Salford City Council

Revised Draft Salford Local Plan

Heritage Assessments of Site Allocations

February 2019

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Introduction

These background papers have been produced to form part of the evidence base for the local plan. The assessments have been based on the site allocations and boundaries as proposed in the Draft Local Plan (November 2016) and used to inform the development of the Revised Draft Local Plan and specifically, the site requirements included within the site allocation policies.

Background

The Draft Local Plan was published for consultation for a 10 week period commencing 8 November 2016 to 16 January 2017. In response to the Draft Local Plan consultation, representations were received from Historic England as a statutory consultee in relation, in part, to the supporting evidence base to the local plan. Historic England did not consider that the city council had adequately demonstrated that the policies and proposals contained within the Draft Local Plan had been informed by a proper assessment of the significance of the heritage assets in the area. Furthermore, they were also concerned that a proper assessment had not been undertaken to identify land where development would be inappropriate because of its historic significance. They highlighted that where a plan fails to address these matters (amongst others) it may be found to be considered unsound.

A full copy of the comments received from Historic England in response to the Draft Local Plan consultation can be viewed in Appendix A.

In response to these comments from Historic England, the city council determined to undertake detailed heritage assessment work in support of the subsequent stages of the local plan process, in this case, for the Revised Draft Local Plan (RDLP). Heritage assessments of the housing and employment allocations proposed in Salford through the Greater Manchester Spatial Framework have also been undertaken. The assessment work was undertaken in partnership with Historic England and also the Greater Manchester Archaeological Advisory Service.

Policy Background

The government's approach to planning policy is set out in the National Planning Policy Framework (NPPF). This outlines that local plans should set out a positive strategy for the conservation and enjoyment of the historic environment. It recognises that heritage assets which can range from sites and buildings of local historic value to those of highest significance and of international importance are an irreplaceable resource all of which should be conserved in a manner appropriate to their significance, so that they can be enjoyed for existing and future generations.

Heritage Assets are defined in Annex 2 of the NPPF (July 2018) as "*A building, monument, site, place, area or landscape identified as having a design of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).*"

In addition the NPPF (para 190) sets out that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal, and including any significance derived from its setting.

Understanding significance is therefore key to managing change to heritage assets. Conservation Principles, Policies and Guidance (Historic England 2008) sets out four main values to this significance and includes aesthetic (designed or fortuitous), historical (illustrative or associative), communal (social or commemorative) and evidential (or archaeological).

Aesthetic: value deriving from the ways in which people draw sensory and intellectual stimulation from a place. This can be designed or fortuitous.

Historical: value deriving from the ways in which past people, events and aspects of life can be connected through a place to the present. This can be illustrative or associative.

Communal: value deriving from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. This can be social or commemorative.

Evidential: value deriving from the potential of a place to yield evidence about past human activity.

Significance of an asset derives not only from an asset's physical presence but also from its setting.

The setting of a heritage asset is therefore also important and should be taken into consideration when considering the impact of any proposal. Setting is not a heritage designation but its importance lies in what it contributes to the significance of the relevant heritage asset itself. The contribution of setting to the significance of an asset is often expressed by reference to views. The NPPF (Annex 2) provides the following definition of setting:

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

A heritage asset might be affected by direct physical impact, including demolition but may also be affected by changes to its setting. This could include changes to the historic character of an area, or alterations to views to and from a site which can give rise to an adverse effect on the asset's setting.

The NPPF sets out that possible impacts of a development are considered in terms of causing "substantial" or "less than substantial" harm. Where there is considered to be substantial harm or a total loss to an asset's significance (para 195 of the NPPF) consent should be refused for a proposed development. Where a proposal is considered to amount to a less than substantial level of harm the NPPF requires that

this harm should be weighed against the public benefits of the proposal (para 196). There is nothing that sets out what constitutes substantial and less than substantial harm and therefore a judgement is required based on the impact of a proposal upon the significance of an asset, including its setting.

Purpose and approach of the heritage assessment

The purpose of the heritage impact assessment work was to support the local plan process by demonstrating how the historic environment had been considered in the site selection process and to assess the likely impact of proposed allocations on heritage assets, both designated and non-designated. In addition to identifying the potential impacts of development the assessments also seek to identify opportunities for mitigating any detrimental impacts and to consider opportunities for positive enhancement of an asset.

The approach that was undertaken was discussed and agreed in advance with Historic England. As the historic environment also includes below ground heritage assets it was important to include the Greater Manchester Archaeological Advisory Service to assess the impact of proposals upon below ground heritage assets.

An initial screening exercise was undertaken of all of the proposed site allocations included within the Draft Local Plan (November 2016). This screening exercise identified those sites that required further heritage assessment work to be undertaken in order to determine the potential impacts. Following this, a detailed heritage assessment was then undertaken for these identified sites the results of which are set out in the reports below. These assessments have then been used to inform the Revised Draft Local Plan.

Historic England were kept involved throughout the whole process and were updated with findings at each stage.

Screening Exercise

The city council together with the Greater Manchester Archaeological Advisory Service (GMAAS), undertook a screening exercise of all of the proposed site allocations in the Draft Local Plan in relation to both the built heritage and also below ground remains. The following types of asset were considered:

- Designated assets – including statutorily listed buildings, scheduled ancient monuments and conservation areas
- Non-designated assets – including buildings of local historic interest and archaeological remains

A total of 21 sites were considered in the screening exercise. Please see Appendix B for the fully detailed screening exercises for the built heritage and also the below ground heritage assets undertaken by GMAAS.

The screening exercise drew upon the following resources in particular:

Built Heritage:

- The city council's interactive heritage map which identifies all of the city's heritage assets
- Planning permissions granted on affected sites or nearby sites

Below ground archaeological potential:

- A review of the Greater Manchester Historic Environment Record and local archives to identify and map non-designated and designated heritage assets;
- An historic map regression exercise to identify previously unrecognised heritage assets with archaeological interest;
- A review of the findings of previous archaeological investigations carried out on or near the sites along with any relevant published and secondary sources;
- An analysis of historic and current aerial photography and available lidar data.

A summary of both the built heritage and the below ground archaeology remains exercises is set out in the table below. In relation to the built heritage, 11 sites were screened out by the city council as requiring no further assessment work whilst 9 of the potential sites were considered to have no or very low archaeological potential and were therefore screened out by GMAAS from requiring further assessment work.

Table 1: Summary of screening exercises

	LPA Built Heritage		**GMAAS**	
Proposed site allocation	**Scree nin**	**Screen out**	**Screen in**	**Screen out**
Land east of Boothstown (H3/11)	x		x	
Land west of Boothstown(H3/2)		*x*	*x*	
Land west of HayesRoad (H3/3)	x		x	
Western Cadishead & Irlam (H3/4)	x		x	
Charlestown Riverside(H3/5)	x		x	
Brackley Golf Course(H3/6)		x	X	
Land at Ladywell Avenue (H3/7)		x		X
Land west of BurgessFarm (H3/8)		x		x
Land south of Kenyon Way (H3/9)		x	x	
Land south of St Augustine's Church(H3/11)	x			x
Swinton Hall Road(H3/12)	x		x	
Land south of Hill TopRoad (H3/13)		x		x
Land south of MossLane (H3/14)		x		X
Hazelhurst Farm (H3/15)		x	X	
Land north of Lumber Lane (H3/16)	x			X
Duncan Mathieson Playing Fields (H4/1)		x		X
Former Swinton Sewage TreatmentWorks (H4/2)		x		x

Extension to PortSalford (H4/1)	x		X	
Land around AJ Bell Stadium (CT3/1)	x		X	
Duchy Road (H10/1)		x		X
Orchard Street	x		x	

Historic England were satisfied and in full agreement with the findings of the screening process undertaken by both the city council and also GMAAS.

Detailed heritage assessments

Following the initial screening exercise a more detailed heritage assessment was then completed for each site that was identified as requiring further detailed heritage consideration.

There were 3 cases where GMAAS screened a site “in” but the city council screened it “out”. These sites included Land west of Boothstown, Brackely Golf Course and Land west of Kenyon Way and therefore only GMAAS completed a detailed assessment of these sites.

The findings of these assessments is set out on a site by site basis in the reports in the section below.

In relation to the built heritage assessments, the approach as set out in the Historic England Advice Note 3 “The Historic Environment and Site Allocations in Local Plans” (October 2015) was followed. This was a 5 step process which included the following steps:

1) Identification of which heritage assets could potentially be affected by the potential site allocation
2) Understand what contribution the site in its current form makes to the significance of the heritage asset
3) Identify what impact the allocation might have on that significance
4) Consideration of maximising enhancements and avoiding harm
5) Determination of whether the proposed site allocation is appropriate

A summary of the findings from GMAAS has also been included in the detailed heritage assessment. A copy of the full site assessment by GMAAS is included in appendix C.

As detailed proposals for the sites are not currently available, it was not possible to draw fully conclusive statements regarding the potential impacts upon the significance of the asset. Detailed assessments would still need to be undertaken as part of any subsequent planning applications. It is anticipated that design briefs will also be prepared to guide development on the majority of site allocations which reach the adoption stage.

Sites that have been excluded or additional sites

Swinton Hall Road was proposed to be allocated for housing in the Draft Local Plan (policy H3/12). However, it was decided not to continue to allocate the site for development as the site overall is well occupied by employment uses, supports a considerable number of jobs, and there is ongoing interest from an employment perspective including existing businesses wanting to invest in their premises.

Therefore no further assessment work was undertaken for this site after the screening process.

It was also subsequently agreed between all parties that no further assessment work was required for the site allocation at Burgess Farm (policy H3/8) given that work has progressed and reached an advanced stage in relation to an approved planning permission on the site including the production of an archaeological desk based assessment.

An additional heritage assessment has also been completed for a site at Orchard Street. This was not a proposed allocation in the Draft Local Plan (November 2016) but was suggested as a potential site allocation through the Draft Local Plan consultation and is now proposed as an allocation in the Revised Draft Local Plan.

Summary of Proposed site allocations at Draft Local Plan stage and Revised Draft Local Plan stage

At the start of the introduction it was stated that this background assessment work has been used to inform the next stage of the local plan; the Revised Draft Local Plan. In the Revised Draft Local Plan some of the allocations have been amended, some references have been changed and other sites are no longer proposed as an allocation. In addition, all decisions about Green Belt boundaries in Salford, including whether any existing Green Belt should be de-designated so that it can be developed, will now be made through the GMSF and not the Local Plan. All of this information has been summarised in the table below for clarification purposes. The GMSF site allocation reference has also been included for those sites now to be considered through the GMSF.

Site allocation	Draft Local Plan site reference/GMSF reference	Revised Draft Local Plan site reference/ Revised Draft GMSF reference	Comments
Land east of Boothstown	H3/1 GMSF ref: OA18	GMSF ref: GM31	This site is now to be considered as part of the Greater Manchester Spatial Framework (GMSF) rather than through the local plan process.
Land west of Boothstown	H3/2	n/a	The site no longer allocated in either the RDLP or the GMSF

Land west of Hayes Road	H3/3	H9/1	n/a
Western Cadishead and Irlam	H3/4	GMSF ref: GM32	This site is now to be considered as part of the GMSF rather than through the local plan process. The site reference has been amended to “North of Irlam Station” within the GMSF.
Charlestown Riverside	H3/5	H9/2 Castle Irwell and H9/3 Land east of Langley Road	As the central area of the original H3/5 site has now largely been progressed, the site has been split into two smaller allocations now known as Castle Irwell and Land east of Langley Road.
Brackley Golf Course	H3/6	H9/4	n/a
Land at Ladywell Avenue	H3/7	H9/5	n/a
Land west of Burgess Farm	H3/8		This site has been renamed as Land south west of Hilton Lane, site allocation H9/6.
Land west of Kenyon Way	H3/9	H9/7	n/a
Land south of St Augustine’s Church	H3/11	H9/9	Site reference now amended to “Land south of the Church of St Augustine”
Land south of Hill Top Road	H3/13	H9/10	n/a

Land south of Moss Lane	H3/14	H9/11	n/a
Hazelhurst Farm	H3/15	GMSF ref: GM30	The allocation is now to be considered as part of the GMSF rather than through the local plan process.
Land north of Lumber Lane	H3/16	H9/12	n/a
Duncan Mathieson Playing Fields	H4/1	H9/13	n/a
Former Swinton Sewage Treatment Works	H4/2		Development has now commenced on the site and therefore it is no longer appropriate that it is taken forward as an allocation in the Revised Draft Local Plan.
Extension to Port Salford	EC4/1	GMSF ref: GM33	The allocation is now to be considered as part of the GMSF rather than through the local plan process.
Land around the AJ Bell Stadium	CT3/1	CT3	n/a
Duchy Road	H10/1	H12/1	n/a
Land at Orchard Street		H9/8	This is a new allocation that was suggested through the Draft Local Plan consultation.

Land West of Hayes Road

Summary of initial screening exercise:

Screened in by Salford City Council requiring further detailed assessment.

Screened in by GMAAS requiring further detailed assessment.

The detailed heritage assessment can be viewed on the following pages.

Land west of Hayes Road
Heritage Assessment

Proposed Site Allocation in Draft Local Plan (November 2016):
H3/3 Land west of Hayes Road, Cadishead - 5.9 hectares.

Proposed policy:
The site will be developed for residential purposes providing in the region of 200 dwellings at a density of 40 dwellings per hectare and create a green infrastructure buffer along the southern boundary to Cadishead Way.

Potential development type that may occur on the site:
The proposal is for the residential development of the site. It is envisaged that if any development included apartments they would be a maximum of 3 – 4 storeys in height. They would be sited in the northern area of the site close to Green Lane and the A57 Liverpool Road as this is considered to be the most accessible part of the site.

Site Description:
This irregular shaped site is located between Cadishead Way and Liverpool Road and covers almost 6 hectares in size. Hayes Road and Green Lane form its north eastern boundary. The south western boundary is formed by a footpath known as Bobs Lane that extends from Liverpool Road down to Cadishead Way whilst the northern boundary is formed by Liverpool Road, but excludes the area of housing around Lytherton Avenue. The residential area of Cadishead lies predominantly to the north of Liverpool Road. The Manchester Ship Canal runs parallel to Cadishead Way to the south.

The site currently consists of a collection of occupied and vacant employment sites and includes a large area of external storage in the north eastern area, adjacent to Cadishead Way. Extensive landscaping has been planted along Cadishead Way which effectively screens the site when travelling along Cadishead Way.

See site location and aerial plan of the site and surroundings at the end of this assessment.

Heritage asset(s) affected and their relationship between the site and heritage asset:

Designated Heritage Assets:

There no designated heritage assets located within the site boundary.

Non-designated heritage assets:

186 and 186a Liverpool Road is included on the city council's local list of heritage assets. It is located directly opposite the site at the junction of Liverpool Road, Lord Street and Green Lane.

Relevant or useful information relating to the heritage asset:

186 and 186a Liverpool Road

This former farmhouse dating from the late 19th century is two storey, single pile with an outrigger. It is constructed from red clay brick with wide cambered arch windows and a Welsh slate roof with chimneys. Its significance derives from its aesthetic value being an attractive late Victorian property but it also holds some group value when considered alongside the Coach and Horses public house located to the east of the site.

Archaeological assessment of the site

The following comments have been provided by the Greater Manchester Archaeological Advisory Service (GMAAS) and provide a summary of their more detailed assessment which can be found in Appendix C.

The site does not contain any known archaeological remains of national importance that would merit preservation in-situ. However, there is potential for the survival of archaeological remains, particularly on the east side of the site relating to the 19th century expansion of Cadishead from a rural to an industrial community.

Historic mapping from the late 18th century onwards suggests that the area around Hayes Road was well established as a semi-rural community leading from Cadishead down to a landing stage on the River Mersey at the end of Hayes Road. The earliest of these buildings within the site appears to be Hayes Farm, whose double-pile architectural style may indicate earlier 17th century origins. The construction of a number of rows of terraced housing in the late 19th century indicates that the area around Hayes Farm and Hayes Road remained the focus for a semi-rural community even after the opening of the Manchester Ship Canal in 1894.

Despite the clearance of all the domestic buildings and the realignment of Hayes Road by the late 20th century, the area on the east side of the site has remained

largely undeveloped suggesting that there is a high potential for the survival of below-ground remains relating to this community of farms and houses before and after the arrival of the Manchester Ship Canal.

There are no apparent surviving historic field boundaries or hedgerow on the site which would be considered important under the Historic Hedgerows Regulations 1997.

A better understanding of the below-ground archaeological resource of the site could be achieved via a programme of trial trenching, which would aim to establish the presence or absence of any buried archaeological remains and, if present, assess their extent, condition and date. This further investigation could be undertaken in advance of submitting any future planning application, in line with the guidance provided by the National Planning Policy Framework, or as a condition attached to planning consent.

If significant remains are found which will be impacted on by the development ground works then these should be either preserved through sympathetic planning or, where deemed acceptable, fully excavated and recorded (preservation by record). Consideration should also be given to commemorating and disseminating the information on the site's heritage.

Assessment of the contribution that the site makes to those elements which contribute to the significance of the heritage asset:

The proposal site is located on the southern side of Liverpool Road, opposite the locally listed former farmhouse at 186/186a Liverpool Road. As such there would be no direct physical harm to the asset if the site were to be developed.

However, the northern "corner" of the site adjacent to Green Lane forms part of the setting of the locally listed former farmhouse when viewed from Liverpool Road when looking in either east or west. Therefore it will be important that any future development retains an appropriate scale to ensure that the area retains a "sense of place".

Impact the proposed allocation may have upon the significance of the heritage assets

The final form of the development is unknown at the current time but it is envisaged that this would be between 3 – 4 storeys in the area of the site between Liverpool Road and Green Lane and closest to the locally listed farmhouse, as this is the most accessible area of the site. Given the separation distances, the proposed likely scale of any development on this frontage and also given that the farmhouse is set back from Liverpool Road increasing separation further, it is considered that any impact would be minimal upon the significance of the farmhouse.

If the development of this site would harm elements which contribute to the significance of the heritage assets, does the Plan set out sufficient measures to remove or reduce this harm?

It is considered that the proposed allocation would have minimal impact upon the significance of the locally listed farmhouse. However attention would still need to be given to proposed materials and the final height and layout of any development of this closest “corner” of the allocation site to ensure that any impact is minimalised as much as possible and the sense of place is maintained as existing. It is considered that this would be able to be addressed through the planning application process and would be required as part of any development to safeguard the visual amenity of the street scene. It is not considered necessary or appropriate to address this in the local plan policy given its overall low impact.

If development presents an opportunity to enhance heritage assets, does the Plan set out sufficient measures to ensure this?

Not applicable.

Conclusion

The proposed site allocation would have minimal impact upon the significance of the locally listed farmhouse given the nature of the likely future development on the closest part of the site and the existing separation distances. It is considered that issues of visual impact upon the street scene could be adequately addressed through the planning application process and does not need specific reference within the local plan policy.

Proposed site allocation: Land west of Hayes Road
N
155A Liverpool Road
186a and186 (former farmhouse), Liverpool Road
Green Lane
Hayes Road
Liverpool Road - A57
Lytherton Avenue
Cadishead Way
Manchester Ship Canal
Legend
Proposed site allocation
Listed Buildings
Locally Listed Buildings
City Boundary

Charlestown Riverside

Summary of initial screening exercise:

Screened in by Salford City Council requiring further detailed assessment.

Screened in by GMAAS requiring further detailed assessment.

The detailed heritage assessment can be viewed on the following pages.

Castle Irwell
Heritage Assessment

Since the publication of the Draft Local Plan (November 2016) the development of the central area of the proposed H3/5 Charlestown Riverside site allocation has progressed considerably (land between the former student village site and the former industrial works to the east of Regatta Street). This part of the site is not allocated in the Revised Draft Local Plan and has not therefore been subject to a heritage assessment. Land that formed part of the Charlestown Riverside allocation H3/5 in the Draft Local Plan has been split into 2 separate sites in the Revised Draft Local Plan (policy references H9/2 (Castle Irwell) and H9/3 (Land east of Langley Road)).

This heritage assessment therefore relates to the eastern end of the former larger site and which is now referenced H9/2 Castle Irwell, in the Revised Draft Local Plan. A separate assessment has been undertaken of H9/3 Land east of Langley Road.

Proposed Site Allocation in Draft Local Plan (November 2016):
H3/5 Charlestown Riverside – 37.8 hectares

Proposed policy:
In the Revised Draft Local Plan the proposal for the Castle Irwell site is that it will be developed for around 500 dwellings comprising in the region of 400 houses and 100 apartments, together with a new primary school and some town centre uses along the frontages of the site that fall within the Cromwell Road Local Centre as well as replacement sports pitches and changing rooms for those existing on the site.

Potential development type that may occur on the site:
One of the key purposes of the proposal for the development of the Castle Irwell site is for a wide range of dwellings that would help diversify housing provision within the Charlestown area. It is intended that the focus would be on the provision of houses but some apartments may also be appropriate. It is unlikely that the apartment provision would be in the form of high rise development and therefore the majority of the site would comprise low rise development, 2 – 3 storeys in height.

Site Description:

The site of the former student village is situated on land that extends between Cromwell Road to Littleton Road and to the immediate north of the Cromwell Road/Littleton Road/Gerald Road roundabout junction. The Castle Irwell flood basin adjoins the northern boundary of the site whilst the River Irwell bounds the site to the east and west. The Cliff Conservation area is located on the opposite bank of the River Irwell to the north east. The site which is largely flat is approximately 15 hectares in size. Until recently there were a number of student accommodation blocks located on the site primarily along the eastern boundary parallel to Cromwell Road and the River Irwell with another second, smaller cluster adjacent to part of the western site boundary but these have now all been demolished. The site previously formed part of the University of Salford campus but prior to that it was the setting of the Manchester Racecourse.

Located in the south eastern corner of the site and fronting onto Cromwell Road is the former Manchester Racecourse Turnstile building which is currently vacant. There is an artificial playing pitch adjacent to the northern boundary and there has also previously been a cricket pitch in the central area of the site. A number of mature trees are growing across the site and there is a small woodland area in the southern corner adjacent to the junction of Cromwell Road and Littleton Road.

See site location and aerial plan of the site and surroundings at the end of this assessment.

Heritage asset(s) affected and their relationship between the site and heritage asset:

Designated Heritage Assets:

There are no designated heritage assets located within the site boundary.

Listed Buildings:
119, 121 & 123 Gerald Road, 1 Littleton Road (Grade II) – located opposite the south western boundary of the site, adjacent to the Littleton Road roundabout.

Conservation Areas:
The Cliff Conservation Area is situated directly to the north east of the site on the opposite side of the River Irwell.

Non-designated heritage assets:

The former Manchester Racecourse Turnstiles Building is located within the site adjacent to the boundary to, and fronting onto, Cromwell Road.

The Racecourse Hotel – located to the north of the site on Littleton Road on the opposite side of the River Irwell.

Relevant or useful information relating to the heritage asset:

1 Littleton Road, 119 – 123(O) Gerald Road

This building was originally the butchery department of the former Pendleton Cooperative Industrial Society. It dates from 1909 and is constructed from red brick with glazed brick and yellow and green faience dressings with a plain tiled roof. It is of a mixed classical and Arts and Crafts style design and has a triangular plan with 2 main facades meeting at an acute angle marked by a tower. The shop fronts have now been renewed but the fascia and green faience pilasters survive. There is also a low relief faience panel towards the apex recording the original use. The hipped roof is surmounted on the angle by a leaded lantern with small louvred cupola and has ridge cresting with finials. The frontages to Littleton Road and Gerald Road differ slightly but the first floor elevations are identical with wide gables to each façade with a range of 6 arcaded windows beneath, all with yellow faience dressings. The significance of this asset is predominantly in the aesthetics of the decorative facades which illustrate the former shop premises use dating from the early 20th century.

The Former Manchester Racecourse Turnstiles Building

The Manchester Racecourse Committee bought the Castle Irwell Estate from the Fitzgerald family in 1898 and the racecourse was first used in 1902. Racing finished in 1963. The turnstiles building is single storey over ten bays of an Edwardian baroque style. It is constructed from brick dressed in stone with a Welsh slate roof. It has round arched entrances divided by pilasters forming a colonnade. It has been included on the city's local list of heritage assets for its aesthetic value and also its social and communal value.

The Racecourse Hotel

This public house was built around 1930 in the Tudor revival style. It is three storey with cream faience at the ground floor forming imitation stone blocks and includes mullions to windows with a Gothic Tudor doorway. The first and second floor comprise simple half timbering with the second floor having intermittent jettied gables separated by flat roofed half dormers.

Its significance is in it being a rare example of this type of interwar, suburban style free house and also because it is one of the few remaining structures that relate to Salford's former racecourse. It was included on the city's local list of heritage assets for its architectural and historic interest, its aesthetic value, its landmark value and its social or communal value.

<u>Archaeological assessment of the site (based on the original H3/5 site boundary)</u>

The following comments are provided by the Greater Manchester Archaeological Advisory Service (GMAAS) and provide a summary of their more detailed assessment which can be found in Appendix C.

The site allocation does not contain any known archaeological remains of national importance that would merit preservation *in-situ.* However there is considerably

potential for the survival of archaeological remains, particularly in the north-west half of the site pertaining to the growth of Salford's printing and bleaching industry. The middle and eastern sections of the site have been dealt with previously through the planning system. This resulted in archaeological excavations being carried out on the footprint of Pendleton Old Hall and at the site of Douglas Mill and the Irwell Bleach Works, and across Castle Irwell in the eastern part of the site.

In the north-western section of the site, below-ground remains of the Agecroft Printworks, Britannia Mill and Pendleton Colliery are considered to have high potential for survival. In the first instance, these sites should be subject to further archaeological investigation via a programme of trial trenching which would aim to establish the presence or absence of any buried archaeological remains and, if present, assess their extent, condition and date. Any such further archaeological investigation could be secured via a condition attached to planning consent for future development of the site.

In addition, consideration should also be afforded to the site of the Lancaster Bomber crash to the rear of Langley Road South, as there is some potential for human remains, aircraft fragments and ordnance to be present. Any future earth moving works in the vicinity of this crash site required by development is likely to require archaeological monitoring.

There are no apparent surviving historic field boundaries or hedgerow on the site which would be considered important under the Historic Hedgerows Regulations 1997.

If significant remains are found which will be impacted on by development ground works then these should be either preserved through sympathetic planning or, where deemed acceptable, fully excavated and recorded (preservation by record). Consideration should also be given to commemorating and disseminating the information on the site's heritage.

Assessment of the contribution that the site makes to those elements which contribute to the significance of the heritage asset:

The former Manchester Racecourse Turnstiles building is situated within the site on the frontage to Cromwell Road. Visitors to the racecourse would originally have had to pass through this building to access the rest of the racecourse. It would have been situated on the edge of the site with the racecourse beyond – the land which now forms the remainder of the proposal site. This remaining element of the proposal site forms part of the immediate setting of the turnstiles buildings and therefore any development on this land could potentially have some moderate impact upon the setting and significance of the building although it is also noted that the principle of development here has been established with the former use as a student village location and accompanying buildings.

The site may well form part of the setting of any of the surrounding heritage assets but it is considered that given the separation distances and the nature of the proposed use, together with the understanding of the former use of the site, any

development of the site would have a neutral impact upon the setting of any of these surrounding heritage assets.

Impact the proposed allocation may have upon the significance of the heritage assets

Owing to the location and orientation of the proposal site in relation to the surrounding existing heritage assets, it is not considered that the proposal allocation which would include low rise development, would have a significant detrimental impact upon the setting and therefore significance of any of the adjacent heritage assets outside of the proposal site boundary, including the Cliff Conservation Area.

With regards to the former turnstiles building the proposed site allocation could have some impact upon its setting and significance of this building as previously the turnstiles building would have stood to the forefront with the racecourse open to the rear. However, consideration must also be given to the more recent development of the site for student accommodation which would have changed its original setting. As a locally listed building it will be important that a balanced judgement in accordance with paragraph 197 of the NPPF is given to the consideration of any impact.

If the development of this site would harm elements which contribute to the significance of the heritage assets, does the Plan set out sufficient measures to remove or reduce this harm?

Pending the final nature of any development of the site, there is the potential that the development may result in some low level of harm to the setting of the Turnstiles building in particular and also the heritage assets surrounding the site. It would therefore be appropriate for the proposed policy to incorporate reference to protecting and enhancing the heritage assets and their settings.

In addition, in order to ensure that the history of the site is celebrated and remembered an additional criterion could be included in the policy to secure the development of an information board on the site detailing the history of the former Manchester Racecourse and the Turnstiles building. This could be usefully incorporated along the site frontage to Cromwell Road or within the Turnstiles buildings depending on its final use.

If development presents an opportunity to enhance heritage assets, does the Plan set out sufficient measures to ensure this?

The former Turnstiles building is currently vacant and has been for some time. The policy at the draft local plan stage included the requirement to “protect and enhance” the surrounding heritage assets and also specifically identified the Turnstiles building which would safeguard its retention for the future. This could be taken forward into the proposed revised draft local plan policy. Furthermore, the policy recognises that the riverside setting offers the opportunity to deliver an attractive development with

the provision of walking and cycling routes and green infrastructure which will in turn benefit the heritage assets, enhancing their setting and allowing them to be appreciated by more local residents using these routes.

Conclusion

The proposal site encompasses the former Manchester Racecourse. This has previously been developed as a student village and therefore the principle of development surrounding the remaining Turnstiles building has already been established. On this basis it is not considered that the redevelopment of the site for low-rise, low-density residential purposes would have any significant further detrimental impact upon the setting and significance of the Turnstiles building subject to the careful application of other policies within the draft local plan, including policies D1 and D2 which seek to achieve good design and retain local character and distinctiveness, as well as the policies within the Heritage chapter. Similarly, it is considered that through the application of other draft local plan policies within the local plan which seek to safeguard and protect heritage assets the setting of surrounding heritage assets will be safeguarded. It is considered that the redevelopment of the site provides the opportunity to safeguard the retention of the building and its re-use for the future whilst also increasing awareness of the history of the site through the erection of an information board. With regards to the other heritage assets in the surrounding vicinity of the site it is considered that any development of the site would have a neutral to very minor level of harm.

