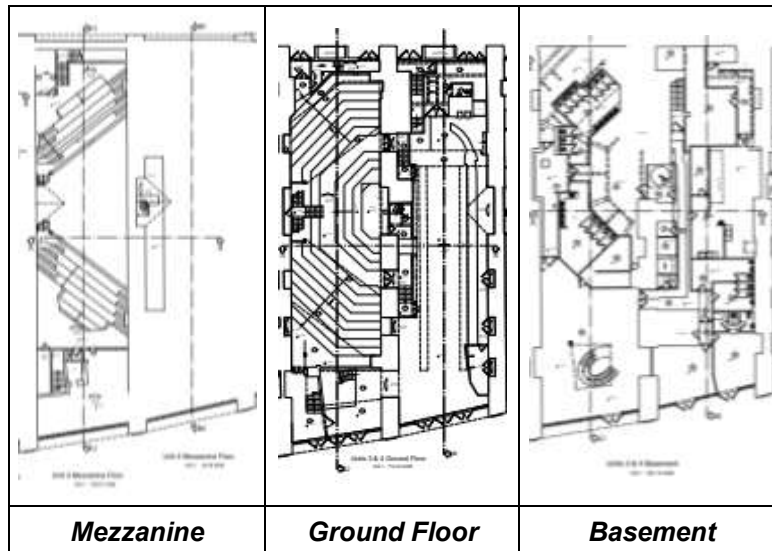
Externally, on the south elevation there is partial loss of the sandstone string course between Arches 3 and 4, as well as channelled downpipes and hoppers between Arches 3 and 4 and 4 and 5. There is a large area of replaced brickwork on the spandrel between Arches 4 and 5. At ground floor level Arch 4 is accessed from the upper walkway. At the basement level there is an emergency exit on to

the lower walkway which ends half-way along Arch 3. The rear elevation is under the bridge of the viaduct.



The floor is timber plank, lifting in areas due to damp, with some tiled areas around the bar. The walls, arches and cross vaults are exposed brick, except for where copper panels and bespoke fixtures have been introduced, such as the Box Office and mezzanine structure. There is a staircase to the basement at the front of Arch 3 as well as two within the structure in Arch 4 opposite the bar. To the rear of Arch 4 are kitchens and other ancillary areas, giving access to the rear. Within Arch 3 the stage is in the centre of the basement east wall, with raked seating on three sides, as well as two diagonal galleries above, making the full height and depth of the arch visible.

In an attempt to control water ingress some copper panels have been applied above the sandstone impost and a supplementary gutter. However, both gutters show evidence of overflowing and the brickwork of the brick arch is spalling badly. There is a pervasive smell and damp atmosphere.



Ground Floor and Mezzanine Arch 4



Ground Floor Arch 4: Bar and Box Office



Rear Ground Floor and Mezzanine: Arch 4



Basement and Ground Floor Arch 3



East Wall of Arch 4 with Discoloured Copper Panelling, Double Gutters and Downpipe



Spalling Brickwork

3.2.5 Arch 5 (Ark) and 6 (Popworld)

Arches 5 and 6 have been operated by the Stonegate Group for some 15 years. The current branding and fitout dates from 2018. The two bars appear as separate and have their own facilities/toilets but operationally share ancillary facilities. Above their rear elevation a concrete beam was added to reinforce the viaduct.



Front Elevation of Arches 5 & 6



Rear Elevation of Arches 5 and 6



Ground Floor Ark, Arch 5



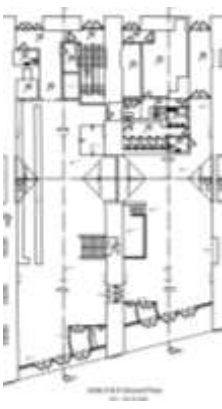
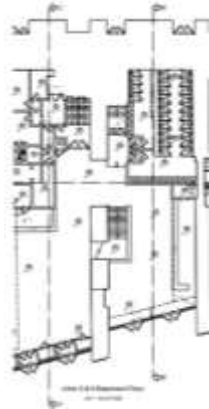
Ground Floor Pop World, Arch 6



Basement Ark, Arch 5

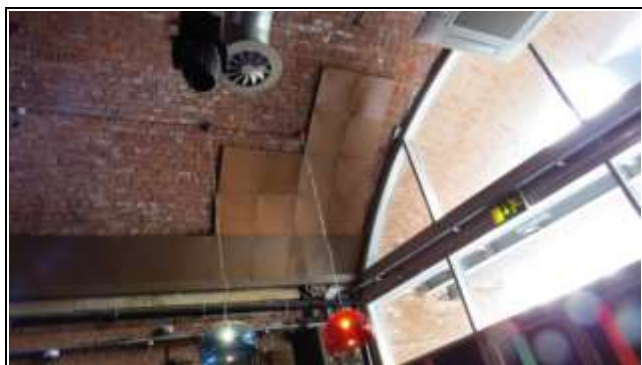


Basement Ark, Arch 6

None		
Mezzanine	Ground Floor	Basement

Ark comprises the bar and seating area in Arch 5 and the basement areas of Arches 5 and 6, including toilets to the rear of Arch 6. Popworld comprises the bar/dance area on the ground floor of Arch 6 and the toilets to the rear.

In Arch 5 a single line of copper panelling has been introduced above the impost to the ground floor, with more around the vaulting of the cross vault, as well as supplementary guttering, but overall the character is of exposed brickwork, although the suspended fixtures conceal much of the ceiling. Discolouration of the sandstone impost indicates the level of water ingress and inadequate drainage. In Arch 6 some copper panelling has been installed to the brick vaulting, including to a higher level and the different colours indicate that it has been added to at a later date near the entrance as well as supplementary gutters. Additionally, part of the brick arch has been fully lined. In the basement there are areas of spalling brickwork.



Copper Panelling and Guttering in Arch 6



Additional Lining in Arch 6



Supplementary Guttering in Ark, Arch 5



Spalling Brickwork in Basement

3.2.6 Arches 7 and 8: Revolution

Arches 7 and 8 are now vacant. They had been occupied by Revolution since about 2016 and operated as a single unit. They constituted the only business on Deansgate Locks which was open during the day. There is discolouration of the brickwork below the string course of the south elevation and spalling between Arches 7 and 8. On the west side of Arch 8, within the arch the wall is not only discoloured but wet and green, particularly close to the glazing.



Front Elevation of Revolution: Arches 7 and 8 (partly shown)



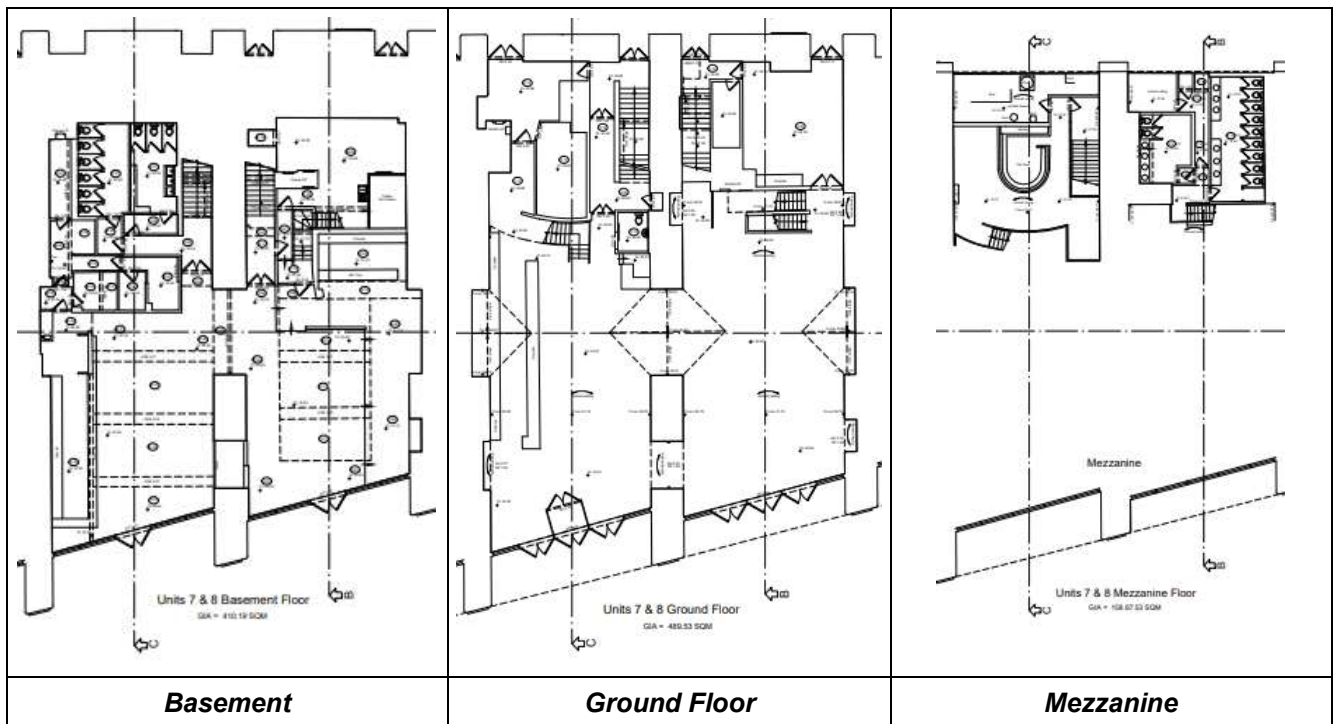
Rear Elevation of Arches 7 and 8



Basement Exterior of Revolution



West Interior of Arch 8



The ground floor comprises bars in each of the two arches. To the rear two parallel staircases lead down to the basement (arch 7 for public access, arch 8 for ancillary purposes), with ancillary rooms in Arch 7 and a private lounge in Arch 8. Above this area there is a mezzanine level containing toilets in Arch 8 and a lounge area with dedicated toilets in Arch 7. In the basement there are toilets and another bar area in Arch 7 while Arch 8 is more open, offering a dance floor; both arches give access to the lower walkway.



**Ground Floor Revolution: Arch 7
(Mezzanine Lounge to Rear)**



**Ground Floor Revolution: Arch 8
(Ancillary Areas and Private Lounge to Rear)**



Basement Revolution: Arch 7



Basement Revolution: Arch 8

Attempts have been made to address water ingress with copper panels on the ceiling of the ground floor and supplementary metal sheeting in places. However, after heavy rainfall it is reported that this is totally inadequate; the brickwork of the ceiling arch is discoloured and small pieces of spalling brick drop to the ground. The wall of the mezzanine bar to the rear of Arch 7 was damp to touch, even after a long dry period. Where installed, supplementary guttering is also inadequate for the volume of water needing to drain, such that to the front of the unit, the wall between Arches 7 and 8 is wet and covered with slime, of necessity concealed behind timber boarding. Apparently the diameter of the actual tube is significantly narrower than the downpipe.



Remedial Works to West Side of Arch 7



Ceiling of Arch 7



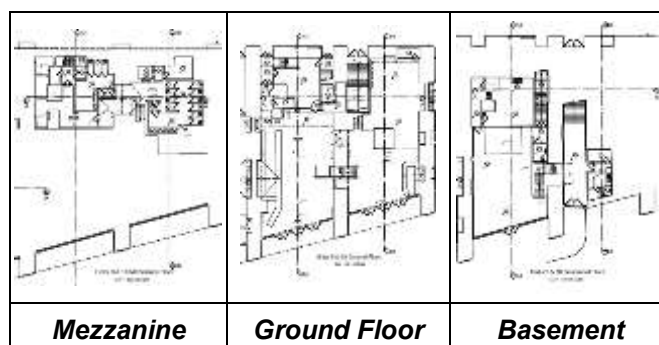
Concealing Boards Between Arches 7 and 8



Wall Condition Behind Timber

3.2.7 Arches 9 and 10: Lola'Lo

Arches 9 and 10 are now vacant but had been run as a single unit, the Hawaiian themed Lola'Lo, since around 2010. The unit comprises a bar in each of the arches on the ground floor, with a party room to the rear of Arch 10 with the space being divided by a large square pier. This brick pier formerly supported the larger turntable installed on the viaduct above in the 1930s. To the rear of Arch 9 are ancillary rooms. The mezzanine comprises mainly toilets with some ancillary rooms. The basement is only under Arch 9; there is no basement to Arch 10.





Front Elevation of Arches 9 & 10



Ground Floor of Arch 10 with Pier of Former Turntable



Ground Floor of Arch 9



Ground Floor of Arch 10 with Stairs to Mezzanine

In addition to the copper panels, the ceilings of both arches have subsequently been lined with sheeting and most of the walls are decorated/lined. It is understood that the lining to Arch 9 was done pre-2016 and without warranties or with a proprietary membrane behind these panels. The lining to Arch 10 dates from 2022. Thus, the fitout and remedial works conceal most of the original features although the staircase to the basement descends through the double height arch. Supplementary guttering has been introduced and there is staining where this has been overflowing.



Basement Arch 9 of Lola'Lo



Ceiling to Ground Floor of Arch 9



Evidence of Overflowing Gutters



Impact of Water Ingress on Brickwork



Evidence of Damage within External Arch

3.2.8 Arches 11 and 12: El Diablo

Arches 11 and 12 are now vacant. They had a single lease and operated as a single business but at various times have appeared as separate units, including as Sugar Lounge, Baabar, and most recently as El Diablo which however has been closed since January 2023 due to the problems associated with water ingress. Since the introduction of the second crossing, the noise from the railway above has also been considerable. The units are located adjacent to Lock 90 and do not have a basement and the depth of the units is short, half the length of the arches close to Lock 91. Adjacent to the new residential tower, a glazed, noise corridor has been added to the entrance to the unit.



Front Elevation of Arches 11 & 12



Absence of Basement

Above the arch a part of the string course has been lost, below the 2015 bridge and steps down from the station. There is extensive discolouration to the wall of the viaduct above Arches 11 and 12, as

well as under the arch on the outside. This area of Arch 11 has been partly lined with copper panels in two stages but this has not addressed the problem.



Copper Panels under Arch 11's Entrance



Ceiling of Arch 12 and Mezzanine

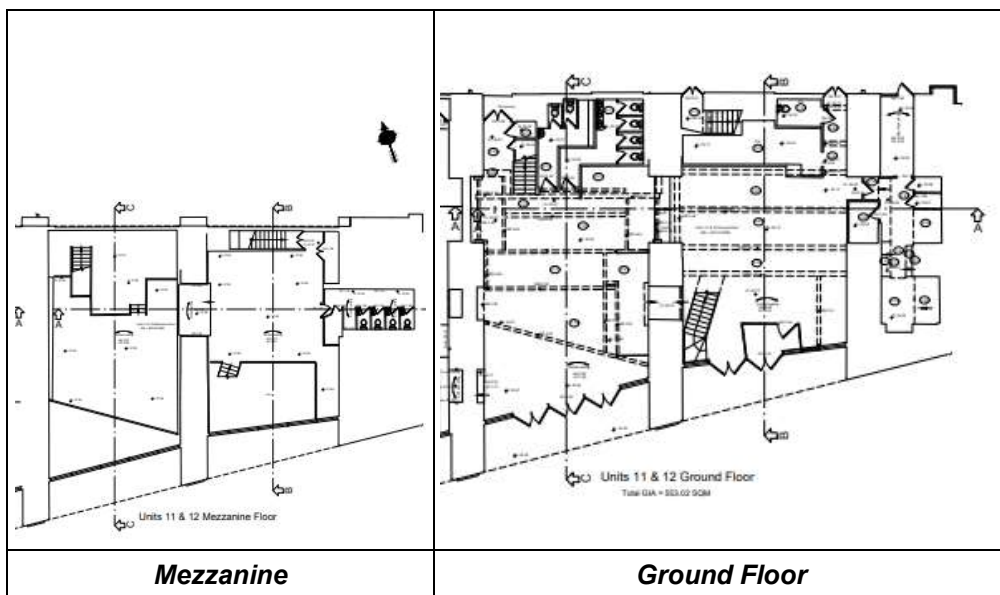
Internally, in 2018/19 the arches have been lined with a membrane of blue Visqueen attached with timber batons and plugs; this is covered with corrugated steel powder coated sheeting. Despite this and the supplementary guttering and drainage, the front of the building is damp and at times dripping.



Interior of Arch 11



Interior of Arch 12 with Steps to Mezzanine



Mezzanine

Ground Floor



Supplementary Guttering and Ceiling Lining



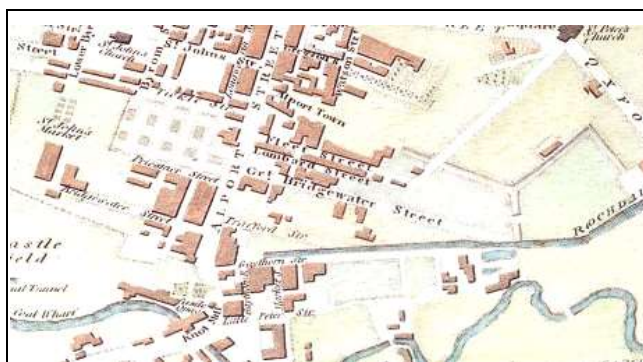
Timber Batons and Wall Lining

Section 4 History and Development of the Proposal Site

4.1 History of the Proposal Site and Immediate Area

The Romans established a fort at Castlefield in AD 79 close to the confluence of the rivers Medlock and Irwell, but little evidence remains of any associated civilian settlement in Manchester. There is a brief mention in the Anglo-Saxon Chronicle indicating that there may have been a Saxon burgh; the existence of a Saxon church is supported by the existence of what is known as the Angel Stone, dated from ca. 700, later found in the original south Porch of the Cathedral. Following the Norman Conquest, a plot of land was granted to Albert Greslet, then Baron of Mamecestre by Roger de Poitou, Earl of Shrewsbury. In 1215 he built a new church adjacent to the manor house (now Chetham's Library).

The earliest remains of the medieval town of Manchester are from the 15th century. During this time the proposal site lay outside the township, an area of open fields. By the late 18th century, Manchester had spread southwards to the proposal site. The Rochdale Canal was first proposed in 1776, with the aim of connecting to the Bridgewater Canal at Castlefield. A revised bill for the Rochdale Canal was passed in 1794 and the section between Manchester and Rochdale was opened by 1799. A plan from 1801 shows Rochdale Canal and Trafford Street to its north but without the detail of the locks. The area of Deansgate Locks remains undeveloped, between Gaythorn Street to the south and Trafford Street to the north. The 1850 Adshead shows the area was partly developed by 1850, with two locks, the Lock Keeper's House shown as offices on an "island" between the main canal and a siding, a coal yard to its north and stone and timber yards to the east. To the south of the canal and Gaythorn Street is back-to-back housing and Knott Mill Station (later Deansgate Station) the curving viaduct carrying the South Junction Railway.



Plan of Manchester 1801

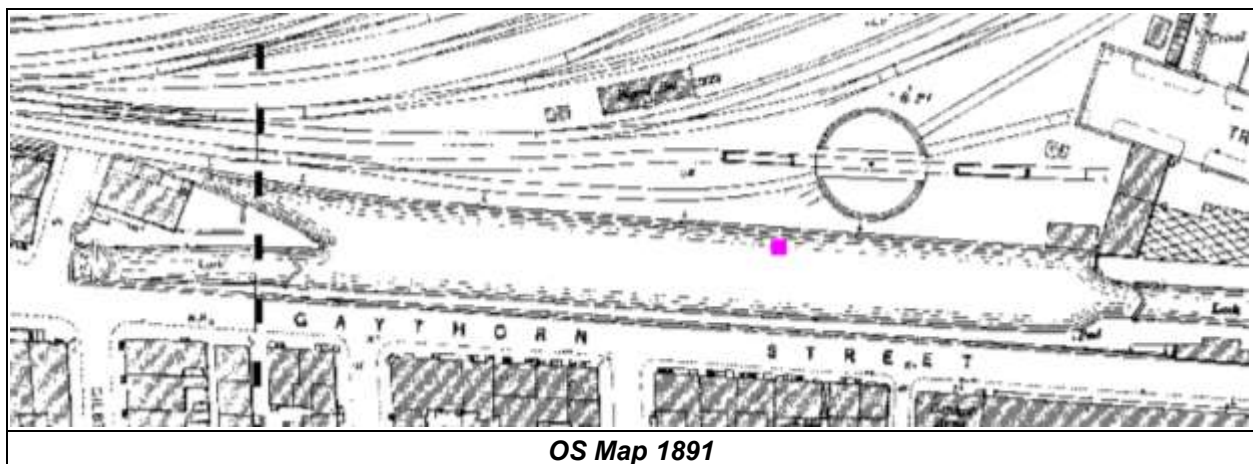


Adshead's Map 1850

The 1894 OS map shows the scale of the new station as well as the two viaducts and the surrounding development of Manchester city centre, including Liverpool Street Road railway station to the west. The Castlefield Railway Viaduct was built to serve the new Manchester Central Station by the Cheshire Lines Committee, a partnership of three railway companies, the Great Northern Railway, the Manchester, Sheffield and Lincolnshire Railway and the Midland Railway.



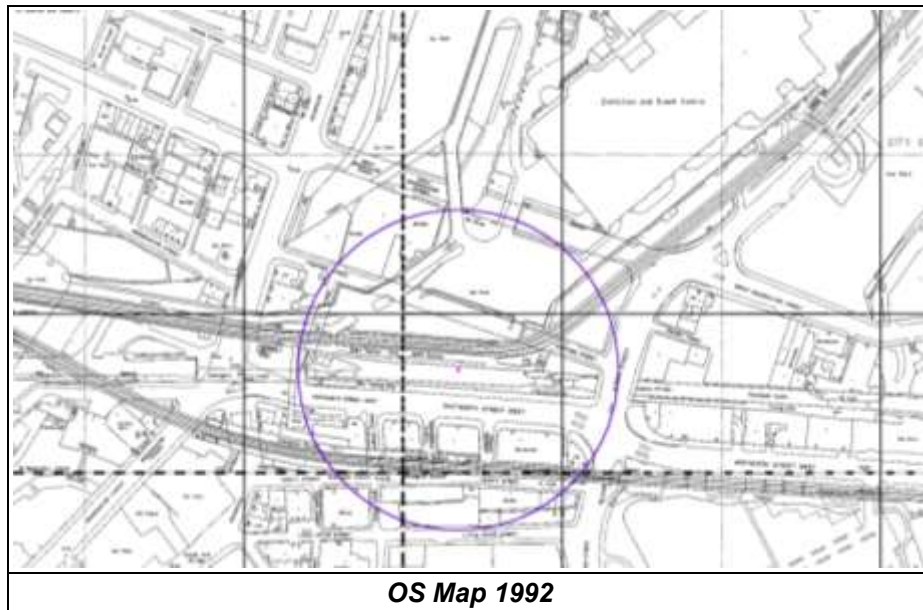
Also known as the Cornbrook Viaduct, it opened in 1877, initially carrying trains to a temporary station on two tracks until Central Station opened in 1880; it was supplemented with further elevated tracks on adjacent viaducts to the north leading to the Great Northern Goods Warehouse adjacent to Central Station. The construction methodology of the viaduct includes a wrought iron truss girder viaduct and a brick arch viaduct. The tracks, which included a turntable located to the east of the viaduct section above arches 11 and 12. The large-scale plan also shows that to the north of Lock Keeper's House part of the canal siding had been filled in and a yard to the house added; only the boundary wall abutted the parapet of the viaduct. Following the redevelopment of the area, Gaythorn Street was renamed Whitworth Street West and by 1908 a tramway ran along this route; the back-to-back housing was replaced with warehouses and commercial buildings.



Central Station closed in 1969 and tracks and railway infrastructure were removed. The viaduct was largely disused for many years; some arches were used for commercial purposes such as scrap metal and merchants and providing storage for heavy staging. The main structure of Central Station was converted to an exhibition centre, called GMex (later Manchester Central), opening in 1986 with car parking on elevated sections of the viaducts to its rear. The Great Northern Warehouse was converted to a car park.