Plan showing heritage assets in vicinity of Castle Irwell proposed allocation

Land east of Langley Road
Heritage Assessment

Since the publication of the Draft Local Plan (November 2016) the development of the central area of the proposed H3/5 Charlestown Riverside site allocation has progressed considerably – (land between the former student village site and the former industrial works to the east of Regatta Street). This part of the site is not allocated in the Revised Draft Local Plan and has not therefore been subject to a heritage assessment. Land that formed part of the Charlestown Riverside allocation H3/5 in the Draft Local Plan has been split into 2 separate sites in the Revised Draft Local Plan (policy references H9/2 (Castle Irwell) and H9/3 (Land east of Langley Road)

This heritage assessment relates to the western end of the former larger site and which is now referenced H9/3 Land east of Langley Road, in the Revised Draft Local Plan. A separate assessment has been undertaken of H9/2 Castle Irwell.

Proposed Site Allocation in the Draft Local Plan (November 2016):
H3/5 Charlestown Riverside – 37.8 hectares

Proposed policy:
In the revised draft local plan the proposal for this allocation site is for the development of around 320 dwellings comprising of approximately 250 dwellings and 70 apartments.

Potential development type that may occur on the site:
One of the key purposes of the proposal is for the development of the site that maximises the benefit of its riverside setting and delivers an attractive development. It is intended that the focus would be on the provision of houses but some apartments may be appropriate. It is unlikely that the apartment provision would be in the form of high rise development and therefore the majority of the site would comprise low rise development, 2 – 3 storeys in height for the houses and 4 storeys for the apartments. The site is restricted by the requirement to provide an 8m easement to the River Irwell.

Site Description:

The site extends from Agecroft Cemetery to the north down to the junction of Whit Lane and Littleton Road, with the River Irwell forming the eastern boundary and is approximately 10 hectares in size. The land adjacent to the boundary to Agecroft Cemetery has previously been in industrial use but is currently being cleared ready for its future re-development. The land at the southern end is in industrial use whilst the central area of the site to the rear of the properties (2 Kay Street, 1& 2 Abram Street, 1 Dickson Street, 1 & 3 Regatta) , 2 – 62 Langley Road is open space which constitutes undeveloped land.

There are no heritage assets on the proposal site but there are two listed buildings within Agecroft Cemetery: Agecroft Chapel and Agecroft Gateway, lodge and

adjoining office. On the opposite side of the river lies Kersall Cell, a grade II listed building.

See site location and aerial plan of the site and surroundings at the end of this assessment.

Heritage asset(s) affected and their relationship between the site and heritage asset:
Designated Heritage Assets:

There no designated heritage assets located within the site boundary.

Listed Buildings:
Former Chapel at Agecroft Cemetery (Grade II) – located within Agecroft Cemetery.
Gateway, lodge and adjoining office at Agecroft Cemetery, (Grade II) – located within the cemetery along the frontage to Langley Road.

Non-designated heritage assets: none.

See aerial photograph of site and surrounding area.

Relevant or useful information relating to the heritage asset:

Former Chapel at Agecroft Cemetery

This cemetery chapel dates from 1903 and is of the free Gothic style with Arts and Crafts influence by Sharpe & Foster. It is constructed from rock-faced stone with red sandstone ashlar dressing and a clay tile roof. It has a 3-bay nave with a projecting plinth, weathered buttresses and windows on 2 levels; the lower lancet windows are below blink arches and the 3-light upper level windows are arched and traceried.

The gabled porch at the base of the 4-stage tower has a square stair turret at one corner. The tower also has two 3- light basket-arched mullion and transom windows beneath pointed hoodmoulds, a diminished second stage with 6-light curvilinear tracery windows on each side, whilst a clock with oriel projections to either side forms the third stage. The top stage is constructed in timber and set back behind a parapet. The porte-cochere is castellated and enclosed but for boule gates to north and south. Inside there are impressive tie-beam roof trusses with heavy carving, brattished enrichment, open-arcaded vertical members and diagonal braces. The nave continues into the tower separated only by an arch. There are 3 arches at the eastern end, the centre one forming a reredos, the others opening onto the Porte-cochere. Internally, there is stained glass, timber pews and the original light fittings still in place. The significance of the Chapel is in its aesthetic value, its historical value, and also its communal value.

Gateway, Lodge and Adjoining Offices at Agecroft Cemetery

Designed by Sharpe & Foster in Free Gothic style, it is constructed from snecked stone, ashlar dressings, with timber-framing to the lodge and a clay tile roof. The gateway has pedestrian entrances to either side with 1-storey offices to left and a 2 storey lodge to right. The gateway and pedestrian entrances have pointed arches and a carved lion and unicorn above the central arch. The gates are cast iron. The house has 2 bays with each bay gabled with pierced bargeboards Decorative foiled panelling to rear of house. The significance of the gateway, lodge and offices is therefore in its aesthetic value, its historical value and also its communal value.

Archaeological assessment of the site (based on the original H3/5 site boundary)

The following comments have been provided by the Greater Manchester Archaeological Advisory Service (GMAAS) and provide a summary of their more detailed assessment which can be found in Appendix C.

The site allocation does not contain any known archaeological remains of national importance that would merit preservation *in-situ.* However there is substantial potential for the survival of archaeological remains, particularly in the north-west half of the site highlighting the valuable riverside location in the growth of Salford's printing and bleaching industry. The middle and eastern sections of the site have previously been dealt with through the planning system. This resulted in archaeological excavations being carried out on the footprint of Pendleton Old Hall and at the site of Douglas Mill and the Irwell Bleach Works and across Castle Irwell in the eastern part of the site.

In the north-western section of the site, below-ground remains of the Agecroft Printworks, Britannia Mill and Pendleton Colliery are considered to have high potential for survival. In the first instance, these sites should be subject to further archaeological investigation via a programme of trial trenching which would aim to establish the presence or absence of any buried archaeological remains and, if present, assess their extent, condition and date. Any such further archaeological investigation could be secured via a condition attached to planning consent for future development of the site.

In addition consideration should also be afforded to the site of the Lancaster Bomber crash to the rear of Langley Road South, as there is some potential for human remains, aircraft fragments and ordnance to be present. Any future earth moving works in the vicinity of this crash site required by development is likely to require archaeological monitoring.

There are no apparent surviving historic field boundaries or hedgerow on the site which would be considered important under the Historic Hedgerows Regulations 1997.

If significant remains are found which will be impacted on by development ground works then these should be either preserved through sympathetic planning or, where deemed acceptable, fully excavated and recorded (preservation by record). Consideration should also be given to commemorating and disseminating the information on the site's heritage.

Assessment of the contribution that the site makes to those elements which contribute to the significance of the heritage asset:

The proposal site forms part of the wider setting of both the Agecroft Cemetery Chapel building and the Agecroft Lodge and gates, when both are viewed from an easterly direction on Langley Road South. However, given the separation distances involved between the site and each of the assets it is considered that the proposal site only forms part of the wider setting of these assets and therefore only makes a minimal contribution to their setting.

Impact the proposed allocation may have upon the significance of the heritage assets

The proposal site currently forms part of the wider setting of both of the listed buildings within Agecroft Cemetery, especially when they are viewed from an easterly direction on Langley Road South and looking towards the proposal site. Given the separation distances involved from the assets to the western boundary of the proposal site it is considered that any impact of the proposed allocation upon the significance of each of these listed buildings would be neutral to minimal.

If the development of this site would harm elements which contribute to the significance of the heritage assets, does the Plan set out sufficient measures to remove or reduce this harm?

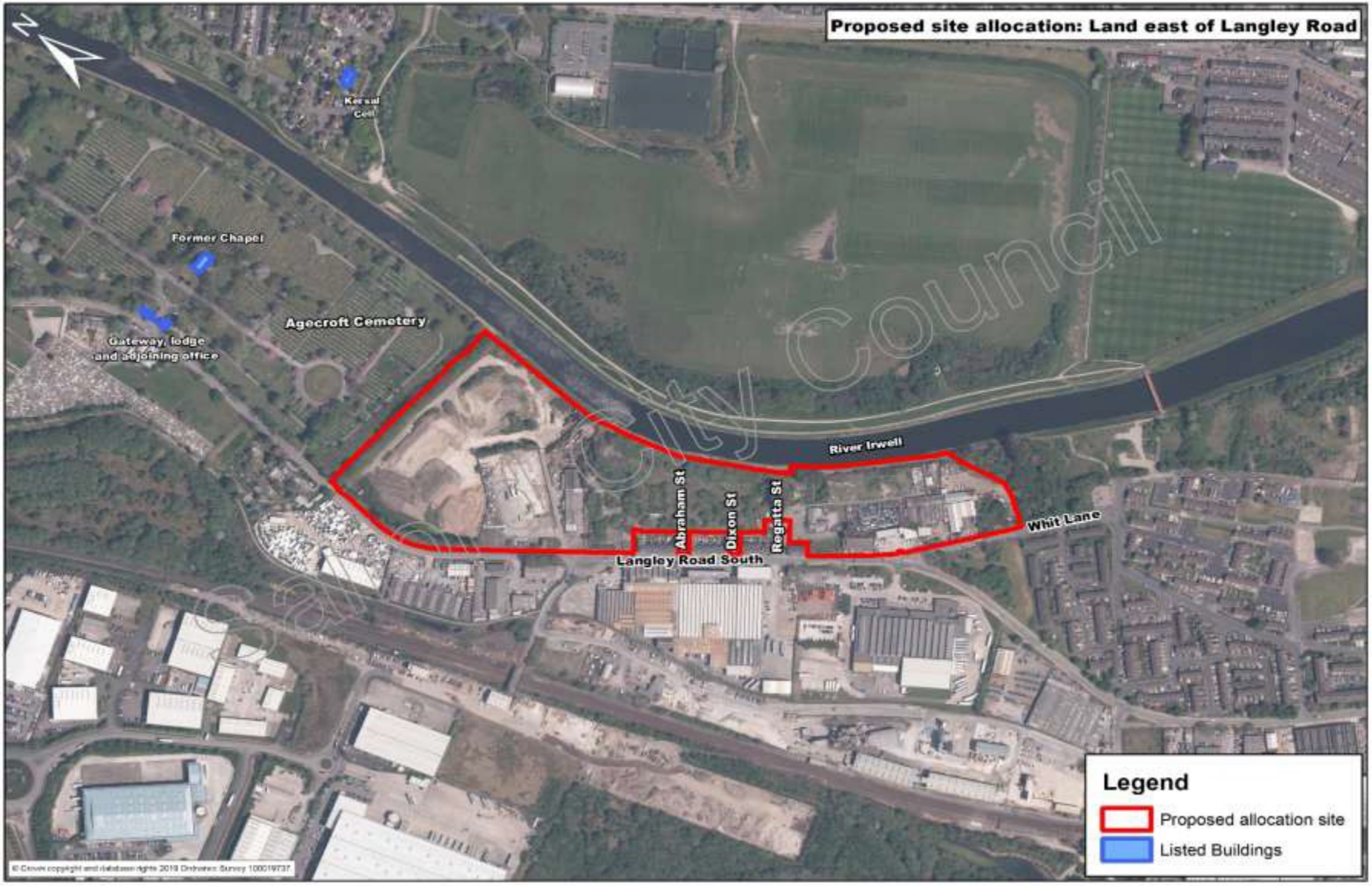
It is considered that the proposed allocation would have a positive impact upon the setting of both of the listed buildings, resulting in development of a more appropriate scale and nature to be found adjacent to a local cemetery. It is considered that additional treatment along the boundary to the proposal site would further ensure that any impact is minimalised as much as possible but it is considered that this would be able to be addressed through any planning application process and would be required as part of any development, to safeguard the privacy of any future residents. It is not considered appropriate to address this through the plan policy in order to safeguard the setting of the heritage assets given its overall low impact upon their significance.

If development presents an opportunity to enhance heritage assets, does the Plan set out sufficient measures to ensure this?

The plan policy currently only provides reference to protect and enhance the area's built heritage asset and refers to those located in nearby proximity to the Castle Irwell site. There is no reference made to the potential archaeological interest in the proposal site and it would therefore be beneficial if reference could be incorporated into the plan policy to assess the site's potential industrial heritage interest and to provide interpretation of any findings on site, if appropriate.

Conclusion

Given the separation distances between the assets within Agecroft Cemetery and the proposal site, the impact of the development of the site for residential purposes would only have a minor positive impact upon their wider setting. It is also considered that this can be successfully addressed through the planning application process with no specific references required in the plan policy. However, it is considered that the policy should be amended to incorporate reference to the potential archaeological interest in the site, particularly in relation to the city's industrial heritage.


Proposed site allocation: Land east of Langley Road
Kersal Cell
Former Chapel
Agecroft Cemetery
Gateway, lodge and adjoining office
River Irwell
Abraham St
Dixon St
Regatta St
Whit Lane
Langley Road South
Legend
Proposed allocation site
Listed Buildings

Brackley Golf Course

Summary of initial screening exercise:

Screened out by Salford City Council from requiring further detailed assessment.

Screened in by GMAAS requiring further detailed assessment.

The detailed GMAAS assessment can be viewed in Appendix C.

Land west of Kenyon Way

Summary of initial screening exercise:

Screened out by Salford City Council from requiring further detailed assessment.

Screened in by GMAAS requiring further detailed assessment.

The detailed GMAAS assessment can be viewed in Appendix C.

Orchard Street

Summary of initial screening exercise:

Screened in by Salford City Council requiring further detailed assessment.

Screened in by GMAAS from requiring further detailed assessment.

The detailed heritage assessment can be viewed on the following pages.

Land at Orchard Street
Heritage Assessment

This is a new allocation that has come forward following representations received at the Draft Local Plan public consultation stage. It is now included in the Revised Draft Local Plan, allocation reference H9/8 Land at Orchard Street.

Proposed Site Allocation in Draft Local Plan (November 2016):
None.

Proposed policy and potential development type that may occur on the site:
It is proposed that the site would be developed for the provision of medium density houses comprising around 470 dwellings predominantly in the form of houses comprising approximately 370 houses and some higher density development located towards Broughton Road in the form of approximately 100 apartments. It is anticipated that these would be low rise only and there would be no high rise development on the site.

Site Description:
The site which is roughly rectangular in shape, is situated between Orchard Trading Estate to the north west and Broughton Road to the south east. Langley Road South forms the majority of the north eastern boundary before doglegging behind the rear of the Pilkington Glass unit at the corner of Langley Road South and Broughton Road. A railway line forms the south eastern boundary which is also the line of the former Manchester Bolton Bury Canal. Holland Street dissects the site in a NE-SW direction leading to a pedestrian bridge which crosses the railway line whilst Orchard Street cuts through part of the site from Langley Road South in a southerly direction. The site is 10.1 hectares in size.

The site is currently in industrial use with the majority of the central area in use for aggregate recycling with external working and storage. Copes Cash and Carry is located within a former mill building that fronts onto Broughton Road and there is also a bathroom showroom in an adjacent mill building to the cash and carry warehouse. At the northern end of the site, to the north of Holland Street there are a number of single storey, older, brick built industrial units some of which are vacant. There is a series of more modern industrial units located on the north eastern side of Orchard Street to the site boundary.

There are no heritage assets located within the site but there are a number of assets within the vicinity surrounding the site. Of particular note are The Church of St Thomas and the Pendleton Cooperative Industrial Society Buildings situated to the south of the site off Broughton Road and the Tower of St George with St Barnaby, on St George's Way to the north east of the site, all of which are grade II listed. There are also a number of assets included on the city council's local list including 1 Cheltenham Building to the south on the opposite side of Broughton Road, 2 – 10 Cobden Street and Kingston Mill further along Cobden Street.

See site location and aerial plan of the site and surroundings at the end of this report.

Heritage asset(s) affected and their relationship between the site and heritage asset:

Designated Heritage Assets:

There no designated or non designated heritage assets located within the site boundary.

Listed Buildings:
Pendleton Cooperative Industrial Society Buildings, 19 & 21 Broughton Road (Grade II) – located 80m to the south west of the site.

Church of St Thomas, Broad Street (Grade II) - located 203m to the south west of the site.

The Tower of St George with St Barnabus, St George's Way (Grade II) – is located 106m to the north east of the site.

Non-designated heritage assets:

Kingston Mill, Carley House Cobden Street – is located to the south west of the site.

2 – 10 Cobden Street (Works) – is located almost 34m to the south west of the site.

Leirum House, Cobden Street – is located 117m to the south west of the site.

Cheltenham Buildings, 1 Cheltenham Street – is located approximately 51m to the south of the site.

Salford Snooker, Mona Street – is located approximately 95m to the south of the site on Cheltenham Street.

Relevant or useful information relating to the heritage asset:

Pendleton Cooperative Industrial Society Buildings

This 3 storey building was built for the Cooperative Society to incorporate offices, board room and assembly room as well as stores and shops, towards the end of the 19th century. It opened in 1887 and was later extended in 1903 by WH Walsingham to incorporate committee rooms, offices, hall, shops and showrooms. It is constructed from red brick with terracotta and stone dressing with a Welsh slate roof. The main entrance faces north with a tower over the entrance to the right of centre. The façade is highly decorative and attractive, strongly articulated as bays separated by pilasters above the ground floor and by rusticated piers at ground floor. There are segmentally arched windows to the first floor and large mullioned and transomed windows to the second floor. There is a pedimented gable over each bay. The tower over the entrance bay terminates in an octagonal lantern and domed roof. The building has an angled corner to Broughton Road with a clock over the second storey. The rear elevation of the building to Sovereign Street is 5 storeys with loading bays to the right and has regular fenestration. The significance of this building is predominantly in its aesthetic and historic value as a building built at this time and for this purpose.

Church of St Thomas

This parish church was built between 1829 – 1831 by Francis Godwin and Richard Lane. It is ashlar faced with a low pitched roof that isn't visible and a western 3-stage square tower, clasped by projecting porches each side. Its significance derives from its aesthetic, historic and communal value as a religious building.

The Tower of St George with St Barnabus, St George's Way

This tower and spire of the now demolished church dates back to 1858 when it was built. It is constructed from coursed sandstone rubble with ashlar dressings. The 3 stage tower with angle buttresses has a 4-light window in the western facing elevation with quatrefoil tracery with a clock above. It has a broach spire with lucarnes. The tower and spire were first listed in January 1980.

Cheltenham Buildings, 1 Cheltenham Street

This former warehouse was built in two phases (likely c1880s and c1910). It is now all rendered but was originally constructed from red pressed brick dressed in sandstone. The original phase comprises evenly spaced cambered windows over three floors with a shallow hipped Welsh slate roof. The later phase carries through the floor plates but uses paired cambered windows with cast iron supports between brick priers which extend up into a deep modulated parapet. The building is considered to be an individual, yet archetypal industrial structure from Salford's industrial age and has been included on the city's local list of heritage assets owing to its local interest and industrial heritage.

Kingston Mill, Carley House, Cobden Street

This former mill building dates back to the mid 19th century. It is four storeys constructed from red clay brick and is likely to have an iron frame construction. It has equally spaced windows with either flat arches or cambered arches across the building. A plain parapet conceals the roof and there is a tower to the rear of the main building which was later given a saddle-back roof.

The building is considered a typical example of 19th century industrial construction that typifies the industrial progress of Salford and was therefore added to the city council's local list of heritage assets for this reason.

Carley House, Cobden Street

This is a factory/mill from the 1920s. It is 2 storeys with 17 bays between corner turrets, constructed from red pressed brick with sandstone dressing. Piers are created between windows expressed through stepped/graded brickwork window

whilst the continuous stone cills read as banding between plinth and ground floor and ground and second floor. The building has a parapet topped with sandstone coping which conceals the roof whilst the square corner turrets have a simple entablature to the base of an elevated parapet.

It is considered that the single classical lines of the building suggest a turning point in classical to modern functional commercial architecture whilst the scale of the building reflects both the use of modern machinery and the down-turn in the economy in the inter war years. It has been included on the city council's local list of heritage assets because of its local interest as part of the city's industrial heritage.

Leirum House, Cobden Street

This former three storey mill dates back to the mid 19th century. It is constructed from brick and is likely to comprise an iron frame. It has cambered windows equally spaced between piers and terminating in a parapet that conceals the roof.

It is considered that this is a typical example of a 19th century mill building that typifies the industrial character of Salford at that time and has therefore been included on the city council'sl local list of heritage assets.

2 – 10 (Works) Cobden Street

This was a former works building that was later used as a meeting house, built around the1880s. It is two storeys over an exposed basement and is constructed from red clay brick with a Welsh slate roof. It is of bull-nose plan at back of pavement with the entrance to the centre of the curved frontage. It has pairs of windows under spreader arch (in relief) with groups of three cambered arched windows over around its frontages. It has a plane parapet supported by corbels and there is a lift hoist with an elevated gable extending above the parapet to the eastern side. It has a copper sign over the entrance doorway.

The building is considered to be unusual with a high level of decoration compared to the utilitarian approach to most other buildings in the neighbourhood at that time. It was therefore included on the city council's local list of heritage assets for its aesthetic value, and also for its local interest/industrial heritage value.

Archaeological assessment of the site

The following comments have been provided by the Greater Manchester Archaeological Advisory Service (GMAAS) and provide a summary of their more detailed assessment which can be found in Appendix C.

The site does not contain any known archaeological remains of national importance that would merit preservation in-situ. However there is substantial potential for the survival of archaeological remains across the site relating to the growth of Pendleton as an industrial town from the 19th century.

The construction of Elkanah Armitage's Pendleton New Mill in the 1840s began a period of intensive works across the length of the site, covering industries as diverse as cotton weaving, flint glass manufacture, rope making, wallpaper manufacturing and oil processing. The growth of the population of Pendleton during the 19th century is reflected by the construction of numerous terraces of workers housing within the site, north of Orchard Street. Examples of such housing still exist and the below-ground archaeological interest of these later workers housing is therefore of limited value.

The site currently comprises an open industrial estate and has largely remained undeveloped following the clearance of the industrial works in the late 20th century. Therefore there is considerable potential for the survival of below ground remains relating to the various mills and industrial works that were established on the site in the 19th century. Of particular interest on the site would be the survival of below-ground remains relating to the Pendleton Flint Glass works, to better understand its role in the Salford's 19th century glass industry. Also of interest are the potential below ground remains of Pendleton New Mill, Bridge Mill, Manchester Rope Works and Trafford Mill and possible early 19th century housing. In the first instance this could be achieved via a programme of trial trenching, which would aim to establish the presence or absence of any buried archaeological remains and, if present, assess their extent, condition and date.

Some elements of the Pendleton New Mill and its associated warehouse buildings on Orchard Street survive at the south east extent of the site. Demolition or significant redevelopment of these surviving buildings may merit a building survey to evaluate the extent of the survival of original elements and their historical importance.

If significant remains are found which will be impacted on by the development ground works then these should be either preserved through sympathetic planning or, where deemed acceptable, fully excavated and recorded (preservation by record). Consideration should also be given to commemorating and disseminating the information on the site's heritage.

Assessment of the contribution that the site makes to those elements which contribute to the significance of the heritage asset:

Following the clearance of the majority of the former industrial buildings the site has remained in industrial use but the majority has been, and is still in use today, for aggregate recycling with extensive external storage across its length. There are high piles of loose, different materials and equipment, a number of containers stacked 2 – 3 high, machinery, the odd warehouse unit or structure etc across the site.

The site boundaries are relatively open although there are a series of modern industrial units along the site boundary to Langley Road South which do currently provide some screening for this part of the site. As a result of the existing boundary treatment, the site is largely open and clearly visible from the wider area.

The proposal would have no direct physical impact upon the significance of any of the surrounding heritage assets. However, the site currently falls within the setting to several of these surrounding assets and it is these that are likely to be affected if the development were to go ahead. Whilst it is highly likely that the development of the site would in fact improve the setting of these existing surrounding assets given the nature of the existing use, care is still required to ensure that any future development would not be detrimental to any setting viewpoint. In particular, regard should be had to the following:

- Pendleton Cooperative Industrial Society Buildings – This is situated to the south west of the site further along Broughton Road. At this point Broughton Road is higher than the site. In this respect the front element of the proposal site, fronting onto Broughton Road forms part of the setting of the Pendleton Cooperative Building when travelling along Broughton Road in a broad north to south direction with the listed building elevated within the view. At this point the existing Cash and Carry is set back from the frontage to Broughton Road leaving clear viewpoints of the listed building.

- 2 – 10 Cobden Street – The proposal site forms part of the view of this building when standing at the junction of Broughton Road and Cobden Street and looking in an westerly direction along Cobden Street.

- Kingston Mill – The proposal site is visible from several view points of this locally listed mill as the proposal site is situated directly to the north east of the Mill.

- Tower of St George and St Barnabus – The proposal site forms part of the setting of this listed building when viewing the tower from north west.

Impact the proposed allocation may have upon the significance of the heritage assets

There are no heritage assets located within the site boundary.

It is considered that the redevelopment of the site in accordance with the proposed allocation would considerably improve the overall appearance of the site and would therefore generally only serve to enhance the setting of any heritage asset which the site currently forms part of.

If the southern end of the site fronting onto Broughton Road were to be redeveloped for apartments this may impact upon views of the former Pendleton Cooperative building when travelling along Broughton Road in a north-east to south west direction. Depending on how high any apartment block would be and depending upon their footprint, the proposed apartments could result in the obstruction of views of all but the upper floor and roof of the former Cooperative building. This is a highly decorative and attractive building, its form contributing to its significance as a 19th century building. Therefore, whilst it would always have been sited in a developed and built up area, the removal of these views would contribute to some minor harm to the significance of the building.

Depending on the final nature of development on the site, there is the potential that views of some of the surrounding heritage assets may be lost. In particular is the view of the grade II Tower of the Church of St George with St Barnabus. This is currently clearly visible from Orchard Street within the proposal site boundary and should be maintained.

If the development of this site would harm elements which contribute to the significance of the heritage assets, does the Plan set out sufficient measures to remove or reduce this harm?

The policy in the revised draft local plan includes a requirement to safeguard the surrounding heritage assets, their setting and views of them. It is considered that this is appropriate at this time as there are no specific design criteria developed for the site. It also includes provision to retain the mature trees along the southern boundary which would provide a degree of screening for those assets to the east of the proposal site. Provision is also included for applicant's to consider the archaeological interest in the site and also requires the correct and adequate recording of any remains found. This is considered sufficient with more detailed conditions able to be attached to any future planning applications for the site.

If development presents an opportunity to enhance heritage assets, does the Plan set out sufficient measures to ensure this?

Not applicable.

Conclusion

It is considered that the proposed site allocation for residential development across the site is unlikely to result in any significant harm to the heritage assets in the vicinity owing to its proximity and relationship to the particular heritage assets in question. There may be some slight harm to the significance of the former Pendleton Cooperative Industrial Society Buildings if the site were to be developed up to the site boundary edge to Broughton Road. However, it is considered that this can successfully be addressed through careful siting and design of the proposed units together with the application of other relevant policies relating to design, heritage and landscaping in the local plan, all of which would ensure that development on this site is delivered in a manner that would result in minimal harm to the significance of the heritage assets.

Proposed site allocation: Land at Orchard Street
N
Orchard Trading Estate
Langley Road South
Holland Street
St. Sebastian's RC Primary School
Tower of Church of St George With St Barnabus
1 Littleton Road
Orchard Street
Kingston Mill
Cobden Street
Carley House
Broughton Road A576
2 - 10 (Works)
Leirum House
Pendleton Cooperative Industrial Society Buildings
1 (Cheltenham Buildings)
Halton Bank School
Maypole Public House
Church of St Thomas
Salford Snooker
Legend
Proposed allocation site
Listed Buildings
Locally Listed

Land south of the Church of St Augustine

Summary of initial screening exercise:

Screened in by Salford City Council from requiring further detailed assessment.

Screened out by GMAAS requiring further detailed assessment.

The detailed heritage assessment can be viewed on the following pages.

Land south of the Church of St. Augustine
Heritage Assessment

Proposed Site Allocation in Draft Local Plan (November 2016):
H3/11 Land south of St Augustine's Church, Pendlebury (2.6 hectares).

Proposed policy:
It is proposed that the site would be developed for around 60 houses, and development would need to deliver the highest quality of design which preserves and enhances the setting of the Grade I listed St Augustine's Church, the Grade II listed Environmental Institute and the associated conservation area. The playing field function would be retained within the site, however it would potentially be relocated within the site in order to deliver a better design and/or enable vehicle access to be achieved. The policy also seeks to ensure that walking and cycling connections to the surrounding areas are maximised and that off-site recreation improvements are secured to compensate for the loss of the former bowling green which is located within the site.

Potential development type that may occur on the site:
The proposal is to allocate the site for residential use, and the policy states that this would be in the form of houses rather than apartments. A traditional residential scale of two - three storey properties is therefore assumed.

Site Description:
The eastern half of the site is currently in use as playing fields used by the St Augustine's Church of England Primary School to the north of the site. The remainder of the site is open scrubland/hard standing and upon visiting the site, there was a large amount of rubbish was noted to have been deposited in this part of the site. Public rights of way run along the site's eastern, northern and southern boundaries.

To the immediate north of the site is the St Augustine's conservation area, which includes the grade I listed Church of St Augustine, grade II listed Environmental Institute, the grade II listed St Augustine's Gatehouse and the locally listed Saint Augustine's War Memorial. The St Augustine's Primary School and a terrace of eight residential properties on Church Street are also located within the conservation area. The school and residential properties are not listed.

To the north west of the site is Albany House, which comprises large, modern, industrial buildings currently occupied by BASF, and forming part of the Pendlebury Industrial Estate. Two storey semi-detached residential properties are located along the site's southern boundary and to the immediate east of the site allocation is a Salford City Council Children's Services building.

See plan of the site's location and the heritage assets within its proximity at the end of this assessment.

Heritage asset(s) affected and their relationship between the site and heritage asset:

There are no heritage assets within the site boundary, however there are a number in close proximity of the site, as detailed below.

Designated Heritage Assets:

Listed Buildings:

- Church of St Augustine (grade I listed) is situated 14m from the northern site allocation boundary.
- Environmental Institute (grade II listed) is situated 27m from the northern site allocation boundary.
- St Augustine's Gatehouse (grade II listed) is situated 90m from the northern site allocation boundary.
- Band Stand, Victoria Park (grade II listed) is situated 171m from the western site allocation boundary.