In 1983, Greater Manchester Council proposed the construction of a regional light railway network, mainly converting existing railway lines and introducing some new cross city-centre tramlines. This light rail network became Metrolink and was approved by Act of Parliament in 1985. The assets (rail vehicles, track, stations and depots) belong to GMPTC; these include the viaduct. The first route was the Altrincham to Bury line. Part of the Castlefield Railway Viaduct was refurbished in 1990-1991 to carry the Metrolink trams from Altrincham into the city centre. The route included a station on the viaduct with staggered platforms, from which the line curved northeast past GMex to St. Peter's Square. The line opened in April 1992 and the station on the viaduct was initially named GMex; following the rebranding of the exhibition centre to Manchester Central in 2007, the Metrolink station

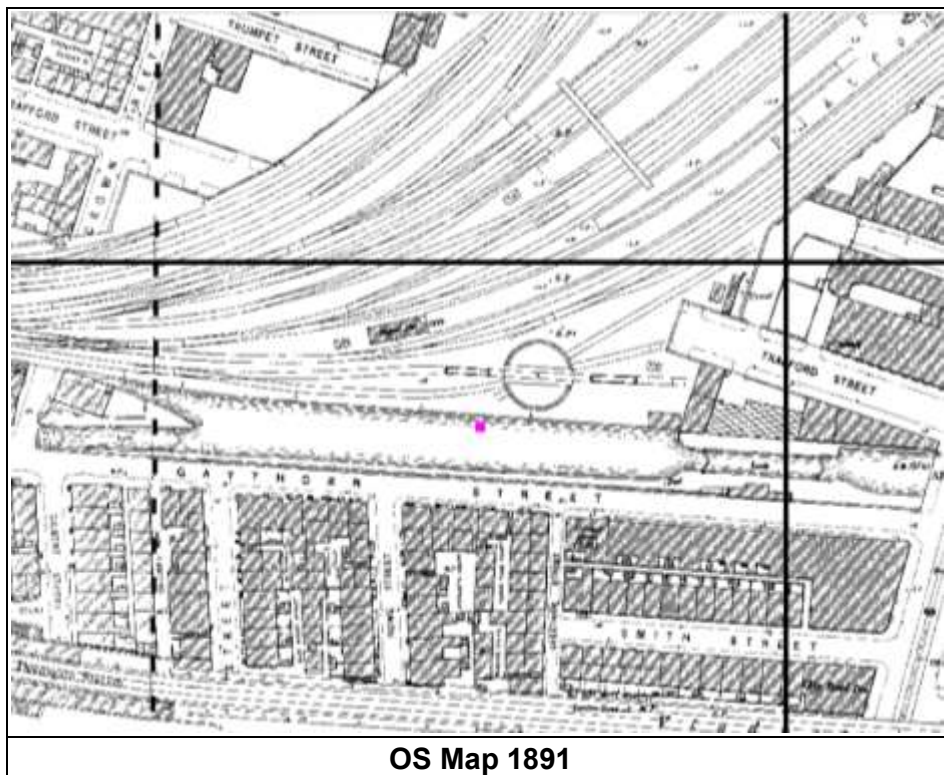
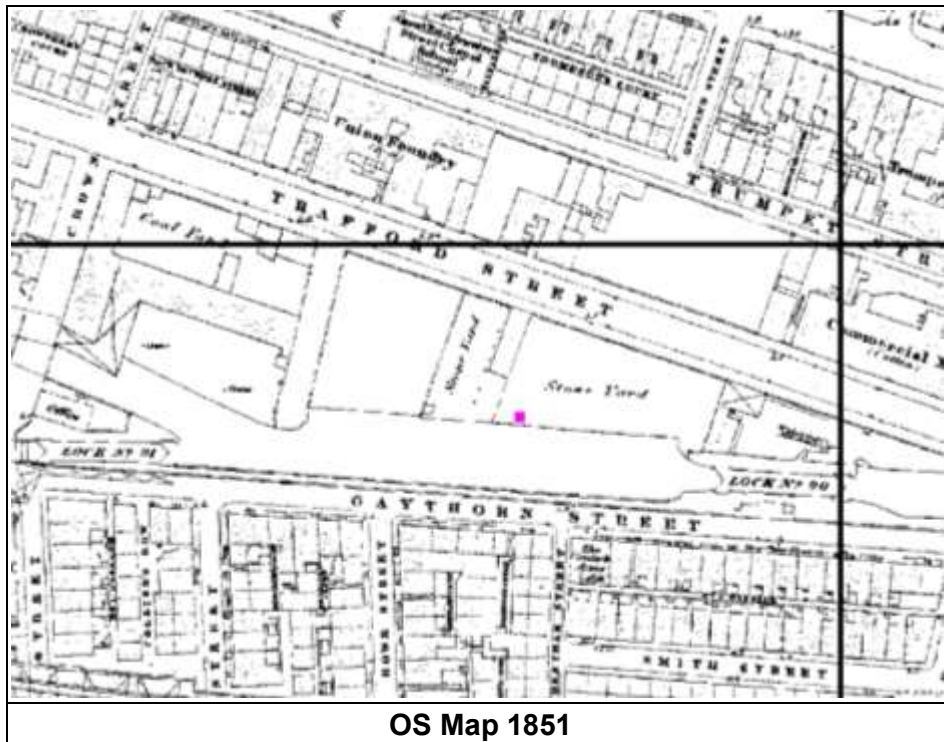
was renamed Deansgate-Castlefield in 2010. A steel staircase was constructed and attached to the east end of the viaduct, allowing pedestrians to have access to Whitworth Street West.

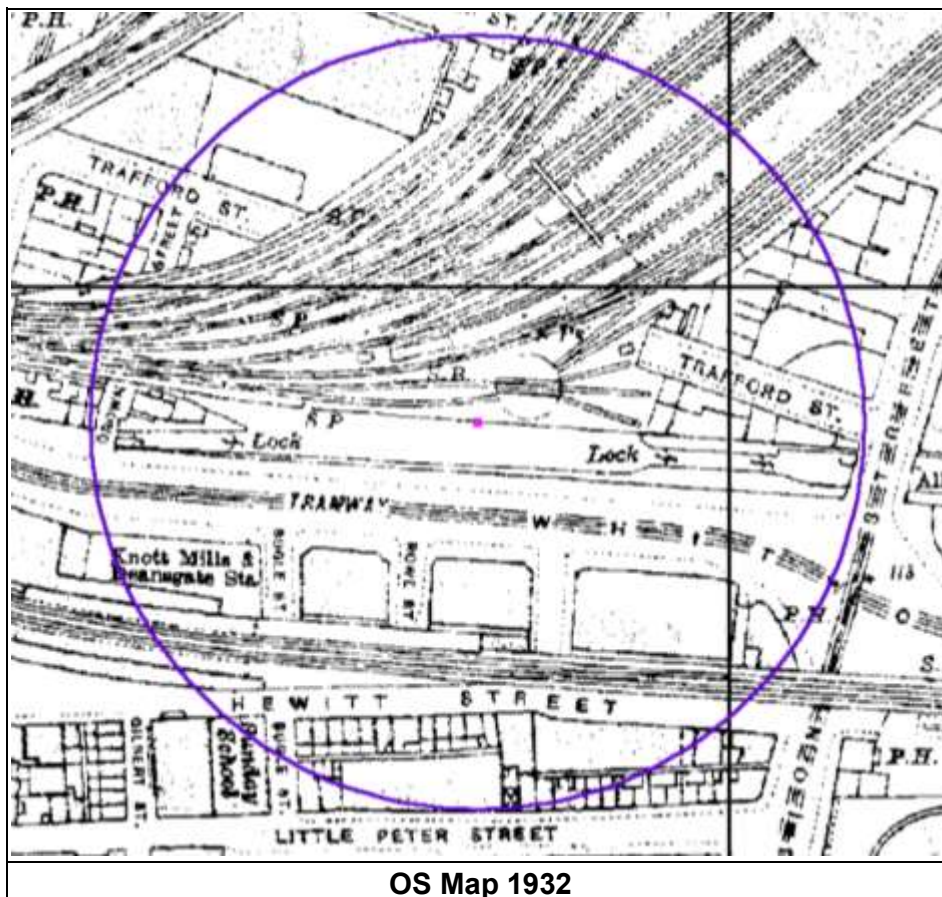
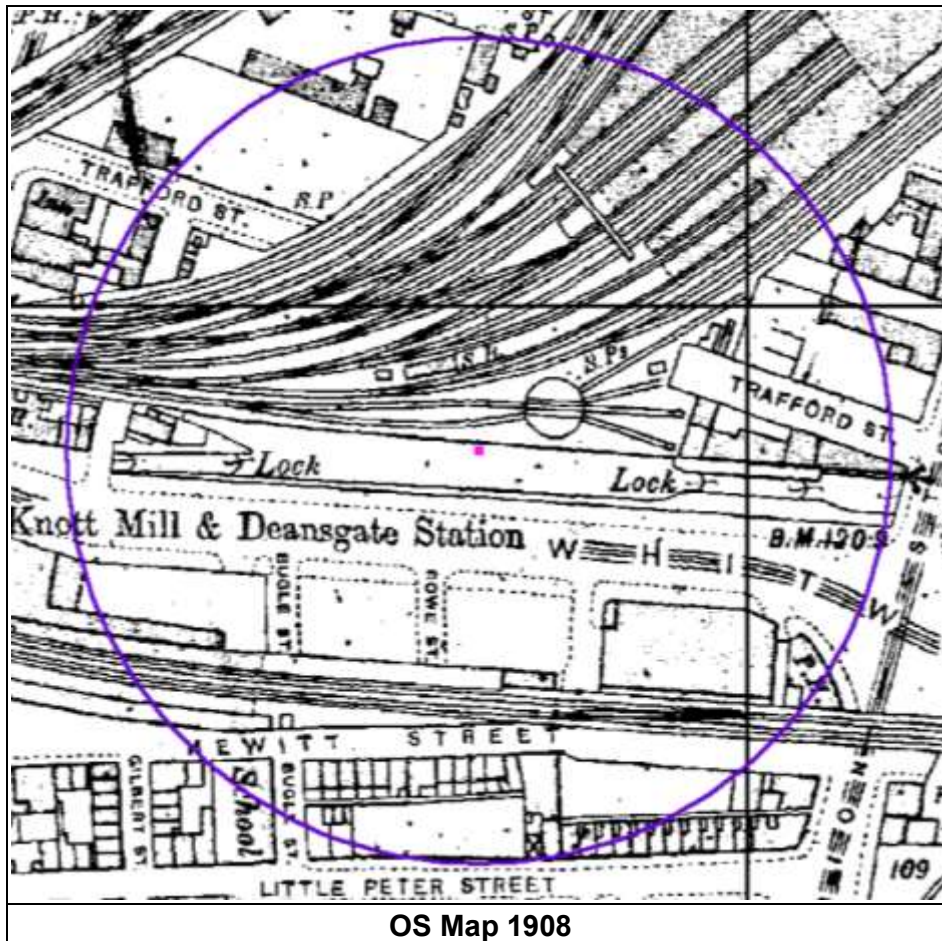


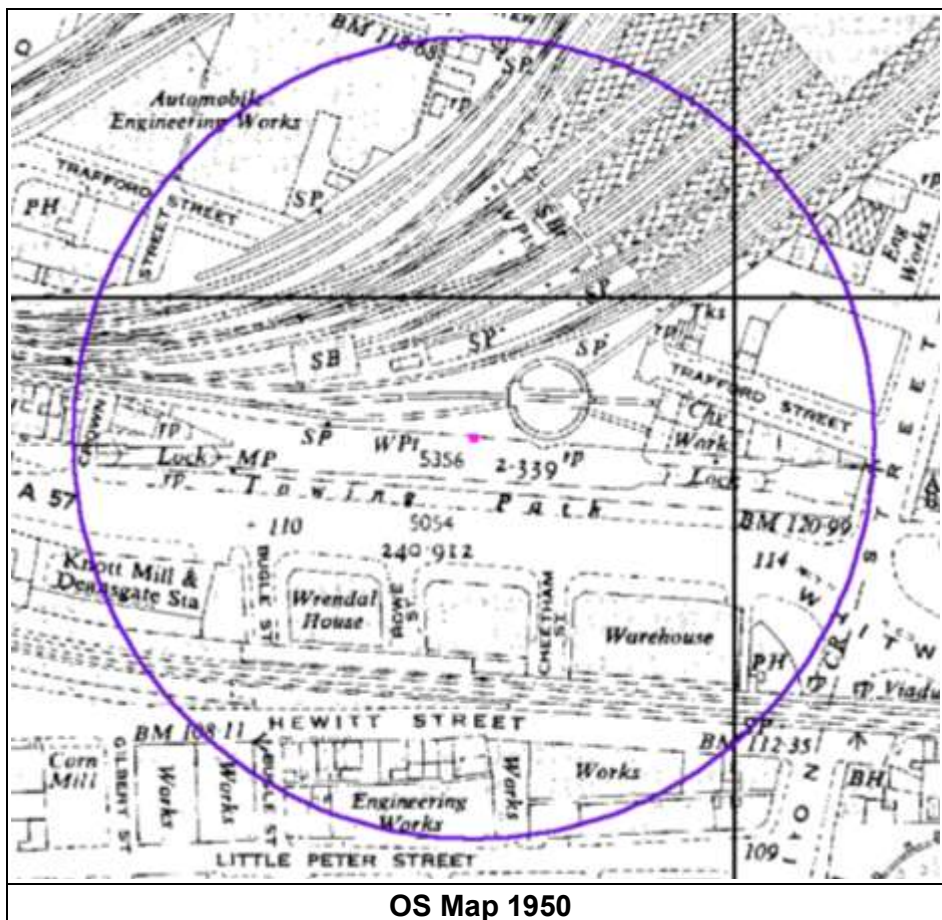
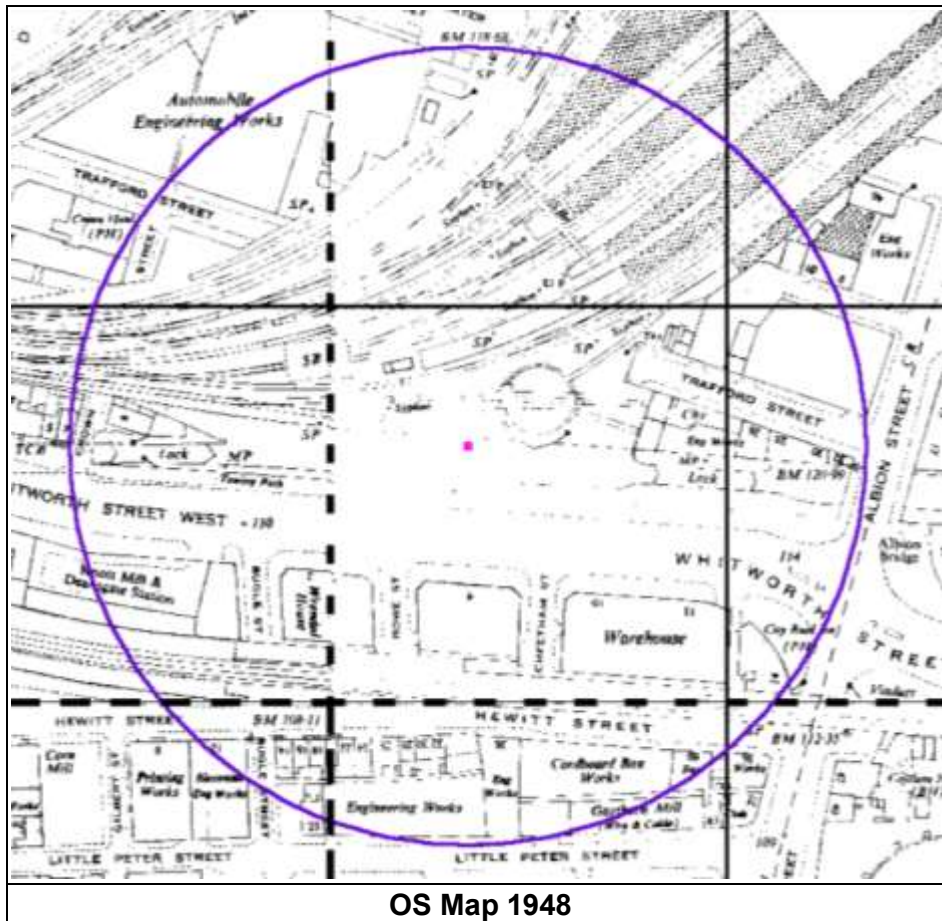
Planning consent for the conversion of the viaduct arches at Deansgate Locks was granted in September 1997, following which they were developed for commercial use. The individual arches were subdivided horizontally, providing for a basement, ground floor and part mezzanine in most arches. Many of the lateral connections were closed up, depending on whether there was a need for a double or single unit. Ancillary access and emergency exits were provided through the rear of the arches on to Trafford Street, while pedestrian access to the ground floor of the units was from the south off a walkway. The steps down from the station on the viaduct and several bridges over the canal from Whitworth Street gave access to the walkway. From the basement of the units there was access to a lower walkway cantilevered over the canal. The Comedy Store opened its first venue out of London in Arches 3 and 4 of Deansgate Locks in September 2000, with a large theatre in Arch 3. Other units were occupied by a variety of bars and similar businesses. The area, distanced from other residential areas, became a popular destination for the 12-4am leisure market. The conversion of the Lock Keeper's House to this use involved the construction of a link building abutting the viaduct on the footprint of the former rear yard.

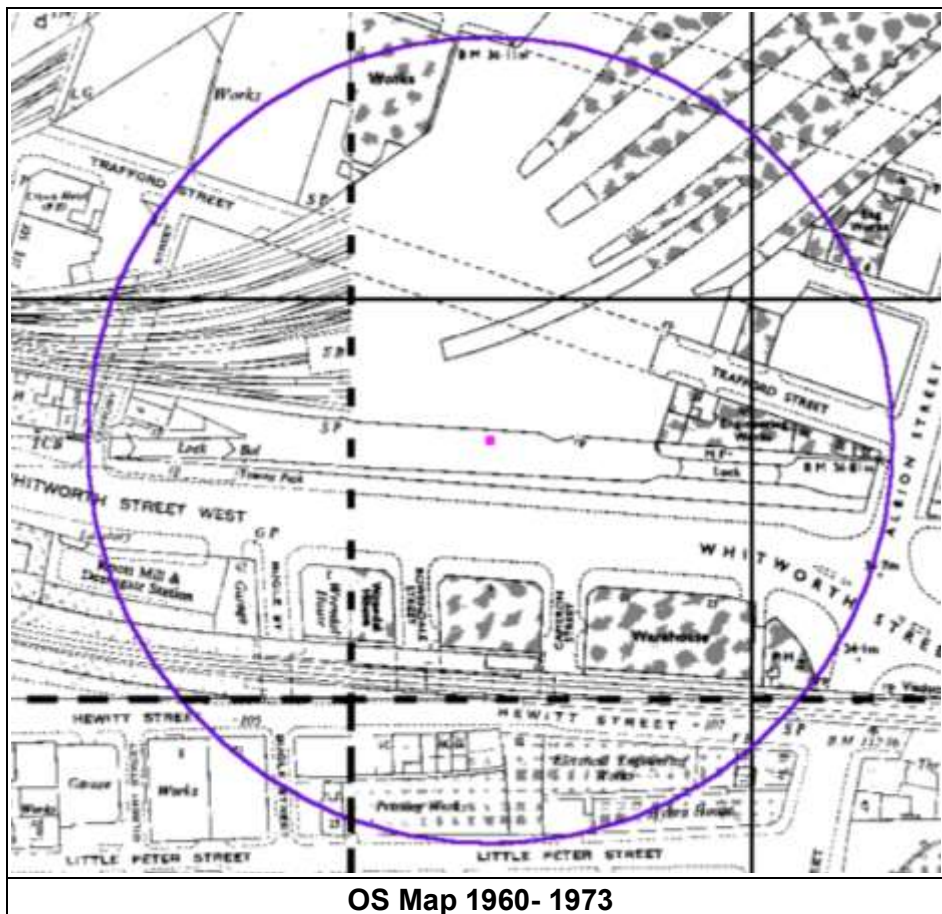
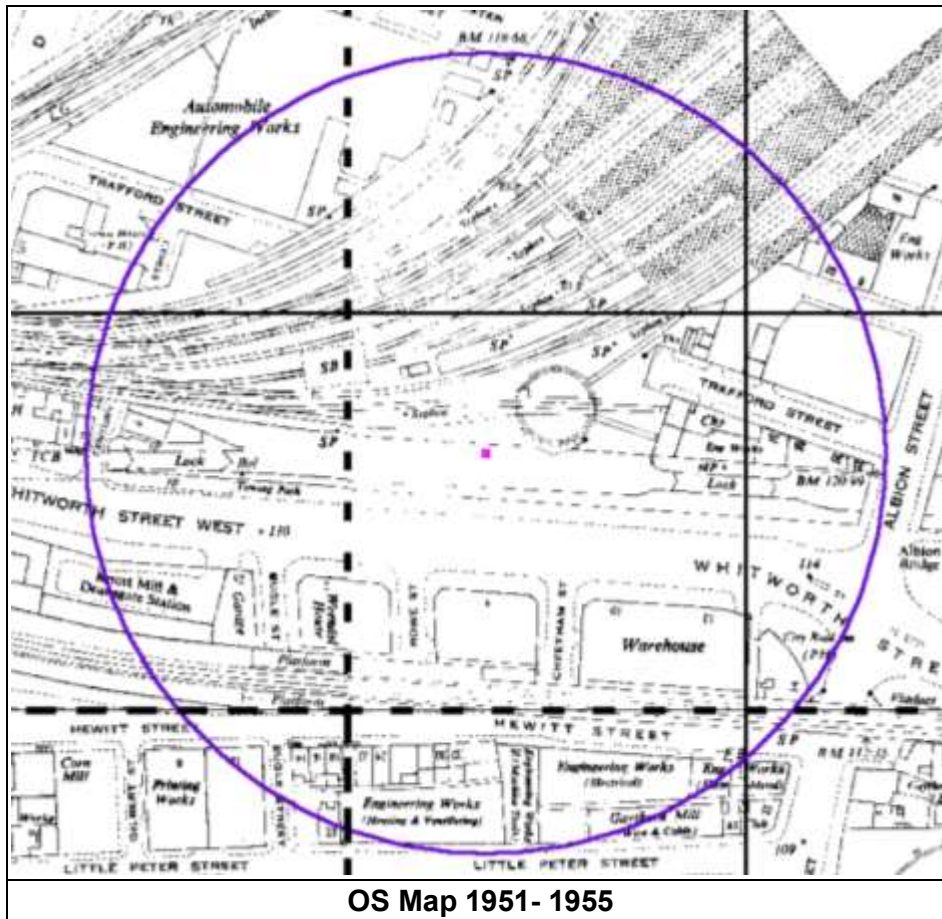
Following the Metrolink's success, subsequent expansion adding new lines to other areas around Manchester was approved. This necessitated a second city crossing. In anticipation of this, in 2014-15 the station on the viaduct was remodelled to carry the trains for the new routes which opened 2016-17. Instead of the former staggered platforms and two tracks, the viaduct now carries three tram tracks, the single-sided Outbound platform, the island platform, a paved pedestrian area with planting areas and seating to the north side of the tram stop, planters adjacent to the paved area to the south side, the Metrolink Equipment Room, the Metrolink Welfare Building and an access road. The former staircase which gave direct access to the upper walkway of Deansgate Locks has been replaced with a bridge and staircase leading direct to Whitworth Street West at either end of the station.