Conservation Areas

- The St Augustine's Conservation area adjoins the site allocation to the north.

Non Designated Heritage Assets:

- St Augustine's War Memorial (locally listed building) is situated 8m from the northern site boundary.

Archaeological evidence:

The site has been screened out as being of very low archaeological interest.

Relevant or useful information relating to the heritage assets:

Church of St Augustine

The Church of Augustine, a building of substantial proportions, is the focal point within the St Augustine's Conservation Area, which is a relatively self-contained campus of coherent, originally church related buildings that would have functioned collectively. The building's immediate surroundings are the church grounds, and there are two main access routes through the grounds to reach the church: the first, a tree-lined pedestrian route running in a south westerly direction from the St Augustine's Gatehouse to the church passing through a more formal, enclosed 'church precinct' (image 1), and the second, a long, straight vehicle and pedestrian route running south from Church Street diagonally across a wide open graveyard to reach the main entrance of the church and a small car park in front of it (image 2). The church does not sit centrally within the graveyard plot, creating a smaller area of gravestones to the east of the church adjacent to the site allocation. The spacious character of the graveyard to the north of the church matches the significant scale and massing of the church, and this space along with the playing fields to the south allow for the most striking views of the church in its entirety to be observed.

Image 1 (left): Route south west to the Church of St Augustine from the gatehouse
Image 2 (right): Route south to the Church of Augustine from Church Street

Beyond the conservation area, the surroundings are generally built up and the architectural style is mixed. To the west are modern industrial buildings (currently occupied by BASF – see image 3) and two-storey residential properties are located to the north and east. To the south, the land proposed to be allocated for housing development is open and currently used as playing fields. There is very limited remains of boundary treatment between the grounds of the church and the proposed allocation site, which would have previously been a brick wall topped with moulded coping stones and high spear tipped railings. A public foot path runs between the two which can be seen in image 4. To the south and west, the remainder of the proposed allocation site comprises a dense bank of trees along its northern edge, and beyond this scrubland with an area of overgrown hardstanding in its western corner.

Image 3: Views west to BASF from the graveyard

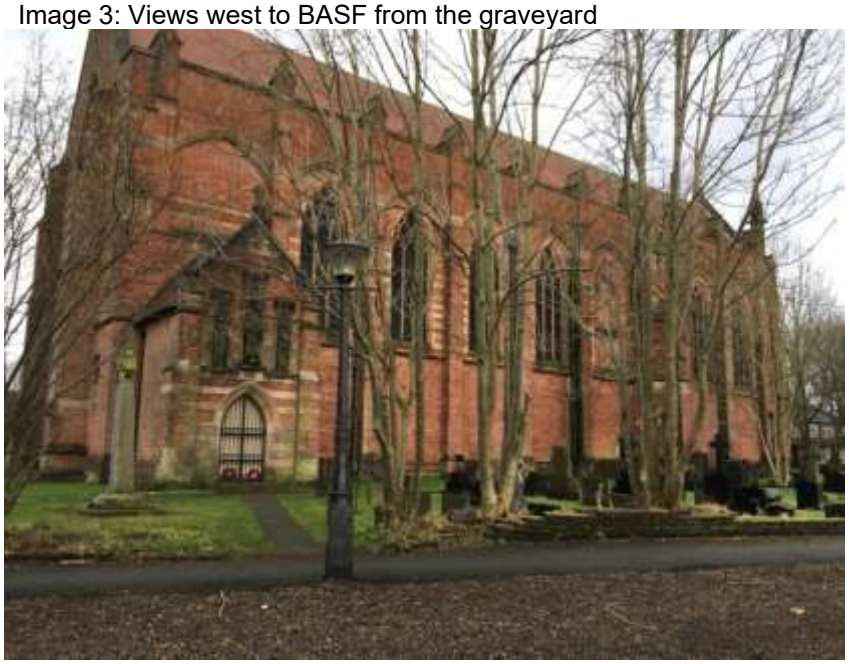


Image 4: Limited boundary treatment remaining between the church and the site allocation

The St Augustine's Church was designed by George Frederick Bodley and built between 1870 and 1874 for Edward Stanley Heywood, a Manchester banker who owned one of Manchester's most prominent banks, Heywood Brothers and Co. Heywood was actively involved with the church and school before his death in 1914, and his body les on the south side of the church. Bodley was an influential neo-gothic architect in the 19th Century, becoming known for churches displaying huge simple volumes with undivided spaces, and The Church of St Augustine is described in its listing as 'probably his most radical church.'

It has magnificent proportions, which dwarf by far the majority of Victorian parish churches. 48 metres long, 12 metres wide and 24 metres high, the church dominates the surrounding area and is still visible for several miles from certain vantage points. The church became known as the Miners' Cathedral, its scale intended to provide a change and repose from people's cramped houses, and create sufficient church

accommodation for the large population of miners and mill workers in the surrounding area. Its size also potentially deliberate to enable it to 'hold its own' against the bulk of the surrounding mills, with a further possible explanation being that it was intended to facilitate choral music, in which Heywood had an interest. It was drawn and painted by L.S. Lowry on several occasions, omitting details but appearing a silhouette, dwarfing everything around it.

The church is gothic style, built in red brick with stone dressings and appears austere and fortress like, with high windows above large blank areas of wall at the base, its interior well-guarded from the outside. It has a high tiled, continuous roof over the nave and chancel, providing an undivided space which had become desirable in accommodating the kind of congregational worship during this period. Internally, the church is described as having magnificent proportions, with internal buttresses supporting arches at high level. The barrel roof is richly painted above the chancel and many of the other internal features are detailed within the building's listing, including the stained glass, pews, organ case, elaborately carved rood screen and sedilla (a group of stone seats in the chancel of a church).

The significance of the church therefore derives from its historical value (as a building by one of England's leading architects of the 19th century), aesthetic value, (imposing in both its scale and composition) and communal value (as a main church within Salford and a building which plays an important role in the community of both the industrial and modern city, with the memorials and burials enhancing its significance).

Environmental Institute (grade II listed) is situated 27m from the northern site allocation boundary.

The Environmental Institute is located on the eastern side of the St Augustine's conservation area, a much more modest, single storey rectangular building. A former schoolhouse, it is currently used as offices and is occupied by Property Techtonics (a construction and property company). Its west elevation faces onto the more enclosed church precinct (image 5). To the immediate north of the building is an enclosed garden space (accessed via a gate on Bolton Road and separated from the church precinct by a privet hedge and railings) and to the east is the building's car park which is accessed from Moorcock Avenue (image 6) which would have originally functioned as a playground. Both these areas form the extent of the building's curtilage and a brick wall and railings/hedge providing the boundary treatment.

The former St Augustine's school was also designed by G.F. Bodley for Edward Stanley Heywood in 1874. Designed in 'free gothic style,' it comprises a single storey, long hall with eight bays, with its end bays projecting as gabled wings to the precinct. Its steep roof is a prominent feature and now exhibits a row of modern roof lights. The materials are the same brick, clay tiles and stone dressings used on the church and gatehouse and its style is again described as a free handling of gothic, with many features noted in the building's listing. The significance of the former school therefore derives from its historical value (as a building by one of England's leading architects of the 19th century), aesthetic value, (its composition containing many notable features) and communal value (as a former school).

Image 5 (left): View north east to the Environmental Institute from the Church of St Augustine
Image 6 (right): Car park to the east of the Environmental Institute

St Augustine's Gatehouse (grade II listed) is situated 90m from the northern site allocation boundary.

The Gatehouse fronts onto Bolton Road and forms the north western entrance into the conservation area. To the south and east of the gatehouse is the Environmental Institute (the former St Augustine's School), to its south the Church of St Augustine and to its west, the current St Augustine's Primary School. To the north of the gatehouse on the opposite side of Bolton Road is an area of open space and the Manchester to Wigan rail line.

Image 7: Gatehouse

Also designed by G.F. Bodley for Heywood, the gatehouse to the church and school was originally designed as the home of the verger or sexton. Its carved and embellished archway creates a strong sense of arrival for pedestrians and frames a partial view of the church's east end, which is further revealed on entering the church precinct. It is designed in a free gothic style, with its archway, coat of arms and bold chimney stack with stone cornice noted in its listing. The materials are the same clay tiles, brick and stone dressings used on the church and former school. The significance of the gatehouse therefore derives from its historical value (as a building by one of England's leading architects of the 19th century), aesthetic value, (its composition containing many notable features) and communal value (as a functional part of the church campus).

Band Stand, Victoria Park (grade II listed) is situated 171m from the western site allocation boundary.

The bandstand is located within Victoria Park, which provides its immediate setting. The park is surrounded by residential properties to its east south and west and industrial uses to the north. The bandstand is not visible from the site allocation, and separated from it by residential properties on Temple Drive.

The bandstand was erected to commemorate the sixtieth year of the reign of Queen Victoria in 1897. It comprises a brick plinth, cast iron structure and slate roof. It has an octagonal canopy on corner columns with wrought iron rails spanning elaborate cast iron columns, joining the canopy with enriched cast iron brackets. Its value derives from its historical, aesthetic and communal value.

St Augustine's Conservation Area

St Augustine's conservation area was designated in 1981. It is a small conservation area covering just over 2 hectares but has three listed buildings within its boundary including St Augustine's Church, one of only 6 grade I listed buildings in the city. It also includes a terrace of residential dwellings.

A draft conservation area appraisal was published in 2007 but was never formally adopted by the city council.

The conservation area is listed on Historic England's North West Heritage at Risk Register 2017, and is described as being identified as being in poor condition and deteriorating with medium vulnerability. This is largely due to the condition of the landscape and hard surfaces around St Augustine's Church, which are in need of considerable repair and enhancement and the state of disrepair of the boundary wall, particularly between St Augustine's Church and the playing fields to the south. The boundary wall is considered to be of key importance to the character and appearance of the conservation area as a defining feature of the St Augustine's Church enclave, delineating its perimeter and creating a strong sense of identity within the church grounds, as well as controlling access.

The church, church-related buildings and churchyard landscape are unified by the strong vision of the architect George Frederick Bodley, forming a coherent group of buildings and a planned layout which survives in a near complete state. The conservation area can be understood as a single space with a clear visual and functional identity. The St Augustine's Church stands at the heart of the conservation area, surrounded by the contiguous spaces which comprise the precinct and extensive graveyard which matches the exceptional scale of St Augustine's height and massing. The special interest of the conservation area therefore derives from the historic and aesthetic value of the magnificent St Augustine's Church and the strong ecclesiastical character of the area being composed of spaces and buildings that are or were related to the use of the church.

Locally listed Heritage Assets:

St Augustine's War Memorial (locally listed building) is situated 8m from the northern site boundary.

This memorial is one of three located within the church yard. It is constructed in grey granite in the form of a decorated Celtic cross on a rough-hewn shoulder plinth. It is visible from the site allocation, located to its immediate north within the church yard for St Augustine's Church.

On the north and south faces of the shaft, from top to base, are inscribed the names of those who died in the First World War (1914-1918). Its value derives from its historical, aesthetic and communal value.

Image 8 St Augustine's war memorial

Assessment of the contribution that the site makes to those elements which contribute to the significance of the heritage asset:

Despite the tremendous scale of St Augustine's Church, it is visible in its entirety from only a small number of local viewpoints, although its scale allows for long range views of the church in its wider setting. The playing fields within the eastern part of the proposed site allocation are located to the immediate south of the church and conservation area, and provide the opportunity to experience striking, uninterrupted views of the church (image 9). The playing fields and the entrance to the churchyard from Church Street are indeed the only places where St Augustine's Church can be seen in its entirety. Elsewhere partial views are available, for example from the St Augustine's Gatehouse through the church precinct and from the residential areas to the south.

The playing field located within the proposed site allocation provides opportunities for uninterrupted views of St Augustine's Church to be enjoyed and are therefore considered to make a positive and important contribution to the asset's significance, in particular how the church and wider conservation area is experienced.

The views which can be experienced from the western part of the site are less notable due to the axis of the church in relation to this part of the site and the presence of the BASF complex, the rear wall of the church yard and the trees and dense vegetation along the north west boundary of the proposed site allocation, which provide some visual separation and distraction between the church and the site.

Image 9 Views from the playing fields within the eastern part of the proposed site allocation looking north to St Augustine's Church.

Image 10 Views from the scrubland within the western part of the proposed site allocation looking north east to St Augustine's Church.

Impact the proposed allocation may have upon the significance of the heritage assets

The final form of the development is unknown at the current time but is described in the Draft Local Plan policy as being houses, and is therefore likely to be low rise residential development of between two and three storeys. The type and scale of development which is proposed on this site is such that it would not be likely to challenge the dominance of the church, as it would be a comparable scale to the existing residential development within its wider setting. However, the site allocation

has the potential to bring development in closer proximity of the heritage assets and into the immediate setting of some of them.

The location of development within the site would therefore need to be considered very carefully, in particular to conserve the imposing architectural intention of the church as a heritage asset of the highest significance. The development of the playing fields on the eastern part of the site has the potential to cause harm to the significance of the church and the conservation area through introducing new development into its immediate setting. The development of the eastern part of the site is likely to have the most impact on the significance of the church and conservation area due to its close proximity to these assets, the open visible nature of this part of the site and the opportunities it provides for key views of the church to be enjoyed. Whilst this harm is considered to amount to less than substantial harm in NPPF terms, the development of this part of the site does have the potential to significantly change the character of the setting of the church and conservation area and the way in which these assets are experienced, amounting to some moderate harm.

The harm that would be caused to the Grade II listed Environmental Institute (by developing the eastern part of the site) is considered to be much more limited, as the conservation area provides its immediate setting, with its main elevation facing into the church precinct. This Environmental Institute is also partially screened from the playing fields by some trees and other views of the asset can also be experienced; through its formal garden from Bolton Road and its eastern elevation from the confines of the walled area of hardstanding currently used as a car park which would have originally been the school's playground. The impact on the Grade II listed Gatehouse is also considered to be relatively limited due to its location on the northern edge of the conservation area.

The western part of the site, beyond the tree line which runs north-west to south-east through the centre of the site has the potential to accommodate development with limited harm to the assets, due to the distance and visual separation between this land and the assets, notably BASF which has already caused some harm to the setting of the church.

Archaeological assessment of impact:

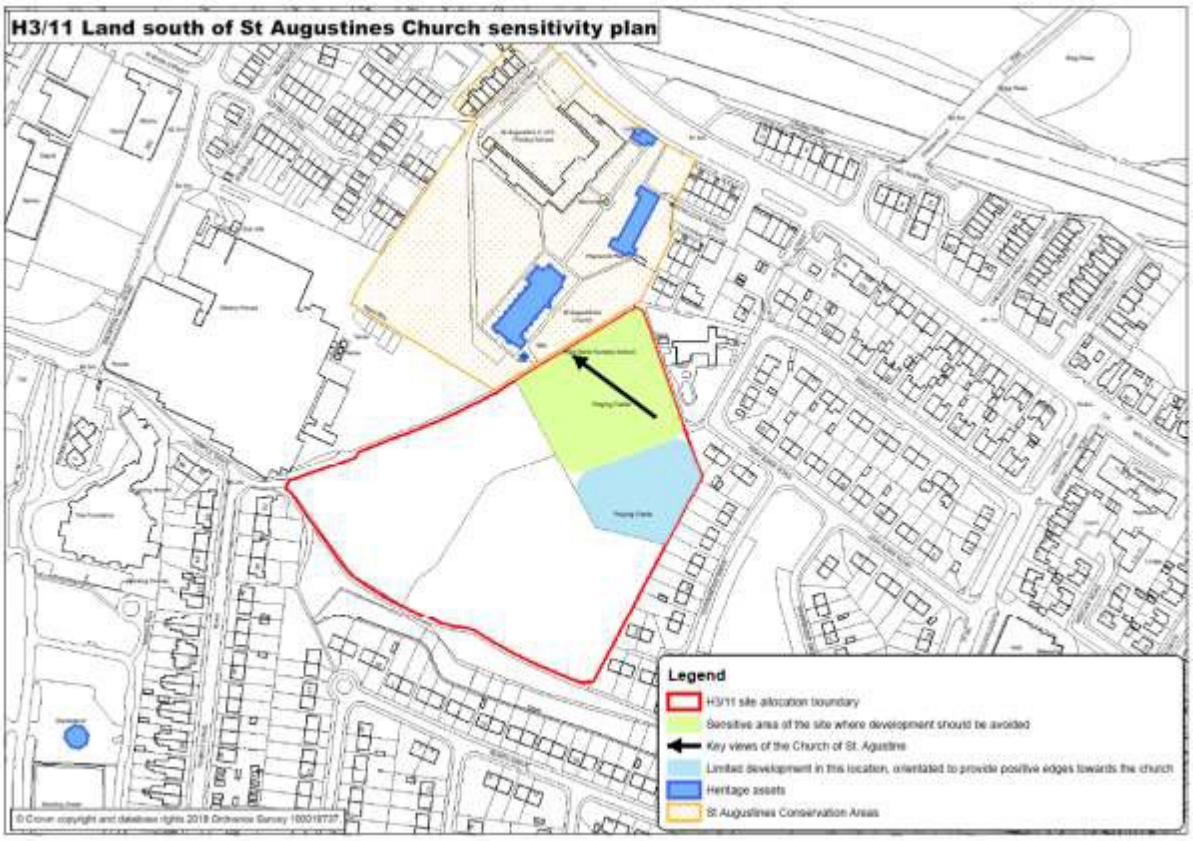
A screening exercise has been applied to the site allocations to identify which of the sites are shown to have potential archaeological significance that might be impacted on by the development proposals. The screening exercise comprised a review of the Greater Manchester Historic Environment Record and local archives to identify and map non-designated and designated heritage assets; an historic map regression exercise to identify previously unrecognised heritage assets with archaeological interest; a review of the findings of previous archaeological investigations carried out on or near the site along with any relevant published and secondary sources; and an analysis of historic and current aerial photography and available lidar data. The screening exercise has concluded that the proposed development of this site, in the absence of any mitigation, has potential to cause minor/neutral harm to non-designated buried archaeological remains, which may include remains relating to the 1930's Pavilion building, a late twentieth century Miner's Institute, and a possible construction shaft relating to the Clifton Hall Tunnel beneath. Therefore, it is assumed that any buried remains will only be of low local importance.

If the development of this site would harm elements which contribute to the significance of the heritage assets, does the Plan set out sufficient measures to remove or reduce this harm?

The Draft Local Plan policy as currently written requires that*' Any development will need to deliver the highest quality design, including through the use of appropriate materials, which preserves and enhances the setting of the Grade I listed St Augustine's Church, Grade II listed Environmental Institute and associated conservation area.'* Various other Draft Local Plan policies are also relevant and seek to safeguard the heritage assets, including HE1 which relates to the protection of heritage assets and their setting, and D1 and D2 which seek to achieve good design and retain local character and distinctiveness.

Whilst these policies afford protection to the heritage assets in general terms, it is considered that the site allocation policy should incorporate some more specific requirements to ensure that harm, particularly to the church (as an asset of the highest significance) and conservation area is minimised. Having regard to the sensitivity of the eastern part of the site, it is considered that the site allocation policy should be explicit that the majority of this area (currently occupied by playing fields) should not be developed, and instead should provide a large open space within the development which reinforces the prominence of the church and provides a focal point both visually and in terms of activity. The reference in the existing site allocation policy to 'potentially relocating it (the existing playing field) to the western part of the site' should also therefore be removed. Ensuring that the location of development within the site is controlled in this way will ensure key views are protected and that the church and conservation area can continue to be appreciated, thereby ensuring that the allocation of this site minimises any potential harm.

It may be possible to have some limited and very carefully considered housing on the south eastern part of the site allocation (i.e. the southern fringes of the playing field), however this should be very carefully designed and located and should be orientated to provide positive edges towards the church (i.e. active frontages) so as to ensure that development doesn't alienate the building physically. The policy should incorporate these design requirements. The map below identifies the more sensitive area within the proposed site allocation and the key views which can be experienced from within it.



Due to the site's proximity to the heritage assets, the development of the whole site should be informed by a heritage impact assessment, which considers site layout and the integration of new built development with the buildings in the conservation area, open spaces/footpaths and opportunities to appreciate the heritage asset from within the development site as well as details such as scale, height, massing and materials. Reference should be made to this requirement within the site allocation policy.

If development presents an opportunity to enhance heritage assets, does the Plan set out sufficient measures to ensure this?

The St Augustine's conservation area is identified on the Heritage at Risk Register as being in poor condition and deteriorating. Identifying means by which the development can contribute to the enhancement of the conservation area are therefore considered to be particularly important. The draft conservation area appraisal notes a number of features which detract from its appearance and character, and opportunities to enhance the conservation area are identified, including: repairing and rebuilding of the damaged boundary structures, restoring the original landscape scheme for the entrance courtyard, rebuilding of the access road and providing improved parking facilities, screen planting against the BASF boundary, introducing a sensitively designed exterior lighting scheme, restoration of pathways and specialist cleaning of the buildings and structures.

Repairing and rebuilding the boundary structures, as an integral element of the church precinct would significantly enhance the heritage assets, delineating the perimeter of the conservation area and creating a strong sense of identity, arrival and security. The repair of the southern boundary wall which lies forms the boundary between the conservation area and the proposed site allocation provides an appropriate opportunity for the development to contribute towards the enhancement

of these heritage assets, and the site allocation policy should highlight this and seek to ensure this is delivered in association with the development. Ensuring that the development protects and enhances the public rights of way which wrap around the edges of the site allocation and in front of the church could further improve public access and opportunities for the heritage assets to be experienced.

Conclusion

The proposed site allocation could result in some level of harm to the heritage assets, and there is a risk that the harm to the church and conservation area could be significant without alteration to the site allocation policy. It is considered that development in the immediate setting of the church should be avoided, to enable key views to continue to be experienced, and the location of development within the site allocation should reinforce its prominence. Development on the remainder of the site should be informed by a detailed heritage impact assessment. Some changes to the policy are suggested in order to minimise the potential harm, including the need for the policy to identify the part of the site where development should be avoided. Opportunities to enhance the heritage assets through the development of the site are also identified.

Proposed site allocation: Land south of St Augustine's Church
N
Bolton Road
Church Street
St. Augustine's Gatehouse
St. Augustine's Primary School
The Environmental Institute
St. Augustine's Conservation Area
Moorcock Ave
Swinton Hall Road
Church of St. Augustine
BASF
Temple Drive
Birch Drive
High Bank Road
Band Stand
Temple Drive
North Drive
Legend
Site allocation boundary
Listed Buildings
Locally Listed Buildings
Conservation Areas
Footpath

Land north of Lumber Lane

Summary of initial screening exercise:

Screened in by Salford City Council requiring further detailed assessment.

Screened out by GMAAS from requiring further detailed assessment.

The detailed heritage assessment can be viewed on the following pages.

Land north of Lumber Lane
Heritage Assessment

Proposed Site Allocation in Draft Local Plan (November 2016):
H3/16 Land north of Lumber Lane, Worsley (3.8 hectares)

Proposed policy:
The site will be developed for residential purposes.

Potential development type that may occur on the site:
The proposal is for the residential development of the site to provide in the region of 60 dwellings. Access would have to be taken from Hardy Grove with a new road bridge spanning the recreation route along the former railway line. It is not intended that there would be any high rise development on the site.

Site Description:

The site which is triangular in shape, is bounded to the north by the A580 East Lancashire Road and to the south and east by the Tyldesley and Roe Green looplines. The site is undeveloped and largely enclosed, screened by trees growing along the looplines and along the majority of the boundary to the East Lancashire Road. There are a couple of public rights of way which run across the site in a north–south direction (located towards the eastern and western corners of the site respectively).

The site is currently land-locked with no vehicular access. A new access would have to be formed off Hardy Grove which is situated off Lumber Lane and is currently a cul-de-sac of 9, two storey semi-detached dwellings. The Roe Green/Beesley Green Conservation Area lies to the immediate east/ south-east of the site.

The Draft Roe Green Beesley Green Conservation Area Appraisal which was out for consultation during January/February 2018 proposed that the conservation area boundary be extended in part, to incorporate the properties on Hardy Grove together with 67 – 71 Lumber Lane and 1 Hardy Grove owing to their architectural value and also their close associations with the Tyldesley family of Roe Green.

See site location and aerial plan of the site and surroundings including the proposed amendments to the Roe Green Beesley Green Conservation Area boundary at the end of this report.

Heritage asset(s) affected and their relationship between the site and heritage asset:
Designated Heritage Assets:

There no designated heritage assets located within the site boundary.

Listed Buildings:

Littlewood and Sisley including adjoining Stable block (Grade II) – located 12m from the proposed access into the site off Hardy Grove on the opposite side of Lumber Lane

Conservation Areas:
The Roe Green Beesley Green conservation area is located to the immediate south east of the site.

Non-designated heritage assets: none

Relevant or useful information relating to the heritage asset:

Littlewood and Sisley and Adjoining Stable block

This was originally one house built dating from around 1740 which was later extended in the early 19th century. It is constructed from English garden wall bond brick with a slate roof. The original house has 3 windows on each floor with replacement casements and cambered brick arches on the ground floor. A gabled wing was added to the left and a taller 2 storey range to the rear. The additions have various mullion and transom casements and 16 pane sash windows and now form a separate house – Littlewood. The interior retains many original features including doors, a dogleg staircase and built in furniture. The house was at one time the residence of John Clarke, mill-owner, to whom the Bishop of Chester granted faculty for use as a preaching house. The first floor contained a chapel. The significance of the properties derives from their aesthetic value, their historical value (home of the mill owner) their communal value (use as a preaching house) and their evidential value.

Roe Green Beesley Green Conservation Area

This is Salford's largest conservation area and was originally designated by Lancashire County Council in November 1970.

There has been a settlement at Roe Green since the Medieval period, when Roe Green comprised a small rural hamlet. There have been a number of defined stages in the development of the village. The 18th century was a period of expansion for Roe Green, with a series of simple cottages built around the village green to house the growing community. The next stage of expansion was the Victorian period when the coming of the railway ushered in a wave of housebuilding with modest terraced housing constructed. The coming of the East Lancashire Road in the 1930s initiated the next wave of housebuilding with suburban semi- detached homes built around the periphery of the village.

Over the course of the 20th century the village of Roe Green increasingly became suburbanised within the wider conurbation of Greater Manchester. Despite this, Roe Green/Beesley Green retains its identity as a distinct village within the wider conurbation, and the semi-rural character which it evokes is an intrinsic part of its special interest.

The significance of the conservation area therefore derives from the historical development of the area from the 18th century through to today together with its strong semi-rural character which contributes to the area's aesthetic value.

The Draft Roe Green Beesley Green Conservation Area Appraisal was out for public consultation in February 2018. This proposed a number of amendments to the conservation area to include some additional land that is currently located outside of the boundary and to also exclude some land that is currently included within the boundary. Of particular note in relation to the proposal site, it is proposed that the properties at 67, 69 and 71 Lumber Lane, and 1 – 9 hardy Grove, be included within the conservation area boundary. Please see the area plan at the end of this assessment which highlights this proposed area of amendment in relation to the proposal site. It is anticipated that the Draft Conservation Area Appraisal will be formally considered later in 2019.

Archaeological assessment of the site

The following comments have been provided by the Greater Manchester Archaeological Advisory Service (GMAAS) and provide a summary of their more detailed assessment which can be found in Appendix C.

A review of historic mapping for the area shows the site to be the remnant of agricultural plots which previously continued to the north in the early nineteenth centre. By the 1st edition Ordnance Survey map of 1848 the fields had already been segregated from Beesley Green to the south by the Eccles, Tyldesley and Wigan branch line of the London and North Western Railway. The site was further confined by the addition of the Worsley and Bolton line in 1869 along the north eastern boundary. The site was ultimately isolated by the construction of the East Lancashire Road which was constructed in the early 1930s and crossed both of the existing railway lines along the north western side of the site.

The railway lines adjacent to the site were closed following the Beeching Report in 1969 and dismantled shortly after, leaving the current footpath routes along their former alignment.

The screening assessment of the site concluded that the proposed development, in the absence of any mitigation, has potential to cause minor/neutral to buried archaeological remains, based on assertion that there are no apparent designated or non-designated heritage assets within the site and that any buried remains will only be of low local importance. Consideration should be given to hedgerows within which follow the boundaries depicted on the 1st Edition Ordnance Survey map of 1848 and therefore would be considered historically important under the Historic Hedgerows Regulations 1997.

Assessment of the contribution that the site makes to those elements which contribute to the significance of the heritage asset:

It is not considered that the site in its current form contributes to the setting and significance of Littlewood and Sisley cottages given the separation distances between the site and the heritage assets, as well as the existing trees along the loopline that currently screen the site from any views from Lumber Lane.

An assessment of the proposal in relation to the character and appearance of the Roe Green/Beesley Green conservation area needs to be considered in light of the existing boundary and also the proposed amended boundary as identified in the Roe Green/Beesley Green Draft Conservation Area Appraisal 2018.

It has been indicated that the site would be developed for up to 60 dwellings. It is not considered that the traffic that would be generated as a result of this number of dwellings would have a significant detrimental impact upon the character and appearance of the existing conservation area boundary given the amount of traffic that currently travels along Lumber Lane throughout the day.

However if the conservation area boundary extension as proposed under the Roe Green/Beesley Green Draft Conservation Area Appraisal were to be implemented to include the properties on Hardy Grove, it is considered that the proposed allocation would have a greater impact. The Tyldesley loopline forms the southern boundary to the proposal site and runs across the northern end of Hardy Grove. There is a line of mature, dense trees along the embankment to the loopline, part of which would have to be removed to provide the site access. These trees currently contribute to the green and leafy character of the area and would therefore contribute to the semi-rural character of the conservation area if the conservation area boundary were to be amended.

Impact the proposed allocation may have upon the significance of the heritage assets

The final form of the development is unknown at the current time but it is likely to be predominantly low – rise development ie 2 – 3 storey in relation to the dwellings that would be constructed. There are also no details of the proposed bridge that would be required to access the development but it is anticipated that the new access would be of similar width dimensions to Hardy Grove.