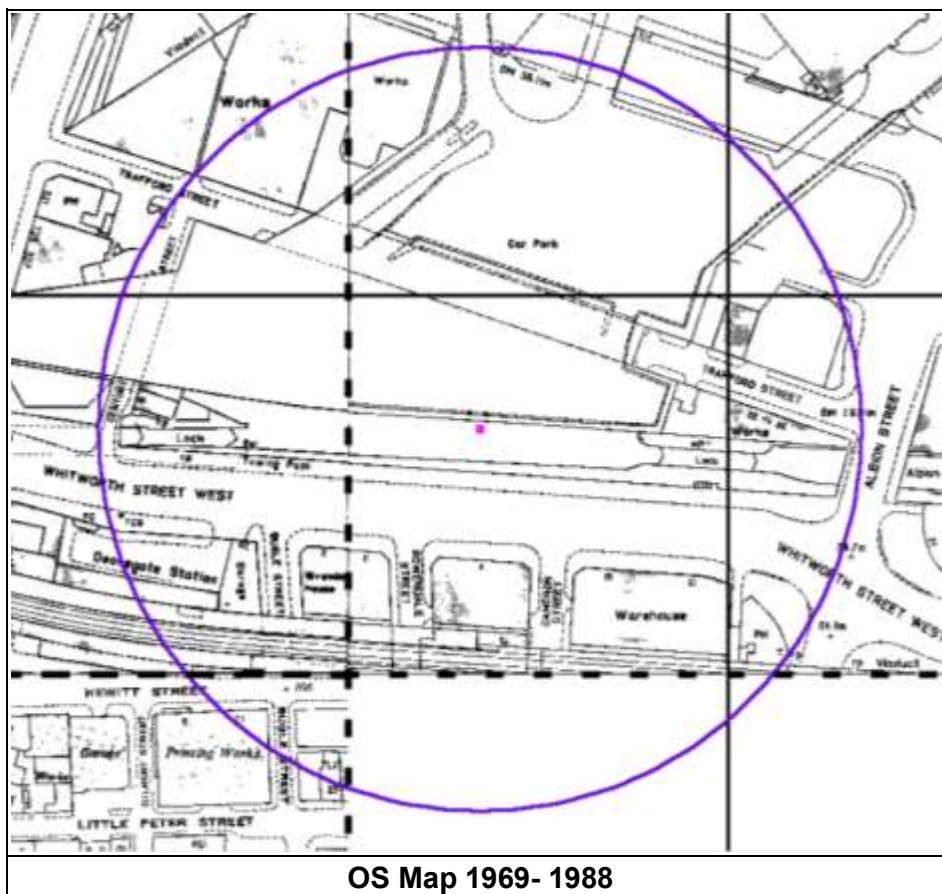
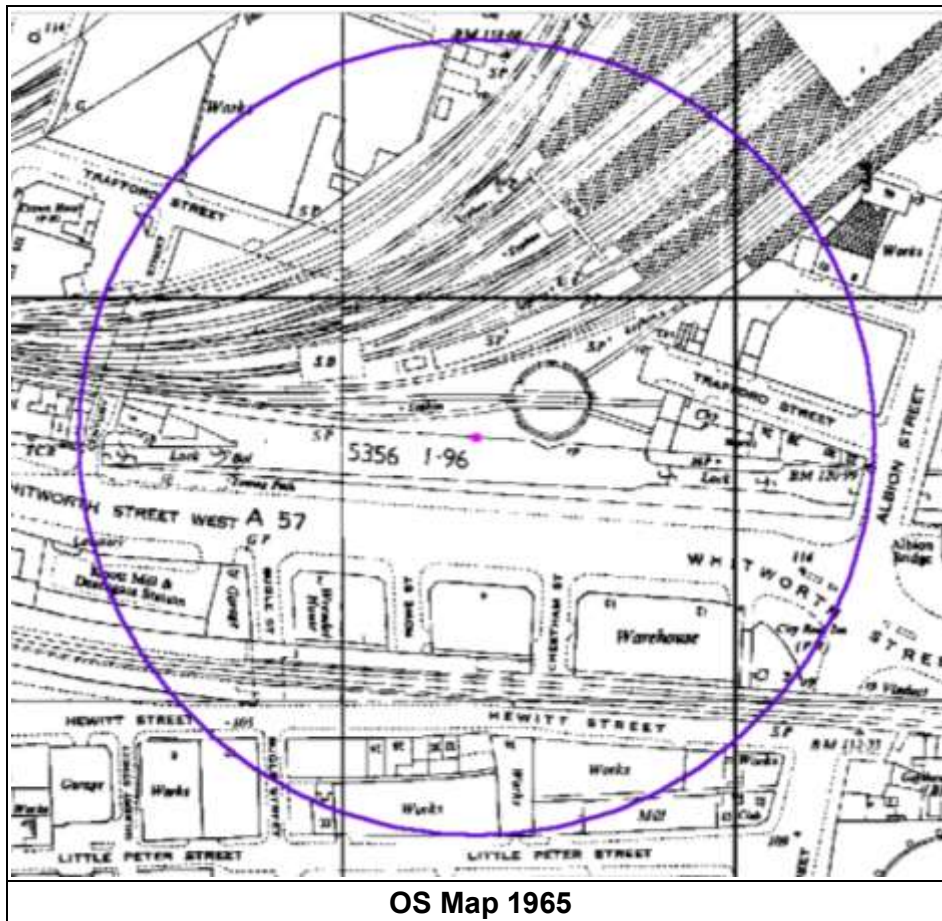
4.2 Sequential Development

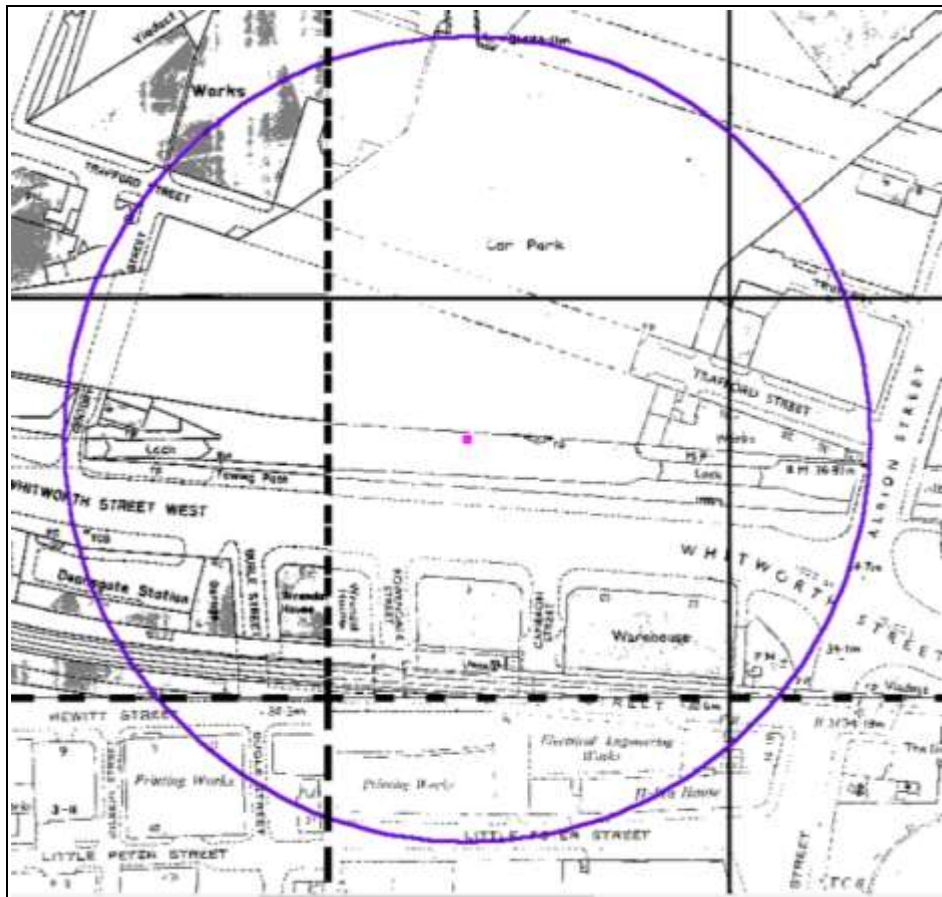




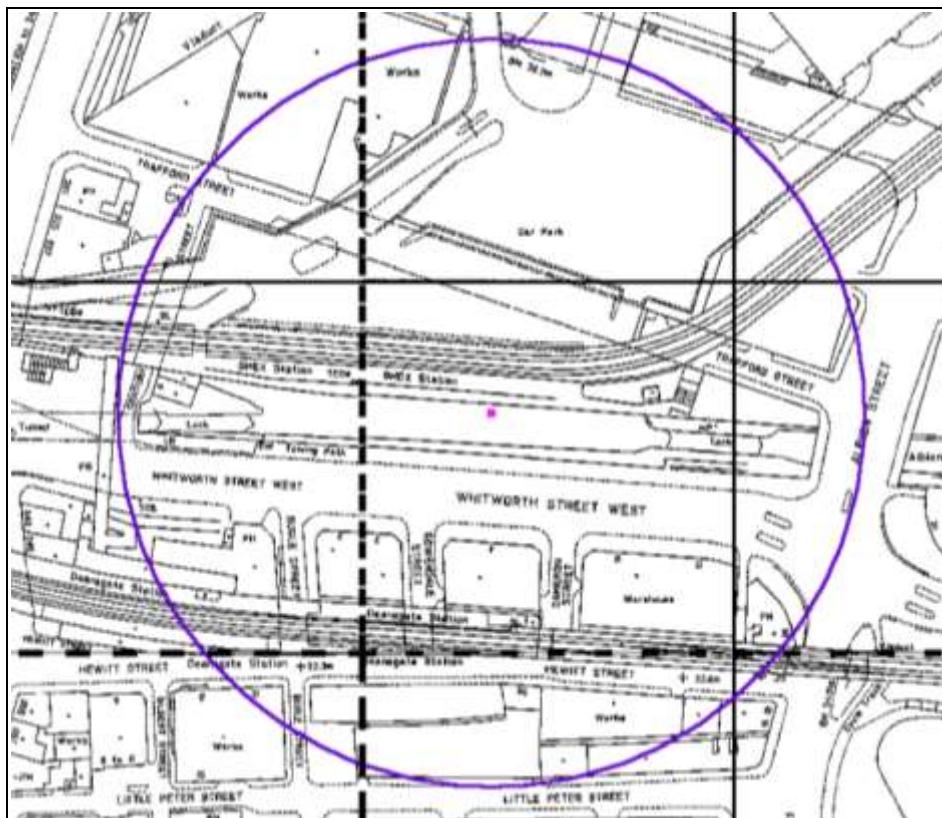




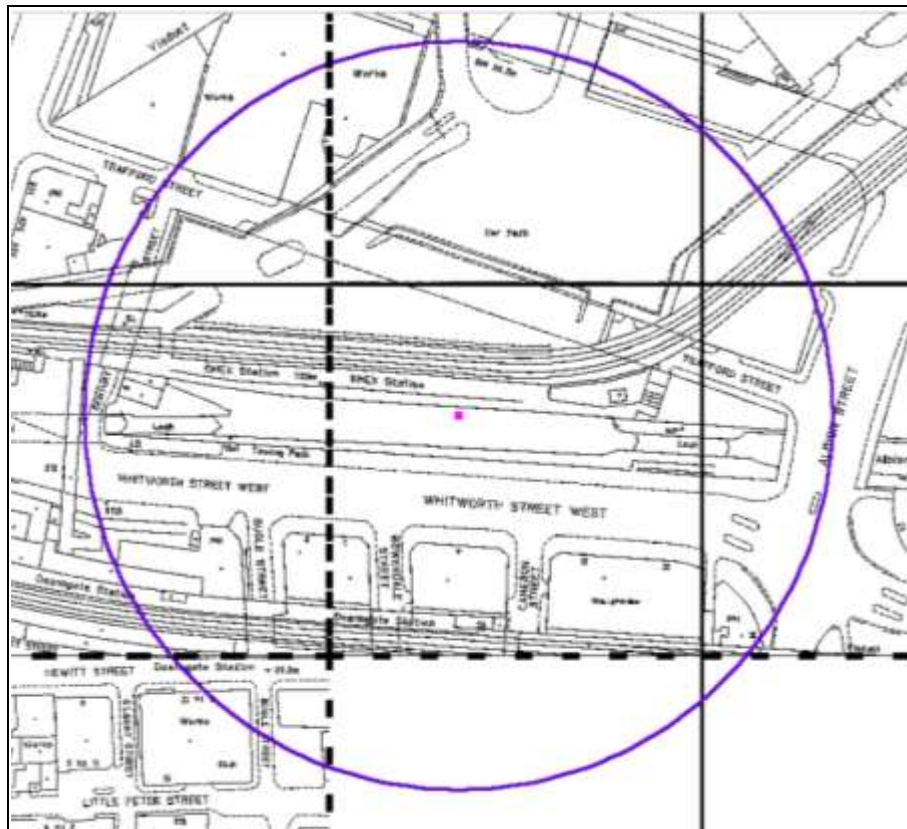




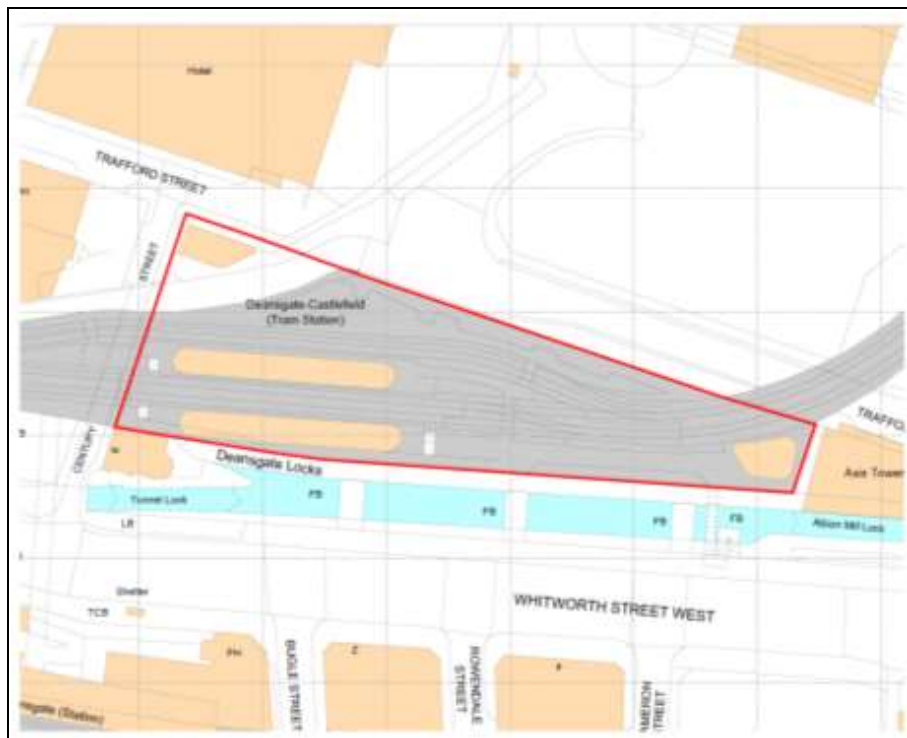
OS Map 1980- 1985



OS Map 1992



OS Map 1994- 1995



Current Location Plan

Section 5 SIGNIFICANCE OF THE HERITAGE ASSET

5.1 Methodology

This section contains a statement of significance which addresses the significance of the historic building affected by the proposals. This section has been compiled using the values outlined in Historic England's *Statements of Heritage Significance: Analysing Significance in Heritage Assets* (2019). These values are archaeological interest, historic interest, artistic and architectural interest. The July 2021 'Principles of Cultural Heritage Impact Assessment in the UK' document, published jointly by ClfA, IHBC and IEMA, sets as a prerequisite the need to identify the significance of the asset, through an analysis of what is valued about the asset, leading to a statement of cultural significance and to place this in a framework which communicates its relative importance, relating this to the level of protection that the asset merits in planning policy and cultural heritage legislation. In the summary, this is related to a framework for importance based on the English listing categories. The framework for assessing the level of significance of the assets is very high for Grade I, high for Grade II*, medium for Grade II/Conservation Areas and low for non-designated heritage assets.

5.2 Significance of Castlefield Viaduct

5.2.1 Historical interest

- The viaduct provides evidence of the grand scale of adding a further layer of transport infrastructure to Manchester during the late 19th century, bringing a new generation of railway lines, stations and warehousing into a developed industrial city.
- The impressive length of the viaduct structure, from Dawson Street to the former Central Station, including bridges and a high-level iron viaduct as well as the traditional brick arch sections, is illustrative of the investment in railway infrastructure in late 19th century Manchester.
- The Castlefield Railway Viaduct is associated with three important railway companies: the Midland Railway, which built the viaduct, the Great Northern Railway and the Manchester, Sheffield and Lincolnshire Railway. It reflects the evolution of the railways from single units to a national network approach.
- The structure is associated with the former Central Station, an imposing former railway station now used as a conference and exhibition venue, and the massive Great Northern Goods Warehouse which allowed locomotives to enter on two storeys. Both are listed Grade II*.
- The remaining historic fabric of the 12 arches of the viaduct provides evidence of bridge and viaduct construction techniques, which include the addition of a variety of decorative elements to draw attention to the external and internal arches as well as their height. Their proximity to the Rochdale Canal and the railway above, through the contemporary addition of walkways, dramatizes and makes accessible the historic interconnection of transport infrastructure.

5.2.2 Artistic and Architectural Interest

- The construction of the viaduct through the complicated intersection of the canals, roads and two other railway viaducts in Castlefield provides evidence of the ambitious Victorian railway architecture, engineering design and town planning.
- The remaining external historic architectural details such as the castellation evident in the sections of high-level lattice girders, the use of engineering brick to contrast with the main structure and white bricks on the internal cross vaults and brick detailing of the arches are all evidence of the artistic intent to add interest to the functional structure, referencing the historic identity of Castlefield, and the status afforded to railway engineering at the zenith of railway development in Manchester.

- The arches, which form one structural component of the viaduct, are characterised by their height, internally dramatized by the lateral arches and cross vaults with their aesthetic detailing in different materials, and the depth of the arches at the western end. The recent conversion of the arches to commercial use was designed to retain the industrial character, their scale (height and depth) and the aesthetic elements and quality of construction.

5.2.3 Summary

As a listed structure, the Castlefield Railway Viaduct as a whole, including the arches of the viaduct, is of national significance. Its significance primarily relates to its historical interest in relation to the large-scale late 19th century physical and economic expansion of the railways and associated facilities within the already well-developed city centre canal, rail and road infrastructure. It is associated with both a significant goods and passenger transportation hub in Manchester and with significant railway companies, expanding their network. The remaining historic fabric of the structure demonstrates the architectural and engineering design and construction skills. The architectural detailing of the castellated wrought iron elements of the iron bridges as well as the brick detailing and use of coloured brick on the exterior and interior of the viaduct also retain a level of artistic interest. This assessment finds that the structure, of which the arches are a component, retains a medium level of significance, as defined by the heritage impact assessment guidance.

Section 6 PROPOSED WORKS

6.1 Necessity and Aim of the Proposed Works

The drawings and survey documentation submitted with the 2024 Listed Building Consent application and this heritage statement provide a comprehensive description of the current state of the arches and the earlier description in Section 3 has sought to describe the structure, its current appearance and provide some illustration of both structural damage and its impact on the economic viability of the individual businesses. In recent years there have been piecemeal attempts to address the water ingress as well as to introduce additional internal gutters but this has not been sufficient. For these surveys it has not been possible to get access to the original historic structure behind all of the tenant fit-out (such areas are shown in the drawings); in some cases proposals reflect assumptions made on best available data at this point. Nor has it yet been possible to comprehensively investigate all of the drainage from the upper side of the viaduct through the arches and onwards, in order to establish its capacity, direction and any blockages.

The primary objective of the proposed works is to comprehensively address the causes and areas of ongoing water ingress to the individual arches and the damage it is causing. This will involve improving the drainage to prevent further damage and to conserve the structure. While the original conversion of the arches to recreational and commercial use was designed to retain throughout the industrial character of the structure, the brickwork and the scale, the approach of the proposed works will need to vary by arch, with different combinations of interventions being applied; retaining the visibility of the structure is a secondary objective. The aim of the proposed works therefore follows the principle of allowing at least some of the structure to be seen but giving priority to conservation. The complexity and scale of the water flows through viaduct at present cannot merely be addressed by improvements to the drainage but also necessitates a high degree of lining to the interior of the walls and ceilings.

Since the Listed Building Consent applied for and approved in 2024, further tenants have vacated the premises, leaving just one tenant occupying two of the arches. This means that in the remaining arches, the existing fitout and structures can now be removed, exposing areas of brickwork that are currently not visible, enabling a detailed inspection, so that repair/maintenance can be carried out as deemed necessary and allowing an assessment of the full extent of water ingress.

TfGM are required to carry out regular inspections of the arches and because of the extent of water ingress into the arch soffits, more detailed inspections are expected to be carried out at more frequent intervals, requiring the removal of panels. Therefore, a proprietary concealed Type C lining, although repairable, would be regularly breached, and therefore compromised over time. Similarly, the installation of weepholes has been omitted, following consultation with TfGM who have determined that if weepholes are installed, this would not prevent the need to install lining panels, and therefore offer no added benefit.

This revised Listed Building Consent application therefore adopts a different solution to the arch soffits, being an evolution of the existing copper / plastic panels, but detailed to allow for individual removal. These criteria for regular removal for inspection do not apply to the same extent to the walls, and a proprietary concealed Type C cladding remains the preferred means of water ingress control, with a moisture resistant lining to which the fitout can be attached. In both cases, every effort will be made to retain areas of exposed brickwork, with water blockers alone used where appropriate.

6.2 Proposed ‘Toolbox’ of Interventions and Methodology

Before describing the proposed alterations to the individual arches, in this section the overall approach and the individual elements of that will be applied are described.

As the structure itself does not protect against water ingress and its presence is incompatible with the present uses of arches, two approaches to provide water proofing protection were reviewed:

- **Barrier protection (Type A) or tanking (Type B) systems** whereby a waterproofing material is applied to the external or internal structure forming a barrier between the structure and any water present. This type of product allows the brick surfaces to remain visible and is specifically designed for underground railways and stations, basements etc, but this will not be technically sufficient in all locations (particularly soffits), and therefore cannot be considered at this stage for use throughout. Furthermore, it is not known what the consequences could be of trapping the water within the structure and diverting the problem rather than draining.
- **Installation of a water management system (Type C).** The water ingress is drained to a safe point of disposal. Cavity drain panels are studded on the external face to create drainage channels. The material needs to be carefully applied, fixed, and joints sealed, and connected to an effective system of disposal. A decorative lining can then be fixed using a batten system, with fixings integrated with those of the Type C panels. It should be noted that Type C systems require regular inspection and maintenance to ensure that there has been no build-up of debris or blockage of the cavity. Such systems include proprietary integrated systems (eg. Rockwell Railway Arch Lining) which are a poor solution from a visual perspective and allow little scope for tenants to apply their preferred aesthetic ambience) and bespoke design solutions.

The proposed approach is a bespoke 3-level water management system:

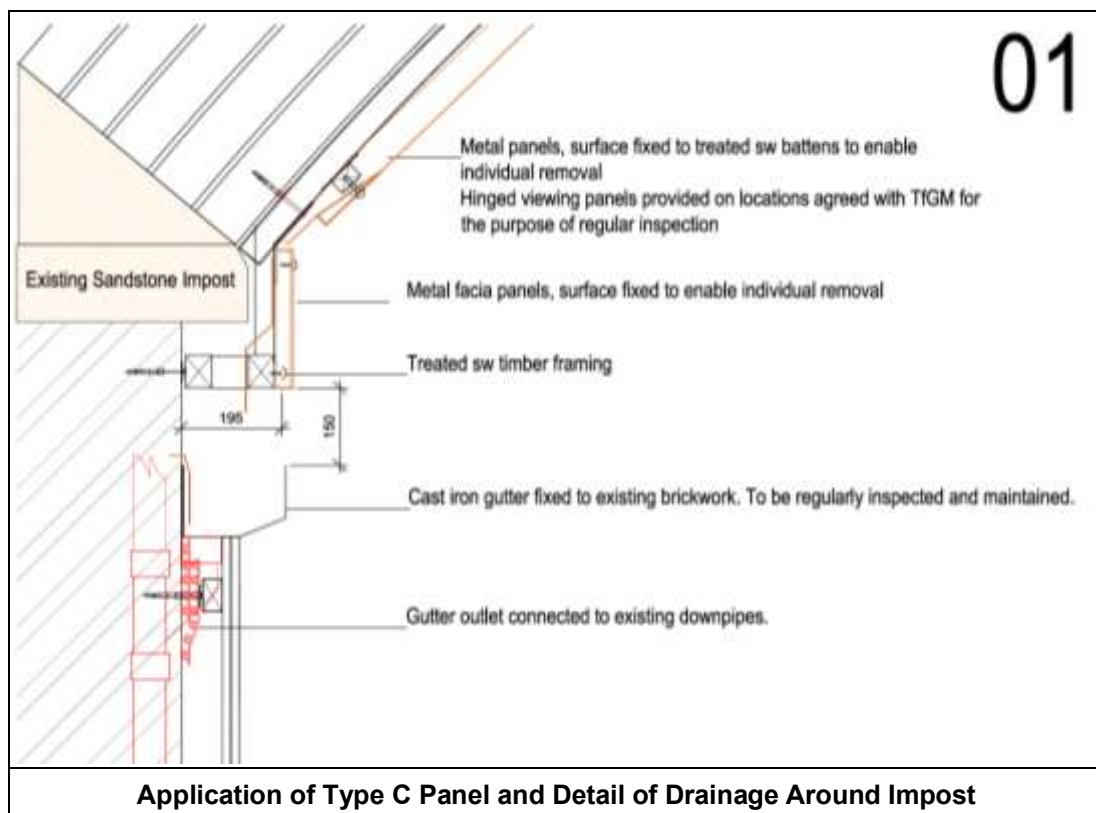
- For all areas, provision of a means of draining the water to a safe source of disposal. A system of gutters, bypass pipes and downpipes will connect into the existing downpipes, and pumping systems (refurbished or renewed as required). Whether the system in each location is gravity-fed or pump-based will be determined by the results of later drainage surveys.
- The base position: for areas of significant water ingress (reversible):
 - A waterproof lining or membrane. Correct installation and a full understanding of the whole system by approved installers is vital if the system is to perform as designed. It will include inspection hatches at appropriate intervals.
 - For the curved arches, the soffits require a membrane which can be designed and applied in a combination of panels, strips and sheets, sometimes pre-formed. While a range of materials (coated and uncoated metals and alloys, timber and composites) may be used for the decorative lining to the soffits, metal panels are proposed which combine high impermeability with a wide range of appearance.
 - For the walls, a Type C panel behind a moisture resistant plasterboard. Typically, the walls are significantly obscured by the tenants' fitouts, with bars, fixed seating, toilet accommodation, kitchens etc. The design approach is therefore to provide a simple independent lining to which these fitout elements and finishes can be subsequently fixed. The preferred lining is therefore plasterboard, with preformed plasterboard curved corners (eg Curve' by Fulcrum) to soften the detail similar to the existing bullnose details.
- The improved position: for areas of minor water ingress, following detailed exposure and investigation, these areas will be dealt with by injection systems, water blockers, or adequate ventilation to deal with any dampness. The brickwork and detailing in these areas can be left exposed after cleaning, repointing and treating.
- The high risk position: for limited areas of major water ingress (likely to be within Arches 1 and 3):

As above, and if the amount of water is determined to exceed the capacity of the Type C panel alone, additional treatment of limited areas of the soffit, impost and/or brickwork with Koster NB-1 Grey may be needed in addition to other measures and would be non-reversible. This is a mineral-based coating slurry to slow water ingress. This would only be used in limited areas where the combination of other measures was deemed inadequate; however, given the possibility of increasing instances of very heavy rainfall in the future temporarily overwhelming the drainage capacity, the potential need should not be underestimated.

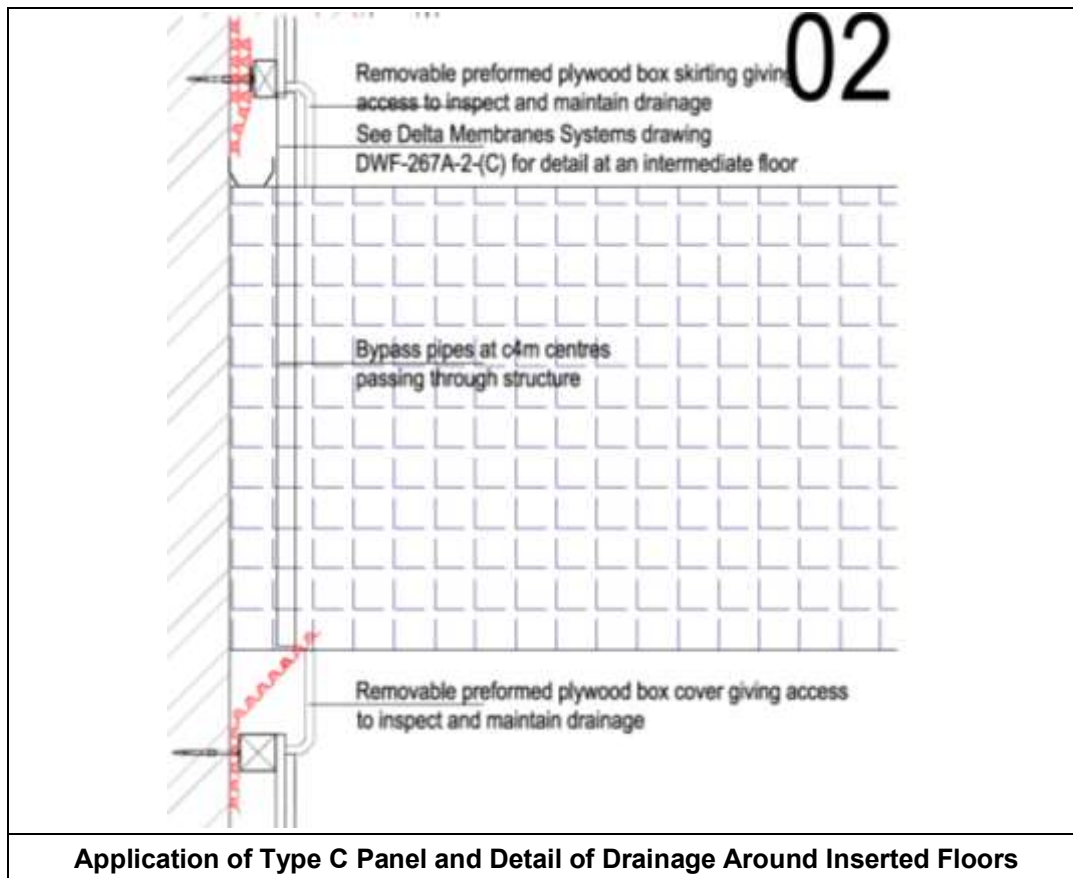
Methodology:

See Section Drawing 2937 10200 and Typical details drawing 2937 10201.

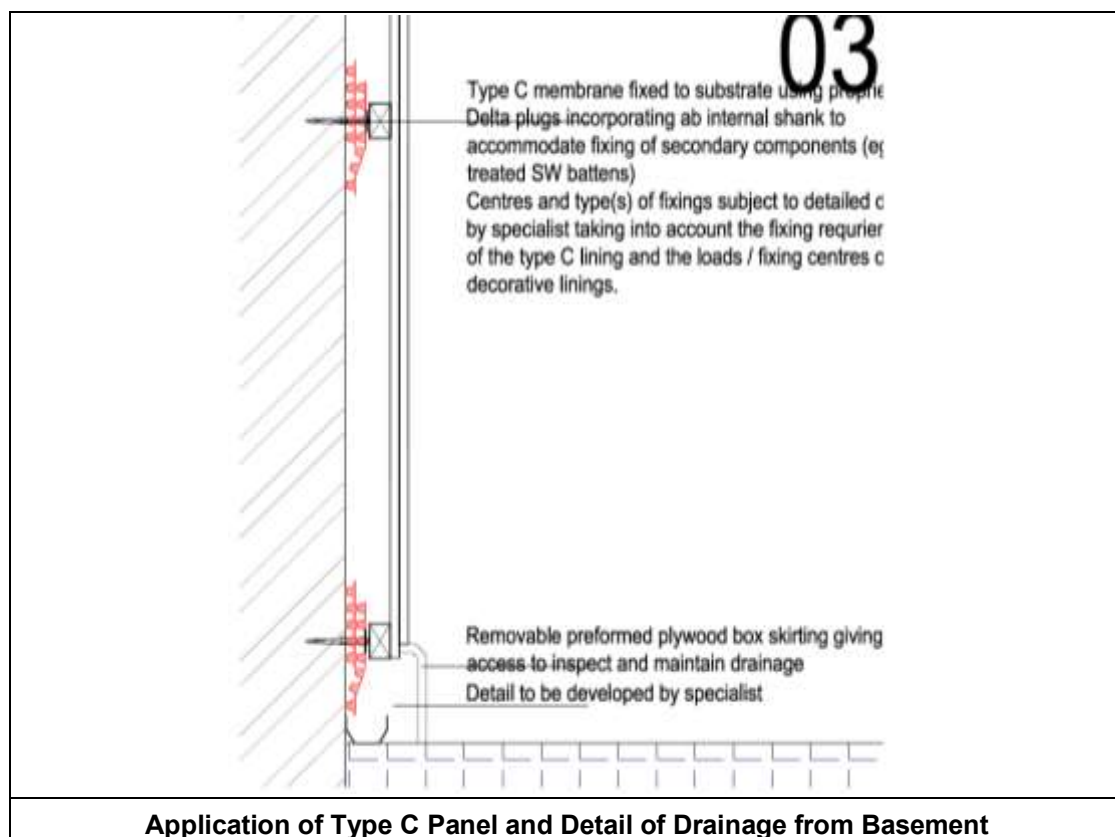
- Demounting of tenant's fit out for each arch (but not the structural elements or sanitary installations), to be stored as needed.
- Removal of previously applied ductwork, pipework, cables etc, to gain access to remove panelling and linings from walls, internal arches and ceilings at all levels. The render previously applied to Arch 2 will not be removed. Testing of existing drop rods to soffits for capacity and integrity and fixing of new as necessary. Access to walls where structural elements abut (eg. inserted floors) may not be possible and will be addressed on a case by case basis.
- Cleaning of brickwork and stone to remove overlying residue (but not discolouration caused by water ingress). Water washing with pulse system and pH neutral soap.
- Application to stone and brickwork surfaces of Koster Polysil TG 500 (deeply penetrating primer for damp and salt-burdened brick and stone to immobilise salts and consolidate substrate).
- Repointing. Manual raking out of loose mortar and all cementitious mortar, removal of debris and repointing with NHL 3.5 lime mortar or NHL 5 mortar for engineering brick, both colour matched.
- In areas of major water ingress, eg. Arches 1 and 3, the additional application of Koster NB-1 Grey may be necessary in limited areas.
- Maintenance and where necessary upgrading of drainage throughout the arches, following CCTV surveying. Removal of guttering dating from original conversion of arches fixed to sandstone impost and removal of supplementary guttering. Type C fire-retardant panel will run past sandstone impost, with new guttering to be positioned below for water collection from membrane. Water to clear to downpipes (dating from conversion works), which will have been cleared and where necessary capacity increased). Option of inserting a perforated weep pipe with geotextile sleeve placed in core drilled holes through the arch barrel to the backfill behind. Centre to be determined by structural engineer. Drains to be regularly inspected and cleaned via access panel.



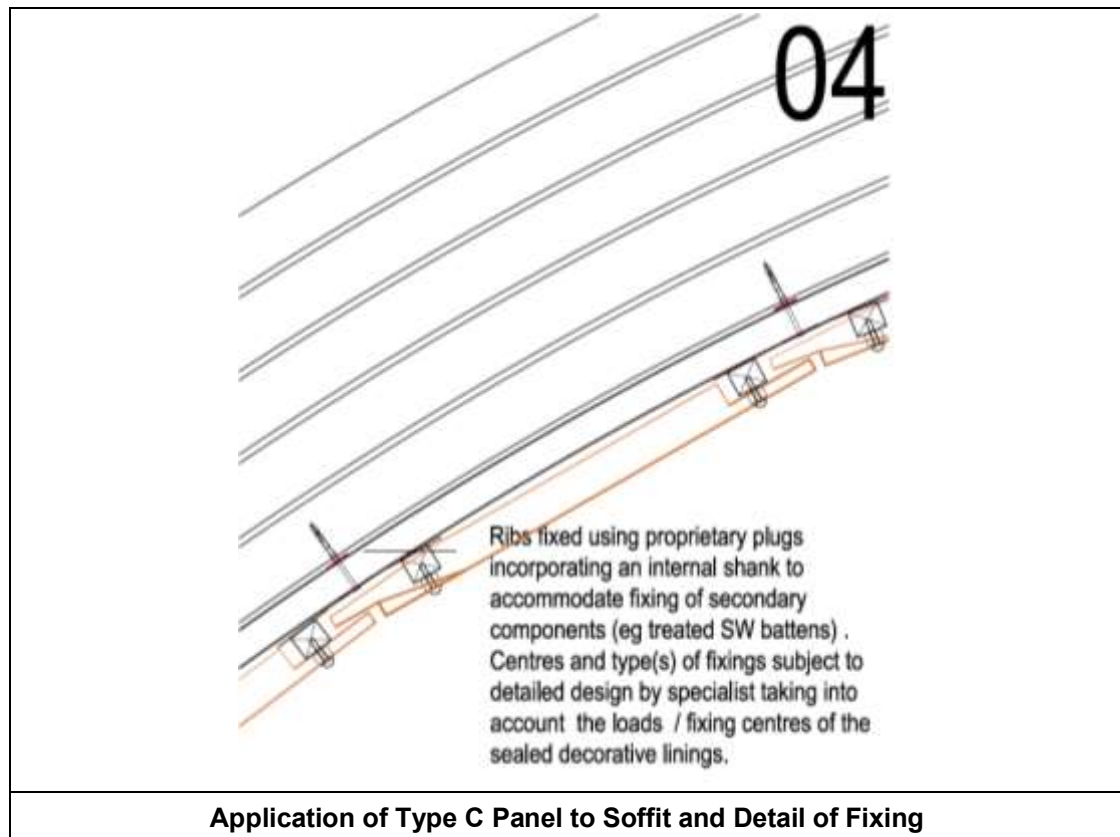
- Where floors abut walls, drainage channel to be fixed above floor behind membrane and bypass pipe channel installed to fed through floors behind the lower membrane.



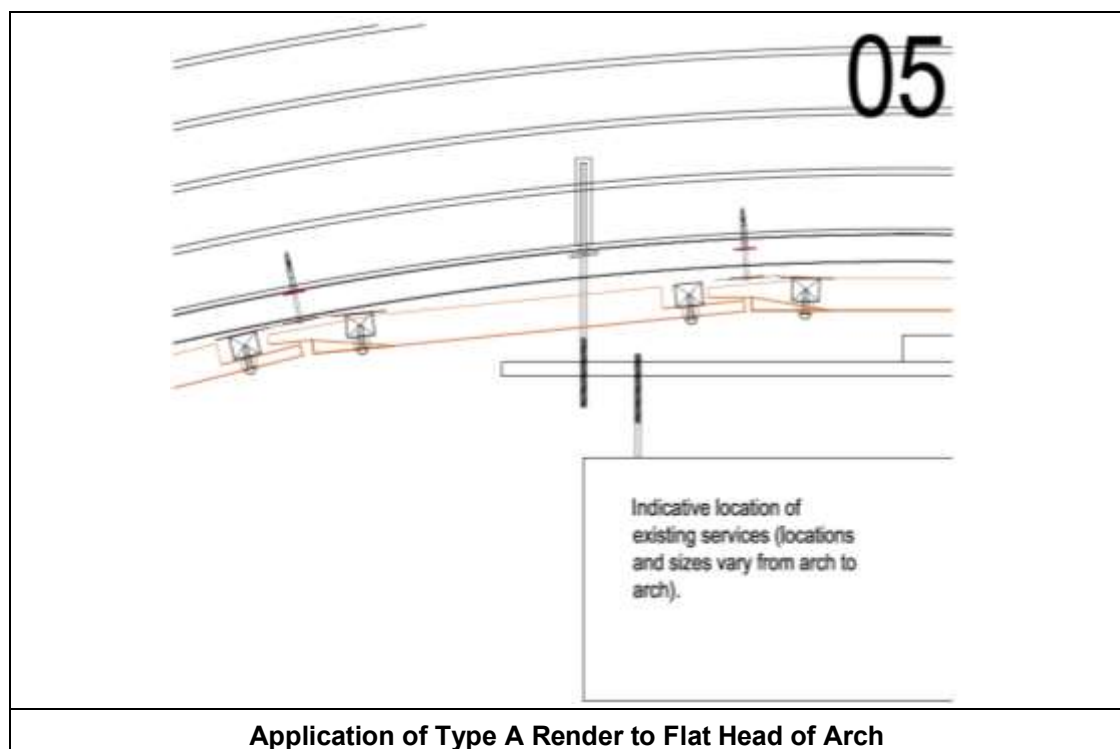
- At lower floor drainage channel at base of membrane will either be connected to existing gravity drainage or pumped (to be confirmed once drainage is clarified) to agreed point of discharge.



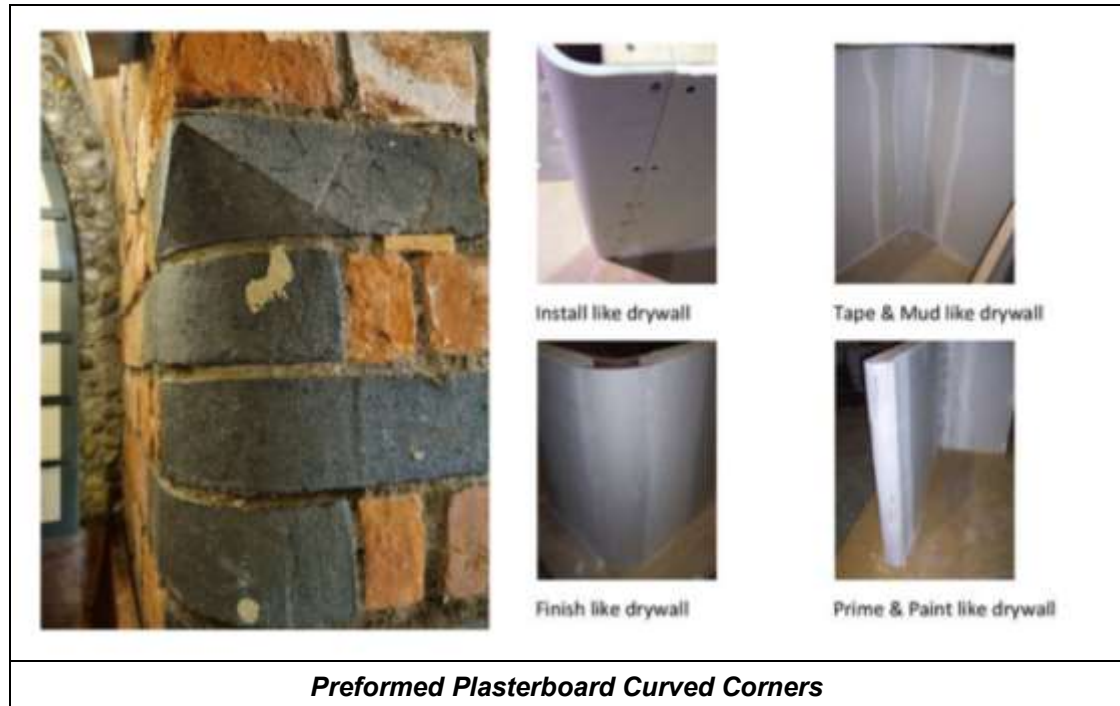
- Application of fire-retardant cavity drain membrane to ceilings, covered with metal tray panels fixed to drop rods (800mm x 600mm, either copper, zinc, aluminium or galvanised steel) with inspection hatches (number and locations to be confirmed).



- Addition of section of Type A render at the almost flat head of the arches, to protect this section and then throw the water further down the slope, where gravity would help it flow.

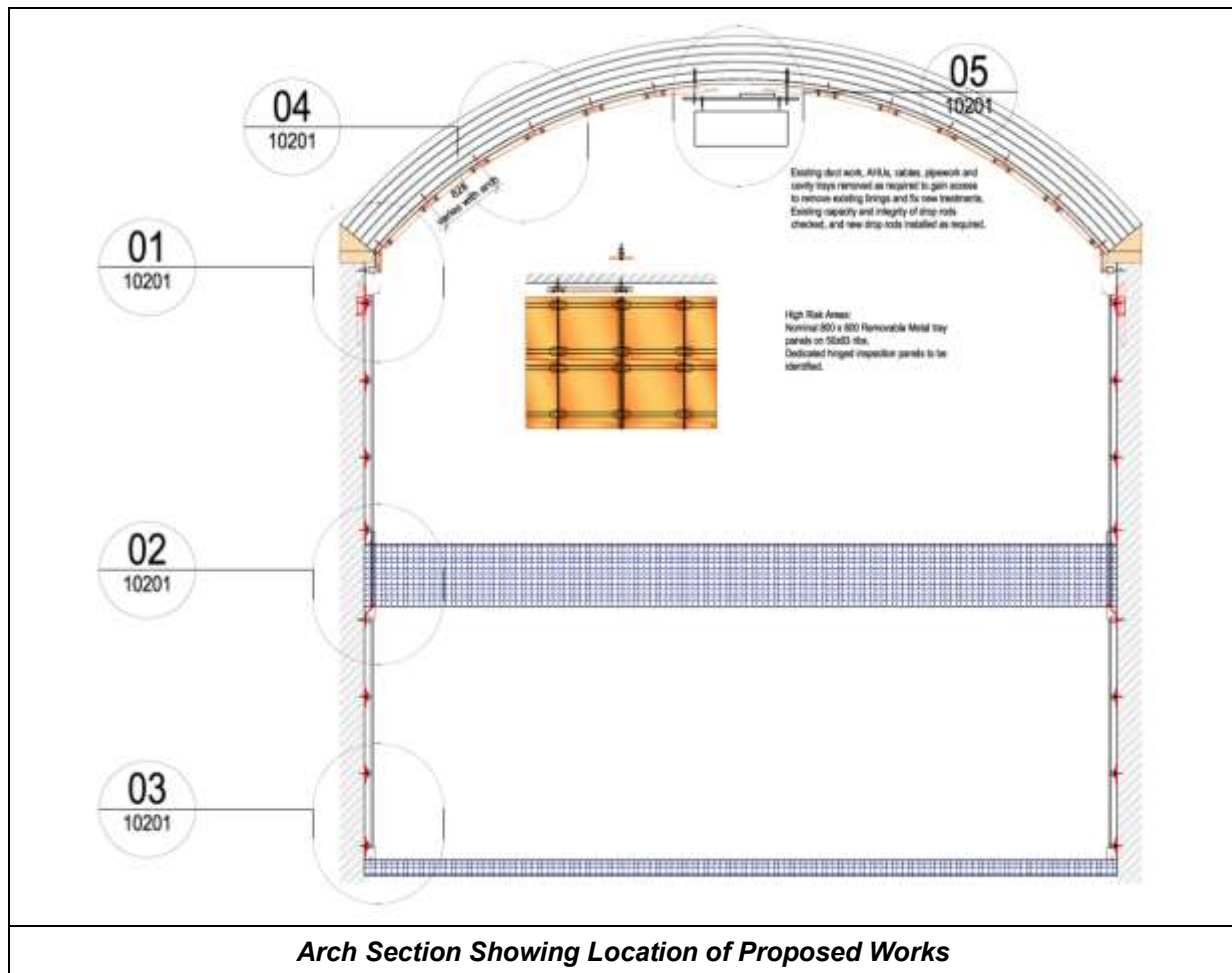


- Application of fire-retardant cavity drain membrane to walls. Moisture resistant plasterboard fixed to battens through membrane wall plugs with inspection hatches (number and location to be confirmed). Specifically, 10mm diameter holes are drilled through the membrane into the brickwork behind. 'Quickseal' plugs are then driven into these holes which have a grommet which seals to the cavity drain. Timber battens are then screwed into the plugs, and the lining finish (plasterboard or metal panels) are fixed to the battens.
- Application of preformed plasterboard curved corners (eg. Curve' by Fulcrum) to soften the detail similar to the existing bullnose details.



- The brickwork arches outside the entrances will also have redundant fixtures removed, be cleaned and repointed.

The D&A provides a more comprehensive appraisal of the options and materials, supporting the approach and the details of the methodology are shown in detail on the drawings, partly reproduced above.



6.3 Mitigation Proposal

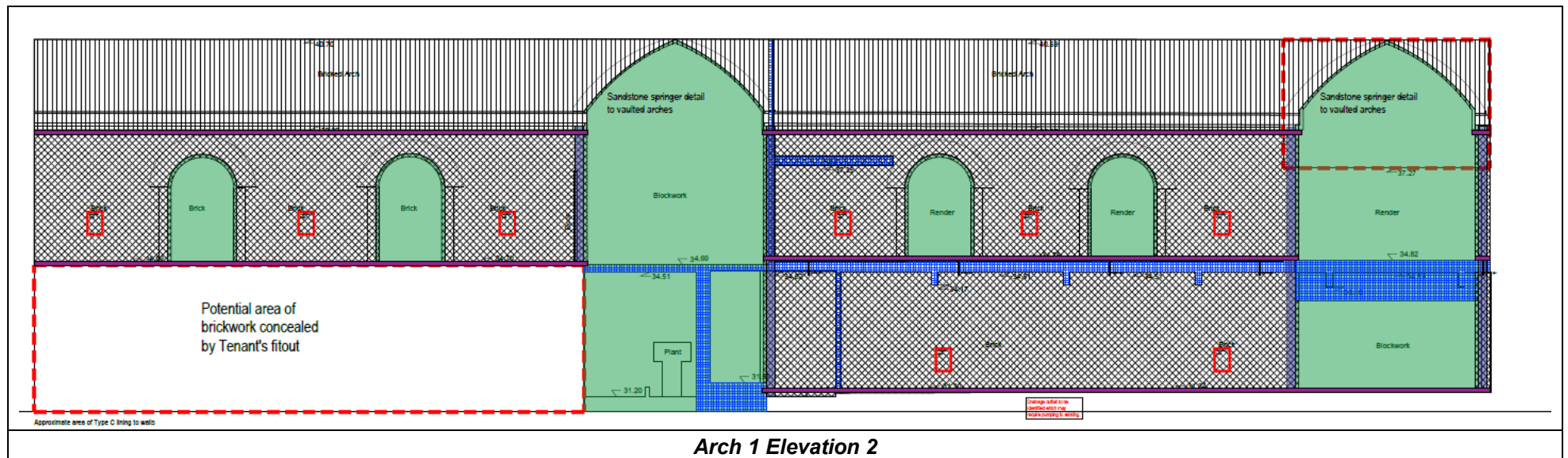
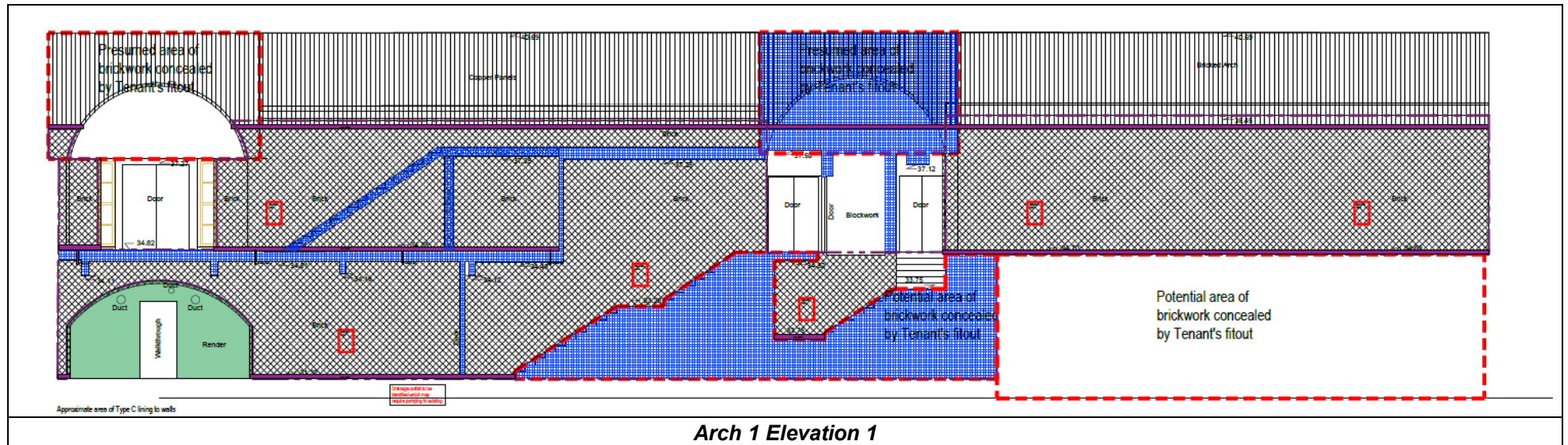
In addition to leaving the original appearance of the arch largely visible in arches 7 and 8, as much of the original architecture of the arches will no longer be visible in most of the arches, it is proposed to install a heritage information panel on the external walkway and, with support of TfGM also at the upper level. This will explain both how the Castlefield Viaduct contributes to the late 19th century historical expansion of industrial Manchester and describe and provide visuals of the internal architecture of the arches.