In order to be able to provide and construct the bridge, an area of the vegetation and trees growing within the alignment of the proposed road would have to be cleared and removed. A consequence of this would be that the existing green and leafy character of the area when looking northwards down Hardy Grove would be

different. The number of mature trees when looking down Hardy Grove would be reduced and therefore the current green and leafy semi-rural view which contributes to the general character of the area would be lost. There would also be a view of the dwellings constructed on the proposal site.

In conclusion therefore, whilst the physical development of the site itself is unlikely to cause harm to the existing conservation area, if the conservation area is extended to include Hardy Grove, as proposed in the Draft Roe Green Beesley Green Conservation Area Appraisal, the provision of the new access off Hardy Grove and the removal of mature trees at its northern end to enable this, does have the potential to result in some moderate harm to the character of this part of the proposed revised conservation area.

If the development of this site would harm elements which contribute to the significance of the heritage assets, does the Plan set out sufficient measures to remove or reduce this harm?

The Draft Local Plan policy refers to the bridge being carefully designed to minimise the visual impact and any potential adverse effects on the amenity of residents on Hardy Grove. Various other Draft Local Plan policies would also be relevant in the consideration of any development proposal and provide additional protection including HE1 which relates to the protection of heritage assets and their setting, and D1 and D2 which seek to achieve good design and retain local character and distinctiveness.

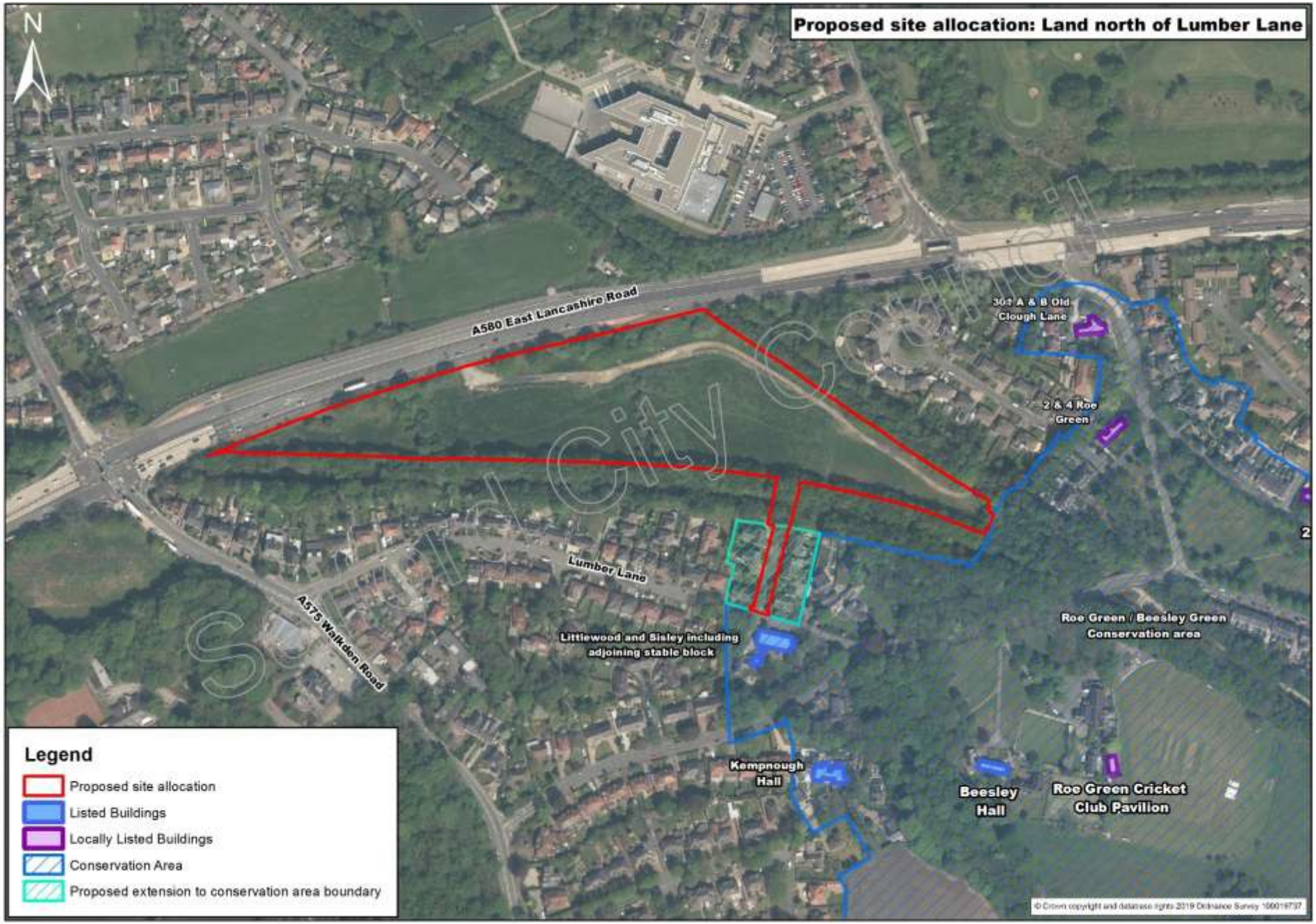
It would be beneficial if the local plan policy could be augmented to improve the protection it specifically affords to the character and appearance of Hardy Grove as well as to minimise any adverse effects on the amenity of its residents.

If this were achieved it is not considered that given the nature of the intended development on the site that any further measures are required to be incorporated into the local plan policy at this stage but that they would be able to be successfully addressed at the planning application stage.

If development presents an opportunity to enhance heritage assets, does the Plan set out sufficient measures to ensure this?

Not applicable.

Conclusion
The proposed site allocation would have minimal impact upon the adjacent listed cottages; Sisley and Littlewood but could potentially result in some minor harm to the character and appearance of the conservation area if the conservation area boundary were to be amended. It is considered that this potential harm could be addressed more successfully if the plan policy were augmented to further protect the character and appearance of Hardy Grove.


Proposed site allocation: Land north of Lumber Lane
N
A580 East Lancashire Road
301 A & B Old Clough Lane
2 & 4 Roe Green
Lumber Lane
A575 Walkden Road
Littlewood and Sisley including adjoining stable block
Roe Green / Beesley Green Conservation area
Kempnough Hall
Beesley Hall
Roe Green Cricket Club Pavilion
Legend
Proposed site allocation
Listed Buildings
Locally Listed Buildings
Conservation Area
Proposed extension to conservation area boundary
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Land at A J Bell Stadium

Summary of initial screening exercise:

Screened in by Salford City Council requiring further detailed assessment.

Screened in by GMAAS requiring further detailed assessment.

The detailed heritage assessment can be viewed on the following pages.

Land around AJ Bell Stadium
Heritage Assessment

Proposed Site Allocation in Draft Local Plan:
H3/1 Land around the AJ Bell Stadium, Irlam (34.3 hectares)

Proposed policy:
The site will be developed for tourism and related activities where there would be no significant adverse impact on vitality and viability of existing designated centres.

Potential development type that may occur on the site:
The proposal is for the development of the site for tourism and related activities including hotels, food and drink, such as bars and restaurants, leisure facilities and shops (where there would be no significant adverse impact on the vitality and viability of designated centres). The site would also need to be designed around high quality public realm, retain a line for a potential extension of the Trafford Park Metrolink line incorporating a stop on its way to Port Salford, and incorporate walking and cycling routes that connect to the wider pedestrian and cycling networks.

Site Description:
The site is situated on the southern side of Liverpool Road to the immediate east of the Port Salford site and incorporating the former White's Reclamation site. It has a frontage of almost 500m to Liverpool Road and extends back before doglegging out in an easterly direction behind the White's Reclamation site and across the rear of the properties on New Hall Avenue and Wilfred Road towards the M60 which forms the site's eastern boundary. The site then extends back in a southerly direction, to the Manchester Ship Canal which forms the southern boundary to the allocation site.

On the opposite side of the Manchester Ship Canal to the east of the proposal site is the M60 at an elevated level and also the Trafford Centre whilst to the north is the residential area of Peel Green. Barton Aerodrome lies to the north west of the proposal site on the northern side of Liverpool Road.

The majority of the site is currently undeveloped. The AJ Bell stadium is situated centrally to the rear of the site and there are some training pitches adjacent to this in the south western corner. The surrounding road network has recently been reconfigured with Liverpool Road now diverted to come through the north western corner of the site in a "V" shape with a new junction providing access to the AJ Bell stadium and also to the Trafford Centre on the eastern side of the Manchester Ship Canal. The Barley Farm public house has also recently opened at this junction.

The remainder and majority of the site is currently undeveloped. However, planning permission has been granted in outline for the development of the land between the stadium and the eastern site boundary for 21, 830 square metres retail/leisure development, planning reference 10/58995/HYBEIA.

With regards to heritage assets, Peel Green Cemetery which is included on the city council's list of heritage assets, is situated to the north of the site, separated by the residential properties of Trident Road, Argosy Drive, Newlands Avenue, Southlands Avenue, Woodlands Avenue and Sealand Drive. Barton Aerodrome is situated

directly to the north west of the site on the northern side of Liverpool Road. On this site there are three listed buildings including the Main Hangar, the Control Tower and the Passenger Officer, all grade II listed.

See site location and aerial plan of the site and surroundings at the end of this assessment.

Heritage asset(s) affected and their relationship between the site and heritage asset:
Designated Heritage Assets:

There are no designated heritage assets located within the site boundary.

Listed Buildings:

The Main Hangar (Grade II) – located 175m to the north west in the Barton Aerodrome site
The Control Tower (Grade II) – located 290m to the north west in the Barton Aerodrome site
The Passenger Office (Grade II) – located 360m to the north west in the Barton Aerodrome site.

Non-designated heritage assets:

Peel Green Cemetery & Crematorium – (locally listed) situated to the north of the proposal site but screened from the site by the residential properties of Peel Green.

See aerial photograph of site and surrounding area.

Relevant or useful information relating to the heritage asset:

The Office Building

The Office building is located adjacent to the entrance to the aerodrome, to the west of Approach Road (the access road into the Aerodrome) with its front elevation

facing the airfield. The building was originally an outbuilding within Foxhill farm complex at Barton Moss but was later converted to become the airport terminal building. It is constructed of red brick with a Welsh slate roof and is single storey with a wide, shallow pitched roof. It originally comprised airline offices, a waiting room, ticket office, Customs Inspector's Office, Airport Manager's Office and storerooms. It adjoins a series of two storey barn buildings to the east which form a courtyard to the rear of the office building. The office building was first listed in April 2003.

The buildings have all now been vacant for some time and have fallen into a poor state of repair. Planning permission has recently been granted for the change of use and redevelopment of the Office Building together with the adjoining barn buildings to become a veterans automotive garage facility. All of the doors and windows in the principal elevation facing Approach Road will be retained thereby ensuring that this elevation of the building will provide signs of its former status as the primary entrance with the re-use of as many of the original existing roof tiles as possible. The internal proposals would retain the navigable layout understood to have been contemporary to the 1930s airport function.

The Office Building provided facilities for passengers, aircrew and airport staff and included airline offices, waiting room, ticket office, Customs inspection office, Airport managers office and storerooms. The interior of the building currently retains elements of the original terminal plan form including a central corridor with doors at each end. As such the building has considerable historical value demonstrating the scale and range of facilities provided at this first municipal airport in Britain as well as the general overall operation of the airfield in conjunction with the other listed buildings on the site. This historical value is significant not just to Salford but to the aviation heritage in England and the United Kingdom as a whole therefore giving it a high level of communal value as well.

The Control Tower

The Control Tower was constructed after the airfield had first opened, around 1937 from brick with a 3 stage octagonal tower which rises from a single storey podium with small radiating wings at four corners. The tower has a glazed upper stage with

concrete balcony and steel railings. The Control Tower was first listed in July 1987. It retains its original function today within the Aerodrome.

The tower was reported in the press in 1937 as "the first air traffic control station". It was the first control tower for a municipal airport to be used for civil air services and was designed and built for this purpose. It is now the oldest control tower in Europe still in use for its original purpose. The tower therefore has considerable historic and aesthetic value with regards to the period of aviation architecture which they represent. This is further enhanced with the existence and inter-relationship with the main hangar building and also the office building still remaining on the site which together allow for a greater understanding of the operations on the first municipal airfield in Britain at that time.

The Main Hangar

The hangar was one of the original buildings on the site and was a steel framed structure with red brick external walling and sheet roof covering. It is a tall main hangar structure some 70m (l) x 35m (w) x 10.5m (h) with wide gabled end walls, the north gable is formed by the main hangar doors occupying the full width of the frontage and set on rails. The south gable incorporates a plaque bearing the coat of arms of Manchester City Council. It was first listed in April 2003.

The Main Hangar including attached workshops was constructed in 1930 for Manchester Corporation as part of Manchester’s municipal airport. It is the earliest civil aviation aircraft hangar in England dating from 1930 and built to house the then most advanced passenger aircraft, the Imperial Airways Argosy. It therefore has considerable historic and aesthetic value as the earliest aviation hangar in Britain but also evidential value when viewed alongside the other listed assets on the site, all of which together provide an understanding of the original operation of the airfield at that time

Barton Aerodrome

The Aerodrome is one of the city's non-designated heritage assets. It is situated to the north of Liverpool Road and adjoins the proposed allocation site to the south east. The aerodrome is accessed off The Approach with the office building immediately to the west of this. The main hangar is situated some 150m to the west of the office building and The Approach whilst the control tower is located approximately 60m to the north west of the main hangar. There are now a number of intervening hangars and other buildings situated between these first three original buildings on the airfield and there is also a car park area to the immediate north of The Approach. The airfield itself with four grassed runways lies directly to the north of The Approach and all of the buildings on site and is clearly visible on entering the site.

This is the earliest surviving air passenger terminal in the UK, dating from 1930. The development of an airport site here began in 1928 with the landing field officially approved by the Air Ministry in 1929. The airport was officially opened in January 1930. It was part of England's first municipal airport which housed the first municipal aircraft hangar, the first flight control tower, the first office building and the first designated runways all of which remain on site today. The significance of the aerodrome is enhanced in the inter-relationship of the listed buildings on the site as well as the existence of the four grassed runways all of which allow for a clear understanding of the original operations of this first municipal airport.

The setting of the aerodrome and in particular the view of the aerodrome from The Approach looking north with its relatively open boundaries towards the proposed allocation site and beyond, with the three listed buildings and the grassed runway together with planes parked on the airfield is integral to the setting of the aerodrome. Together this setting contributes to providing a very clear understanding of the operation of this first municipal airfield which was located on the edge of the built-up area of Manchester.

Archaeological assessment of the site

The following comments are provided by the Greater Manchester Archaeological Advisory Service (GMAAS) and provide a summary of their more detailed assessment which can be found in Appendix C.

The site does not contain any known archaeological remains of national importance that would merit preservation in-situ, however there is a high potential of physical evidence of prehistoric activity to survive to the west of the previously recorded Mesolithic and Romano-British settlement site located in the north west of the site.

The land between Liverpool Road and Salteye Brook, previously associated with Barton New Hall Farm, looks to be located on a continuation of the promontory ridge that is consistent with the occurrence of evidence relating to prehistoric settlement especially along the fringes of wetlands. The specific area to the west of the recorded prehistoric settlement has not previously been put forward for development and would merit further investigation. There is also potential in this area for below ground remains relating to the original Barton new Hall farmhouse, associated farm building and other houses to the west, all of which are thought to be of at least an early 19th century date.

In the first instance, this could be achieved via a programme of trial trenching, which would aim to establish the presence or absence of any buried archaeological remains and, if present, assess their extent, condition and date.

Previous archaeological investigations carried out prior to the realignment of the A57, construction of the Western Gateway and the construction of the AJ Bell stadium and surrounding roads suggests that there would be a low potential for further archaeological remains to be found in the area south of Salteye Brook.

There are no apparent surviving historic field boundaries or hedgerows on the site which would be considered important under the Historic Hedgerows Regulations 1997.

If significant remains are found during initial intrusive investigation of those areas considered to have archaeological potential which will be impacted on by development ground works then these should be either preserved through sympathetic planning or, where deemed acceptable, fully excavated and recorded (preservation by record). Consideration should also be given to commemorating and disseminating the information on the site's heritage.

Assessment of the contribution that the site makes to those elements which contribute to the significance of the heritage asset:

Barton Aerodrome and its three grade II listed buildings – the Main Hangar, the Control Tower and the Passenger Office – is situated to the north west of the proposal site on the northern side of Liverpool Road. The proposal site would therefore form part of the wider setting of the aerodrome and the listed buildings, especially when these listed buildings are viewed from the east looking in a westerly direction towards the site, the M60 and the Trafford Centre.

Impact the proposed allocation may have upon the significance of the heritage assets

Planning permission has been granted for the erection of three large warehouse units on the adjacent Port Salford site with the Culina development the first to be completed. The stadium has also now been completed on the proposal site and is fully operational. All of these developments together with the M60 motorway all currently form part of the setting of the listed buildings on the Aerodrome site when looking towards the heritage assets in an easterly direction. It is not considered therefore that if the proposal site were to be developed for retail/leisure development that this would have any further increased impact upon the setting and therefore the significance, of either the aerodrome site or its listed buildings.

If the development of this site would harm elements which contribute to the significance of the heritage assets, does the Plan set out sufficient measures to remove or reduce this harm?

Not applicable.

If development presents an opportunity to enhance heritage assets, does the Plan set out sufficient measures to ensure this?

Not applicable.

Conclusion
It is considered that the proposed site allocation for retail/leisure development is unlikely to result in any harm to the heritage assets in the vicinity given the existing townscape that contributes to the setting of these assets.

Proposed site allocation: Land around the AJ Bell Stadium
N
Peel Green Cemetery and Crematorium
Barton Aerodrome
Control Tower At Barton Aerodrome
Main hangar and workshops at Barton Aerodrome
AJ Bell Stadium
M60
Office at Barton Aerodrome
Liverpool Road A57
Barton Moss Road
Trafford Centre
Manchester Ship Canal
Park House Lodge
Parkfield Cottage
Culina
Legend
Proposed allocation site
Listed Buildings
Locally Listed Buildings
Salford City Council Boundary

Hazelhurst Farm

Summary of initial screening exercise:

Screened out by Salford City Council from requiring further detailed assessment.

Screened in by GMAAS requiring further detailed assessment.

The detailed GMAAS assessment can be viewed in Appendix C.

Land East of Boothstown

Summary of initial screening exercise:

Screened in by Salford City Council requiring further detailed assessment

Screened in by GMAAS requiring further detailed assessment.

The detailed heritage assessment can be viewed on following pages.

Site East of Boothstown
Heritage Assessment

Allocations involving development on land in Salford that is currently in the Green Belt are now being considered solely through the Greater Manchester Spatial Framework (GMSF) rather than Salford's Local Plan. This site is therefore proposed to be allocated through the Revised Draft GMSF (site allocation reference GM31).

Proposed Site Allocation in Draft Local Plan (November 2016):
H3/1 Land east of Boothstown - 28.9 hectares
(Site reference OA18 in Draft GMSF October 2016)

Proposed policy:
The area between the existing settlement of Boothstown and the RHS Garden Bridgewater site, between Leigh Road and the Bridgewater Canal, will be developed for around 300 houses. The site will be developed at a low density and to an exceptional quality, targeting the top end of the housing market with the intention of attracting and retaining highly skilled professionals within Greater Manchester.

Potential development type that may occur on the site:
The proposal is for the allocation of the site for high quality residential development at a low density. There are currently no plans for its overall development but it is extremely unlikely to include any high rise development with the majority being of a traditional residential scale of 2 - 3 storeys.

Site Description:
The site is located on the southern side of Leigh Road, situated between the future RHS Garden Bridgewater site and the rear of the properties on Falconwood Chase and Poynt Chase. The site extends down from Leigh Road to the Bridgewater Canal which also forms the southern boundary and also part of the western boundary to the site. Alder Wood is located within the central area of the northern half of the site. Boothsbank Park Playing Fields are located in the south western corner, immediately to the rear of the properties on Poynt Chase. Boothstown Marina is situated adjacent to, but outside of, the site boundary to the west of Boothsbank Farm Playing Fields.

The site is predominantly undeveloped and is in agricultural use. The land falls away quite considerably in a southerly direction from Leigh Road down towards the Bridgewater Canal. Large residential dwellings align the northern half of Leigh Road whilst Ellesmere Memorial is situated to the north east of the site to the rear of the dwellings on Leigh Road. The site forms part of the city's Green Belt.

See site location and aerial plan of the site and surroundings at the end of this assessment.

Heritage asset(s) affected and their relationship between the site and heritage asset:
Designated Heritage Assets:

There no designated heritage assets located within the site boundary.

Listed Buildings:
Ellesmere Memorial (Grade II) - is located to the north east of the site behind the properties on Leigh Road.
The Gardeners Cottage (Grade II) - located to the east of the site within the RHS Garden Bridgewater site.
The Bothy (Grade II) - located to the east of the site within the RHS Garden Bridgewater site.
The ice house (Grade II) - located over 500m away within the RHS Garden Bridgewater site.

Non-designated heritage assets:

There are no non-designated heritage assets within the site boundary.

Worsley Park (locally listed) is situated to the immediate east of the site.

Archaeological evidence:

Relevant or useful information relating to the heritage asset:

Gardener's Cottage at Worsley Hall Garden Centre

Worsley New Hall was a gothic style mansion built for the 1st Earl of Ellesmere between 1840 and 1845. It was designed by Edward Blore, who completed Buckingham Palace after the dismissal of John Nash and it was one of his largest designs. The Hall was three storeys high and had a symmetrical main block with a wing for the family on one side and a servant wing and tower on the other side. It was faced with Hollington stone. It had formal landscaped gardens including six terraced gardens, a croquet lawn and tennis court, an area of landscaped parkland including a boating lake, an area of woodland as well as kitchen gardens with one of the largest walled gardens in the UK. Queen Victoria visited the hall twice once in 1851 and once in 1857, whilst Edward VII and Queen Alexandra visited in 1869. The Hall was eventually started to be demolished in 1946.

The Gardener's Cottage was originally for the head gardener of Worsley Hall built some time between 1834 – 1840. Although the main Hall was demolished in 1946, the Gardener's Cottage remains today and is now Grade II listed, first listed in September 1987.

The cottage is of Gothic style constructed from rock faced stone with slate roof and brick additions. It has an L-shaped, 2 storey plan with an octagonal tower at the external angle with a conical swept roof. The tower rises to a third storey and has quoins and bracketed eaves. There are cross-shaped diagonally-set ashlar chimney stacks.

The Gardener's Cottage

The property was purpose built to be the cottage for the head gardener of the country house. As such it has both aesthetic and historical value as accommodation for a chief member of staff. The inter-relationship of the cottage with The Bothy and the ice house which are also listed as well as the walled garden has evidential value helping to provide a greater understanding of the original Worsley New Hall mansion and its operation and workings at the time.

The Bothy, Worsley Hall Garden Centre

This is a garden boiler house with chimney and gardeners' dormitory with the chimney having the appearance of a beacon tower or lighthouse. It is located to the north of the walled garden in the grounds of the former Worsley New Hall. The boiler house was designed to accommodate the Rochester boiler for heating the walled garden and adjacent glasshouses, and to provide accommodation for unmarried gardeners on the staff. These residents ensured that the boiler was kept fuelled and maintained. Accommodation comprised cubicles within the single storey building abutting the chimney, with the boiler in the cellar. It was built around the 1840s also by Edward Blore for the 1st Earl of Ellesmere and is constructed from buff Hollington sandstone and red brick with slate roofs. It has a two storey extension which was built in the early 20th century, possibly after the First World War when the bothy and gardens were leased to Arthur Upjon. It was only very recently listed for the first time in March 2017.

The Bothy

This is a good example of a large garden boiler-house and chimney from the early 1840s designed by Edward Blore. It therefore has considerable historical (both illustrative and associative) and aesthetic value, the latter in particular owing to the well-conceived decorative treatment of a functional building. Furthermore, it has a group value owing to its functional relationship and visual similarity to the Garden Cottage and other estate buildings by the same architect.

The Ice house

This was built in the 1840s for the 1st Earl of Ellesmere. It is constructed from hammer-dressed stone on the exterior with brick internally. It is a barrel vaulted structure which creates a mound in the ground level and is entered at one end. All that is visible is a blocked up door in a segmental section of stonework which reflects the shape of the vault inside. It is understood that the interior contains an unusual vaulted approach chamber with stone-lined doorways, 5 stone steps down and a deep shaft which tapers downwards.

The ice house

This ice house has historic, aesthetic and evidential value demonstrating how the larger house (Worsley Hall) would have operated and functioned and the role/relationship of the ice house. Whilst not much of the ice house is visible externally it still has some aesthetic value demonstrating how these ice – houses were constructed at that time.

Ellesmere Memorial

Ellesmere Memorial is a memorial monument constructed in 1859 by Driver and Weber of London following a competition judged by Charles Barry to commemorate Francis Egerton, 1st Earl of Ellesmere. The memorial has 2 main stages and a spire. The spire was originally on top of a tall octagonal column which was some 132 foot tall, but this has now been removed.

Ellesmere Memorial

Locally listed heritage assets:
There are no locally listed heritage assets located within the site boundary.

Worsley Park

Worsley Park was the park to Worsley New Hall which was a gothic style mansion built for the 1st Earl of Ellesmere between 1840 and 1845. The site has Middle Wood within its boundary, the remains of the former new hall itself (demolished between 1946 and 1949), a walled kitchen garden, stables and boiler house, the bothy, the grotto, two lakes, steps down from the parterre and a concrete war bunker built on the site of the former new hall. The land to the south of the Bridgewater Canal was connected by a series of wooded drives, and a drawbridge.

Whilst not complete, this park provides a rare historic landscape of a purpose built country park. As it was for the Earl of Ellesmere the site is connected to the development of the world's first industrial canal (Bridgewater Canal), the model village of Worsley, one of Salford's finest churches designed by George Gilbert Scott

and a number of other listed buildings, memorials and infrastructure across the city. The park therefore has architectural, historic, aesthetic value and also evidential value, all contributing to its overall significance.

Archaeological assessment of the site

The following comments have been provided by the Greater Manchester Archaeological Advisory Service (GMAAS) and provide a summary of their more detailed assessment which can be found in Appendix C.

The site does not contain any known archaeological remains of national importance that would merit preservation in-situ, although there is considerable potential for buried remains of at least local importance to survive.

The study has identified the northern portion of the site as having the greatest potential for the survival of prehistoric and Romano-British archaeological remains. This is suggested by the presence of earthworks identified from aerial photography and indicated by a site visit, located on the higher ground at the north of the site. The area is located on a ridge of higher ground running through Boothstown, overlooking the wetlands complex of Chat Moss to the south. Recent analysis of soils to the east of the site have found evidence of a significant depth of peat continuing to the north of the Bridgewater Canal. This may indicate a higher potential for evidence of prehistoric activity to survive on the fringe of the moss, particularly along the higher ground at the north of the site.

The site is located to the south of the projected line of the Roman road from Manchester to Wigan. Previous evidence of Roman activity has been recorded in the vicinity in the form of the discovery of two Roman coin hoards in Boothstown, the second of which was found in an adjacent field, to the immediate west of Booth's Bank Farm prior to the construction of housing.

Post-Medieval and Industrial remains and standing buildings related to the establishment of Booth's Bank Farm in the mid 18th century are also of archaeological significance at a local level. There is the potential for the survival of buried remain of the original 18th century Booths Bank Farm Cottage building along with original elements of surviving in the current standing buildings.

The potential for archaeological remains to survive merits further investigation. In the first instance this could be achieved via a geophysical survey of the higher ground at the north of the site followed by a programme of trial trenching, which would aim to establish the presence or absence of any buried archaeological remains and, if present, assess their extent, condition and date. A programme of coring may be appropriate to determine the presence of peat on the site at significant depths based on recent evidence from adjacent sites. If this is found to be the case areas of deeper peat are likely to retain important palaeo-environmental evidence in the form of pollen and macro-fossils that can yield significant information on prehistoric environments. If the 18th century Booth's Bank Farm building were to be demolished or redeveloped a building survey would be able to evaluate the extent of the survival of original elements and of their historical importance.

There do not appear to be any surviving hedgerows on the site that would be considered important historically under the Historic Hedgerows Regulations 1997.

If significant remains are found which will be impacted on by development ground works then these should be either preserved through sympathetic planning or, where deemed acceptable, fully excavated and recorded (preservation by record). Consideration should also be given to commemorating and disseminating the information on the site's heritage.

Assessment of the contribution that the site makes to those elements which contribute to the significance of the heritage asset:

The proposal site adjoins the western boundary to the RHS Garden Bridgewater and the locally listed Worsley Park and therefore does form part of Worsley Park's setting. The grade II listed Gardener's Cottage and The Bothy are located closest to the proposal site with Worsley Park but are some 165m and 262m respectively away from the proposal site boundary. A beech hedge approximately 3m high and providing extensive screening runs along either side of the access road down to the former garden centre and provides extensive screening between the proposal site and the RHS/Worsley park site. There are also a number of mature trees in the intervening distance between the listed buildings and the eastern boundary of the proposal site. Owing to the presence of all these factors, if the proposal site were to come forward for development it is considered that there would be a high level of existing screening which would mean that there would be minimal impact upon the setting of any of the assets. It is not considered that the Ice House which is located further away from the proposal site (almost 600m) would experience any impact upon its setting from the proposed site allocation.

Ellesmere Memorial is located to the north east of the application site to the rear of the existing residential development along Leigh Road. The land inclines up from the Bridgewater Canal and continues to rise on up from the northern side of Leigh Road. Given the relationship of the proposal site to the Ellesmere Memorial and given that the memorial is situated at a much higher land level and to the rear of the properties on the northern side of Leigh Road, it is considered that the proposal site makes a neutral contribution to the significance of the Memorial.

Impact the proposed allocation may have upon the significance of the heritage assets

The final form of the development is unknown at the current time but it is likely to be predominantly low – rise development only.

Owing to the location and orientation of the proposal site to the surrounding existing adjacent heritage assets together with the existing undulating landscaping and existing vegetation, which provides a high level of screening, it is not considered that the proposal allocation would have any impact upon the setting and significance of any of the adjacent heritage assets.

If the development of this site would harm elements which contribute to the significance of the heritage assets, does the Plan set out sufficient measures to remove or reduce this harm?

Not applicable.

If development presents an opportunity to enhance heritage assets, does the Plan set out sufficient measures to ensure this?

Not applicable.

Conclusion
It is considered that the proposed site allocation for housing development is unlikely to result in any harm to the setting and significance of any of the heritage assets in the vicinity.

Proposed site allocation: Land east of Boothstown
N
Ellesmere Memorial
206 Worsley Road Lodge to Worsley Old Hall
Leigh Road
Falconwood Chase
Alder Wood
Ice House
Former Worsley New Hall entrance gates
The Bothy
Boothsbank Park Playing Fields
Boothstown Marina
Gardener's cottage
Worsley Park (Locally Listed)
Bridgewater Canal
Legend
Listed Buildings
RHS Gardens Bridgewater site
Proposed site allocation
Locally Listed Buildings

Western Cadishead and Irlam

Summary of initial screening exercise:

Screened in by Salford City Council requiring further detailed assessment.

Screened in by GMAAS requiring further detailed assessment.

The detailed heritage assessment can be viewed on the following pages.

Western Cadishead and Irlam
Heritage Assessment

Allocations involving development of land in Salford that is currently in the Green Belt are now being considered solely through the Greater Manchester Spatial Framework (GMSF) rather than Salford's Local Plan. This site is therefore proposed to be allocated through the Revised Draft GMSF (site allocation reference GM32).

The site allocation area has been substantially reduced in the Revised Draft GMSF (January 2019) and the site is now referenced in the GMSF as "North of Irlam Station". This heritage assessment has been undertaken for the site allocation as proposed in the Draft Local Plan/Draft GMSF (2016) and all of the details in this assessment therefore reflect the wider site boundary which was previously proposed.

Proposed Site Allocation in Draft Local Plan (November 2016):
H3/4 Western Cadishead and Irlam – 289.2 hectares
(Site reference WG2 in Draft GMSF October 2016)

Proposed policy:
The area will be developed to provide a high quality extension to the Irlam neighbourhood. Around 2,250 new homes will be constructed by 2035, together with supporting facilities, and the scheme will be characterised by a high level of green infrastructure extending into Chat Moss to the north.

Potential development type that may occur on the site:
The proposal is for the allocation of the site for residential purposes including, *inter alia*, a significant number of affordable dwellings, higher value properties to diversify the type of accommodation in the area, a potential retirement village, a small local centre as well as providing land for new primary and secondary schools. There are currently no plans for its overall development. However, it has the potential to deliver a very varied mix of housing but it is extremely unlikely that this will include any high rise development. The majority will be of a traditional residential scale of 2 – 3 storeys.

Site Description:
This irregular shaped site which is predominantly rural in character is located immediately adjacent to the city's western boundary with Warrington which also follows the line of Glaze Brook. The site extends away from here to the east amounting to some 300 hectares in size. The M62 motorway forms the northern boundary, the Irlam rail line forms the southern boundary with the extent of the existing built development of Irlam forming the irregular south eastern boundary. Moss Road and Astley Road both of which run in a south-east/north-west direction run through the site at their respective points. Woolden Road which is accessed off Glazebrook Road runs in an east-west direction to join Moss Road. There are two heritage assets located within the site boundary within the north western "corner", to the north of Woolden Road; the grade II listed Great Woolden Hall and also a promontory fort which is one of the city's three scheduled ancient monuments. New

Moss Woodland covers an extensive area to the west of Moss Road extending down to the B5320 Liverpool Road.

The site is predominantly in agricultural use and largely undeveloped except for a number of properties located at the western end of Woolden Road and a number of agricultural dwellings scattered across the whole of the site. The site is situated within Chat Moss and also forms part of the city's Green Belt.

Aerial view and site location plan of proposed site allocation

Please see site plan and aerial view of the revised site boundary (as identified in the Revised Draft GMSF) at the end of this assessment.

Heritage asset(s) affected and their relationship between the site and heritage asset:

Designated Heritage Assets:

Listed Buildings:
Great Woolden Hall (Grade II) – is located in the north western corner of the site, close to the site boundary and Glaze Brook

Scheduled Ancient Monument:
Promontory fort 300m west of Great Woolden Hall Farm.
Conservation Areas: none.

Non Designated Heritage Assets:

There are no non-designated heritage assets within the site boundary. The following are all located outside of the site boundary.

St Theresa's Roman Catholic Church – (locally listed building) – situated 180m from the site boundary on Astley Road.
The Ship Hotel, 538 Liverpool Road (locally listed building) – situated 277m from the south eastern boundary.
514 Liverpool Road (locally listed building) – situated approximately 215m from the south eastern boundary.

Relevant or useful information relating to the heritage asset:

Great Woolden Hall

This former 17th century hall is situated in the north western corner of the proposal site, to the north of Woolden Road and close to Glaze Brook and the boundary to the proposal site. The main hall fronts onto Woolden Road and there are a series of outbuildings located around a courtyard to the rear. At the front of the Hall, the land falls away in a westerly direction from the Hall towards Glaze Brook and also in a southerly direction down towards Woolden Road and beyond, with the result that the hall is slightly elevated within the immediate landscape. The land levels off to the rear of the listed building with the land in agricultural use. This land is screened from the remainder of the site to the east by mature trees growing along the rear boundaries of the adjacent properties on Woolden Road and along the eastern field boundary. A dense bank of trees screen the motorway which is in a cutting along the northern boundary, at a lower level to the north of the Hall and the site.

Front elevation of Great Woolden Hall

Rear elevation of Great Woolden Hall

Outbuildings at rear of Great Woolden Hall around a courtyard

The hall is constructed from brick with a slate roof and comprises 5 bays and 2 storeys (plus attics). Bays 1 and 5 are gabled, the former being higher. There is a 6-panel door with fanlight and 19th Century porch in bay 4 and also a door between bays 1 and 2. All the window openings would appear to date from the 19th Century. Two of the ground floor and 5 first floor windows have flat brick arches, 3 light casements and stone sills. The window in bay 2 has 4-lights and a transom. Other windows have flat brick heads or later segmental arches and there is evidence of several blocked windows. There are ornate shaped chimney stacks to either end, ridge and paired at the rear. The right return has 2 blocked 4 –light double chamfered brick mullioned windows. Various 2 and 3 light casement windows to rear some below elliptical brick arches. Various gabled wings to rear.

The significance of the hall derives from its aesthetic, historical and evidential value as a 17th century country house within a rural setting.

View of Great Woolden Hall looking east from Woolden Road, before Glaze Brook

Scheduled Ancient Monument:

Promontory forts are a type of hillfort in which conspicuous naturally defended sites are adapted as enclosures by the construction of one or more earth or stone ramparts placed across the neck of a spur in order to divide it from the surrounding land. The interior of the fort was used intensively for settlement and related activities, and evidence for timber and stone-walled round houses can be expected, together with the remains of buildings used for storage and enclosures for animals. Promontory forts are generally Iron Age in date, most having been constructed and used between the 6th century BC and the mid-first century AD. They are regarded as settlements of high status, probably occupied on a permanent basis.

Promontory forts are rare nationally with less than 100 recorded examples. In view of their rarity and their importance in the understanding of the nature of social organisation in the later pre-historic period, all examples with surviving archaeological remains are considered nationally important.

The promontory fort west of Great Woolden Hall is well preserved. The remains of buildings and stockpounds are conserved below the soil and much information about the environment at the time of the fort's occupation will be preserved in the fillings of the ditches.

Promontory fort

The monument includes a defended promontory fort overlooking the Glaze Brook on the north side of the river. The site is on a narrow ridge of sandy alluvium which is surrounded by peat mossland. To the south is Glazebrook Moss and to the north is Chat Moss. The fort is thus protected by wetlands and appears to have been built to guard a corridor through the mosslands which would have connected the higher ground near Altrincham with the ridge which runs east to west from Worsley to Leigh and out into the south Lancashire plain. The promontory stands only 10m above the river but has steep slopes on the east, south and west sides. On the north side the site has been defined by a defensive double ditch curving around the northern side to cut off access to the interior. The interior is almost rectangular and measures 120m by 100m and is therefore 1.2ha in extent. The two ditches are 4m wide on average and 10 apart. They are traceable for the whole length of their construction. There is a possible entrance on the eastern side. The site was first located by an aerial photograph in 1986 and then partly excavated in 1986 and 1987. This revealed that the enclosed area contained circular buildings and pens for livestock. A scatter of Roman pottery in the ploughsoil and a large sample of pottery known as Cheshire stony VCP found on the site confirm that it was occupied in at least three phases during the period 500 BC to AD200. The post and rail fence on the edge of the slope on the west and south sides of the fort is not included in the scheduling but the ground beneath is included. The fort is therefore of high significance owing to its historical, communal and high evidential value.

The setting of the promontory fort also contributes to its significance. The contribution of setting to the significance of an asset is often expressed by reference to views and in this respect the main views of the promontory fort is from the west when travelling along Glazebrook Road in Warrington or from Woolden Road when looking north.

View of promontory fort looking east from Glazebrook Road.

Key to both of these views of the fort, is the open landscape which extends away to the south and is very rural in character. The brook meanders in front of the fort with gently undulating fields and the slopes of the fort extending up and away from the brook.

View looking north towards the Promontory Fort from the bridge on Woolden Road.

Locally listed Heritage Assets:
There are no locally listed heritage assets within the site boundary.

St Theresa's Roman Catholic Church, Astley Road

This church dating from the late 19th Century is of simple chapel plan of six bays to the nave constructed from buff brick dressed with red clay bricks. It has tall lancet windows divided by full height engaged buttresses with shouldered parapets to the gables to enclose the large Welsh slate roof which is topped by a bell-cot. It is a sizeable building with controlled use of gothic architecture compared to earlier heavier gothic revival. It is an important community landmark with social and communal value which contributes to its significance as well as its aesthetic value.

538 (The Ship Hotel) Liverpool Road

This early 20th century hotel is of an asymmetrical plan, comprising two storeys with an attic above, over five bays. The ground floor comprises painted brickwork with heavy mullioned windows whilst the first floor upwards comprises half timbering which extends up to attic gables. The hotel makes reference back to the coaching inn, through use of a no-vernacular style. Its significance derives from its aesthetic and social or communal value.

514 Liverpool Road

These offices dating from around 1920 are square plan comprising two storeys plus an attic within a mansard roof. The ground floor windows are matching round headed arches with Roman tile in reveal whilst the first floor are flat arch windows. The roof has expressed large chimneys to flank and flat roof lead lined dormer windows supported by a deep plain cornice. It is a rare example of early interwar neo-Georgian architecture but of the quality of Hampstead garden suburb with its significance deriving from both its architectural and aesthetic value.

Archaeological assessment of the site

The following comments have been provided by the Greater Manchester Archaeological Advisory Service (GMAAS) and provide a summary of their more detailed assessment which can be found in Appendix C.

The site contains two designated heritage assets of national importance, comprising the remains of an Iron Age defended settlement that is afforded statutory protection as a Scheduled Monument, and a Grade II listed building, both of which lie near the western boundary of the site allocation .

The site does not contain any other known archaeological remains of national importance that would merit preservation *in-situ*, although there is considerable potential for buried remains of at least high local/borough, if not regional, importance to survive *in-situ*. Physical evidence for Iron Age/Romano-British activity associated with the defended settlement would be of particular interest.

The study has identified the area between Glaze Brook and New Moss Woodland, as indicated on the plan below, as being a particularly sensitive area of the Draft Local Plan site allocation with a high potential for the survival of prehistoric archaeological remains along the ridge of higher ground. There is also potential for physical evidence of prehistoric activity on the fringes of the mosses, particularly along the south-eastern edge of the proposed Revised Local Plan allocation area between Moss Road and Roscoe Road, on the north eastern side of Irlam. The areas of deeper peat are also likely to retain important palaeo-environmental evidence in the form of pollen and macro-fossils that can yield significant information on prehistoric environments, although this awaits confirmation through intrusive

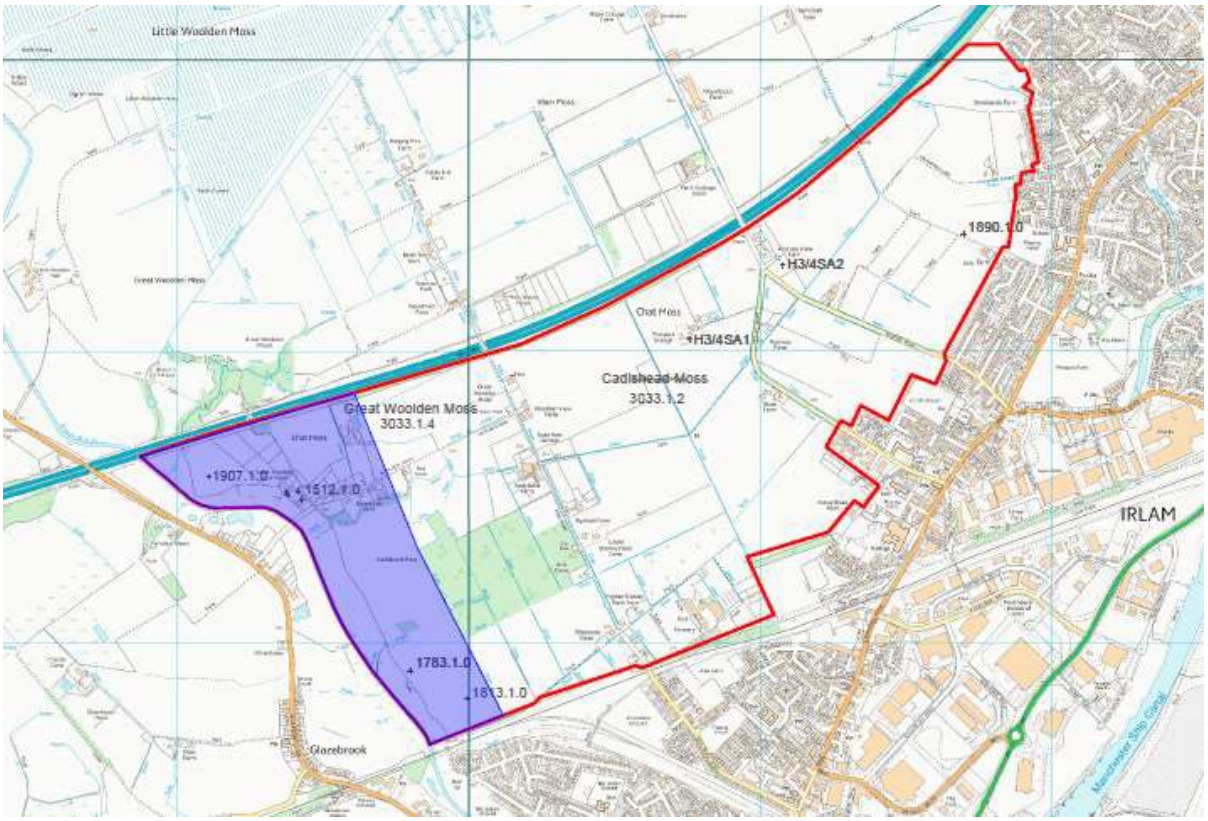
investigation. The possibility for “bog bodies” to exist in deeper areas of peat cannot be discounted

It is recommended that the areas of peat are subject to further investigation which, in the first instance, should comprise a transect of auger samples to establish the depth of peat deposits across the site. Pending the results obtained from this initial survey, further sampling and assessment of the material is likely to be an appropriate strategy. Further analysis of the material may include Carbon-14, macro-fossil and pollen analysis to establish dating and environmental information.

The potential for archaeological remains to survive on the fringes of the mosses similarly merits further investigation. In the first instance, this could be achieved via a programme of trial trenching, which would aim to establish the presence or absence of any buried archaeological remains and, if present, their extent, condition and date.

This further investigation of archaeological remains and the historic building should be carried out prior to the submission of any future planning applications, in line with the guidance provided by the National Planning Policy Framework (NPPF). For immediate purposes, however, it would be appropriate to reference the archaeological potential of the site in the emerging local plan policy documentation to enable a developer’s brief to be drawn up in advance of development.

If significant remains are found which will be impacted on by development ground works then these should be either preserved through sympathetic planning or, where deemed acceptable, fully excavated and recorded (preservation by record). Consideration should also be given to commemorating and disseminating the information on the site’s heritage. Greater Manchester Archaeological Advisory Service (GMAAS) would be able to further advice on this.



Site boundary with identified area of known archaeological significance

Assessment of the contribution that the site makes to those elements which contribute to the significance of the heritage asset:

The significance of the promontory fort derives from the nature and character of the landscape as well as the evidential value that is known to be at below ground level. This north western “corner” of the site is therefore highly important with regards to the significance of the promontory fort in particular.

The north western corner of the site also forms part of the immediate setting of both the listed asset and the scheduled ancient monument. The openness and the slightly elevated nature of the landscape above the line of Glaze Brook together with the views of the surrounding rural landscape from the west to the east, north east and south east also contribute to the setting of both assets. This north western area of the site therefore contributes in a positive manner by providing context for both of the heritage assets and enhancing the natural setting that currently defines the area.

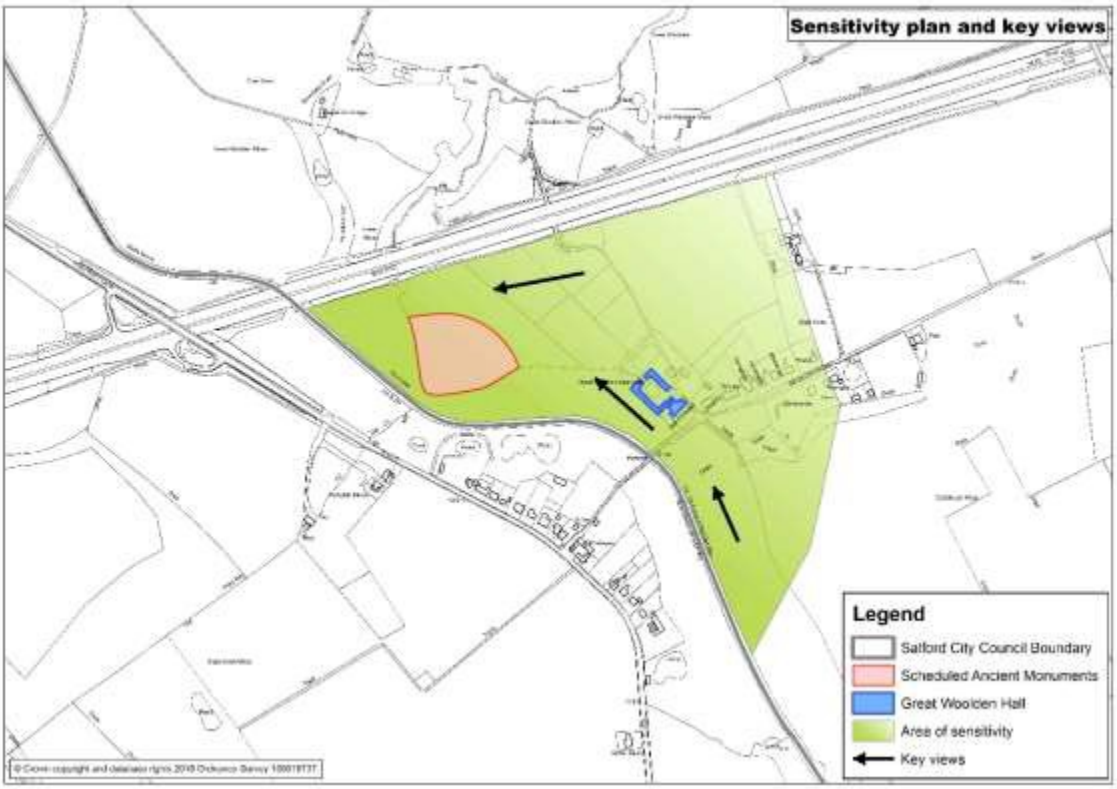
Impact the proposed allocation may have upon the significance of the heritage assets

The final form of the development is unknown at the current time but it is likely to be predominantly low – rise residential development only. However, the site allocation has the potential to bring development in closer proximity of both heritage assets and their setting and therefore potentially impact upon their significance.

With regards to the scheduled ancient monument, if this immediate area of the allocation site as shown in red on the sensitivity plan below, were to be developed this would result in substantial harm as a large element of the fort's significance derives from the nature and form of the existing landscape as well as at the below ground level where there is a high likelihood of some archaeological findings. Therefore if this part of the site were to be developed, this would result in the loss of the fort and also the potential archaeological findings within the area.

The setting of both the promontory fort and also Great Woolden Hall within a rural, undeveloped landscape also contributes a positive addition to both their significance. If the area immediately surrounding both sites to the north, east and south as shown in green on the sensitivity plan below were to be developed this would have a detrimental impact upon their setting, especially when viewed from the west and south resulting in some moderate harm to the significance of both assets. However, it is considered that if the remainder of the proposal site to the east, south and south east of this key area of sensitivity were to be developed, there would be minimal impact upon the setting of both heritage assets.

Given that any development is likely to be low rise in scale, as well as the separation distances involved, it is not considered that there would be any impact upon the setting and therefore significance of any of the locally listed buildings that are located outside of the proposal site boundary.



If the development of this site would harm elements which contribute to the significance of the heritage assets, does the Plan set out sufficient measures to remove or reduce this harm?

The policy as currently written (in the Draft Local Plan November 2016) identifies under criteria 4) that the development of the site will need to *"protect and enhance the heritage assets within the site and their setting particularly the grade II listed Great Wolden Hall, the promontory fort to its west… and wider archaeological landscape*" whilst criterion 14) identifies that development of the site "*Be guided at all phases by a masterplan for the whole site, adopted by the city council and produced through an inclusive community planning process, involving local residents, business and voluntary sector*." Various other Draft Local Plan policies are also relevant and seek to safeguard the heritage assets including HE1 which relates to the protection of heritage assets and their setting and D1 and D2 which seek to achieve good design and retain local character and distinctiveness.

Whilst these policies afford protection to the heritage assets in general terms, it is considered that the site allocation policy should incorporate more specific requirements to ensure that there is no resultant harm from any development. Having regard to the sensitivity of the north western "corner" of the site, it is considered that the site allocation policy should be explicit that this area should not be developed and instead should provide an area of open space within the development which reinforces the prominence of the monument and the listed

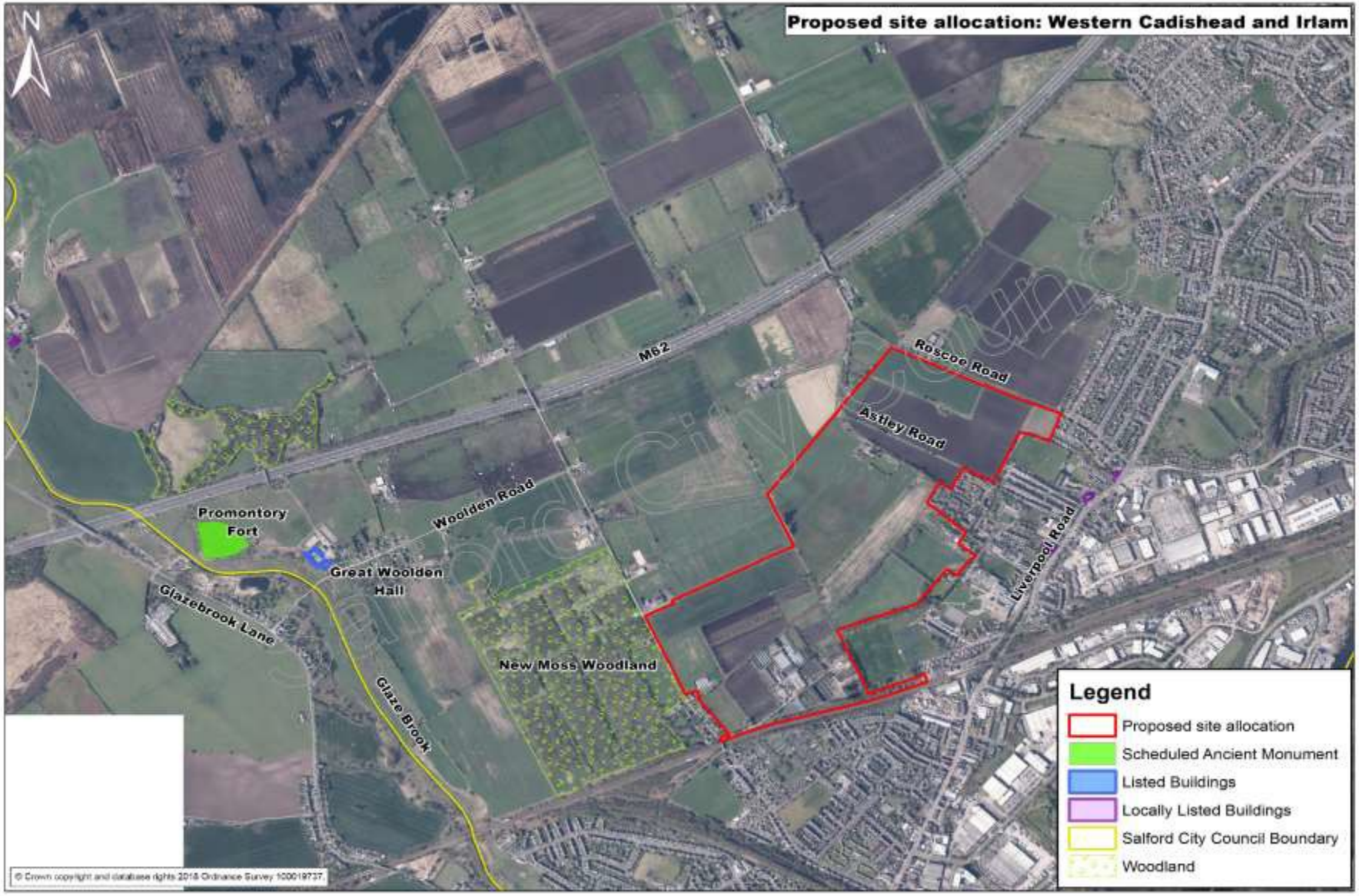
building whilst retaining the assets. On this basis the site requirements under criterion 14 should be amended to reflect this.

If development presents an opportunity to enhance heritage assets, does the Plan set out sufficient measures to ensure this?

The plan policy doesn't currently make any detailed reference to enhancing the existing heritage assets on the site. It is considered that if the site were to be developed up to the area of sensitivity as identified on the plan, it would be appropriate and beneficial for an information board to be erected within the site and on the edge of this proposed area of open space, detailing the history of the Promontory Fort and how it would have looked at the time. This would enable local residents and visitors to the area to understand the form and nature of the landscape more fully and also appreciate the rarity and importance of the Promontory Fort which is of national importance. This could be highlighted in the site allocation policy or within the reasoned justification to seek to ensure that this is delivered in association with any development.

Conclusion

The proposed site allocation could result in a substantial level of harm to the scheduled ancient monument, if no mitigation measures were adopted. However, it is considered that the development of a masterplan in advance of any development on the site and which outlined clearly the restrictions to development in heritage terms, combined with the application of other relevant policies relating to design, heritage and landscaping in the plan, would ensure that development on this site is delivered in a manner that would result in a reduced level of harm to the significance of the scheduled ancient monument and Great Woolden Hall in particular and therefore safeguard them for future generations.


Proposed site allocation: Western Cadishead and Irlam
N
M62
Roscoe Road
Astley Road
Liverpool Road
Woolden Road
Promontory Fort
Great Woolden Hall
Glazebrook Lane
Glaze Brook
New Moss Woodland
Legend
Proposed site allocation
Scheduled Ancient Monument
Listed Buildings
Locally Listed Buildings
Salford City Council Boundary
Woodland
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Extension to Port Salford

Summary of initial screening exercise:

Screened in by Salford City Council requiring further detailed assessment.

Screened in by GMAAS requiring further detailed assessment.

The detailed heritage assessment can be viewed on the following pages.

Port Salford Extension
Heritage Assessment

Allocations involving development on land in Salford that is currently in the Green Belt are now being considered solely through the Greater Manchester Spatial Framework (GMSF) rather than Salford's Local Plan. The site is therefore proposed to be allocated through the Revised Draft GMSF (site allocation reference GM33).

Proposed Site Allocation in Draft Local Plan (November 2016):
EC4/1 Port Salford expansion (107.2 hectares)
(Site allocation reference WG3 in Draft GMSF October 2016)

Proposed policy:
A major expansion of Port Salford accommodating around 320,000sqm of employment floorspace will be delivered to the north and west of City Airport, taking advantage of the new port facilities, rail link and highway improvements that will have been completed as part of the early phases of Port Salford. This will provide one of the most well-connected and market-attractive industrial and warehousing locations in the country, with a strong focus on logistics activities but also incorporating high quality manufacturing floorspace.

Potential development type that may occur on the site:
The proposal is for the allocation of the site for employment purposes but in particular for warehouse and logistics development. There are no specific proposals as yet for the site but its development is likely to include the erection of a number of large warehouse structures similar to the Culina development situated within the current Port Salford site and located to the south west of the proposed allocation site.

Description of site and surrounding area:
The site is irregular in shape and covers over 100 hectares. It is bound by the M62 to the north west, Boysnope Golf Course to the south west, and the A57 Liverpool Road and Barton Aerodrome to the south and south east. Barton Moss Road which is accessed off Liverpool Road forms part of the south eastern boundary to the site but also continues in a north westerly direction to divide the site in half due to the irregular shape of the proposal site.

At the south eastern end of Barton Moss Road on the corner with Liverpool Road and outside of the proposal site is Barton Heliport where the North West Air Ambulance Centre is also located. There are also two older industrial units which are still in operation to the north of the heliport with Barton Moss Secure Children's Unit adjacent to this on Barton Moss Road, again outside of the proposal site.

Directly to the south of Barton Aerodrome is the A57 Liverpool Road with the Port Salford site beyond this extending to the AJ Bell stadium. The Culina development to the south west of Barton Moss Road and the Aerodrome is the first of the buildings to be completed on Port Salford. The AJ Bell stadium adjoins the Port Salford site with the M60 and the Trafford Centre beyond this to the east. In association with the Port Salford site a railway spur has been granted planning

permission running from the Port Salford site in a northerly direction to the west of the M60 motorway, to the south and west of the residential area of Peel Green and to the east of Barton Aerodrome and also to the east of the proposal site.