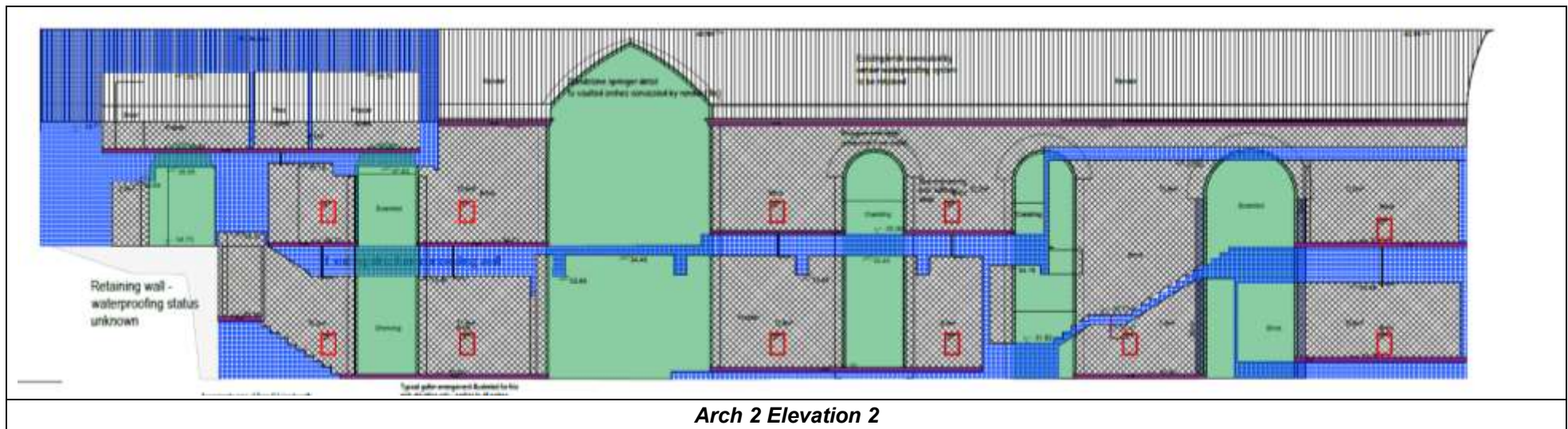
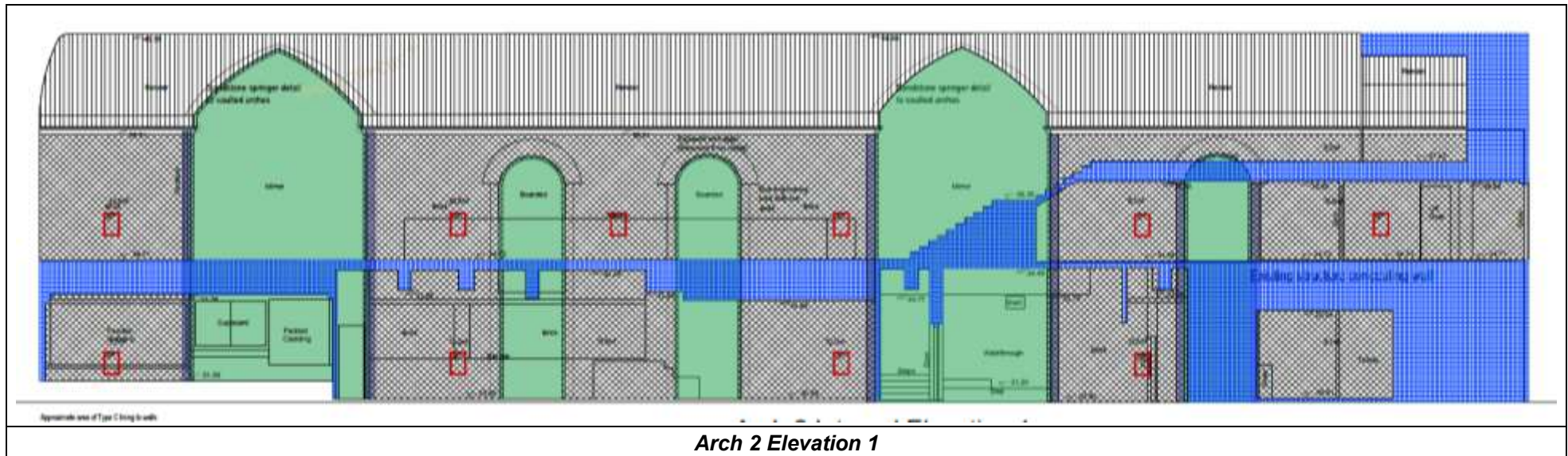
6.4 Proposals as Applied to Individual Arches

As can be seen from the description of the individual arches in Section 3, there is considerable variation between the arches in both structure (original and as converted) and the condition, requiring some variation in how the methodology will be applied to each arch. This full set of proposals also reflects the primary and secondary objectives, namely the aim of the proposed works follows the principle of allowing the structure to be seen but to give priority to conservation. In designing the approach, attention has been paid to the identified architectural significance of the arches, namely: "The arches, which form one structural component of the viaduct, are characterised by their height, internally dramatized by the lateral arches and cross vaults with their aesthetic detailing in different materials, and the depth of the arches at the western end. The recent conversion of the arches to commercial use was designed to retain the industrial character, their scale (height and depth) and the aesthetic elements and quality of construction." The following plans provide an overview of how, based on the currently level of survey knowledge, the methodologies will be applied to each arch.

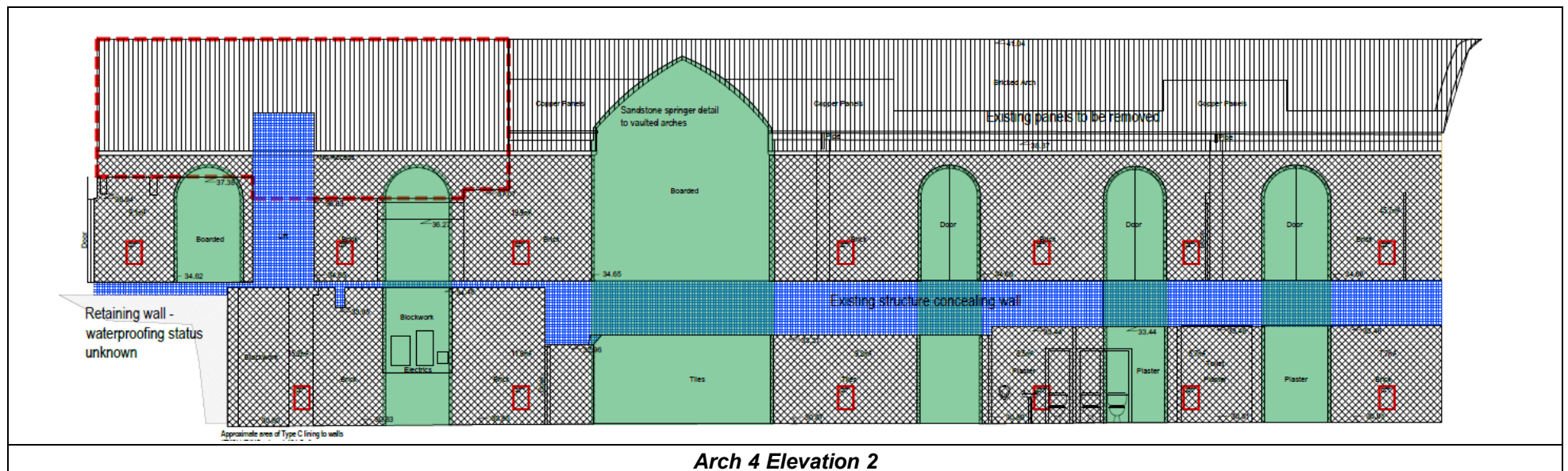
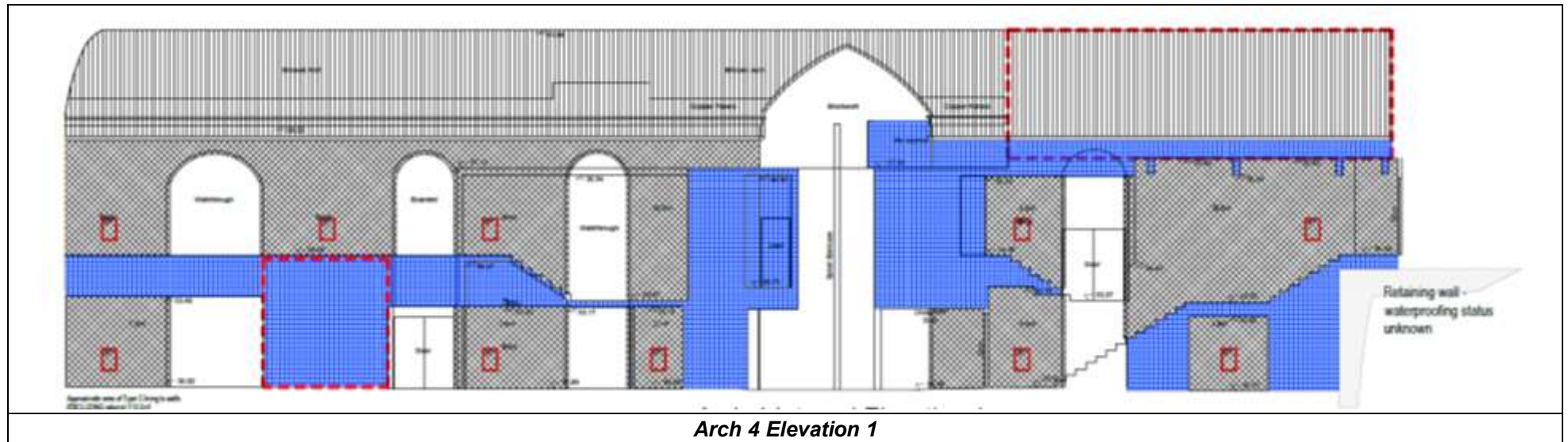
	Brickwork		Metal plate concealing drainage pipe		Other soffit linings - removed unless noted otherwise
	Sandstone detailing		'Type C' lining to walls with Plasterboard		Floors / Structures concealing wall - presumed retained
	Blue engineering brick bullnose detail		Panel lining to soffits		Area inaccessible or concealed from view - presumed brickwork
	Infill (presumed blockwork)		Copper Panels - removed unless noted otherwise		
Key to Proposal Plans					

Deansgate Arches, Manchester: Heritage Statement

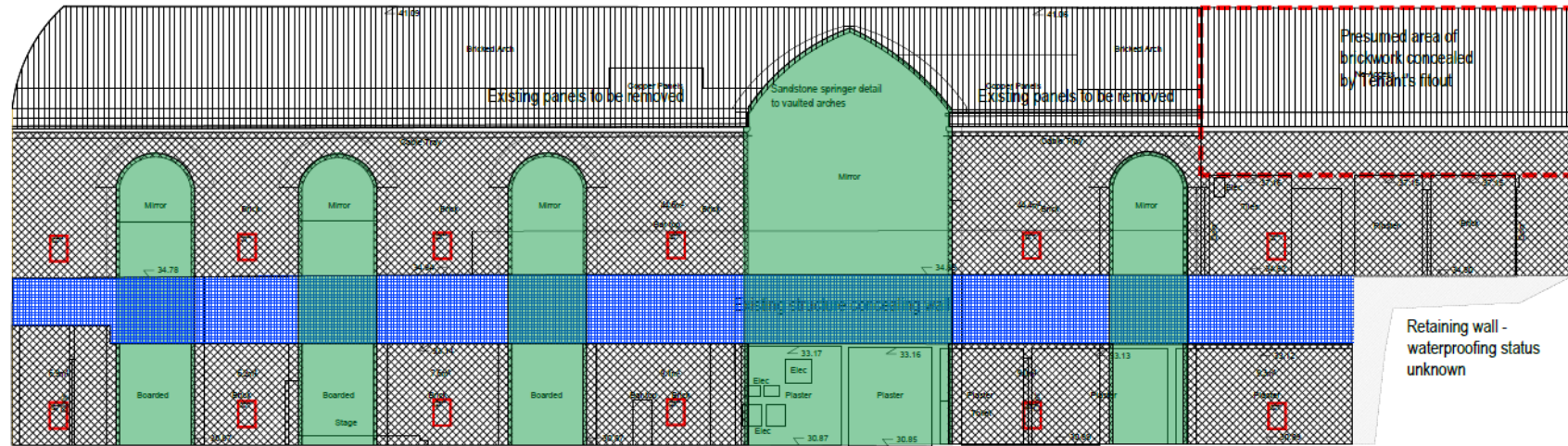




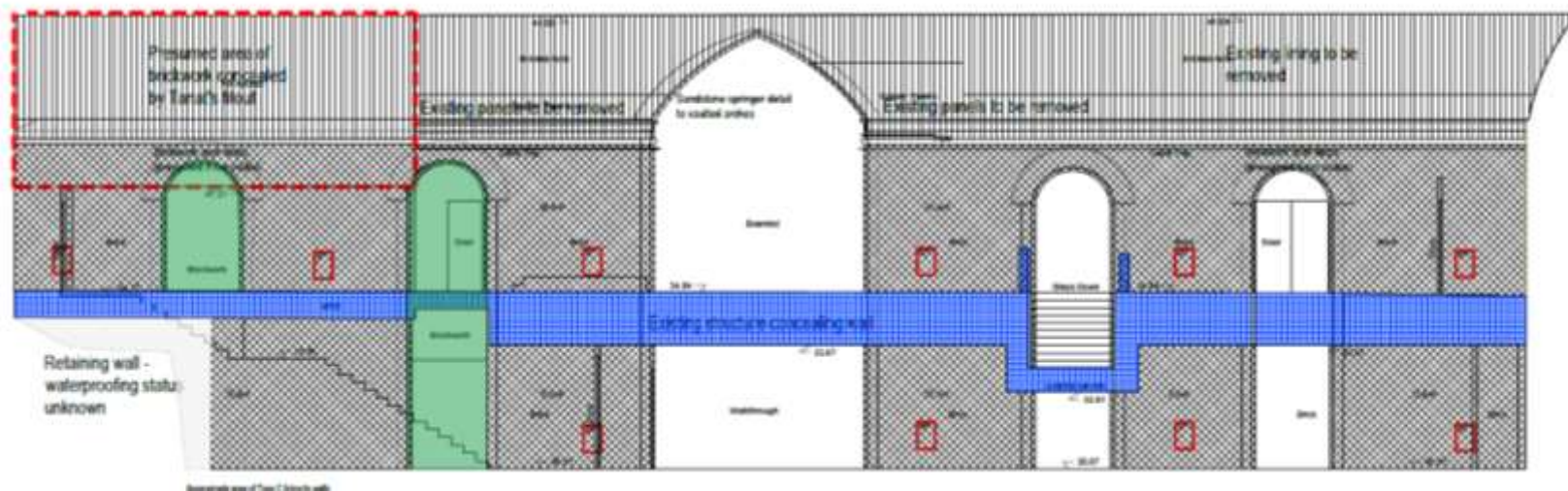




Deansgate Arches, Manchester: Heritage Statement

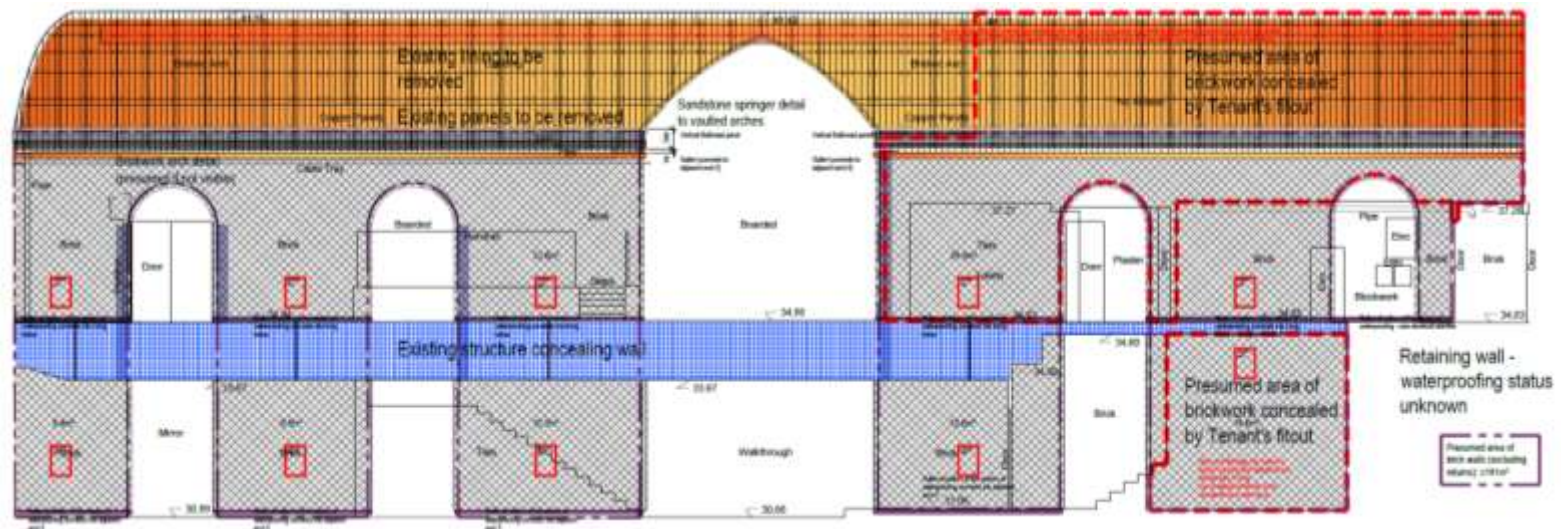


Arch 5 Elevation 1

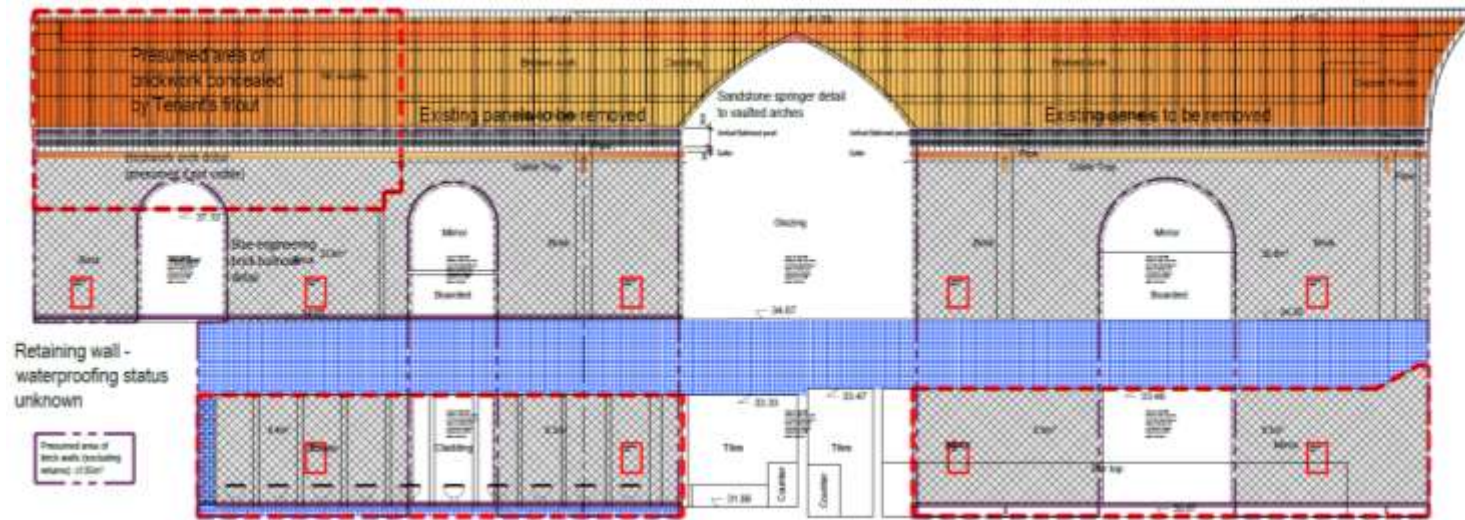


Arch 5 Elevation 2

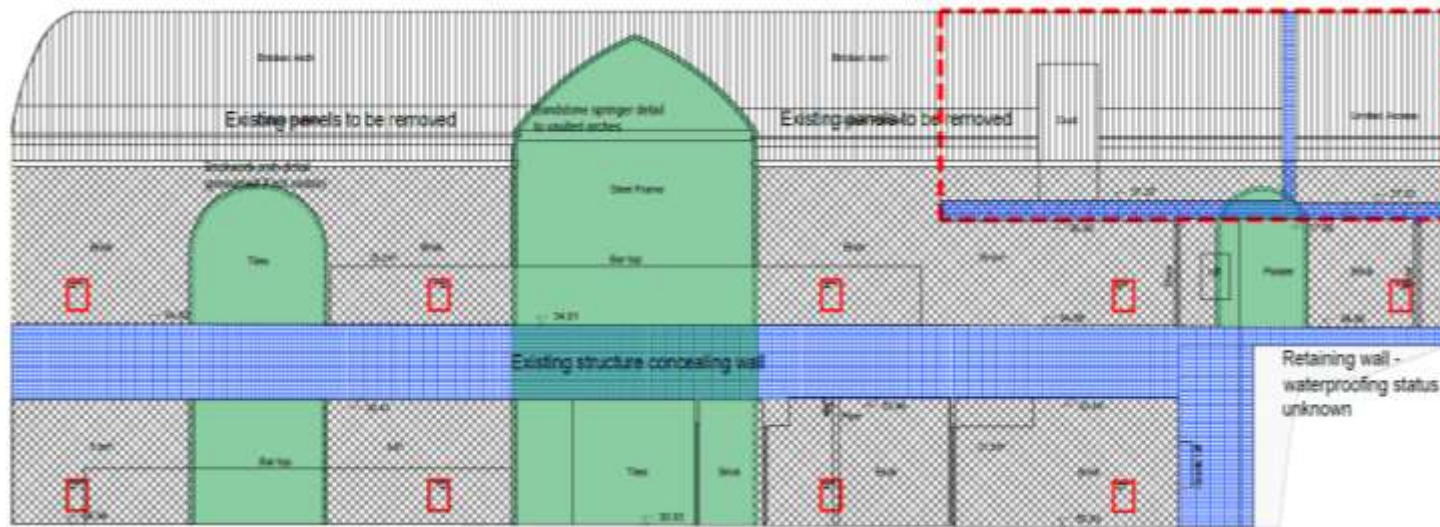
Deansgate Arches, Manchester: Heritage Statement