The proposal site is largely undeveloped and currently in agricultural use, except for the south western corner which forms part of Boysnope Golf Course. The site is situated within Chat Moss and also forms part of the city's greenbelt

See aerial photograph showing proposed site allocation and the surrounding area at the end of this assessment.

Heritage asset(s) affected and their relationship between the site and heritage asset:

Designated Heritage Assets:

There are no designated or non-designated heritage assets situated within the proposal site boundary.

There are a number of designated and non-designated assets within the surrounding vicinity of the site all of which are identified below.

Listed Buildings:
The Office Building (Grade II) – situated at Barton Aerodrome which adjoins the south-eastern boundary of the site.
Main Hangar (Grade II) – situated at Barton Aerodrome
Control Tower: (Grade II) – situated at Barton Aerodrome

Conservation Areas: none.

Non Designated Heritage Assets:

Barton Aerodrome: - adjoins the proposal site to the south east.
Peel Green Cemetery & Crematorium – (locally listed building) – situated to the north east of the allocation site.
Parkfield Cottage (locally listed building) – situated adjoining the eastern boundary.
Park House Lodge (locally listed building) – situated adjacent to the eastern boundary of the site.

Relevant or useful information relating to the heritage asset:

The Office Building

The Office building is located adjacent to the entrance to the aerodrome, to the west of Approach Road (the access road into the Aerodrome) with its front elevation facing the airfield. The building was originally an outbuilding within Foxhill farm complex at Barton Moss but was later converted to become the airport terminal building. It is constructed of red brick with a Welsh slate roof and is single storey with a wide, shallow pitched roof cov. It originally comprised airline offices, a waiting room, ticket office, Customs Inspector's Office, Airport Manager's Office and storerooms. It adjoins a series of two storey barn buildings to the east which form a courtyard to the rear of the office building. The office building was first listed in April 2003.

The buildings have all now been vacant for some time and have fallen into a poor state of repair. Planning permission has recently been granted for the change of use and redevelopment of the Office Building together with the adjoining barn buildings to become a veterans automotive garage facility. All of the doors and windows in the principal elevation facing Approach Road will be retained thereby ensuring that this elevation of the building will provide signs of its former status as the primary entrance with the re-use of as many of the original existing roof tiles as possible. The internal proposals would retain the navigable layout understood to have been contemporary to the 1930s airport function.

The Office Building provided facilities for passengers, aircrew and airport staff and included airline offices, waiting room, ticket office, Customs inspection office, Airport managers office and storerooms. The interior of the building currently retains elements of the original terminal plan form including a central corridor with doors at each end. As such the building has considerable historical value demonstrating the scale and range of facilities provided at this first municipal airport in Britain as well as

the general overall operation of the airfield in conjunction with the other listed buildings on the site. This historical value is significant not just to Salford but to the aviation heritage in England and the United Kingdom as a whole therefore giving it a high level of communal value as well.

The Control Tower

The Control Tower was constructed after the airfield had first opened, around 1937 from brick with a 3 stage octagonal tower which rises from a single storey podium with small radiating wings at four corners. The tower has a glazed upper stage with concrete balcony and steel railings. The Control Tower was first listed in July 1987. It retains its original function today within the Aerodrome.

The tower was reported in the press in 1937 as "the first air traffic control station". It was the first control tower for a municipal airport to be used for civil air services and was designed and built for this purpose. It is now the oldest control tower in Europe still in use for its original purpose. The tower therefore has considerable historic and aesthetic value with regards to the period of aviation architecture which it represents which contributes to its considerable significance overall. This is further enhanced with the existence and inter-relationship with the main hangar building and also the office building still remaining on the site which together allow for a greater understanding of the operations on the first municipal airfield in Britain at that time.

The Main Hangar

The hangar was one of the original buildings on the site and was a steel framed structure with red brick external walling and sheet roof covering. It is a tall main hangar structure some 70m (l) x 35m (w) x 10.5m (h) with wide gabled end walls, the north gable is formed by the main hangar doors occupying the full width of the frontage and set on rails. The south gable incorporates a plaque bearing the coat of arms of Manchester City Council. It was first listed in April 2003.

The Main Hangar including attached workshops was constructed in 1930 for Manchester Corporation as part of Manchester's municipal airport. It is the earliest civil aviation aircraft hangar in England dating from 1930 and built to house the then most advanced passenger aircraft, the Imperial Airways Argosy. It therefore has considerable historic and aesthetic value as the earliest aviation hangar in Britain but also evidential value when viewed alongside the other listed assets on the site, all of which together provide an understanding of the original operation of the airfield at that time.

Barton Aerodrome

The Aerodrome is one of the city's non-designated heritage assets. It is situated to the north of Liverpool Road and adjoins the proposed allocation site to the south east. The aerodrome is accessed off The Approach with the office building immediately to the west of this. The main hangar is situated some 150m to the west of the office building and The Approach whilst the control tower is located approximately 60m to the north west of the main hangar. There are now a number of intervening hangars and other buildings situated between these first three original buildings on the airfield and there is also a car park area to the immediate north of The Approach. The airfield itself with four grassed runways lies directly to the north of The Approach and all of the buildings on site and is clearly visible on entering the site.

This is the earliest surviving air passenger terminal in the UK, dating from 1930. The development of an airport site here began in 1928 with the landing field officially approved by the Air Ministry in 1929. The airport was officially opened in January 1930. It was part of England's first municipal airport which housed the first municipal aircraft hangar, the first flight control tower, the first office building and the first designated runways all of which remain on site today. The significance of the aerodrome is enhanced in the inter-relationship of the listed buildings on the site as well as the existence of the four grassed runways all of which allow for a clear understanding of the original operations and development of this first municipal airport.

The setting of the aerodrome and in particular the view of the aerodrome from The Approach looking north with its relatively open boundaries towards the proposed allocation site and beyond, with the three listed buildings and the grassed runway together with planes parked on the airfield is integral to the setting of the aerodrome. Together this setting contributes to providing a very clear understanding of the operation of this first municipal airfield which was located on the edge of the built-up area of Manchester.

Locally listed Heritage Assets:

There are no locally listed heritage assets located within the site boundary.

Peel Green Cemetery and Crematorium

The site of the cemetery was purchased in 1877 from the Bridgewater Trustees and divided into 3 areas, one for Roman Catholic interments, another for the Church of England and one for a non-conformists area. The non-conformist burial chapel was converted into a crematorium in 1955 and the Roman Catholic chapel no longer exists. However, it is considered that the cemetery illustrates the changing attitude to religion as the century progressed with the inclusion of 3 different chapels which became more common place by the close of the 19thC.

The cemetery was included on the city council’s local list of heritage assets for its architectural and historic interest, its aesthetic value, its group value and its social or communal value.

Parkfield Cottage, Liverpool Road

This was originally two cottages built around 1830 but has been converted into a single dwelling. It is a two storey, single pile plan over two bays with a central entrance with open gabled canopy porch. It is a vernacular property which references back to the rural character of the moss before the major 20th century growth of the Liverpool Road corridor. It has been included on the local list for its aesthetic value.

Park House Lodge, Liverpool Road

This is an example of an early 19th century toll house dating from when Liverpool Road became a turnpike road. It is square plan and single storey with a central door and central chimney and is plain rendered. It has been included on the local list for its aesthetic value.

Archaeological evidence:

The following comments have been provided by the Greater Manchester Archaeological Advisory Service and provide a summary of their more detailed assesssment which can be found in Appendix C.

The site allocation does not contain any known archaeological remains of national importance that would merit preservation in-situ, however there is potential for physical evidence of prehistoric activity to survive on the fringes of the mosses and for the areas of deeper peat to retain important palaeo-environmental evidence.

Where there is little or no peat present in the north-east and south east area of the allocation there is potential for physical evidence of prehistoric activity to survive on the fringes of the mosses which merits further investigation.

The south eastern area of the allocation between Park Hall Farm and Barton Moss Road has been identified as having a high potential for physical evidence of prehistoric activity. This is an area where some previous evidence of human activity has been recorded by way of a small patch of burnt stones, indicating prehistoric domestic activity on the fringe of the moss where previous borehole cores have shown there to be little or no peat cover. Likewise, there is potential for physical evidence of prehistoric activity in fringe areas of the Barton Moss that fall within the northern half of the site allocation in fields north of Barton aerodrome.

In the first instance, this could be achieved via a programme of trial trenching which would aim to establish the presence or absence of any buried archaeological remains and, if present, their extent, condition and date.

Areas of deeper peat are likely to require important palaeo-environmental evidence in the form of pollen and macro-fossils that can yield significant information on prehistoric environments. Previous surveys and boreholes have provided a good indication as to the approximate depth of the peat across the site, however to retrieve palaeo-environmental evidence further sampling and assessment of the material is likely to be an appropriate strategy. Analysis of the material may include Carbon-14, macro-fossil and pollen analysis to establish dating and environmental information.

If significant remains are found which will be impacted on by development ground works then these should be either preserved through sympathetic planning or, where deemed acceptable, fully excavated and recorded (preservation by record). Consideration should also be given to commemorating and disseminating the information on the site's heritage.

Assessment of the contribution that the site makes to those elements which contribute to the significance of the heritage asset:

The immediate setting of all three listed buildings on Barton Aerodrome is considered to be the Aerodrome itself. However, when these buildings are viewed from the south looking north, the north eastern half of the proposed allocation site also forms part of the wider setting to these listed buildings and also the aerodrome as a non-designated heritage asset. Owing to the low lying, gently undulating and

open nature of the existing landscape there are currently far reaching, longer range views beyond the aerodrome in a northerly direction to as far as Winter Hill.

Photograph showing long ranging views towards Winter Hill taken from the Control Tower

Photograph showing view across the Aerodrome in a north westerly direction. The proposal site can be seen in the centre of the photograph (golden in colour)

Any small scale development and the motorway are largely masked by vegetation forming the field boundaries. This open aspect only serves to reinforce the understanding of the historical development of this first municipal airfield in this edge of built-up development location and as such is considered to be a positive attribute to the character of these listed buildings and the aerodrome and something which provides context for the airfield and its operation. In a similar way, the proposal site provides context for the Aerodrome as well.

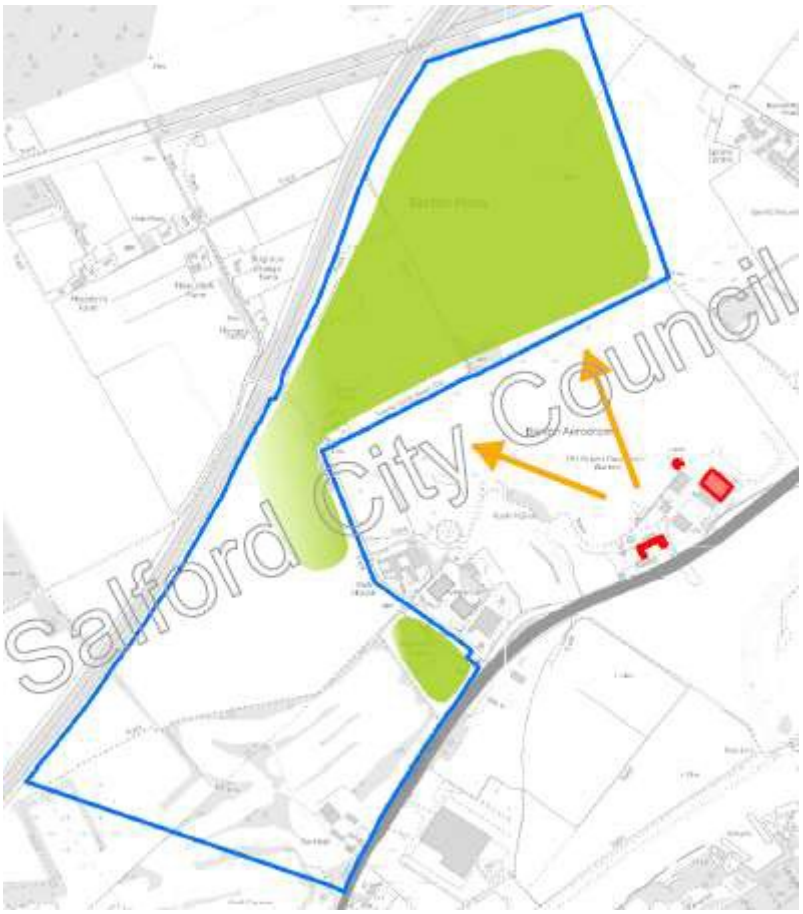
With regards to the locally listed assets, the close proximity of the south western half of the proposal site boundary to both of the locally listed properties means that this part of the proposal site currently forms part of the immediate setting of Parkfield Cottage and part of the wider setting of Park House Lodge when viewed from Liverpool Road and looking in a north/north-west direction.

Impact the proposed allocation may have upon the significance of the heritage assets

The final form of the development of the site is unknown at the current time but it is likely to involve the erection of a number of warehouses for logistics use across its extent. As evidenced by the Culina development on the southern side of Liverpool Road these logistic warehouses are often of a considerable size. The Culina warehouse measures some 18m high x 240m wide x 107m wide and is set back from Liverpool Road between 35-85m.

Photograph of Culina warehouse taken from the Control Tower at Barton Aerodrome

It is considered that in the main the southern-western half of the allocation site is less sensitive to development than the northern-eastern half in relation to the impact upon the significance of the aerodrome and the listed buildings. This is because it is considered that the heliport buildings, the industrial units and the Barton Moss Children's Unit together provide a good level of screening between the south western half of the site and the aerodrome.



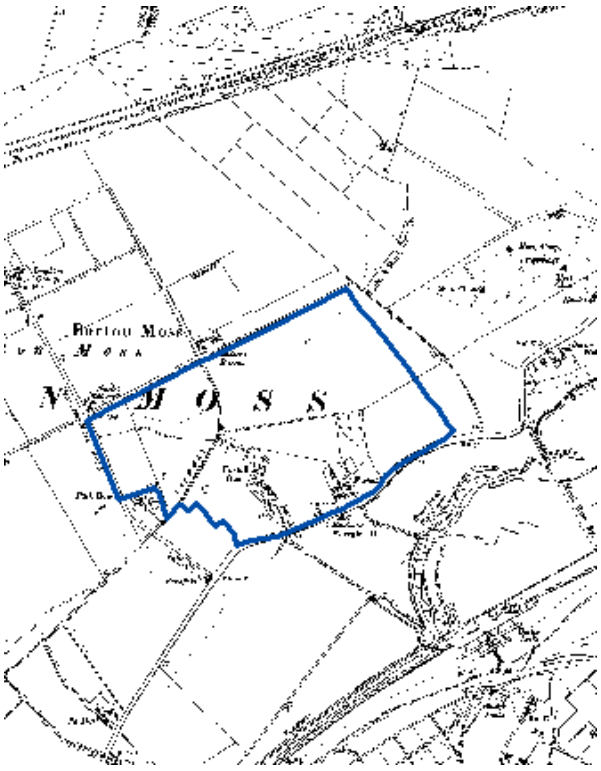
Areas of Sensitivity and Key Views from Barton Aerodrome

There could also be some moderate impact upon the setting of the locally listed assets in the south eastern corner of the site adjacent to Liverpool Road as development could occur right up to the extent of the site boundary at this point.

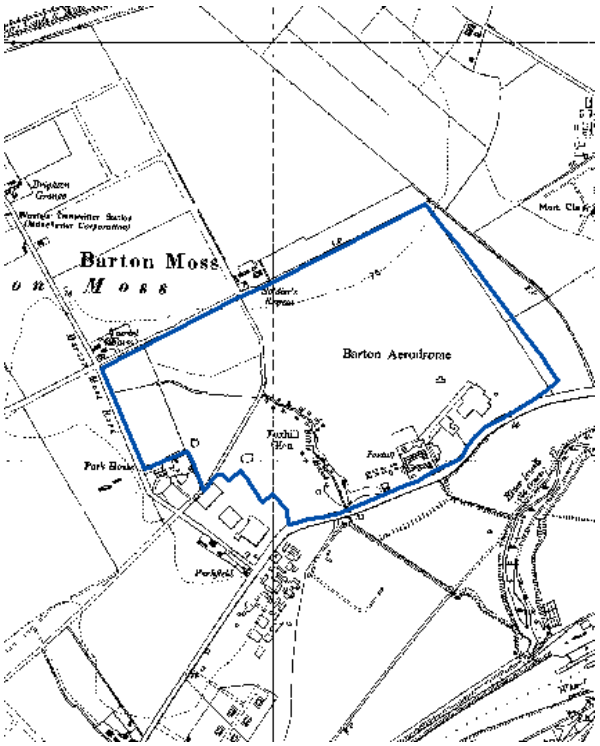
Similarly, if the north eastern half of the site were to be developed this would impact upon the setting of Peel Green Cemetery and Crematorium when viewed from the east and looking in a westerly direction.

The middle of the allocation site including the area to the immediate south east of Barton Moss Road may also be visible from within the aerodrome when looking in a north westerly direction. As such this area of the proposed site also forms part of the setting of the aerodrome albeit that it is much further away from the aerodrome than the north eastern half of the proposal site.

The aerodrome was originally surrounded by open landscape on all sides as can be seen in the historic maps – see Ordnance Survey maps from the 1920s and 1950s below. However, the land to the south, south east and south-west of the aerodrome has subsequently changed significantly having been extensively developed for the M60, the Trafford Centre, the A J Bell stadium and the Port Salford development. In stark contrast to this the land to the north of the stadium has remained largely unchanged.



1920’s Ordnance Survey map showing area around Barton Aerodrome



Barton Aerodrome Ordnance Survey Map 1950s

Owing to their likely scale and massing, if the north eastern half of the proposal site were to be developed for logistic warehousing any units would be clearly visible when looking in a northerly direction from within the aerodrome owing to the open and long ranging landscape. Any built development on the proposal site would therefore form part of the setting to Barton Aerodrome as well as the setting of the listed buildings within the aerodrome when viewed from this direction. The development of this part of the site in particular would change the current setting of an airfield located on the edge of built-up development to an airfield located within a predominantly developed area. It is considered that this change to the setting of the aerodrome and the listed buildings, would amount to less than substantial harm in NPPF terms but notwithstanding this there would be some moderate harm to the significance of the listed buildings and also the Aerodrome as a non-designated heritage asset, if the site were to be developed as proposed.

In accordance with paragraph 196 of the NPPF where a proposal leads to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against public benefits of the proposal, including securing its optimum viable use. If it can be successfully demonstrated that the public benefits determine that the proposal should be permitted a number of mitigation measures may be able to be incorporated into any development proposal to reduce its impact. These mitigation measures could include some or all of the measures set out below.

- The siting of any units could be positioned and orientated so that they stood gable-end on to the northern boundary of the aerodrome. This would mean only the gable end (and therefore the smaller elevation) would be visible from the aerodrome site. At approximately half the width of the longest elevation this would go some way to reducing any potential visual impact when looking towards the site.

- Use of materials used for the construction of the warehouse units could be chosen to ensure that they blend in with the surrounding rural landscape in terms of their colour, texture and appearance in particular.

- The use of green roofs on each of the units would ensure that the new development sits sensitively within the landscape setting.

- Additional planting could be undertaken along the boundaries between the proposed allocation site and the aerodrome which would act as a screen to the new development and a landscape buffer could also be incorporated into the development site to ensure that any unit was positioned as far away from the aerodrome as possible. Planting could also be incorporated along the north eastern boundary of the allocation which would enhance screening of the site from the Peel Green Cemetery. Any planting should take into consideration native species, local character and seasonal and diurnal effects such as changes to foliage and lighting. However, at almost 20m in height it is unlikely that any units would be able to be totally screened from any view point.

- A landscape buffer could be introduced around the immediately surrounding area of the locally listed heritage assets on Liverpool Road thus introducing an increased separation between these properties and any new unit.

- Additional measures could be undertaken to enhance the understanding of the original Barton Aerodrome and its operation. This could involve the publication of education material or the erection of an information board about the site.

- With regards to the archaeological evidence, a condition could be attached to any future planning permission that will secure the need for a detailed archaeological desk based assessment including aerial photographic analysis, field walking, historic building assessments and coring/evaluation trenching of the peatlands as well as any other further more detailed investigations and recording that may result from the initial survey findings.

If the development of this site would harm elements which contribute to the significance of the heritage assets, does the Plan set out sufficient measures to remove or reduce this harm?

Policy DP2 of the Draft Local Plan identifies that development on the Port Salford expansion site along with a number of other sites, should be guided by a masterplan which has been adopted by the city council. Policy EC4/1 does not currently include any cross reference to this policy and requirement and should be amended to include a specific reference to policy DP2. Policy DP2 also requires that any landowners, leaseholders and occupiers within and adjoining the masterplan area should be properly consulted during the production of the masterplan and again it would be beneficial if this could be highlighted within the amended EC4/1 policy.

The policy identifies a list of criteria that any development of the site will need to comply with, the third of which seeks to protect the setting of the listed buildings within it. The importance of Barton Aerodrome as a non-designated heritage asset and therefore the setting of the aerodrome also needs to be recognised and addressed within this part of the policy. It may be appropriate to split this third criteria into two to relate to i) the functioning and operational safety of the Aerodrome and Heliport and ii) the setting of all of the surrounding heritage assets both designated and non-designated and in particular the setting of Barton Aerodrome along its northern boundary.

Specific reference should be made within the policy to require mitigation measures to be incorporated into any proposal to reduce any impact as much as possible upon the setting of any of the asset. These mitigation measures should be incorporated into the approved masterplan and should reflect the sensitivity map as identified earlier.

The policy and site requirements identify the requirement regarding archaeological interest in the site under criteria 4) of the policy. However, the requirements with regards to the listed buildings at Barton Aerodrome could be enhanced with more specific guidance on how development will need to occur within the proposal site in order to mitigate its impact on the adjacent heritage assets.

If development presents an opportunity to enhance heritage assets, does the Plan set out sufficient measures to ensure this?

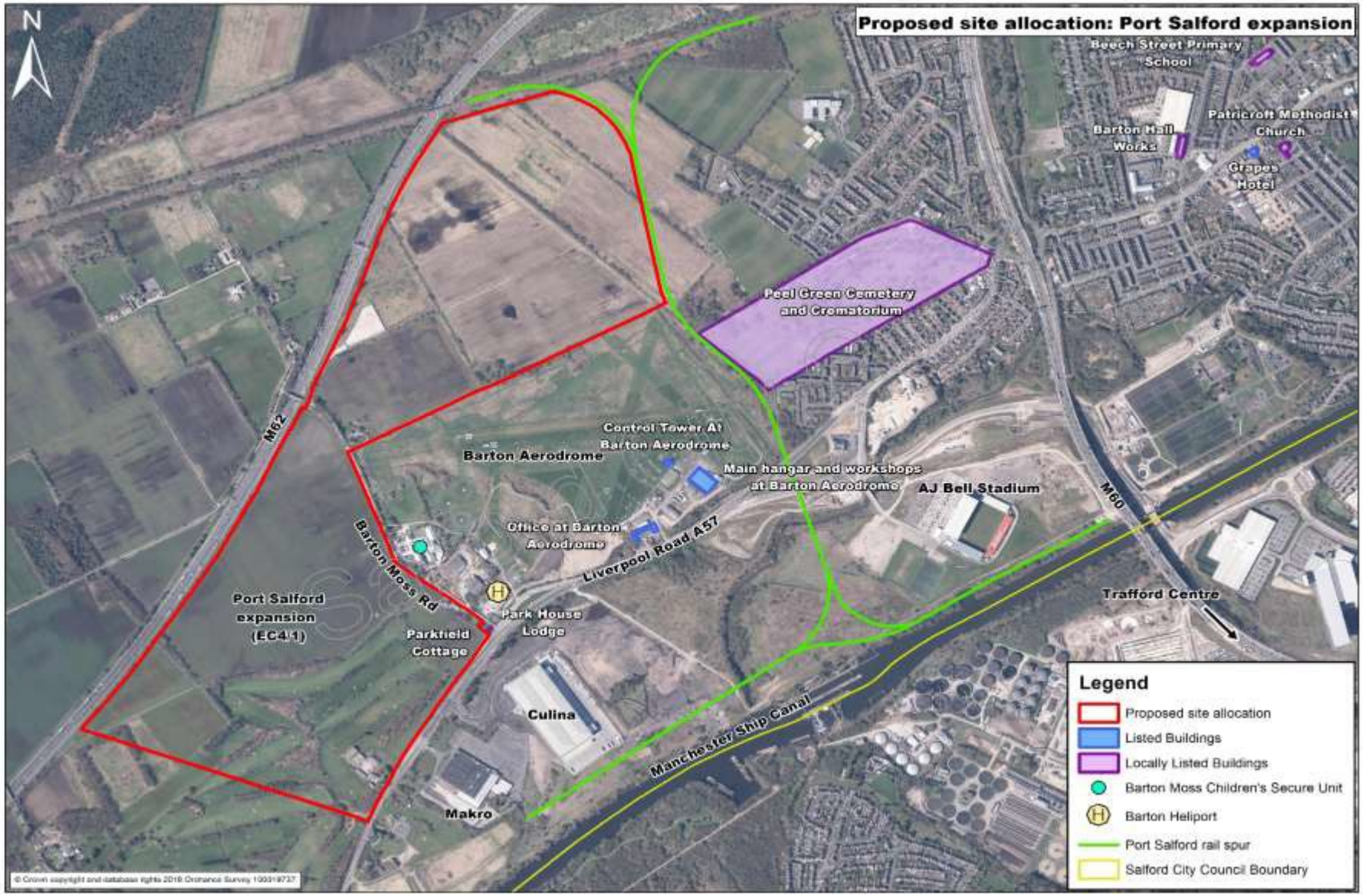
If the proposal site were to be developed it would be appropriate to ensure that measures were taken to enhance the understanding and operation of the listed buildings and the aerodrome whilst also raising its status amongst the aviation enthusiasts and community.

A publication could be commissioned about the development of Barton Aerodrome and its operation to enhance the understanding and operation of the Aerodrome in particular.

Information display boards could be commissioned and erected around the Aerodrome site so enabling visitors to fully appreciate its history whilst experiencing the current day situation. It is also understood that there would be a museum incorporated into the Veterans Garage that has recently been granted planning permission. A full time display could be commissioned here.

Conclusion

It is considered that the development of the proposed site allocation for logistic warehouses would result in less than substantial harm in NPPF terms to the significance of any of the adjacent heritage assets including the non designated Barton Aerodrome. Notwithstanding this however, there would be some less than substantial but moderate harm, to the significance of Barton Aerodrome and the three listed buildings located within it. On this basis it would be appropriate for mitigation measures to be incorporated into the policy to reduce the visual impact of the proposal upon the heritage assets as much as possible. This would help to ensure that any development on the proposed allocation site would minimise any resultant harm as much as possible.


Proposed site allocation: Port Salford expansion
N
Beech Street Primary School
Barton Hall Works
Patricroft Methodist Church
Grapes Hotel
Peel Green Cemetery and Crematorium
M62
Control Tower At Barton Aerodrome
Barton Aerodrome
Main hangar and workshops at Barton Aerodrome
AJ Bell Stadium
M60
Office at Barton Aerodrome
Liverpool Road A57
Barton Moss Rd
Port Salford expansion (EC4.1)
Parkfield Cottage
Park House Lodge
Trafford Centre
Culina
Manchester Ship Canal
Makro
Legend
Proposed site allocation
Listed Buildings
Locally Listed Buildings
Barton Moss Children's Secure Unit
Barton Heliport
Port Salford rail spur
Salford City Council Boundary

Appendix A

Historic England Response to the Draft Salford Local Plan Consultation December 2016

Historic England

By email: plans.consultation@salford.gov.uk Our ref: PL00047184 / PL00047190

9th December 2016

Dear Mr Findley

A Fairer City – Draft Local Plan
Salford City Council: November 2016

Thank you for your letter of 31 October 2016 inviting Historic England to comment on the above document. We are pleased to do so. The letter also invites comments on the Greater Manchester Spatial Framework (GMSF) during a similar consultation period and in consequence we shall be taking the opportunity to respond separately on it. The interrelationship between the two plan documents, yet the need for each to be NPPF-compliant, is self-evident. Although not currently subject to any consultation process, we have been cognisant of the Sustainability Appraisal work accompanying the Salford Local Plan and propose to make some observations in respect of it insofar as they have a bearing on the sustainability or otherwise of allocated sites and others where major interventions are intended. We shall also provide some observations on the indicator being suggested to monitor the performance of the Plan.

Our response should be read in conjunction with our letter of 21 March 2014 in which we set out our representations on the earlier *Suggested Sites for Consultation* report.

Overview

Following the publication of the National Planning Policy Framework (NPPF) in March 2012, the government's position on Local Plan-making and the historic environment is made clear. The NPPF requires Local Plans to enable the delivery of sustainable development, one of the core dimensions of which is the protection and enhancement of the historic environment (paragraph 7).

In order to satisfy the NPPF, development plans are required, in summary, to –

1. identify the historic environment as a strategic priority (paragraph 156),

2. contain a positive strategy for the conservation, enhancement and enjoyment of the historic environment (paragraph 126),

3. contain a policy or policies for the conservation, enhancement and enjoyment of the historic environment that is/are clearly identified as strategic (paragraph 156)

4. demonstrate that they have been informed by a proper assessment of the significance of the heritage assets in the area, including their settings, and of the potential for finding new sites of archaeological or historic interest (paragraph 163), and there has been a proper assessment to identify land where development would be inappropriate because of its historic significance (paragraphs 129 and 157).

Where a Plan fails to address these matters it may be considered unsound.

1. The historic environment as a strategic priority

Paragraph 156 of the NPPF requires local authorities to set out in the Local Plan their strategic priorities for the area. There is an expectation that included within them should be the conservation and enhancement of the historic environment, including landscape.

Chapters 1-4 of the Draft Local Plan provide a spatial portrait of Salford and outline the priorities for the authority. They identify the historic environment of the city as integral to its character and identity, and ultimately its success. The need to protect the cultural heritage of the city whilst allowing for appropriate change and growth is acknowledged.