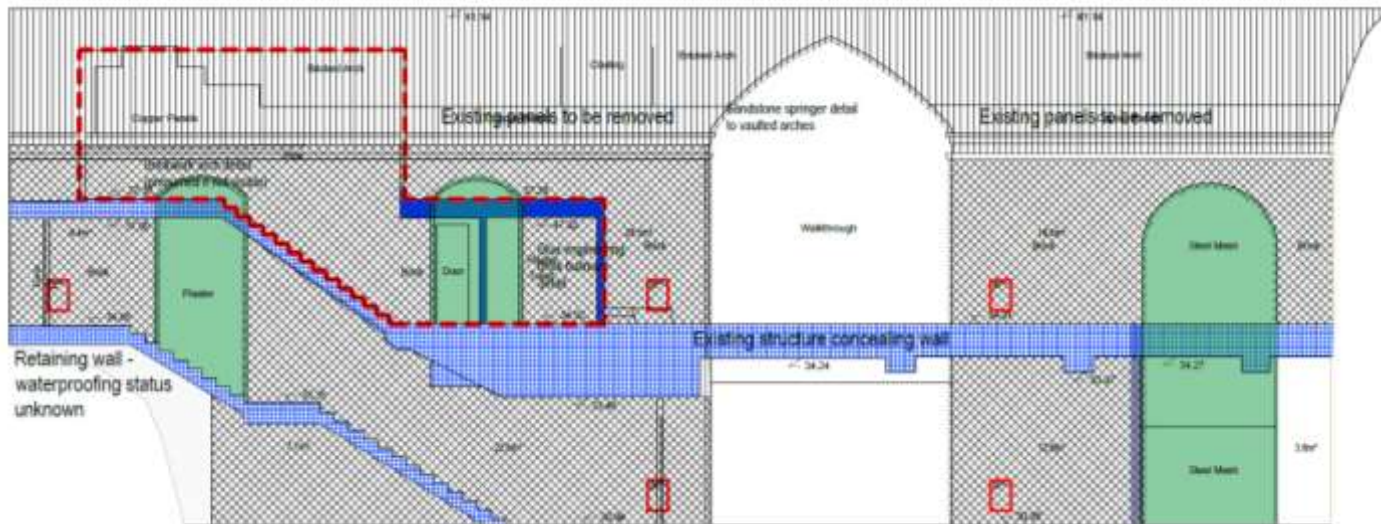
Arch 6 Elevation 1



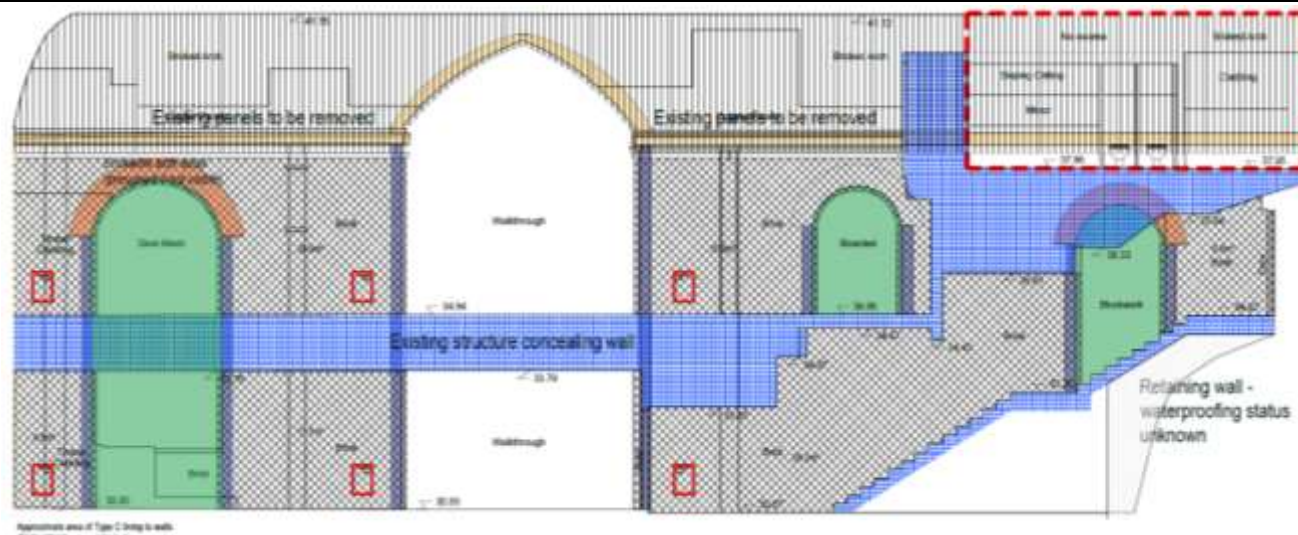
Arch 6 Elevation 2



Arch 7 Elevation 1



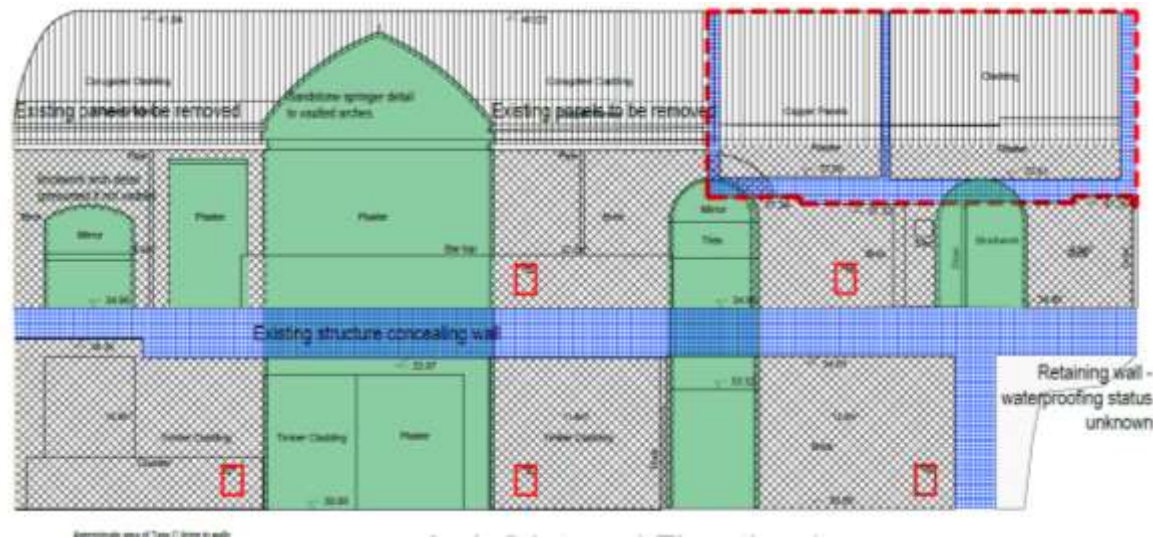
Arch 7 Elevation 2



Arch 8 Elevation 1



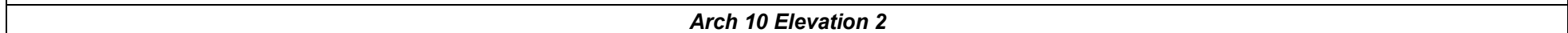
Arch 8 Elevation 2

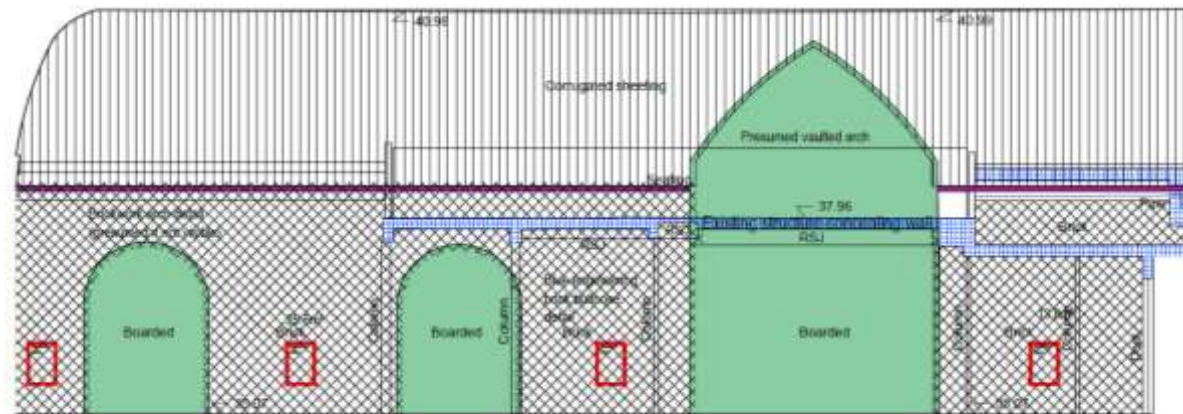


Arch 9 Elevation 1



Arch 9 Elevation 2





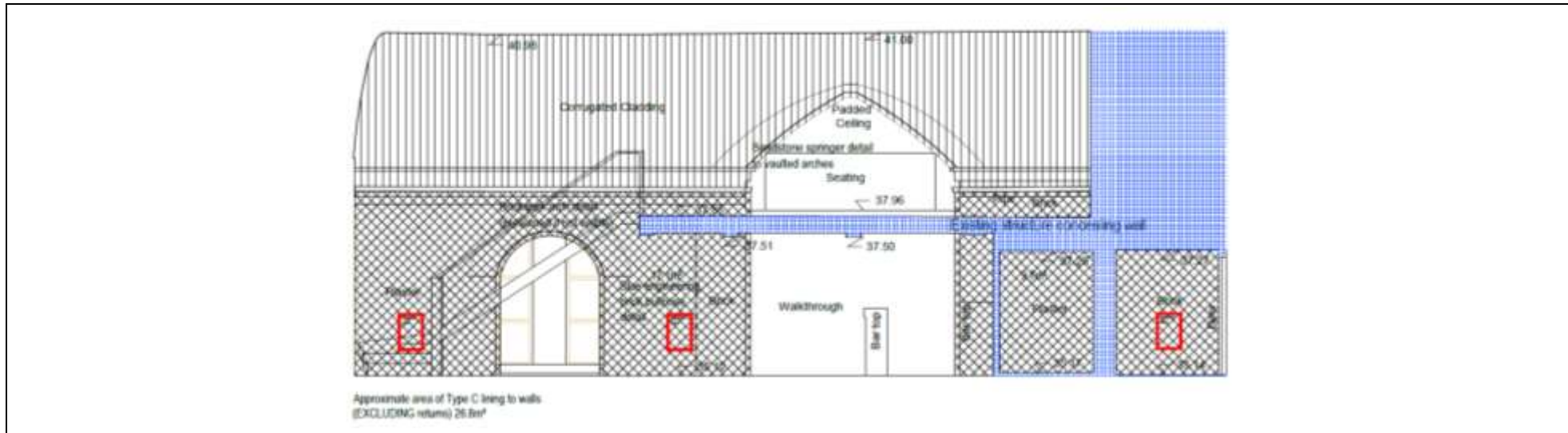
Approximate area of Type C lining to walls
(EXCLUDING returns) 39.4m²

Arch 11 Elevation 1



Approximate area of Type C lining to walls
(EXCLUDING returns) 29.6sf

Arch 11 Elevation 2



Arch 12 Elevation 1



Arch 12 Elevation 2

Deansgate Arches, Manchester: Heritage Statement

Proposal	1	2	3	4	5	6	7*	8*	9	10	11	12
Demounting of fit-out	x	x	Seating? Subject to new tenant	x	x	x	x	x	x	x	x	x
Removal of ductwork etc. to soffit	x	No, as soffit rendered	x	x	x	x	x	x	x	x	x	x
Cleaning of brickwork and stone	x	Dry rot on staircase	x	x	x	x	x	x	x	x	x	x
Repointing brickwork	x	Walls only	x	x	x	x	x	x	x	x	x	x
Application of product to consolidate stone and brick	x	Walls only	x	x	x	x	x	x	x	x	x	x
Application of barrier coating slurry	partial	no	partial	no	no	no	no	no	no	no	no	no
Maintenance/upgrading of internal and external drainage	x	x	x	x	x	x	x	x	x	x	x	x
External drainage: gravity or pump	tbc	tbc	tbc	tbc	tbc	tbc	tbc	tbc	tbc	tbc	tbc	tbc
Installation to soffit of cavity drain membrane	x	no	x	x	x	x	partial	partial	x	x	x	x
Metal panels to soffit fixed from drop rods	x	no	x	x	x	x	partial	partial	x	x	x	x
Installation to walls of MR plasterboard and preformed corners	x	x	x	x	x	x	partial	partial	x	x	x	x
Removal of redundant fixtures, cleaning & repointing of external arches	n/a	x	x	x	x	x	x	x	x	x	x	x

Section 7 Heritage Impact Assessment

7.1 Method of Assessment

The following assessment identifies the impact of the new proposals on the significance of the heritage asset. The potential impact of the new proposals is assessed differently depending on the type of heritage assets affected. The impact on the listed building is assessed using Historic England guidance, including: *Statements of Heritage Significance: Analysing Significance in Heritage Assets*.

The impact of the proposed works has also been assessed using a cultural heritage impact assessment methodology based upon the ClfA/ IHBC/ IEMA guidance, Principles of Cultural Heritage Impact Assessment in the UK of July 2021, a methodology commonly used to assess heritage impact which is endorsed by several professional heritage organisations. This methodology sets out three stages of evaluating the consequences of change:

- Understanding change (a factual statement of how a proposal would change a cultural heritage asset or its setting, including how it is experienced).
- Assessing impact (an assessment of the degree to which any change would impact cultural significance).
- Weighting the effect (a conclusion regarding whether an impact matters, reflecting the importance of the affected cultural heritage asset).

A brief explanation of the HIA methodology is set out in Appendix 2.

7.2 Impact of the Proposed Works on the Significance of the Listed Structure

The proposed development will not change the general character, appearance and use of the railway viaduct and the arches. The works proposed will ensure that the arches will be returned to and remain in their optimum viable use and thus continue to contribute to the economic viability and maintenance of the larger structure. The significance of the viaduct structure resides, amongst other things, in the evidence provided by the remaining historic fabric.

The proposed works to the arches are being undertaken to stop the ingress of water, prevent and address the potential decay of the brickwork and its structural integrity. The proposed works will have a positive effect on the condition of the structure. The proposed works will not change the exterior appearance of the arches and will have no impact on the setting of the listed buildings in the vicinity or on the character or appearance of the nearby Castlefield Conservation Area. The proposals will however reduce the visibility of the internal architecture of much of this section of the overall structure.

The proposals comprise a toolbox of proposals which may variously be applied in different areas of the affected section of the structure. It is judged that some of the proposals will have a slight beneficial impact, others a neutral impact and some a slight adverse impact. The overall impact on the Grade II Castlefield Railway Viaduct is judged to be neutral. As the proposed works will not cause any harm to the cultural significance of the heritage asset overall, paras 214 and 215 of the NPPF, which discuss substantial harm or less than substantial harm do not apply here.

This assessment is in accordance with the definition of ‘preserving’ as summarised by Lord Justice Lewison in *Palmer v Herefordshire Council & Anr* [2016] EWCA Civ 1061: ‘In this context the concept of “preserving” the building or its setting means “doing no harm”’. It has been assessed that the proposed alterations will not cause harm to the significance of the Grade II Castlefield Railway Viaduct.

7.3 Heritage Impact Assessment Table

The following table sets out the proposed alterations which could impact on the significance of the heritage asset, identifying the significance, magnitude of the change, the weighted impact of the proposed alterations and proposed mitigation if required.

PROPOSED WORK	SIGNIFICANCE OF HERITAGE ASSET AFFECTED	MAGNITUDE OF IMPACT/ CHANGE	WEIGHT OF EFFECT/ IMPACT AND PROPOSED MITIGATION
Demounting of fit-out	Deansgate Arches: Medium	No change	Neutral Impact: This will allow the underlying structure and condition to be made visible.
Removal of ductwork etc. to soffit	Deansgate Arches: Medium	No change	Neutral Impact: This will allow the underlying structure and condition to be made visible.
Cleaning of stone and brickwork	Deansgate Arches: Medium	Negligible: The proposals are a slight change to the heritage asset that makes a negligible magnitude of change to its cultural significance.	Slight Beneficial Impact: The stone and brickwork is disfigured with salt efflorescence, biological growths and surface residue.
Repointing brickwork	Deansgate Arches: Medium	Negligible: The proposals are a slight change to the heritage asset that makes a negligible magnitude of change to its cultural significance.	Slight Beneficial Impact: Repointing with an appropriate mortar will ensure the longevity and viability of the structure.
Application to stone and brick surfaces of Koster Polysil TG 500 to immobilize salts and consolidate substrate	Deansgate Arches: Medium	Negligible: The proposals are a slight change to the heritage asset that makes a negligible magnitude of change to its cultural significance.	Neutral Impact: Provides protection to the structure while making it possible for areas of original materials to be visible.
Application to areas of major water ingress of Koster NB 1 Grey	Deansgate Arches: Medium	Minor: Change to key historic building elements, such that the asset is slightly different and could have a minor magnitude of change to its cultural significance.	Slight Adverse Impact: It is foreseen that this irreversible measure will only be used in limited areas within 2 arches.

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PROPOSED WORK	SIGNIFICANCE OF HERITAGE ASSET AFFECTED	MAGNITUDE OF IMPACT/ CHANGE	WEIGHT OF EFFECT/ IMPACT AND PROPOSED MITIGATION
Maintenance/ upgrading of drainage	Deansgate Arches: Medium	Negligible: The proposals are a slight change to the heritage asset that makes a negligible magnitude of change to its cultural significance.	Slight Beneficial Impact: Irregular water ingress will flow and drain systematically through a comprehensive system preventing build up of moisture.
Addition of drainage and by-pass pipe channels	Deansgate Arches: Medium	Negligible: The proposals are a slight change to the heritage asset that makes a negligible magnitude of change to its cultural significance.	Slight Beneficial Impact: These will address build up of water/moisture around sandstone impost and internal floor structures.
Improvement of external gravity or pump-fed drainage	Deansgate Arches: Medium	Negligible: The proposals are a slight change to the heritage asset that makes a negligible magnitude of change to its cultural significance.	Slight Beneficial Impact: Comprehensive and tailored approach to ensure that water is removed from each arch within the structure.
Installation to soffit of Type C cavity drain panel	Deansgate Arches: Medium	Minor: Change to key historic building elements, such that the asset is slightly different and could have a minor magnitude of change to its cultural significance.	Slight Adverse Impact: Where this is installed the historic structure and materials will no longer be visible. However, it is intended that it will not be necessary to install it in the least affected arches (7 & 8).
Metal panels to soffit fixed from drop rods	Deansgate Arches: Medium	Minor: Change to key historic building elements, such that the asset is slightly different and could have a minor magnitude of change to its cultural significance.	Slight Adverse Impact: Where this is installed the historic structure and materials will no longer be visible. However, it is intended that it will not be necessary to install it in the least affected arches (7 & 8).
Installation to walls cavity drain membrane and MR plasterboard and preformed corners	Deansgate Arches: Medium	Minor: Change to key historic building elements, such that the asset is slightly different and could have a minor magnitude of change to its cultural significance.	Slight Adverse Impact: Where this is installed the historic structure and materials will no longer be visible. However, it is intended that it will not be necessary to install it in the least affected arches (7 & 8).

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PROPOSED WORK	SIGNIFICANCE OF HERITAGE ASSET AFFECTED	MAGNITUDE OF IMPACT/ CHANGE	WEIGHT OF EFFECT/ IMPACT AND PROPOSED MITIGATION
Removal of redundant fixtures, cleaning & repointing of external arches	Deansgate Arches: Medium	Negligible: The proposals are a slight change to the heritage asset that makes a negligible magnitude of change to its cultural significance.	Slight Beneficial Impact: Over time different tenants have attached fittings to the exterior wall of the arches, many of which are redundant. Removal of vegetation and repointing will benefit the structure and improve its appearance.
Installation of heritage interpretation panel	Deansgate Arches: Medium	Negligible: The proposals are a slight change to the heritage asset that makes a negligible magnitude of change to its cultural significance.	Slight Beneficial Impact: Easily accessible information to all who pass the arches, rather than just those who enter Arches 7 & 8 will enhance the understanding and appreciation of the structure.

Section 8 CONCLUSIONS

8.1 The History, Development and Usage

The full length of the Castlefield Railway Viaduct, opened in 1877, was built to serve the Manchester Central Station and the adjacent massive warehouse. Part of it runs parallel to and north of the earlier Rochdale Canal. The viaduct runs from Dawson Street in the west to the former Central Station and includes sections of brick viaduct arches and iron lattice bridges. The section affected by the proposals runs between Century Street on the west, Albion Street on the east, north of Lock 91 and the Lockkeepers House and Lock 92. The viaduct was disused from 1969 when the Central Station closed, but some sections were repaired in 1990-91 for use by the Metrolink tram system.

In the late 20th century the twelve arches, which had in some cases previously been used for rough storage, were converted to provide premises for leisure and recreational use, with the Comedy Store as a major tenant and attraction. This was deemed the optimum viable use. The industrial architecture and scale of the arches contributed to the character and ambience of what became a vibrant leisure area. Since 2014 there has been a significant increase in water ingress to the premises in the arches, particularly after heavy rain, and there is damage to masonry. Piecemeal interventions have been made to address the issue without success and many of the units are now vacant or closed.

8.2 Significance of the Structure

As a listed structure, the Castlefield Railway Viaduct, including the arches of the viaduct, is of national significance. Its significance primarily relates to its historical interest in relation to the large-scale late 19th century physical and economic expansion of the railways and associated facilities within the already well-developed city centre canal, rail and road infrastructure. It is associated with both a significant goods and passenger transportation hub in Manchester and with significant railway companies, expanding their network. The remaining historic fabric of the structure demonstrates the architectural and engineering design and construction skills. The architectural detailing of the castellated wrought iron elements of the iron bridges as well as the brick detailing and use of coloured brick on the exterior and interior of the viaduct also retain a level of artistic interest. This assessment finds that the overall structure, of which the arches are a component, retains a medium level of significance, as defined by the heritage impact assessment guidance.

8.3 The Proposed Works and the Impact on the Heritage Assets

The proposed works to the arches are being undertaken to stop the ingress of water and the potential decay of the stone and brickwork which is currently making some of the arches unfit for commercial use. The proposals comprise a range of measures to address the varying condition issues in the twelve arches, which include cleaning, treating and repointing the masonry, maintaining and upgrading the drainage throughout the structure through the installation of a water management system. In many of the arches a Type C panel will be applied to the soffit and walls, the soffit being covered by metal panels and the walls by a moisture resistant plasterboard. The primary objective is to comprehensively address the causes and areas of ongoing water ingress to the individual arches and the damage it is causing. Allowing the historic structure and materials within the arches to be seen and experienced is a secondary objective. Therefore, the proposal is that in some part, most likely Arches 7 and 8, the historic structure will remain largely visible but priority will be given to conservation.

The proposed works will have a slight positive impact on the condition of the structure and a slight adverse impact on internal views of the arches, as part of the structure of the viaduct as a whole. The proposals will not change the external appearance of the arches and will have no impact on the setting of the listed buildings in the vicinity or on the character or appearance of the nearby Castlefield Conservation Area. Overall, it is assessed that the proposed works will have a neutral impact on the significance of the Castlefield Railway Viaduct. As mitigation it is proposed that in areas where damage and the level of water ingress permits, much of the brickwork and masonry of the internal structure will be left exposed (possibly Arches 7 and 8) and that a heritage information board be installed on the walkway and in agreement with Transport for Greater Manchester on the upper surface of the viaduct.

8.4 Summary

The proposed works give priority to the need to conserve the section of the Grade II listed Castlefield Railway Viaduct which comprises the twelve arches adjacent to Deansgate Locks and return it to its optimum viable use over the need to make all of the internal architectural and historic special interest accessible. The proposed works to the arches will address the current high levels of water ingress into the commercial premises of the twelve arches, which is both damaging the structure and reducing the commercial viability of what had been deemed the optimum viable use. The proposed works will systematically maintain and improve the existing drainage at all levels within in the arches. In most cases this will involve the installation of a Type C panel which will channel water ingress into the drainage system but will also conceal the historic structure and materials. In mitigation in the least affected arches, much of the historic structure will remain visible. The proposed works will prolong the life of the structure and ensure the continued use of the arches. No historic fabric will be lost during the programme of proposed works. The proposed works will have a slight beneficial impact on the condition of the structure and an overall neutral impact upon the significance of the viaduct.

Section 9 SOURCES

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Maps

- OS Maps Scale 1:500 1851, 1891
- OS Maps Scale 1:1,250 1948, 1951- 1955, 1960- 1973, 1969- 1988, 1980- 1985, 1992, 1994-1995
- OS Maps Scale 1:2500 1908, 1932, 1950, 1965

Archives and Libraries Consulted

- Greater Manchester County Record Office
- Greater Manchester Historic Environment Record

Appendix 1. Listed Building Description

Name: CASTLEFIELD RAILWAY VIADUCT FROM G-MEX TO DAWSON STREET

Location: CASTLEFIELD RAILWAY VIADUCT FROM G-MEX TO DAWSON STREET, DEANSGATE

District: Manchester

District Type: Metropolitan Authority

Grade: II

List Entry Number: 1292315

Date first listed: 14-Feb-1988

Date of most recent amendment: 06-Jun-1994

Detail:

MANCHESTER

SJ8297NW DEANSGATE 698-1/18/115 Castlefield Railway Viaduct from G-Mex to Dawson Street (Formerly Listed as: DEANSGATE Castlefield Railway Viaduct from Central Station, dividing into 2, rejoining an)

GV II

Railway viaduct. c.1880. Cast iron and wrought iron (?); red brick to east of Duke Street. Runs south-west from former Central Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock. Cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways. To east of Duke Street viaduct is of brick with segmental arches and castellated brick piers. At western end a blue brick bridge over Dawson Street.

Listing NGR: SJ8287397542

Appendix 2: Heritage Impact Assessment Methodology

The impact of the proposed works has been assessed using a cultural heritage impact assessment methodology based upon the ClfA/ IHBC/ IEMA guidance, *Principles of Cultural Heritage Impact Assessment in the UK* of July 2021, a methodology commonly used to assess heritage impact which is endorsed by several professional heritage organisations. Relevant paragraphs are extracted below.

Cultural Heritage Impact Assessment

1.4 Cultural Heritage Impact Assessment ('CHIA') is concerned with understanding the consequences of change to cultural significance. At a fundamental level, CHIA is used to make informed decisions about the sustainable management of cultural heritage assets.

1.7 This document provides guidance for cultural heritage practitioners in regard to the principles of CHIA. These are:

- A. understanding cultural heritage assets; and
- B. evaluating the consequences of change.

A. UNDERSTANDING CULTURAL HERITAGE ASSETS

A.2 The process of gaining this understanding is split into three stages:

- Description: Research and investigations leading to a factual statement that establishes the nature of the asset.
- Cultural significance: Analysis of what is valued about the asset, leading to a statement of cultural significance.
- Importance: A conclusion regarding the level of protection that the asset merits in planning policy and cultural heritage legislation.

Attributing importance

A.17 Importance is scaled (unlike cultural significance) and requires the competent practitioner to make a judgement regarding the merits of different cultural heritage assets. It is therefore appropriate to refer to 'high', 'medium' or 'low' importance or any other simple scale that offers a form of gradation.

B. EVALUATING THE CONSEQUENCES OF CHANGE

B.3 The process of evaluating the consequences of change falls into three stages:

- Understanding change: A factual statement of how a proposal would change a cultural heritage asset or its setting (including how it is experienced).
- Assessing impact: An assessment of the degree to which any change would impact cultural significance.
- Weighting the effect: A conclusion regarding whether an impact matters, reflecting the importance of the affected cultural heritage asset.

Assessing impact

B.7 An impact is a change in a cultural heritage asset or the experience of an asset in its setting that affects its cultural significance. This impact could be a positive or negative outcome. It is not a measure of the reach or extent of the proposal. Therefore, it is essential that the CHIA presents an understanding of how the proposed change relates to cultural significance and not the cultural heritage asset in its entirety.

B.9 The magnitude of the impact on cultural significance needs to be assessed. A distinction needs to be drawn as to whether the change will result in only a 'small' impact on, say, just one component of cultural significance or whether the change would have a greater impact on the totality of cultural

significance. The terms 'large', 'medium' or 'small' are acceptable or any other simple scale that offers a form of gradation easily articulated in a written report.