Chapter 4 sets out the Draft Local Plan's Strategic Objectives, one of which (No.11) is to deliver a 'high quality development that makes a positive contribution to the character and identity of Salford and its neighbourhoods'. Judging by the key indicators and targets identified for this Strategic Objective it is clear that safeguarding the historic environment is fundamental to its delivery. This being the case, the objective should more overtly reference the desirability/necessity of ***conserving and enhancing the built and historic environment***.

Subject to the suggested amendment to the wording of Strategic Objective No.11 intended to more overtly strengthen the Council's commitment to safeguarding the historic environment of the city, Historic England would conclude that it would constitute a strategic priority for the purposes of satisfying Paragraph 156 of the NPPF.

2. Strategic policies for the conservation of the historic environment

Local Plans should include strategic policies to conserve and enhance the historic environment of the area (NPPF paragraph 156) and to guide how the presumption in favour of sustainable development should be applied locally (NPPF paragraph 15). Such policies need to be clearly identified as strategic otherwise they will risk being overridden by Neighbourhood Plan policies which are only required to be in general conformity with the strategic policies of the Local Plan (NPPF paragraphs 12 and 185). If the policies delivering heritage conservation may be overridden then the Plan cannot be confidently predicted to deliver development needs sustainably throughout the Plan period.

Reference is made throughout the Draft Local Plan to Strategic Objectives, strategic allocations and, for example, strategic hubs, natural greenspace and Housing Market Assessment. Nowhere, however, does it categorically and unequivocally state whether all or only some of the plan policies are to be regarded as strategic for the purposes of Paragraphs 12, 156 and 185 of the NPPF.

A clearer statement is required to ensure that the policies in the Draft Local Plan, and especially those for the conservation, enhancement and enjoyment of the historic environment, are strategic for the purposes of NPPF paragraph 156.

3. A positive strategy for conservation of the Historic Environment

In order to be compliant with the NPPF, the Local Plan should include a clear and positive strategy for the conservation and enjoyment of the historic environment in the area, including heritage assets most at risk through neglect, decay or other threats (NPPF paragraph 126). It may be derived from an understanding of the issues set out in the evidence base and response to those matters. The strategy should also seek positive improvements in the quality of the historic environment in the pursuit of sustainable development (NPPF paragraph 9).

Chapter 17 of the Draft Local Plan concerns itself with *Heritage*. Within it Policy HE1 outlines the spatial strategy for dealing with the heritage of the city, and the supporting text sets out a number of actions the Council intends to commit to. Policy HE2 identifies a constructive role for the heritage of the city, and this is evident too in Chapter 5's *Area Policies*, where high-level interventions in the City Centre (Policy CC1), Greengate Park (Policy CC2), Ordsall Waterfront (Policy CC3), and Cambridge, Broughton (Policy C1) show a clear intention to protect and constructively incorporate the heritage assets associated with them. Other chapters of the Draft Local Plan dealing with Economic Development, Culture and Tourism (and some policies within the Housing section) do likewise.

Historic England is satisfied that, taking the Draft Local Plan as a whole, it can be regarded as amounting to a positive strategy for the conservation, enhancement and enjoyment of the historic environment consistent with the NPPF (paragraph 126).

4. Gathering evidence

To be found sound the Local Plan should be based on adequate up-to-date evidence about the historic environment, used to assess the significance of heritage assets (designated and non-designated) and the contribution they make to the local area (NPPF Paragraphs 158 and 169). It should also entail an assessment of historic landscape character.

This requirement is especially relevant in regard to areas of significant planning intervention and site allocations where it is important to inform decision-making by undertaking:

(i) an assessment of the significance of those heritage assets on, or in the vicinity of, the sites concerned

(ii) an assessment of the extent to which the significance of any assets might be harmed or lost as a consequence of development (or better revealed)

(iii) an assessment of the extent to which any public benefits might, or might not, outweigh that harm or loss.

Historic England's approach to dealing with this requirement of the NPPF is set out in our Advice Note No.3: *Site Allocations* (HEAN3) and is available on our website. It contains a step by step guide to site selection in order to safeguard and enhance the historic environment. Whilst it is apparent that in respect of a number of key sites and allocations throughout the city the authority has identified the heritage assets affected by them,

thereby largely satisfying Step 1 of the methodology in our Advice Note, it is not so apparent that the other steps have been followed.

Local planning authorities are required by NPPF paragraph 129 to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including any significance derived from its setting). This involves more than identifying known heritage assets on or within a given distance of the site in question, but rather a more holistic process which seeks to understand their significance and value. Site allocations which include a heritage asset (for example a site within a Conservation Area) may offer opportunities for enhancement and tackling heritage at risk while, conversely, an allocation some distance from a heritage asset may cause harm to its significance, thereby reducing its suitability in sustainable development terms.

Furthermore, there needs to be an assessment of the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future (NPPF paragraph 169), and it is also necessary for the authority to identify any heritage assets outside of their administrative area where setting impacts may be caused by potential development proposals. This is particularly important given the close relationship the city has with Manchester.

In our response of 21 March 2014 we drew attention to the need for the Council, before proposing key interventions and/or site allocations, to undertake some evaluation of the impact which development might have upon any elements (including their setting) that contribute to the significance of those heritage assets thought to be affected. This requirement was identified in respect of a number of sites, but only a few representations elicited a response from the Council as can be seen from the Consultation Statement of October 2016. The Council's view was that this issue was effectively covered by the NPPF and did not need to be addressed in the Local Plan. Historic England disagrees and would argue that the Local Plan is required by the NPPF to address the issue, or risk being found unsound.

The Consultation Statement advises that two sites are no longer being pursued as possible deletions from the Green Belt, although it is not clear whether our comments were instrumental in those decisions. A further site – *Land South of St. Augustine's Church* – continues to be taken forward for housing (Policy H3/11). We are advised that 'regard has been had to the important heritage context of the site, and [....] any development must preserve and enhance the setting of the Grade I listed St. Augustine's church, the Grade II listed Environmental Institute, and the associated conservation area', but we are also informed that no heritage assessment has yet been prepared. The absence of such an assessment calls into question the evidence on which this, and other, decisions are based.

Whilst Historic England welcomes the intention to safeguard the heritage assets affected by proposed allocations, it remains unclear from this, or any other source, whether the Council has followed properly the process, outlined in HEAN3, of establishing wherein lies the significance of the heritage assets identified, understanding what contribution the site makes to the significance of those assets, what impact the proposals might have on that significance, and what actions might be needed to avoid harm to or better reveal those assets.

Without demonstrating that this process has been followed, and without this understanding of the historic environment of the area and an assessment of the extent to which the significance or value of its heritage assets may be harmed or lost (or improved) by the Plan proposals, the local authority cannot demonstrate that the objectively assessed development needs of the area will be met in accordance with the presumption in favour of sustainable development (NPPF paragraph 14). There would consequently remain a danger that the local distinctiveness and character of the area may be lost.

In terms of the importance attaching to the historic environment of the city the Draft Local Plan has much to commend it, but Historic England is not yet satisfied, and the Council has not yet demonstrated, that it has identified and assessed the particular significance of any heritage assets that may be affected by its proposed site allocations and key areas of intervention (taking account of the available evidence and any necessary expertise) in accordance with the requirements of paragraphs 158 and 169 of the NPPF and our Advice Note No.3: **Site Allocations** ***(HEAN3).***

It is to be noted that those sites in Salford earmarked for major development in the Greater Manchester Spatial Framework should also show that they have been subjected to the same heritage assessment, and a failure to do so could result in them being found to be non-compliant with the NPPF on the basis that they cannot demonstrate that they are sustainable.

Sustainability Appraisal

As is the case with many sustainability appraisals and site assessment methodologies, design or archaeological investigation at a later date is often cited as the means by which any (often unspecified) harm might be mitigated, or else impacts are adjudged to be unknown or unquantifiable at this stage of the plan and left unassessed. This appraisal is no different. For example, in Appendix 7: *Appraisal of Draft Local Plan Allocations* we are advised that in relation to Site IC020: *Land at Salford City Stadium* there is evidence of archaeological remains in the area and that they could be affected by the site's development. Mitigation put forward proposes investigation at some date in the future and appropriate measures to protect, enhance and enable the appreciation of any findings, notwithstanding that the proper conservation of that archaeology might prohibit any development or impact upon its attractiveness to developers.

Although a number of sites examined in the appraisal are not now to be taken forward, it is nevertheless worth commenting on the approach taken in respect of them. Throughout the appraisal a number of heritage assets are identified as being affected by proposed site allocations, yet we are advised that no mitigation is required or else that effects on setting are 'unlikely' [*Land North of Wardley and Land North of Little Moss Lane*; *Land North of M60 Junction 16*].

In respect of SW016: *Land south of St Augustine's Church* we are advised that the mitigation is 'to protect and enhance the heritage value of the area including the grade I listed church', but no Heritage Impact Assessment has been carried out, and the Sustainability Appraisal is unable to tell us wherein lies the significance of the heritage assets identified, what contribution the site makes to the significance of those assets, or what impact the proposals might have on that significance, and consequently what actions might be needed to avoid harm to or better reveal those assets. As a result the Sustainability Appraisal cannot say whether or not the site allocation is sustainable and compliant with NPPF paragraph 14.

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In respect of SW012: *Clifton Junction* we are informed that the site may also include other buildings and structures of interest that reflect the city's industrial heritage and proposes that they be protected. This would suggest that the extent of these non-designated heritage assets is unknown and in consequence it is not possible to assess the effect that development of the site might have on them. Again, the Sustainability Appraisal cannot say whether or not the site allocation is sustainable and compliant with NPPF paragraph 14.

Mitigation, including archaeological evaluation, is often thought of as something to be dealt with at a later stage through, for example, Environmental Impact Assessments associated with planning applications. Mitigation, however, may not always be appropriate or desirable. There may be cases where the principle of development brings with it such harm to, or loss of, significance of heritage assets that it cannot be mitigated, in which case it should be refused unless development is necessary in order to achieve public benefits. We all acknowledge the value of developer certainty. It would serve no benefit, for example, for a site to be allocated only for archaeology of national significance to subsequently preclude or severely hamper implementation.

If the sustainability appraisal is unable to identify what is significant about a heritage asset (and what contribution its setting makes to that significance) it cannot properly assess the extent to which that significance might be harmed or lost as a consequence of a site being allocated for development. The appraisal would therefore fail in its ability to assess whether the development would satisfy SA Objective 10 '*To protect, enhance, and enable the appreciation of the city's heritage*'. If it cannot do this, and uncertainty in this regard remains, the Council would be unable to demonstrate that such harm or loss of heritage significance is necessary to achieve wider public benefits that cannot be met in any other way. This will cast doubts on the site allocation being justified, deliverable and, ultimately, sustainable.

Only one Sustainability Indicator is proposed in the appraisal – (xiii) *total number of nationally designated heritage assets.* This is considered to be a weak measure of the performance of the Plan. It fails, for example, to encompass non-designated and locally important heritage assets, it masks the extent to which new additions to the list might hide any losses, and it fails to measure the extent to which damage done to the significance of heritage assets falls short of total loss.

Further advice on performance/sustainability indicators is set out below in regard to paragraph 17.12 of the consultation document.

Other comments and observations

In addition to those principal representations outlined above, I set out below more specific comments on the document.

Chapter 5: Area Policies

We are advised that the redevelopment of older industrial and warehouse premises will be actively encouraged in respect of Policy OW1: *Ordsall Waterfront*. Some may be judged to be non-designated heritage assets and worthy of protection within the planning system and in decision-making. The use of the word 'redevelopment' suggests demolition and rebuilding as opposed to constructive conservation, adaptation and reuse and should be avoided.

Chapter 6: Development Principles

Policy DP2(4): *Co-ordinated development* seeks to ensure that the cumulative impacts of development are properly assessed. For large infrastructure projects, such as those coming forward in respect of other plan policies, there is a strong likelihood that they would require Environmental Impact Assessment. In consequence it will be necessary for developers to assess cumulative impact as part of that process.

Policy DP3: *Planning conditions and obligations* – 'public realm' is now generally taken to be the publicly accessible parts of the environment. In consequence a great many heritage assets 'accessible' to the public could legitimately be regarded as part of the public realm and therefore be the recipient of or focus for special attention in the form of investment through or relief from obligations or CIL (Community Infrastructure Levy) charging. The range includes, for example, art galleries, railway stations, schools, hospitals, churches, canal structures etc.

The commentary accompanying this policy could do more to acknowledge the heritage value of these assets and make provision to assist them for the contribution they make to the environmental capital of the city. In this way they would add support to the delivery of the Strategic Objective of the Local Plan aimed at the conservation of the historic environment. Steps the Council could take might include –

1. acknowledging and identifying a broader range of infrastructure types of a historic nature that could benefit from appropriate investment

2. positively encouraging development to sites and areas where heritage is known to be 'at risk'

3. asserting in any further advice that relief may be provided for developments that involve (wholly or in part) the conservation of heritage assets where viability might be threatened by having to meet the full amount of any obligation or levy (in much the same way as providing relief to ensure viability in respect of previously developed land)

4. asserting in any charging schedule that relief may be provided where, in order to meet the obligation or levy, an increased quantum of development is required to maintain viability which in itself could threaten to harm the significance of historic assets on or otherwise affected by the site.

Historic England believes that in addressing more directly the conservation of the historic environment through this policy the Council can do much to add to the appearance, quality and reputation of the Local Plan area with the objective of attracting new residents, employees and visitors..

Chapter 7: Economic Development

Policy EC1(1): *Economic development spatial strategy* – '….distinguish Greater Manchester ~~against~~ ***from*** international competitors'.

Policy EC3: *Industrial and warehousing development* – paragraph 3 again refers to 'redevelopment'. The comment above in respect of Policy OW1: *Ordsall Waterfront* refers.

Policy EC4/1: *Port Salford expansion, Irlam and Winton* – this site is identified as Site WG3 in the Greater Manchester Spatial Framework. We contend that it may potentially cause harm to the setting of a number of grade II listed heritage assets. We are concerned that there has been no proper assessment of the extent to which the significance of these heritage assets may be harmed by development of the site. This concern has been included in our response to the GMSF

Chapter 8: Culture and Tourism

Policy CT2(5): *Art and culture* – '… interpretation of ~~the~~ ***any*** heritage ~~of~~ the site and area ***possesses***; and …'

Chapter 9: Housing

Policy H1: *Housing strategy* – it should be acknowledged that some older housing stock might be judged to be of historic value, thereby requiring it to be deemed a non-designated heritage asset and therefore a material planning consideration in the decision-making process (NPPF paragraph 135).

Policy H3/1: *Land east of Boothstown, Boothstown and Ellenbrook and Worsley* – we are advised in paragraph 9.15 that an archaeological assessment of the site will be required, as well as an historic building assessment of Boothsbank Farm.

Astley and Boothstown is identified as Site ELR5 in the Greater Manchester Spatial Framework. It contains a scheduled ancient monument - Astley Green Colliery Museum, and various grade II listed heritage assets. Historic England **objects** to this allocation primarily on the grounds that there has been no proper assessment of the extent to which the significance of these heritage assets may be harmed by development of the site. This objection has been included in our response to the GMSF.

Policy H3/4: *Western Cadishead and Irlam, Cadishead and Irlam,* Policy H3/6: *Brackley golf course, Little Hulton* and Policy H3/15: *Hazelhurst Farm, Worsley* – paragraphs 9.25, 9.29 and 9.43 concern the requirement for an archaeological assessment and again this should be reflected in the policies themselves.

Western Cadishead and Irlam, however, has been identified as Site WG2 in the Greater Manchester Spatial Framework. It contains a scheduled ancient monument and various grade II listed heritage assets - Great Woolden Hall and the promontory fort to its west, as well as a wider archaeological landscape. Historic England **strongly objects** to this allocation primarily on the grounds that there has been no proper assessment of the extent to which the significance of these heritage assets may be harmed by development of the site. This objection has been included in our response to the GMSF.

Policy H11(6): *Purpose-built student housing* – in addition to avoiding harmful impacts on the *character* of an area it is important to avoid harming the residential *amenity* of existing occupiers.

Chapter 11: Education

Policy ED1: *Schools and further education facilities* – it should be acknowledged that some older school premises are of historic interest. Some may be judged non-designated

heritage assets. Some may be listed or located in conservation areas. Proposals affecting them should have regard to their heritage significance. Historic England has produced guidance on historic educational establishments available on our website.

Chapter 14: Energy and Digital Infrastructure

Whilst Historic England welcomes the increased life-expectancy that can be given to older building stock of historic interest through making it more attractive to live in, it should be acknowledged that some energy efficiency measures being carried out to this end are at present untested and unproven. Some have been shown to have potentially harmful effects on building fabric to the detriment of its longer-term viability and attractiveness. A precautionary approach is advocated.

Policy EG2: *Wind development* – paragraph 14.17 advises that proposals for wind energy development will not be supported where they, amongst other things, have an 'unacceptable effect on heritage assets and archaeology. It should be noted that harm is caused to heritage assets, designated or otherwise, when their significance is adversely affected. Both the NPPF and the emerging Local Plan make allowances for this, subject to certain tests, where public interests outweigh that loss. The use of the word 'unjustifiable' might be more appropriate, whilst allowing for *great weight* to be attached to the conservation of any heritage assets as required by paragraph 132 of the NPPF.

Chapter 16: Design

Policy D4(2): *Views* – this policy seeks to protect views of important heritage assets etc. To better reflect the NPPF the policy should seek to protect views *to, from, and of* heritage assets where such visibility/inter-visibility is important to their significance.

We are also advised that the policy does not provide protection for private views. It should be noted, however, that a view of a development *from* a listed building, as well as a *third party* view of a listed building and a proposed development, have both been found depending on circumstances to be material in law to its significance. These would almost certainly have been private views.

Policy D5: *Spaces* – spaces within historic areas and around heritage assets can be of great importance in safeguarding their significance.

Policy D7: *Alterations and extensions* – alterations and extensions to existing buildings should be shown to be respectful of the significance of any heritage assets directly or indirectly affected.

Policy D9: *Amenity* – in some historic areas and in relation to some historic buildings it might prove difficult to achieve the desired separation distances especially in relation to the amenity of occupants of properties created through building conversion. Where this is the case, some flexibility should be allowed for in order not to stifle otherwise welcome conservation-led regeneration.

Chapter 17: Heritage

Paragraph 17.6 states that the city council *will* maintain a historic environment record resource, which perhaps implies that it doesn't at the moment. We would suggest the following amended wording –

'The city council will ***continue to*** maintain a historic environment record……'
This paragraph also sets out how applicants should use the range of information available to them. This process could be explained more clearly thus –

> '…. and clearly set out ***wherein lies the significance of any heritage assets affected; the extent to which that significance might be impacted upon by the proposed development; the measures intended to avoid or mitigate harmful effects on, or else to enhance the significance of, those heritage assets, in order that an informed assessment can be made of the weight attaching to heritage protection and the delivery of necessary public benefits.'***

Paragraph 17.12 sets out the indicators that will be used to monitor the policies in the heritage chapter. Those chosen are not as helpful as they could be.

The 'Heritage at Risk Register' should encompass conservation areas and, if it does not already, any grade II listed buildings at risk. A 'smarter' target would be to seek to remove any that are on or are later placed on the register within a manageable period of time through reliance on constructive planning policy to encourage such action. The 'clear-up' rate would be an indicator of the helpfulness of the plan's objectives and policies, as well as an indicator of the robustness of the Council's positive strategy for the historic environment.
Numbers of heritage assets, on their own, will do little to measure the success or otherwise of the Local Plan in protecting the area's stock. For the same unforeseen reasons that heritage assets find themselves 'at risk', they can also be 'lost' through, for example, catastrophic events such as fire. It would serve no purpose for the Local Plan to be judged in such circumstances. Furthermore, much damage can be done to the historic environment which falls short of (entire?) 'loss', and I would look for a more nuanced indicator than this. Harm is caused to heritage assets, designated or otherwise, when their significance is adversely affected. An indicator which measures the frequency with which heritage assets suffer a substantial loss (or even a less-than-substantial loss) of significance would help demonstrate the weight attaching to heritage protection in relation to other plan objectives.

Coupled to this, an indicator which measured the frequency with which harm or loss was permitted despite the absence of a proper Heritage Impact Assessment which clearly articulated wherein lay the significance of the asset in question and addressed the issue of mitigation or avoidance of harm would also show how the Local Plan policies were being used by the Council and how the tests and balances in the NPPF regarding heritage protection and public benefits were being applied. [Good Practice Advice in Planning Note 2: *Managing Significance in Decision-Taking in the Historic Environment*, published in March 2015, explains what is considered best practice in this regard.]
Another indicator might be to measure the extent to which planning decisions supported or undermined those positive attributes which characterise conservation areas or which facilitated or hindered the implementation of their future management.

<u>Chapter 18: Green Infrastructure</u>

Policy GI1(10): *Green infrastructure spatial strategy* – some green infrastructure is of heritage value in its own right. Conservation areas and historic parks & gardens are such examples, along with cemeteries, canals etc. Their conservation should be an integral part of enhancing the green infrastructure of the city.

Policy G16: *Trees and woodland* – this policy could be broadened out to include (historic) hedgerows and those which lie along the footpath and bridleway network, itself for the most part also of historic value.

Chapter 19: Green Belt

Policy GB1: *Green belt* – loss of green belt should be avoided where it would cause unjustified harm to the significance/setting of heritage assets.

Policy GB2(3)(ii): *Agricultural, forestry and other associated dwellings within the Green Belt* – this clause allows for a business profitable in its first year, but failing in the next two, to satisfy the criterion. Businesses should be profitable during *at least* the most recent of the last three years.

Chapter 22: Pollution and Hazards

Po PH1(C): *Pollution control* – paragraph 22.1 refers to the protection and enhancement of the environmental resources/assets at issue in respect of this policy. The checklist should be broadened to include heritage assets which could potentially be harmed by certain types of pollution. It should also be recognised that some heritage assets may exist on sites giving rise to incidents of pollution and contamination, requiring control and remediation to be sensitive to their appropriate conservation.

I trust these comments and observations are of assistance. When you have had an opportunity to consider them you may think it beneficial for us to discuss matters in greater detail. I or one of my colleagues shall be happy to oblige.

Yours sincerely,

Karl Creaser
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Appendix B

Salford City Council Initial Screening Assessment
GMAAS Archaeological Screening Assessment

Proposed site allocation (development yield as proposed in the Draft Local Plan)	Heritage assets affected within the site	Heritage assets affected close to the site	Significance of heritage assets in terms of status	Action
H3/1 Land east of Boothstown *(OA18 in GMSF)* (300 houses)	N/A	There are three grade II listed buildings located in the locally listed Worsley Park adjoining the allocation site to the east. The listed buildings are The Gardeners Cottage and The Bothy which are located in the western half of the Worsley Park boundary. There is also the grade II listed ice house located within Worsley Park but this is over 500m away to the east. Owing to the location and proximity of the allocation site to these listed buildings there may be some impact upon their setting from the development of the allocation site. Worsley Park is locally listed and has been included on the local list for its historical and aesthetic value, local interest (both people & events and industrial heritage), group value and social or communal value. The development of the allocation site may impact upon the setting of the asset. On the northern side of Leigh Road, to the north east of the site is the Grade II listed Ellesmere Memorial. This is located to the rear of the existing dwellings located on the north side of Leigh Road which together with the heavily treed landscape screen the Memorial from the proposal site.	Low to moderate.	Screen in – further assessment required.

		Booth's Hall, located on Booths Hall Road is Grade II listed, 275 to the west of the proposed allocation site. It is screened from the site by the intervening dwellings, trees and Booths Hall Way. Boothstown Lancashire Mines Rescue Station which is grade II listed and the Mines Rescue Station conservation area is located some 362m to the north west of the site. It is separated and screened from the allocation site by the intervening housing on Ellenbrook Road. There is no heritage at risk in the vicinity of the site.		
H3/2 Land west of Boothstown *(ELR5 in GMSF)* (300 houses)	N/A	There are two properties included on the city council's local list of heritage assets. These are Grove Farmhouse located 30m to the east on Vicars Hall Lane and also a former farmhouse at 160 Vicars Hall Lane, located 60m to the east . Grove Farmhouse originates from the mid 18th Century and has been included on the local list for its aesthetic and group value. 160 Vicars Hall Lane dates from a similar period (17/18th century) and has also been included on the local list for its aesthetic and group value. Both properties are heavily screened by the adjacent dwellings on Stirrup Brook Grove and therefore there would be minimal impact upon their setting from the development of the allocation site. There is no heritage at risk in the nearby vicinity.	Low	Screen out – no further action required.

H3/3 Land west of Hayes Road (200 houses)	N/A	A former farmhouse at 186 and 186a Liverpool Road is situated directly opposite the site some 50m to the north, on the opposite side of Liverpool Road. There is minimal screening between the asset and the proposed allocation site which may be decreased further during the winter when the trees lose their leaves. The proposed allocation site forms part of the setting of the locally listed asset. There is no heritage at risk in the nearby vicinity.	Low	Screen in – further assessment
H3/4 Western Cadishead and Irlam *(WG2 in GMSF)* (2,250 dwellings predominantly houses)	Yes Great Woolden Hall is grade II listed and is located in the north western corner of the site close to the city boundary. A promontory fort which is a scheduled ancient monument is also located within the site, 300m west of Great Woolden Hall Farm. The development of the allocation site would impact upon both of these assets.	Yes There are three locally listed buildings situated to the south east of the site. All are separated from the allocation site boundary by intervening development and therefore it is considered that there would be minimal impact upon the setting of these assets. St Theresa's Roman Catholic Church is 180m from the site boundary on Astley Road. This has been included on the local list for its aesthetic value, its landmark value and also its social or communal value. The Ship Hotel at 538 Liverpool Road 277m from the site boundary. This was included on the local list for its aesthetic value and its social or communal value. 514 Liverpool Road is the third locally listed property located some 215m from the site boundary. This was included on the local list for its	High to low	Screen in – further assessment required.

		architectural interest and its aesthetic value. There is no heritage at risk in the nearby vicinity.		
H3/5 Charlestown Riverside (1,310 dwellings predominantly houses)	Yes The former Manchester Racecourse Turnstile building is included on the city council's local list for its aesthetic value and social or communal value. It is located in the south eastern corner of the site adjacent to the site boundary.	Yes Listed Buildings: The former Chapel at Agecroft Cemetery. This is grade II listed and is located 280m to the north west of the site. It is listed as a heritage building at risk by the Victorian Society. The gateway lodge and adjoining office at Agecroft Cemetery is also Grade II listed and is located 260m to the north west of the site. The cemetery adjoins the north western boundary of the allocation site. Development of the allocation site could form part of the setting of both of these listed building as there is no intervening built development albeit that there is some screening due to existing trees. Kersal Cell is Grade II* listed and is located some 333m to the north east of the site, on the opposite side of the river. However given the distance it is unlikely that development of the allocation site would impact upon the setting of this listed building. 1 Littleton Road, 119 – 123(O) is Grade II listed and is situated just outside of the site boundary at the Cromwell Road/Littleton Road roundabout separated by Littleton Road. Given its proximity,	Moderate to low	Screen in – further assessment required.

		there may be an impact upon its setting from any development on the allocation site. Tower of Church of St George with St Barnabus, is grade II listed and is situated 60m to the south of the site. There is some intervening development but the tower is likely to be visible from the allocation site and therefore there may be some impact upon its setting. The Sports Pavilion on Lower Broughton Road and within The Cliff conservation area is grade II listed and located 195m to the west of the allocation site boundary, across the river. Owing to the open nature of the Sports Pavilion grounds stretching down to the river and its relationship to the allocation site, there may be some impact from development of the allocation site upon the setting of this listed building. Locally Listed: St Sebastian's RC Primary School adjoins the southern boundary of the site. It was included on the local list for its architectural, aesthetic, social or communal value. Given its proximity and the lack of any screening along the site boundary at this point, development of the site may impact upon the setting of this building. Former Manchester Racecourse Hotel is located 100m to the north of the site on the opposite side of the river. It was included on the local list for its architectural, historic, aesthetic, landmark, social or communal value.		

		The Cliff Conservation Area lies to the east of the site on the opposite side of the river and therefore there may be some impact from any development on the site. This CA is considered to be at risk on Historic England's Conservation Areas at Risk register. There are also a number of listed and locally listed buildings within the The Cliff conservation area but it is considered that given the separation distances and the existing intervening development between them and the allocation site that there would be no impact upon the setting of these buildings.		
H3/6 Brackley Golf Course (500 houses)	N/A	No There are three locally listed buildings located 560 – 600m from the southern site boundary but given the distance and the intervening development it is not considered that they would be affected by any development on the allocation site. There is no heritage at risk in the nearby vicinity.	N/A	Screen out – no further action required.
H3/7 Land at Ladywell Avenue (35 houses)	N/A	The locally listed Wesleyan Chapel on Cleggs Lane is located approximately 245m to the north west. This is a single storey chapel dating from 1886 and has been included on the local list for its aesthetic value and also its social or communal value. It is considered that owing to the separation distance and the intervening development that there would be no impact upon this asset or its setting.	Low	Screen out – no further action required.

		There is no heritage at risk in the nearby vicinity.		
H3/8 Land west of Burgess Farm (200 houses)	N/A	Burgess Farm on Hilton Lane adjoins the eastern boundary of the site. This comprises a farmhouse, cottage, barns and other agricultural structures arranged around a yard which are currently included on the city's local list. However, planning permission was granted in 2017 for the demolition of the farmhouse and buildings and the erection of 10 new dwellings, planning reference 17/71118/OUT. As part of this application a structural survey was undertaken which found that the buildings were in a very poor condition and that it would not be viable to make them habitable again.	Low	Screen out – the principal of the loss of the locally listed buildings has been firmly established with the granting of planning permission.
Land west of Kenyon Way (150 houses)	N/A	N/A	N/A	Screen out – no further action required.
H3/11 Land south of St Augustine's Church (60 houses)	N/A	The St Augustine's Conservation Area is identified as being at risk and in poor condition by Historic England. The conservation area adjoins the site to the north, and there are several heritage assets located within it: Grade I Listed Church of St Augustine, Grade II listed Environmental Institute, Grade II listed St Augustine's Gatehouse and the locally listed St Augustine's war memorial, listed for its social/communal value. The proposed allocation site is considered to form part of the setting of these assets due to their proximity to and visibility from the site.	High	Screen in – further assessment required.