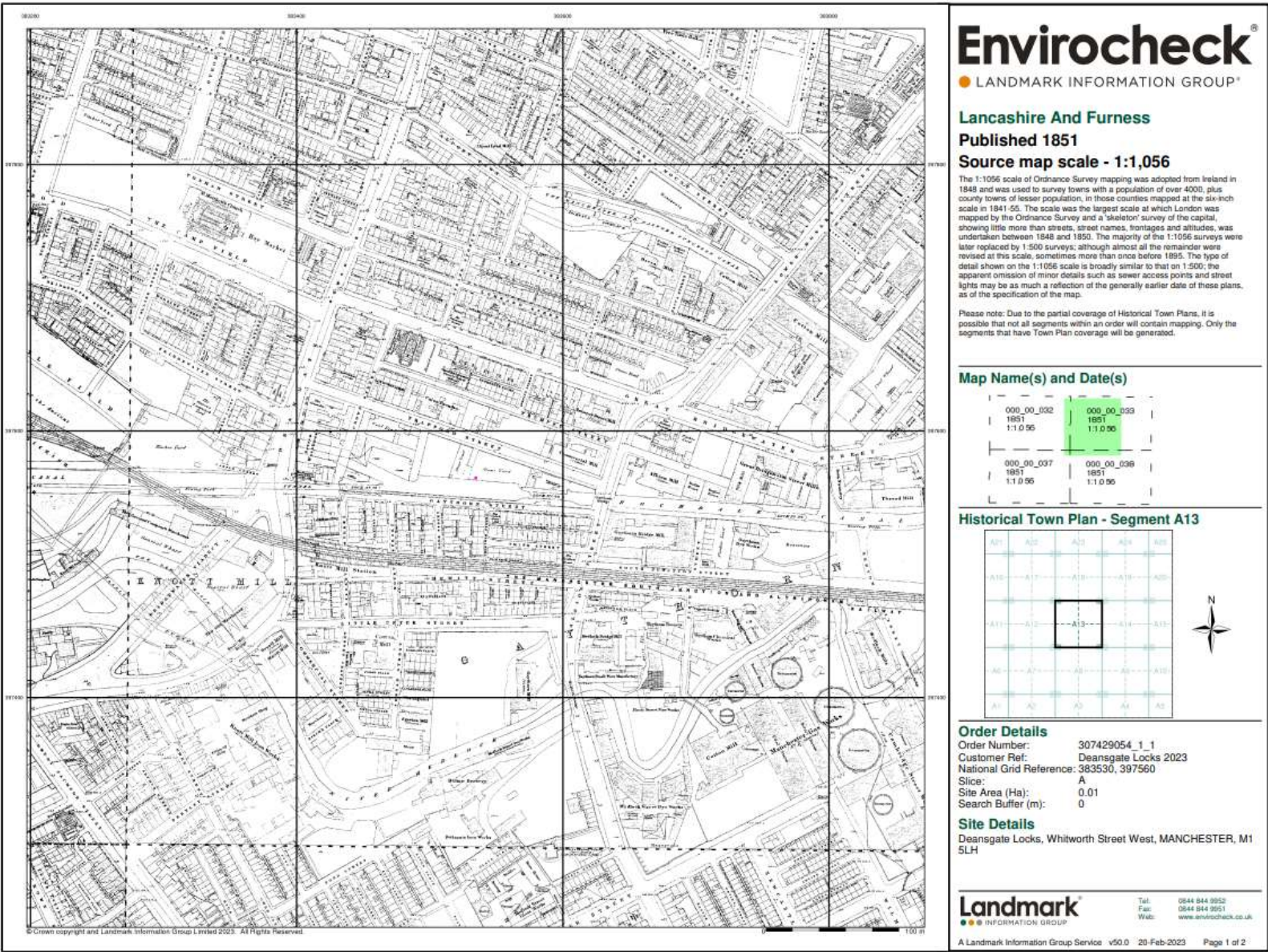
Weighting the effect

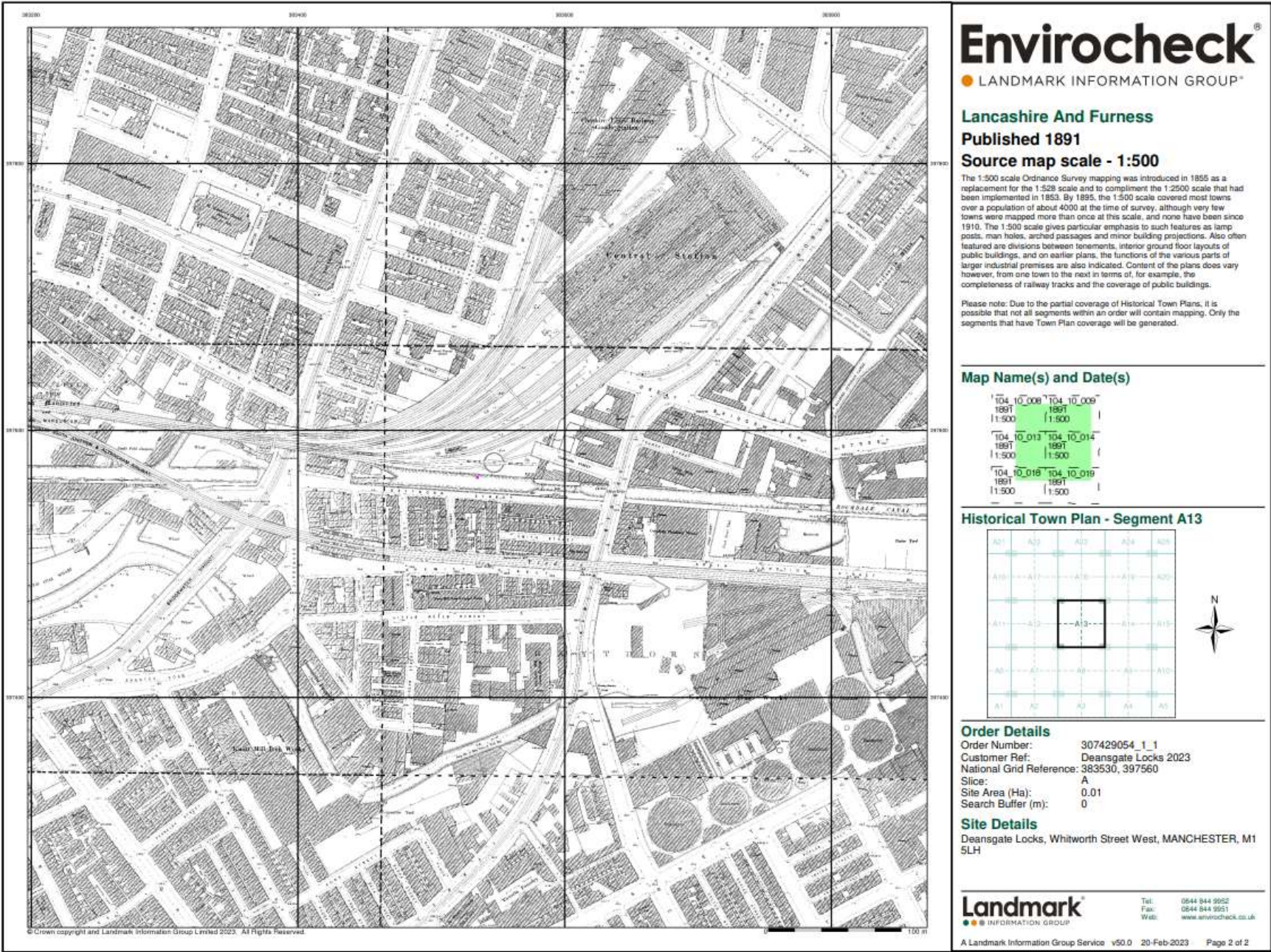
B.10 The effect is the measure that brings together the magnitude of the impact and the cultural heritage asset's importance. This is a critical stage of the assessment process as this determines the weight that should be given to the matter in either influencing the design of the proposal or, ultimately, in the test as to whether the proposal will be acceptable and permitted.

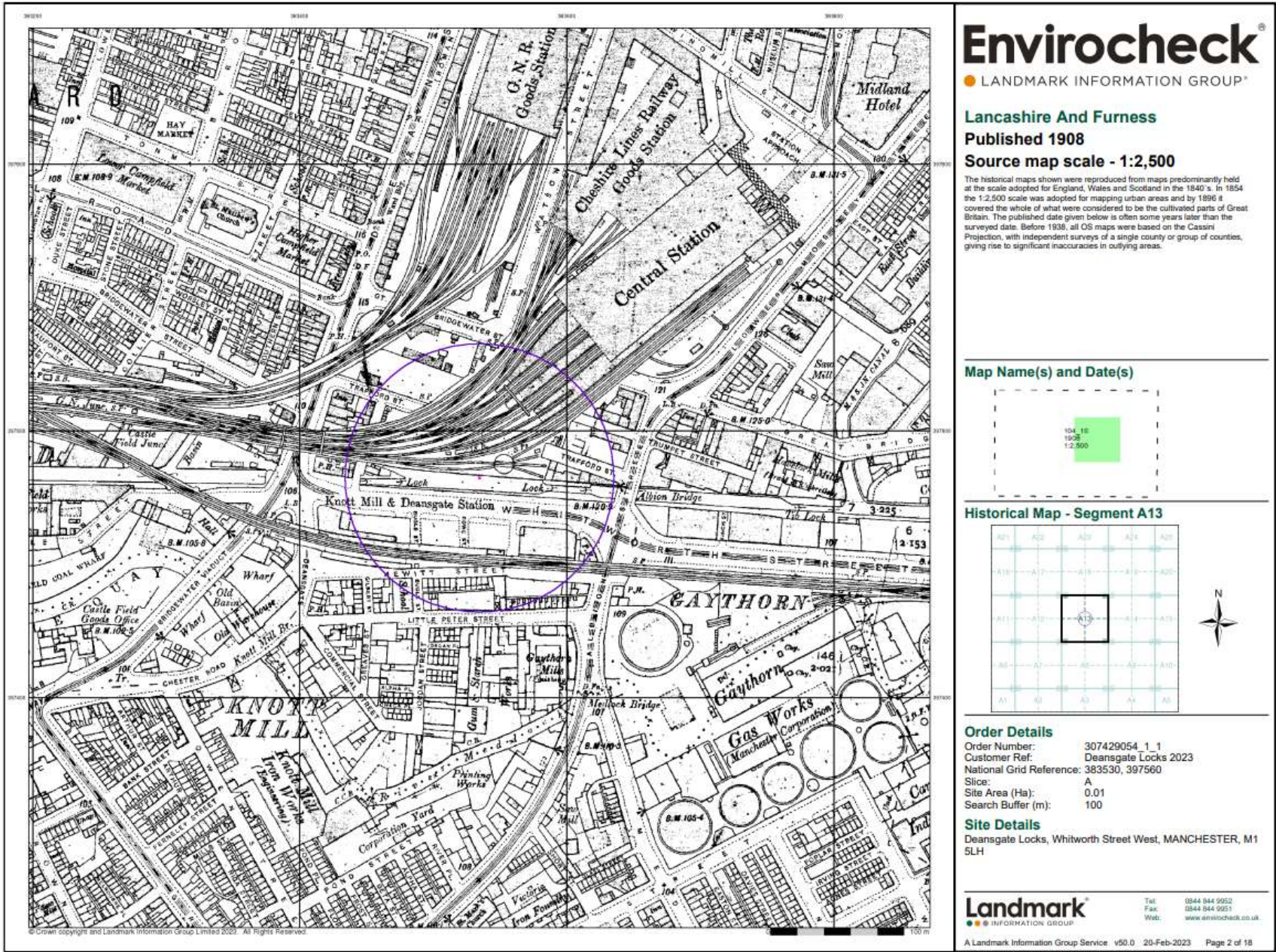
B.12 In relative terms, impacts on the cultural significance of assets of higher importance will be given greater weight than those of lower importance. For instance, a proposal that results in the total loss (i.e. the largest magnitude of adverse impact) of a cultural heritage asset of low importance would be an effect that should be given considerably less weight by the decisionmaker than the total loss of an asset of high importance.

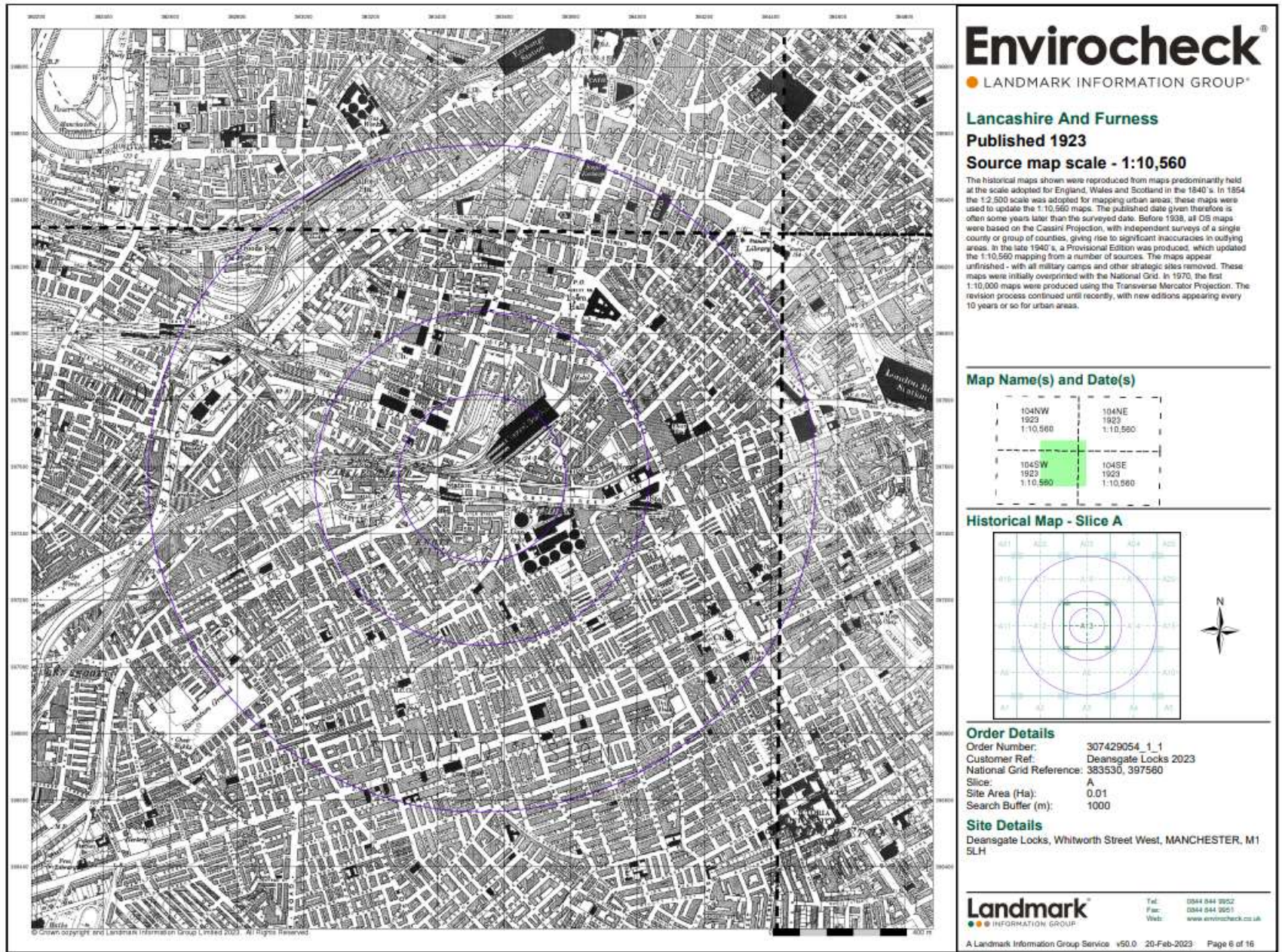
B.13 A simple graded scale of effects should be defined and applied (as recommended for impact magnitude, above). However, decisions regarding the acceptability of a proposal will often require the effect to also be articulated within the parameters of the relevant legislative or policy tests that use their own specific language and terminology. For instance, in Environmental Impact Assessment ('EIA') an impact can result in significant or nonsignificant effects.

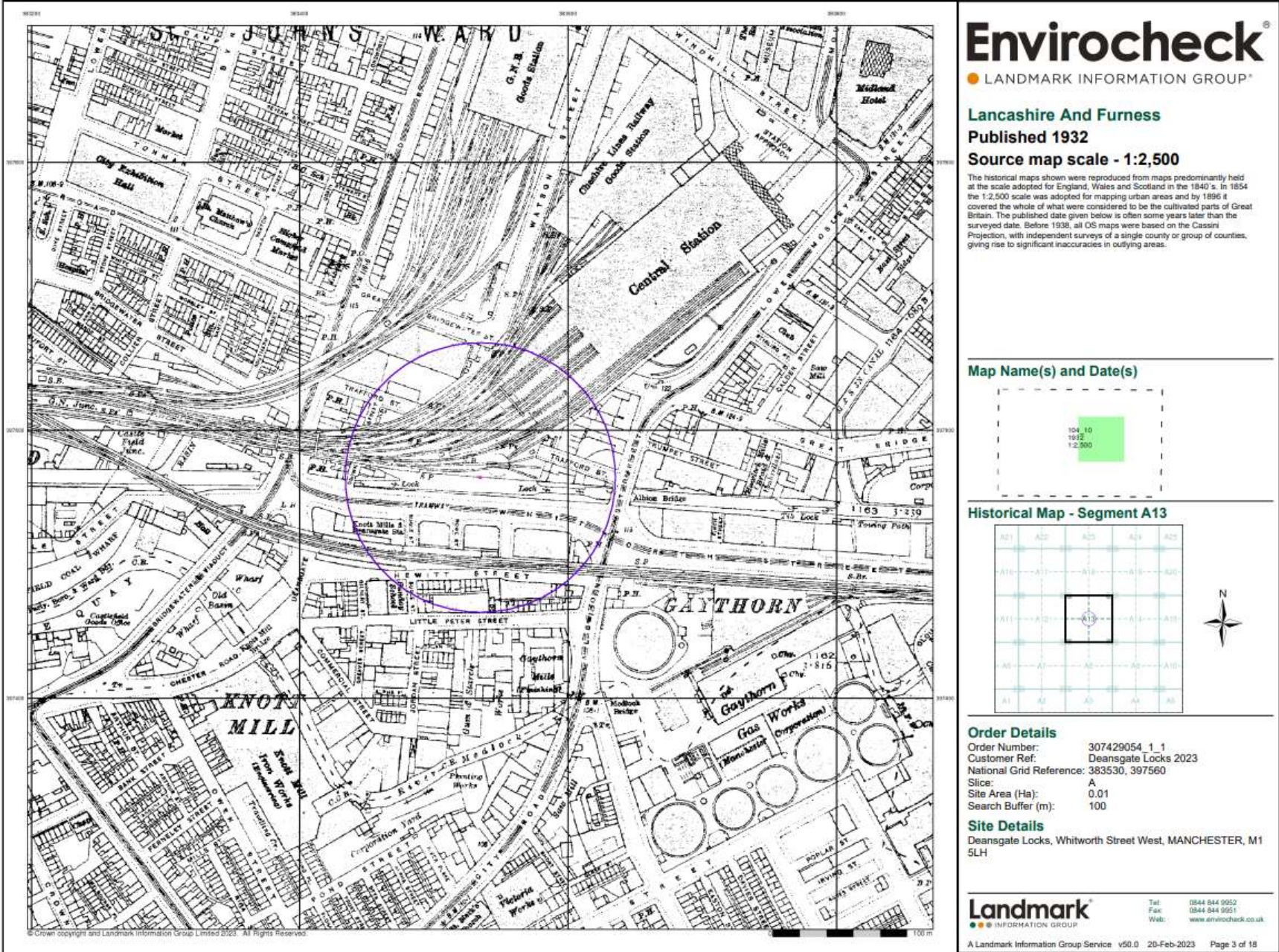
Appendix 3: Historic Mapping

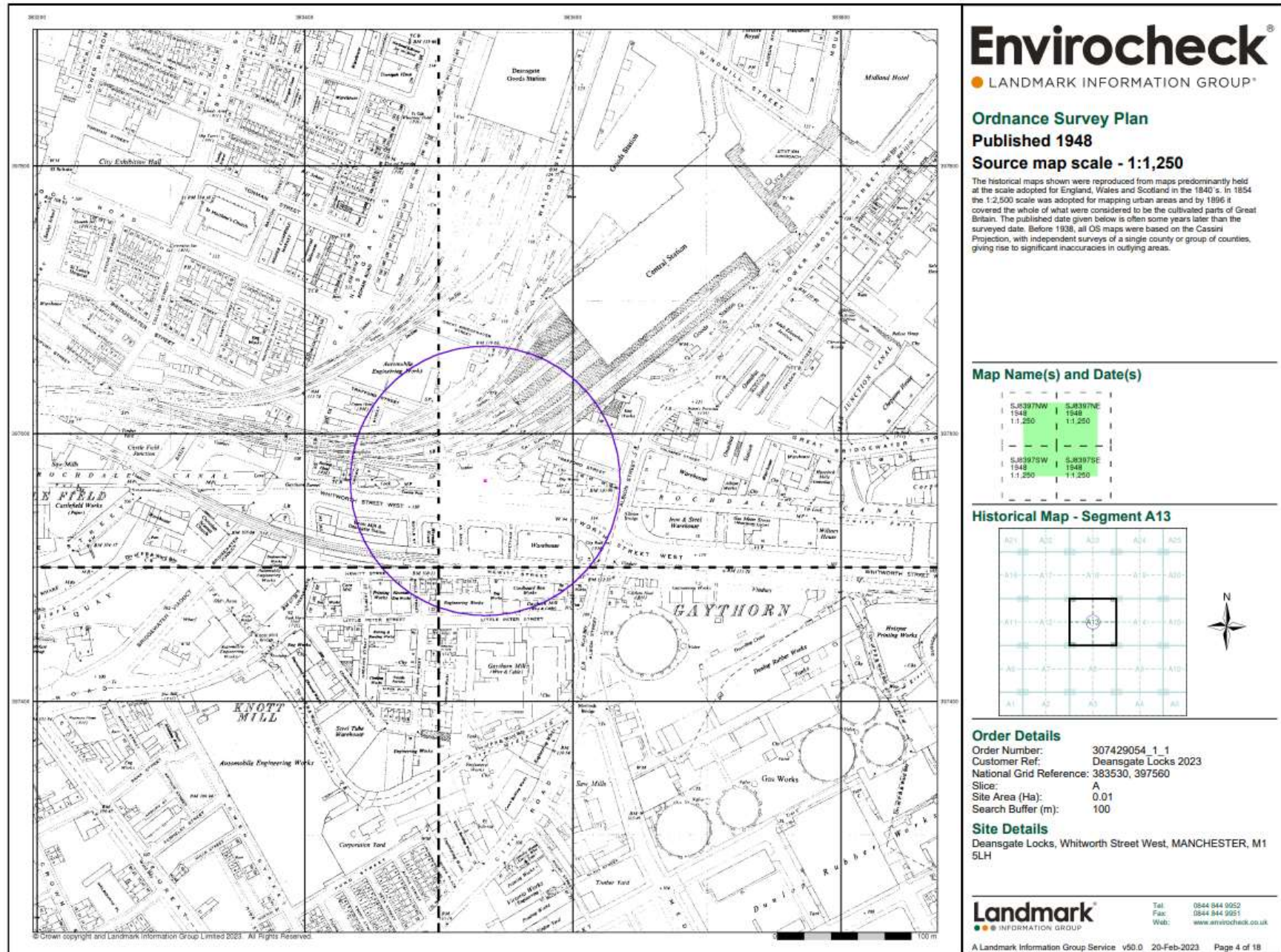


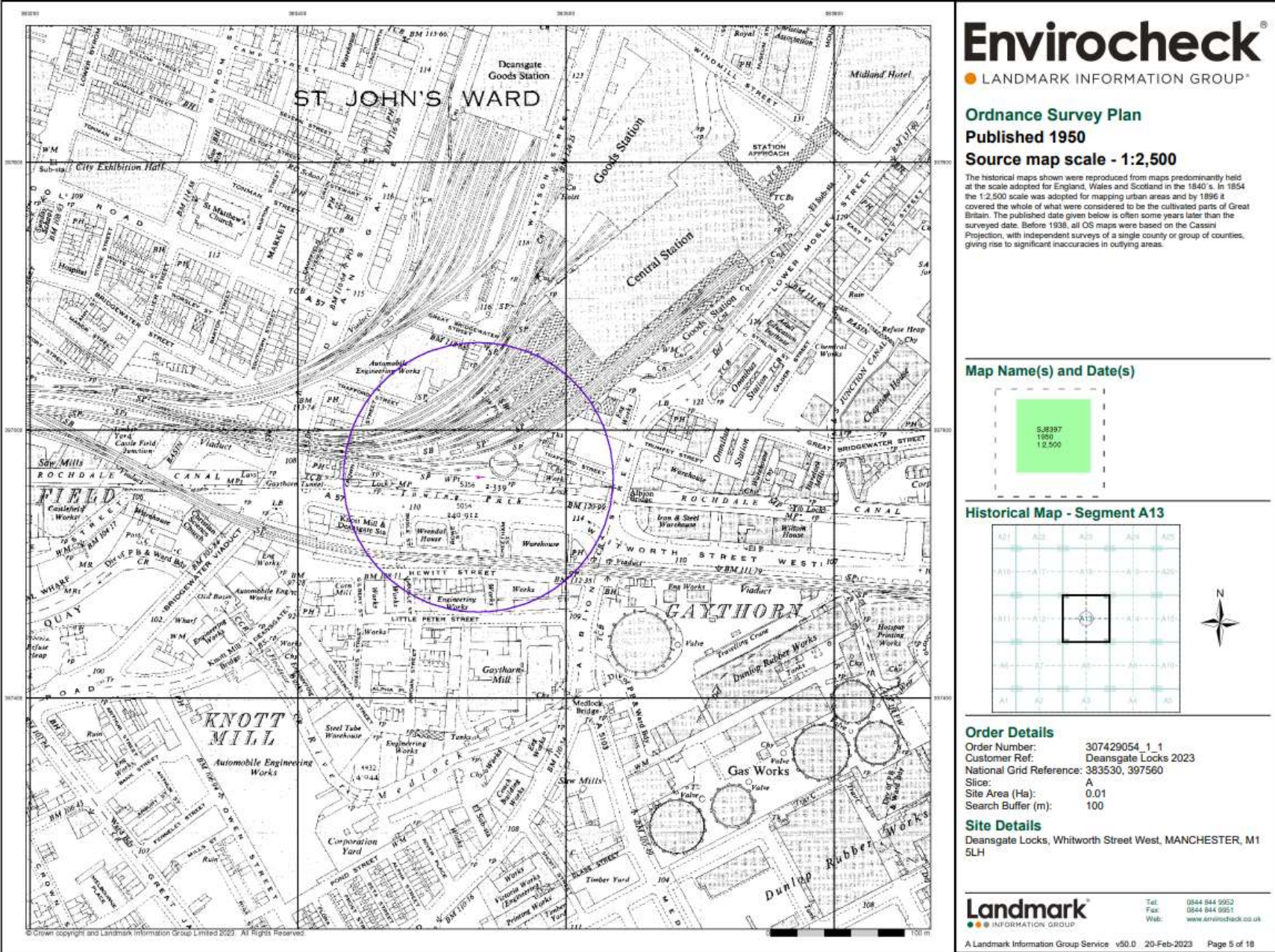


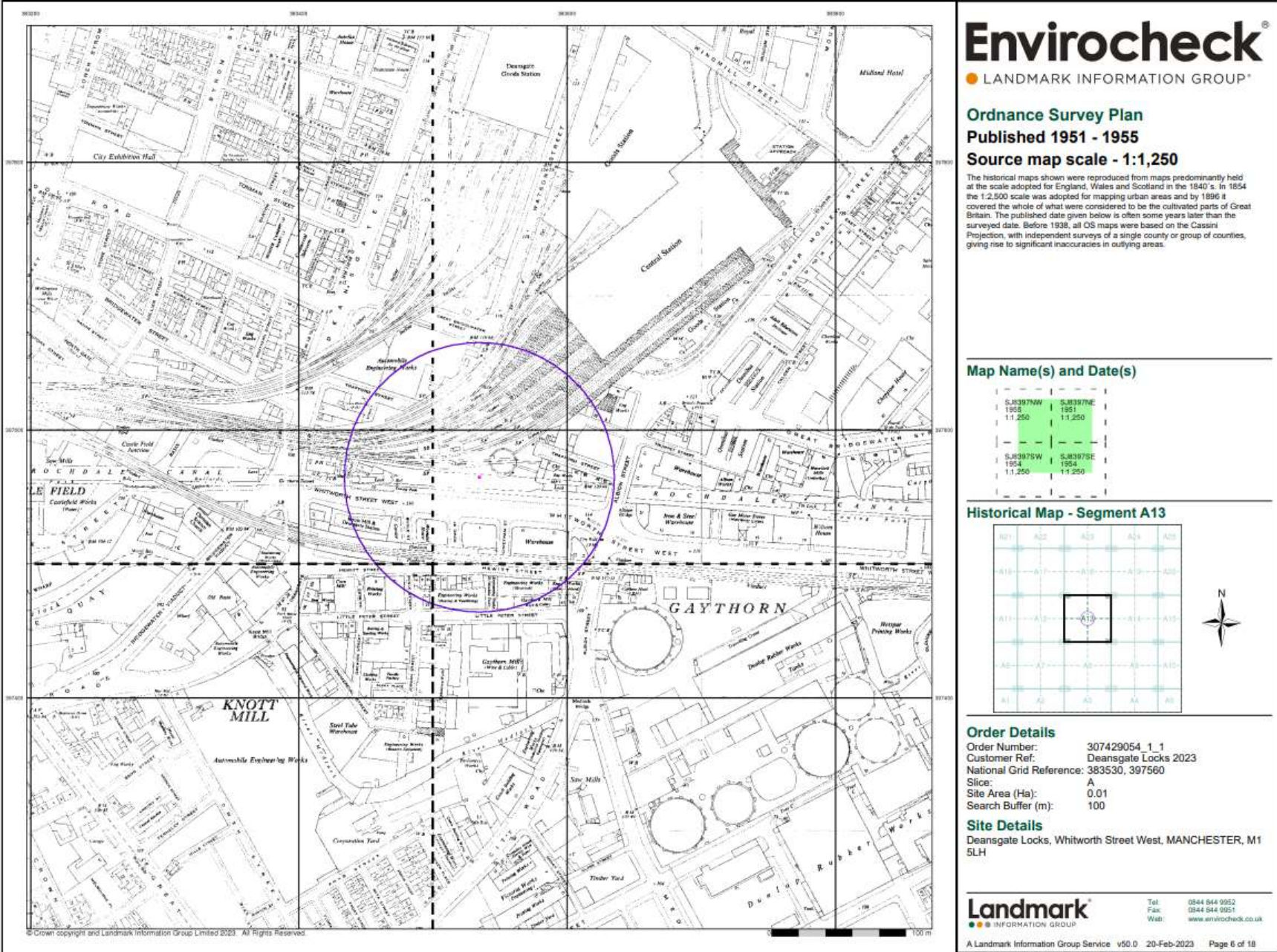


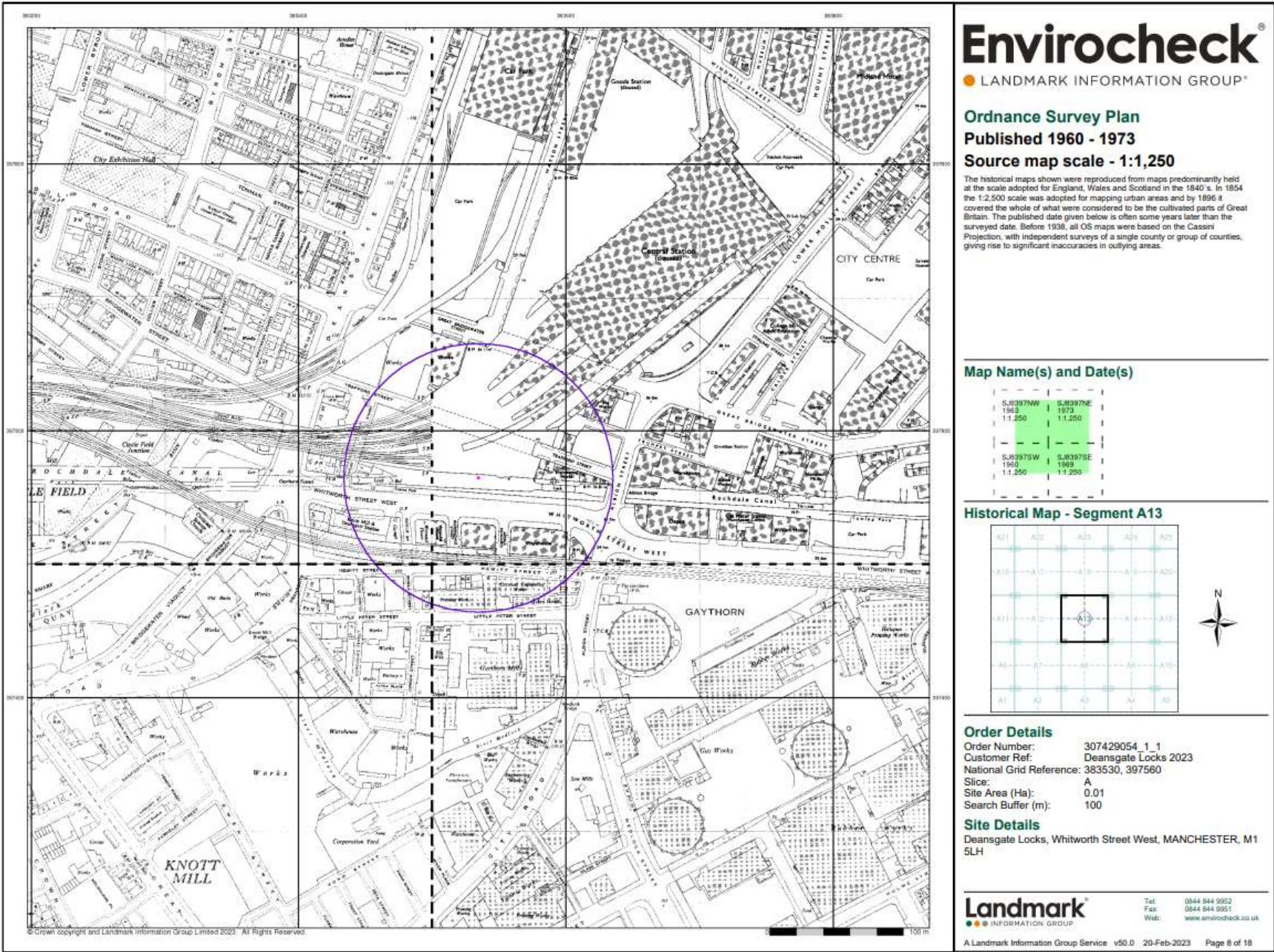


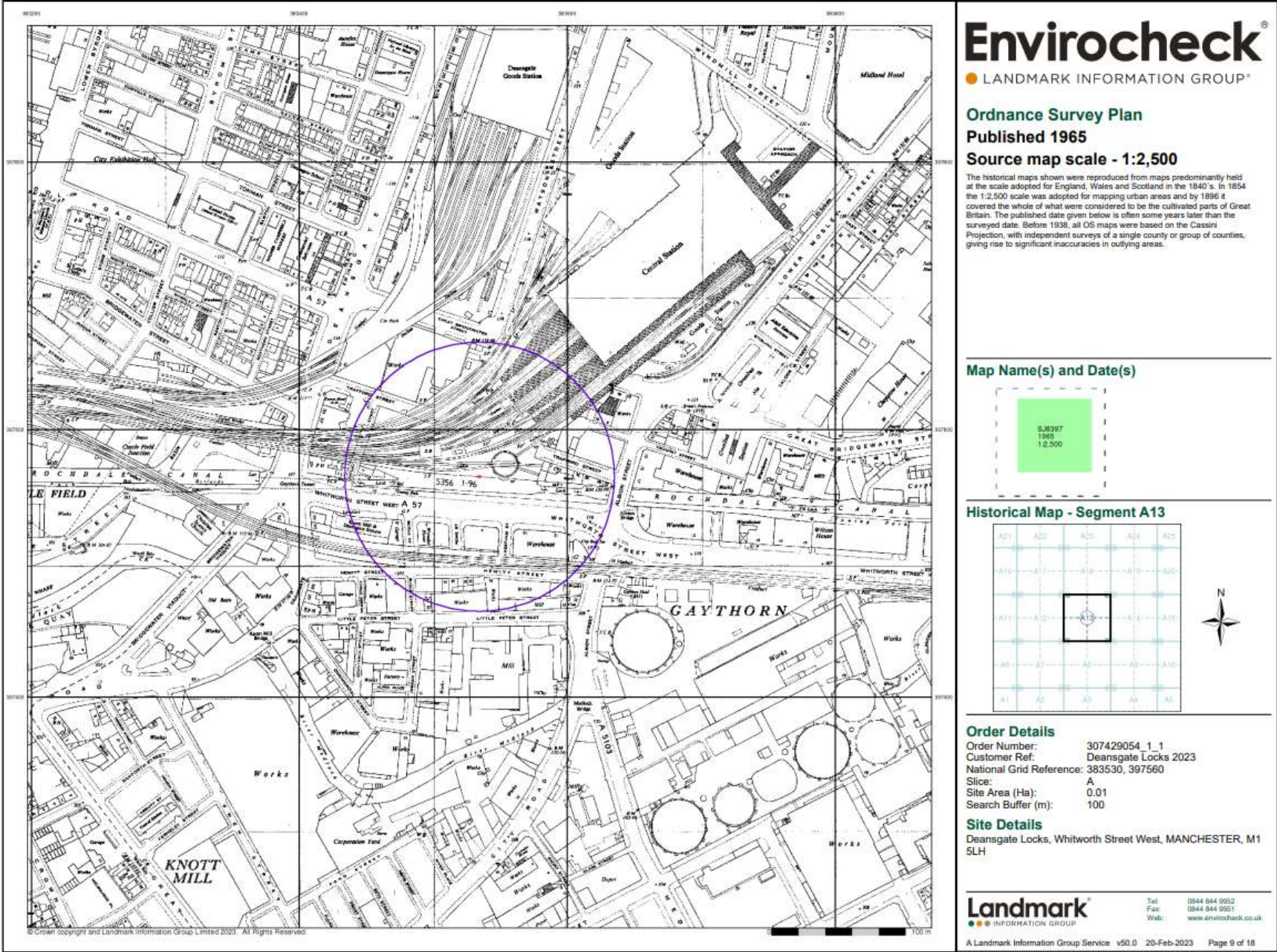


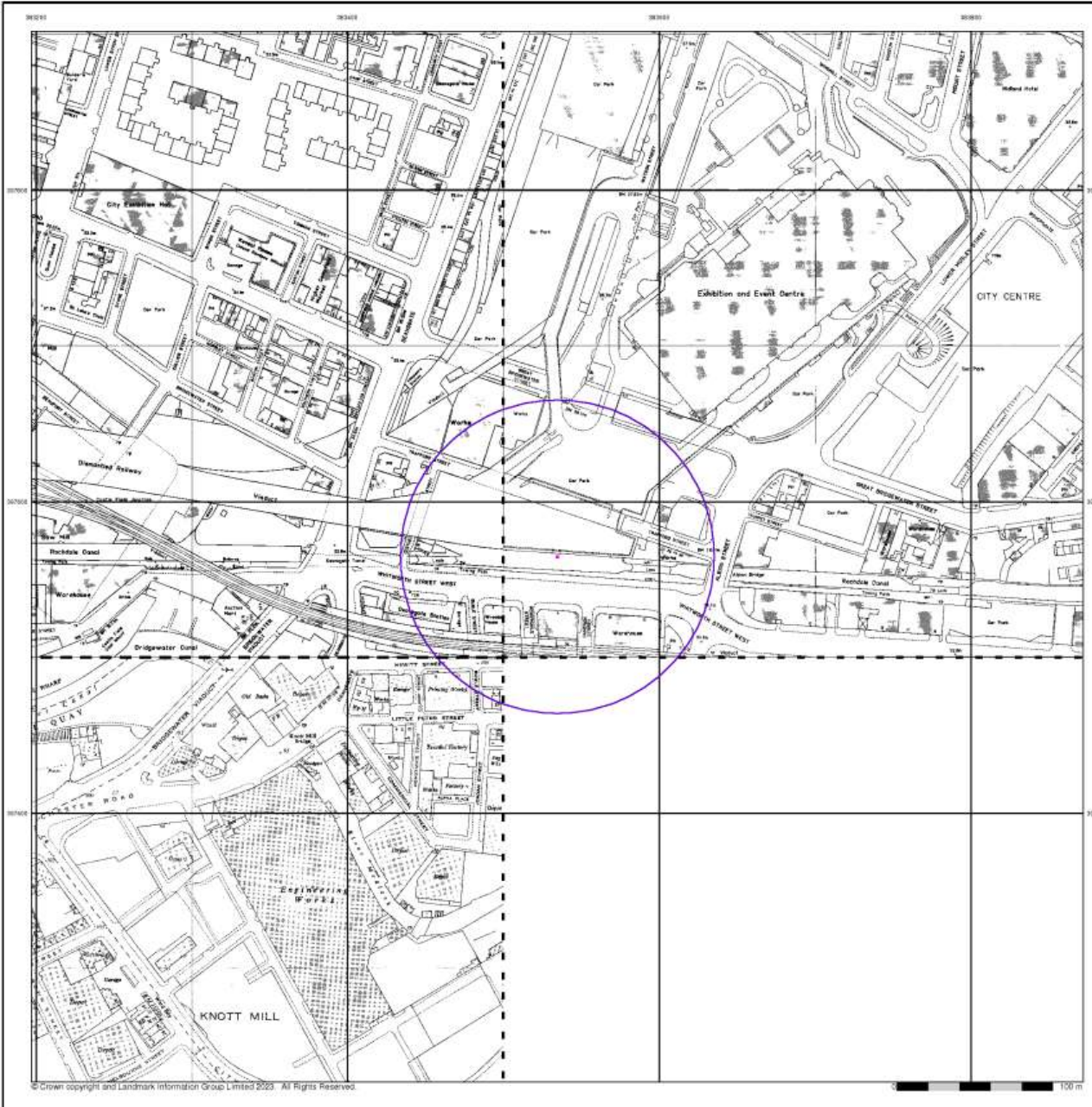












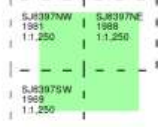
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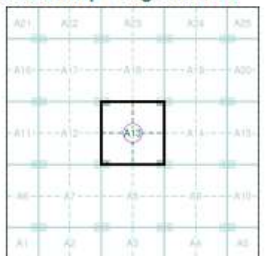
Ordnance Survey Plan
Published 1969 - 1988
Source map scale - 1:1,250

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13



Order Details

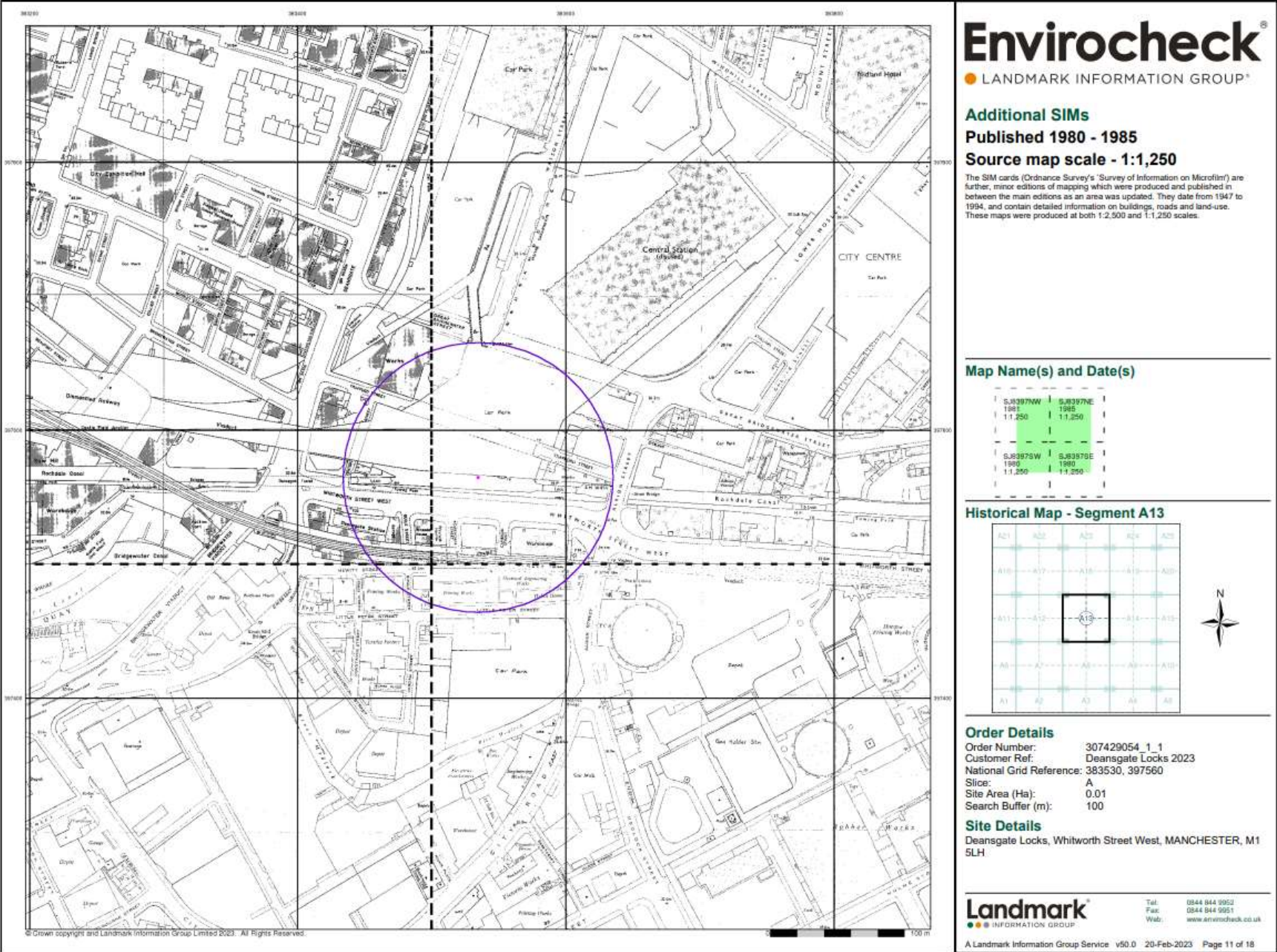
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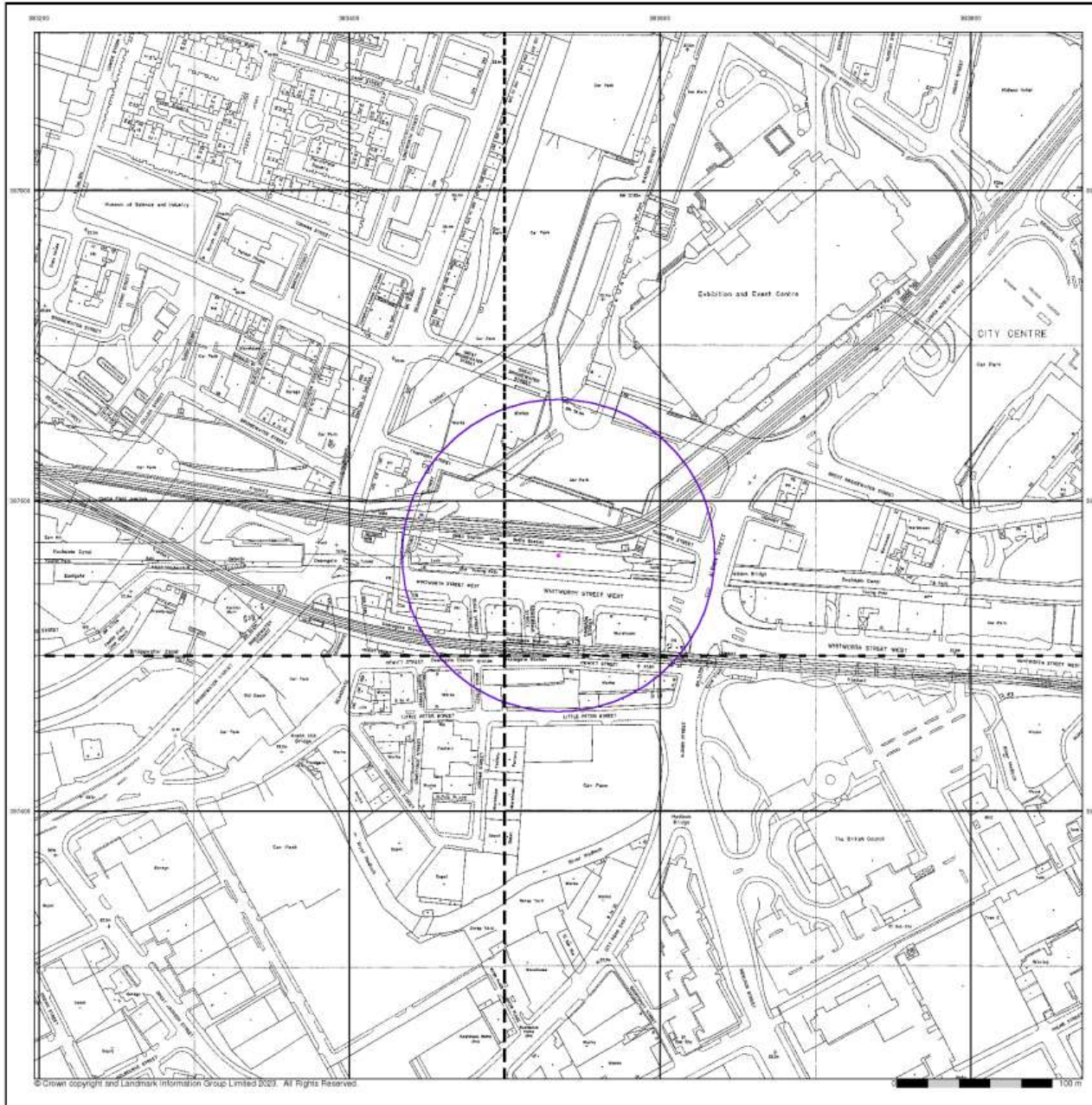
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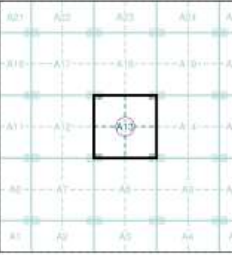
Large-Scale National Grid Data
Published 1992
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the forerunners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

SJ8387NW	SJ8397NE
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1:1,250	1:1,250
SJ8387SW	SJ8397SE
1992	1992
1:1,250	1:1,250

Historical Map - Segment A13



Order Details

Order Number: 307429054_1_1
Customer Ref: Deansgate Locks 2023
National Grid Reference: 383530, 397560
Slice: A
Site Area (Ha): 0.01
Search Buffer (m): 100

Site Details

Deansgate Locks, Whitworth Street West, MANCHESTER, M1 5LH

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