		A Grade II listed bandstand is located approximately 170m to the south west of the site, however due to its scale, separation distance and intervening development, it is not considered that the allocation site forms part of its setting.		
H3/12 Swinton Hall Road (550 houses)	No	The St Augustine's Conservation Area identified as being at risk and in poor condition by Historic England is located approximately 120m to the east of the site, and there are several heritage assets located within it: Grade I Listed Church of St Augustine, Grade II listed Environmental Institute, Grade II listed St Augustine's Gatehouse and the locally listed St Augustine's war memorial, listed for its social/communal value. Whilst the site allocation is largely screened from the heritage assets by the residential and employment development which separates it, there is an open area of land to the north of the BASF building which currently functions as its access route. This allows for some visibility between the church/conservation area and eastern extent of the site allocation.	High	Screen in – further assessment required.
H3/13 Land south of Hill Top Road (60 houses)	No	The Grade II listed Church of St John the Baptist is included on the Historic England Heritage at Risk Register and is located 180m to the north west of the allocation site. There is some visibility between the north west part of the allocation site and the listed building, across the open space which is bound by Thorpe Street, Hill Top Road, John Street and the A575. This is limited due to the topography (the land appears to drop away slightly on the site allocation), separation distance, and residential development on the north side of Hill	Moderate	Screen out – no further assessment required.

		Top Road. The trees within the open space also provide some screening which may be decreased further during the winter when the trees lose their leaves.		
H3/14 Land south of Moss Lane (75 houses)	No	There are two locally listed buildings to the south east of the site: 428/430 Manchester Road (listed for its age) which is approximately 360m from the site and Oakwood Lodge (listed for its aesthetic value) which is approximately 420m from the site. It is considered that owing to the separation distance and the intervening development that there would be no impact upon these assets or their setting.	Low	Screen out – no further action required.
H3/15 Hazelhurst Farm *(OA19 in GMSF)* (450 houses)	No	The grade II Hazelhurst Hall Farmhouse is located 45m to the south of the allocation site on Hazelhurst Road. Whilst it is in close proximity of the allocation site, it is tightly surrounded by residential development to the north, east and west, which screens the asset from the site. 2-6 Hazelhurst Fold is a row of locally listed cottages (listed for their group and aesthetic value), and again whilst fairly close to the site, there is no visibility between the asset and the allocation due to the intervening residential development on Hazelhurst Fold and the recreation ground at the end of Hazelhurst Fold, which appears to be heavily treed along its southern boundary. 80m to the west of the allocaiton site lies the Roe Green/Beesley Green conservation area, however this is separated from the site by the M60 and	Low to moderate	Screen out – no further action required.

		Worsley Woods SBI, which covers the whole of the eastern extent of the site allocation. Whilst Worsley Woods forms part of the site allocation, the policy makes it clear that this part of the site will be protected. The locally listed St Mary's RC Cemetery (listed for its architectural interest, aesthetic value and social/community value) is located approximately 60m to the north of the site. Whilst close to the site the cemetery is separated from the site by the A580 East Lancashire Road (a dual carriageway) which acts as a significant physical barrier, and the southern part of the cemetery site is heavily treed, meaning that the cemetary grounds can not be seen from the allocation site.		
H3/16 Land north of Lumber Lane (60 houses)	N/A	Littlewood, Sisley and adjoining stableblock on Lumber Lane are grade II listed and are located 12m to the south of the allocation site access on Lumber Lane. The access along Hardy Street into the main body of the allocation site where development would occur is almost 100m in length with the southern boundary of the allocation site heavily screened by trees. It is considered unlikely that development of the site would impact upon the setting of these listed buildings. There are 2 locally listed buildings to the east of the site. These are 301 A & B Old Clough Lane, a pair of early/mid 19th Century cottages and also 2&4 Roe Green (both buildings included for their aesthetic and group value). These are cottages from c. 1800 and have been included on the local list for their age, aesthetic and group value. These	Moderate	Screen out - no further assessment required.

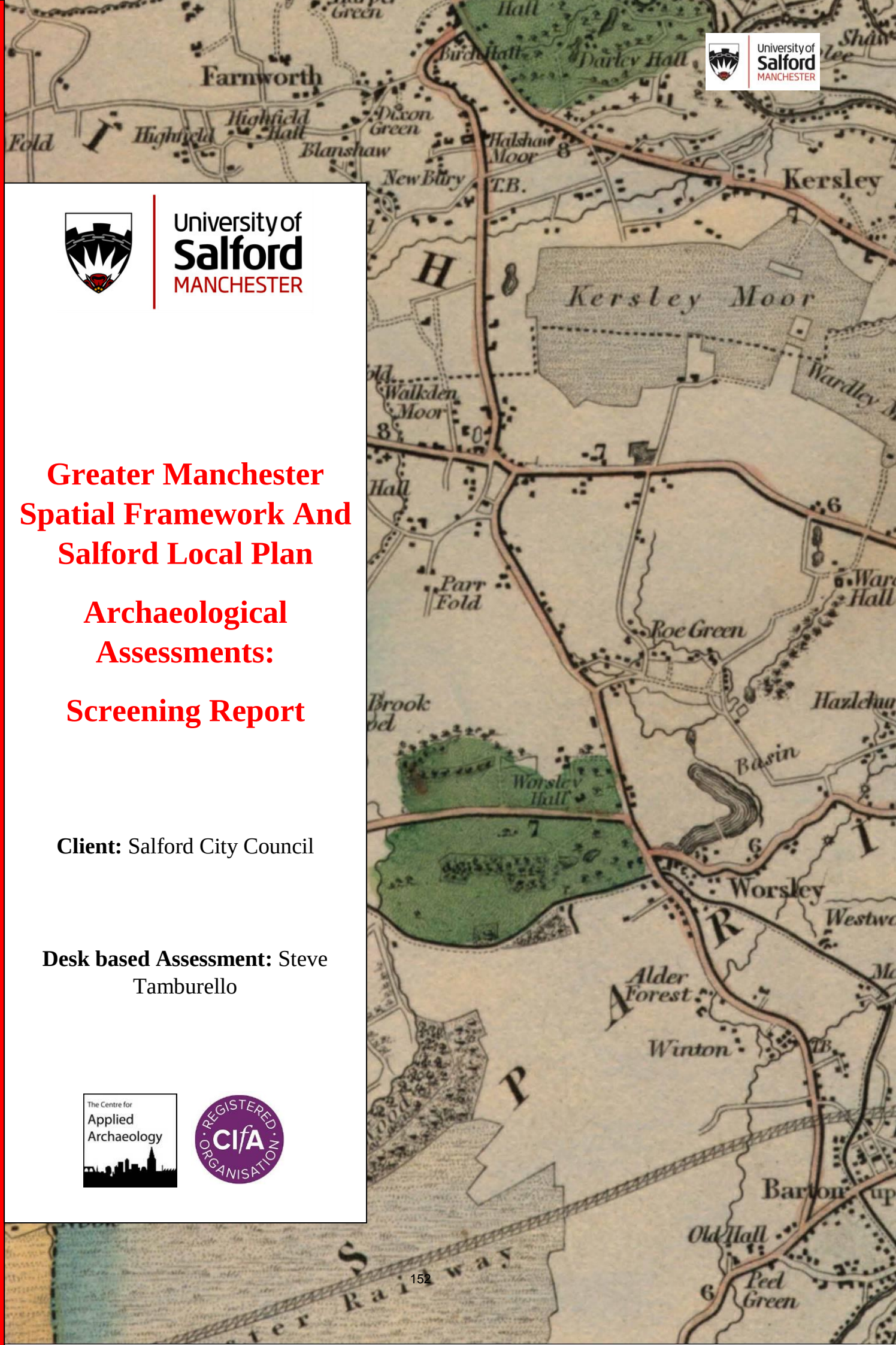
		are 138m and 148m respectively from the allocation site but given the distance and the intervening development and existing landscaping including existing trees it is unlikely that the development of the allocation site for housing would impact upon the setting of these buildings. There are other listed and locally listed buildings to the south east of the site but given the separation distances to these properties (the closest being approximately 120m from the site access and some 210m from the main body of the site), it is considered that there would be no impact upon their setting. Both the listed building and the locally listed buildings referred to above are located within the Roe Green Beesley Green Conservation Area which is located to the south east of the site and adjoins the site at the eastern and southern most boundary (ie the access boundary). However, due to the degree of tree cover and the heavily enclosed nature of the site it is not considered that there would be an impact upon the character of the conservation area. There is no heritage at risk in the nearby vicinity.		
H4/1 Duncan Mathieson playing fields (100 dwellings maximum enabling development and open space)	N/A	There are 2 locally listed heritage assets to the east of the site; Oakwood Nurses Home on Radcliffe Park Road and Light Oaks Park, both approximately 400m from the site. Oakwood Nurses Home is also located within the Radcliffe Park Road Conservation Area. Given the separation distances and the intervening	Low to Moderate	Screen out – no further action required.

		residential development it is not considered that there would be any impact upon the setting of these assets from development of the allocation site.		
H4/2 Former Swinton Wastewater Treatment Works and surrounding open land (250 dwellings maximum enabling development and open space)	N/A	Wainwright's Farmhouse is grade II listed and is located on Folly Lane is located 216m to the north west of the site. 58,60 & 70 (Daisy Bank) on Folly Lane are 18th & 19th century houses included on the local list (for their age, aesthetic and group value). They are located approximately 133m to the north west of the site. Given the separation distances and the intervening development from these assets to the allocation site it is not considered that there would be an impact upon the setting of these assets.	Low to Moderate	Screen out – no further action required.
EC4/1 Port Salford expansion *(WG3 in GMSF)* (320,000sqm employment floorspace)	N/A	Barton Aerodrome adjoins the site to the south east. On this there are three grade II listed buildings; The Office Building, The Control Tower and the Main Hangar. These are all located between 390 – 516m from the site boundary but given the open nature of both sites it is considered that development of the allocation site would impact upon the setting of these assets. Parkfield Cottage and Park House Lodge are situated adjacent to the south eastern boundary and adjacent to the Aerodrome. They are locally listed with Parkfield Cottage included on the local list because of its aesthetic value whilst Park House Lodge is an example of an early 19th	Moderate to low	Screen in – further assessment required.

		Century toll house. Peel Green Cemetery is also locally listed and is situated 130m to the east of the development. Given the open nature of the landscape there may be some impact upon the setting of this asset.		
CT3/1 Land around AJ Bell Stadium (Tourism and related uses)	N/A	Barton Aerodrome is located to the north west of the site on the opposite side of Liverpool Road. The three listed buildings in the Aerodrome site as outlined above under site EC4/1 are situated within 173m – 364m of the site. The development of the site may impact upon the setting of these assets owing to the open nature of the landscape along this stretch of Liverpool Road. Peel Green Cemetery is located 145m to the north of the site separated by residential development and Liverpool Road. It is not considered that development of the site would impact upon this asset. There is no heritage at risk in the nearby vicinity.	Moderate to low.	Screen in – further assessment required.
H10/1 Duchy Road (10 pitches)	N/A	Two grade II listed buildings are located 700m to the south east of the site: Pendleton Cooperative Society Industrial Buildings and Maypole Public House. A group of locally listed buildings (most of which are mills) are located between 400m and 600m to the south east of the site on Cobden Street: Kingston Mill, Carley Mill and Leirum House (listed for their industrial heritage) and 2-10 Works (listed for its industrial heritage and aesthetic value). These buildings are located some distance from the site and are separated from it by a railway	Moderate to low	Screen out – no further action required

		line, industrial premises on the western side of Cobden Street, the existing gypsies and travellers site on Duchy Road and the trees along the railway line. These buildings are not therefore visible from the site and the allocation site does not form part of their setting. The Grade II listed Church of St Thomas, railings and drinking fountain is located 700m to the south of the site on Broad Street. Whilst the top of the church tower may be partially viewed from the site, due to the site's distance from it and the presence of development in between, the site will not be visible from the church and is not considered to form part of its setting. Two grade II listed buildings are located 420m to the south of the site on the south side of the A6: 21 Bolton Road and Halton Bank School. The buildings and the site are physically separated from one another by the A6 and the large expanse of playing fields at Brindle Heath which is heavily treed along its north eastern edge. Visibility between the two is further limited by the topography. There is no heritage at risk in the vicinity of the site.		
Orchard Street NB: this site has not been proposed previously but is now to be considered as a result of representations received at the Draft Local	N/A	Pendleton Cooperative Industrial Society Buildings, at 19 & 21 Broughton Road, is Grade II listed and is located 80m to the south of the site boundary. There are also four locally listed buildings located between 30 – 115m to the south west of the site.	Low to moderate	Screen in – further assessment required.

Plan stage.		These are: Kingston Mill, Carley House Cobden Street, 2 – 10 Cobden Street (Works) and Leirum House, Cobden Street. These were all included on the list for their local interest and industrial heritage. 1 Cheltenham Street (Cheltenham Buildings) is located approximately 50m to the south east of the site and is locally listed (included for its local interest and industrial heritage). Given the low lying nature of the landscape between these assets and the allocation site there may be some impact upon the setting of the assets. The Tower of St George with St Barnabus on St George's Way is grade II listed, situated 110m to the north east of the site. Although there is intervening development the Tower would be visible from the allocation site and therefore development of the allocation site may impact upon its setting. There are other listed and locally listed buildings located to the north east and south, south west of the site but these are situated further away separated from the site by intervening development and therefore it is not considered that development of the allocation site would impact upon the setting of these assets.		



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Greater Manchester Spatial Framework And Salford Local Plan

Archaeological Assessments:

Screening Report

Client: Salford City Council

Desk based Assessment: Steve Tamburello

The Centre for Applied Archaeology

REGISTERED ORGANISATION CIfA

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Internal Ref:	SA/2018/69
Prepared for:	Salford City Council
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Version:	Version 1.3
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Position:	Supervising Archaeologist
Date:	November 2018
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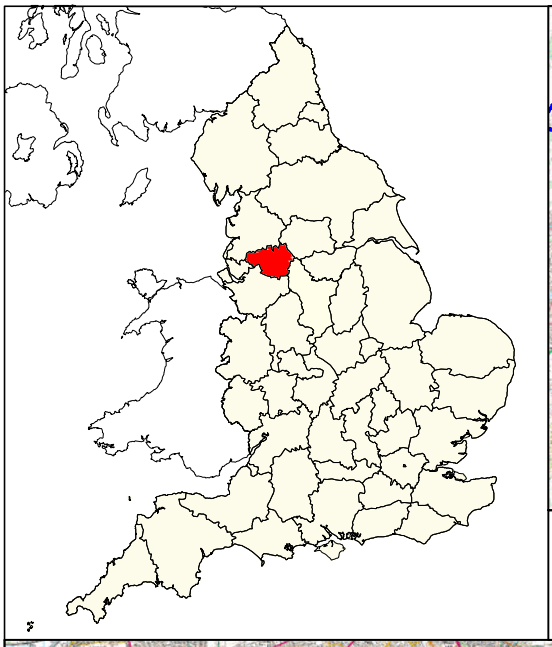

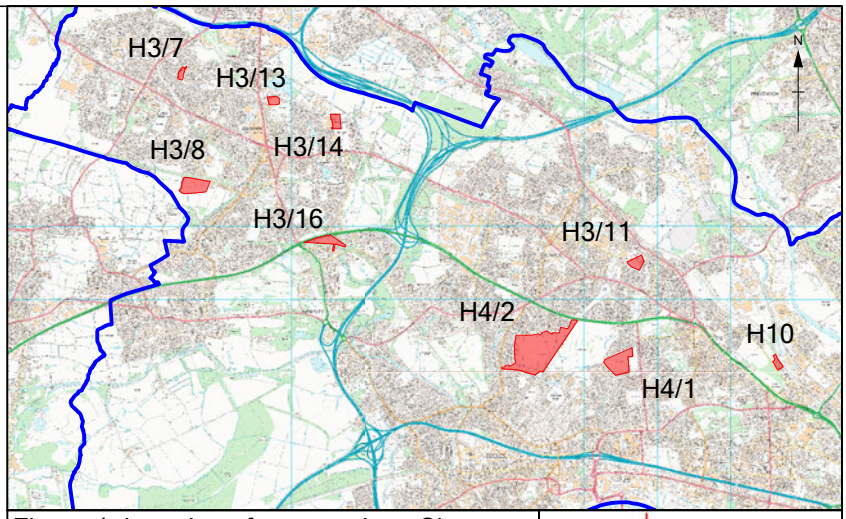

Figure 1: Location of screened out Sites

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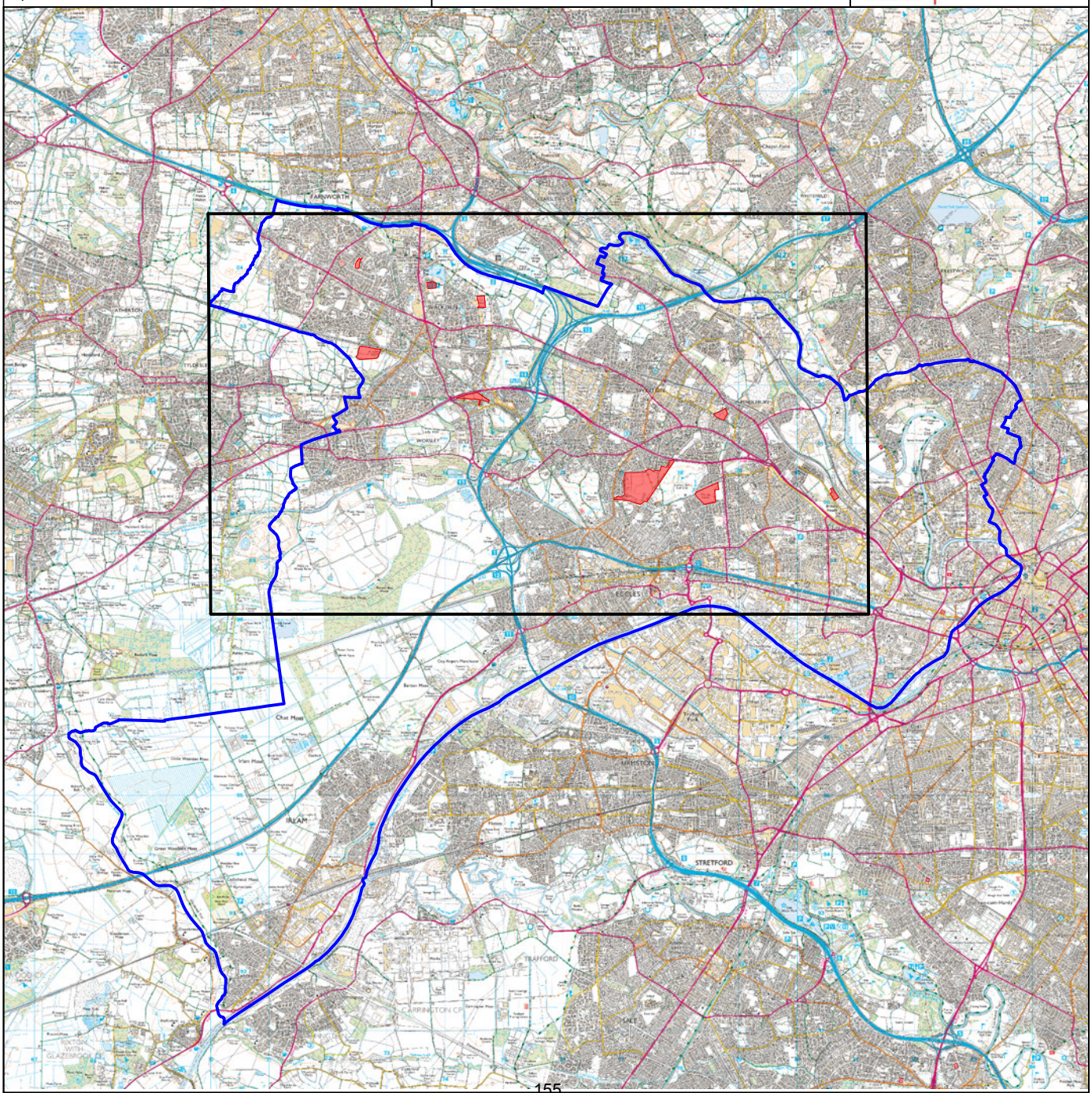

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1. Introduction

In preparing land allocations for the draft Local and for the Greater Manchester Spatial Framework, Salford City Council commissioned Salford Archaeology to provide an understanding of the Historic Environment to comply with the National Planning Policy Framework. The National Planning Policy Framework (July 2018) stipulates:

- That the allocations have been informed by the proper assessment of the significance of the designated and non-designated heritage asset in the area including their setting where appropriate (NPPF paragraphs 189, 193-96, 199);
- There has been a proper assessment to identify the potential for finding new site of archaeological or historic interest (NPPF paragraph 189);
- There has been a proper assessment to identify land where development would be inappropriate because of historic significance (NPPF paragraphs 189).

2. Methodology

A screening exercise has been applied to the 21 potential land allocation sites throughout Salford to identify which of the sites are shown to have potential archaeological significance that might be impacted on by the development proposals.

The screening process drew upon the following sources to assess the significance and value of the below ground archaeological potential of the sites:

- A review of the Greater Manchester Historic Environment Record and local archives to identify and map non-designated and designated heritage assets;
- An historic map regression exercise to identify previously unrecognised heritage assets with archaeological interest;
- A review of the findings of previous archaeological investigations carried out on or near the sites along with any relevant published and secondary sources;
- An analysis of historic and current aerial photography and available lidar data.

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3. Results

Following an assessment of the available sources as detailed in *Section 2*, six of the 21 potential sites were assessed to have no or very low archaeological potential and have therefore but screened out from further investigation (Figure 1).

Two further sites H3/13 Hilltop and H4/2 Swinton Waste Water Sewage Works, were subsequently screened out following visits to the sites which provided further clarification of the archaeological potential.

A further site, H3/8 Land West of Burgess Farm, has been screened out of the assessment as the archaeological potential has recently been assessed by a desk-based assessment produced and evaluation trial trenches.

The specific sites are listed in the table below followed by statement detailing a summary of the historic background to each site and a statement with regards to the significance of potential below ground remains.

3.1 List of sites to be screened out

Site Code	Site Name
H3/7	**Land at Ladywell Avenue**
H3/11	**Land south of St Augustine's Church**
H3/13	**Hill Top**
H3/14	**Land south of Moss Lane**
H3/16	**Land north of Lumber Lane**
H4/1	**Duncan Mathieson Playing Fields**
H4/2	**Swinton Sewage Treatment Works**
H10	**Land off Duchy Road**
H/8	**Land West of Burgess Farm**

4. Screened Out Statements

4.1 H3/7- Land at Ladywell Avenue

4.1.1 Location and Setting

The site is located on the north-east side of Little Hulton and currently comprises an open grassed area within residential housing. It is bounded by Ladywell Avenue to the west, Broughton Avenue to the south and the rear of housing plots off Buile Hill Avenue, Buile Hill Grove and Claremont Drive and Burns Road to the east and north.

4.1.2 Archaeological and Historical Evidence

Prior to the development of the surrounding area in the 20th century, the Site appears to have been utilised as agricultural land. The 1st Edition Ordnance Survey map of 1848 shows the Site boundary running either side of a field boundary immediately to the east of Mount Skip Farm. The farm itself was accessed via Mount Skip Lane, which still partially survives to the south, leading onto Manchester Road East. A large pond is depicted on the west side of the field boundary, along with another smaller pond at the northern tip of the site. The area was first developed in 1949 when the land around Mount Skip Farm was selected as an overspill housing site by Worsley Urban District Council, to relocate residents following post-war slum clearance. During the 1950s, the current layout of the surrounding housing development was established, initially with Ladywell Avenue laid out around the pond area prior to being drained and levelled by the end of the decade.

4.1.3 Summary of Screening Assessment

The screening assessment of the Site has concluded that the proposed development on Land at Ladywell Avenue, in the absence of any mitigation, has potential to cause Minor/Neutral harm. Historically the Site was found to be predominantly agricultural in nature and remained undeveloped into the 20th century. As no evidence was found for designated or non-designated heritage assets within or in the immediate vicinity of the Site boundary it would thus be appropriate for the Site to be 'screened out' from further investigation.

4.2 H3/11 Land South of St Augustine's Church

4.2.1 Location and Setting

The Site is located on playing fields and disused land to the south of Bolton Road and St Augustine's Church in the area of Swinton. The Site adjoins the St Augustine's Conservation Area, which encompasses the Church of St Augustine along with its grounds and gatehouse. The church was designed by GF Bodley in a Gothic style and was completed in 1874 and is one of only three Grade I Listed buildings within the City of Salford.

4.2.2 Archaeological and Historical Evidence

Prior to the construction of the adjacent church, the Site is depicted on the Ordnance Survey map of 1848 as lying within a large field plot on the edge of Old Swinton, to the north-east of Swinton Old Hall and Temple Lodge. The current footpath, located along the southern boundary, follows the alignment of a 19th-century path which served as the southern boundary between the field and Temple Lodge. The southern boundary of the Site follows approximately the alignment of a field path depicted on the map, which continued from Jane Lane (now Swinton Hall Road) towards Fildes Fold Farm, beside what is now Hospital Road.

The most significant development by the mid-1800s was construction of the Clifton Hall Tunnel nicknamed 'Black Harry', which passed below the site on a south-west to north-east alignment and was part of a branch line linking the main line at Patricroft with Bury which was completed in 1850. Construction of the tunnel was said to be difficult due to the mix of clay and loose sand though which the tunnel was driven, resulting in eight shafts being sunk to aid construction. These shafts were subsequently in-filled and sealed but proved to be weak points in the tunnels construction.

As Swinton grew in size in the early 20th century additional housing was built on land above the tunnel to the south west of the Site in the area previously occupied by Temple Lodge. Despite repeated episodes of repair and reinforcement of the tunnel in 1901, 1912 and 1926, two houses located on Temple Drive, constructed directly over construction Shaft 3 collapsed into the tunnel in 1953 resulting in the deaths of five residents.

Investigations after the disaster concluded that timbers supporting one of the construction shafts had decayed and been crushed by a considerable weight of wet sand above it. The arched brickwork of the tunnel could not withstand the extra pressure and collapsed, pulling the houses above into the tunnel. Strengthening was subsequently carried out around the other seven shafts. Plans included in the official Ministry of Transport report (1954) show that Shaft No. 4 is located at the south-west end of the Site, at that time below the recreation ground (Plate 1)

The tunnel was eventually closed in 1961, when it was infilled with coal waste and its rails removed and portals sealed.

Further damage was sustained in 2010 when cracks were spotted in the Swinton branch of Age Concern. The building had been constructed in the 1930's directly over Shaft No.2. Subsequent

demolition work disturbed the brick lining of the tunnel and resulted in a small crater appearing next to the town's Registry Office.

Within the Site, the Ordnance Survey map of 1936 shows the placement of a Pavilion building in the south-east corner of the site. This is followed by a change of use to allotment gardens in the south-east by the 1950's. By the late 1960's The Sports Grounds and Playing Fields had been truncated and the Pendlebury Miners Welfare Institute occupied the western side of the site. Although now demolished, the L-shaped footprint around the former Bowling Green can still be seen on the site.

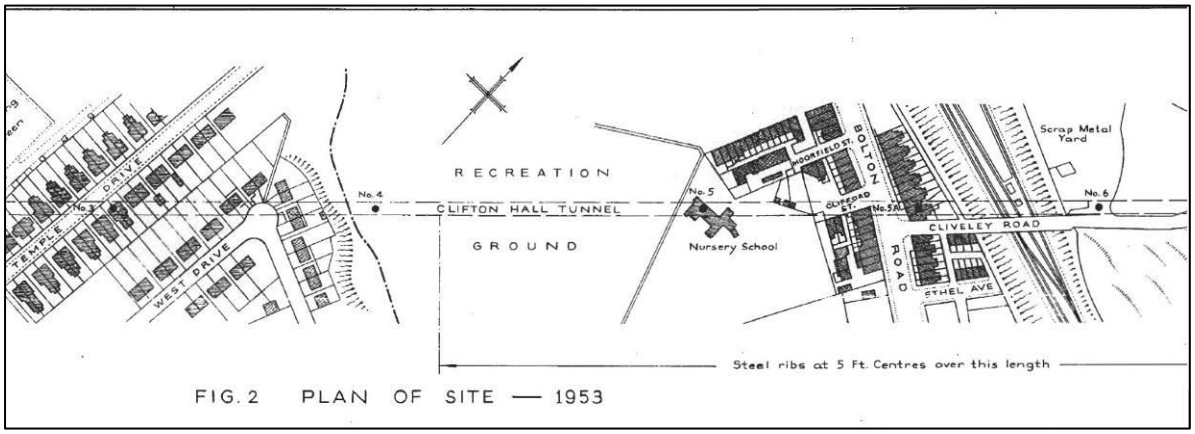

Plate 1: An extract from a plan of shaft locations including the area South of St Augustine's Church (marked Recreation Ground) taken from the Report on the Collapse of the Clifton Hall Tunnel

4.2.3 Summary of Screening Assessment

The assessment of the Site has concluded that the proposed development on land south of St Augustine's Church, in the absence of any mitigation, has potential to cause Minor/Neutral harm to non-designated buried archaeological remains, which may include remains relating to the 1930's Pavilion building, a late 20th century Miner's Institute, and a possible construction shaft relating to the Clifton Hall Tunnel beneath. Therefore it is assumed that any buried remains will only be of Low Local importance.

4.3 H3/14 Land south of Moss Lane

4.3.1 Location and setting

The proposed housing allocation site is located to the south of Linnyshaw Moss on the northern edge of Walkden. The current grassland site lies to the south of Moss Lane and bounded to the west and north by the Industrial Estates and to the east and south by new housing developments.

The partially surviving remains of the nineteenth century Linnyshaw Mill are located approximately 200m to the south of the Site although many of the original buildings have since been demolished and redeveloped for housing.

4.3.2 Archaeological and Historical Evidence

Analysis of historic maps shows that during the early 19th century the Site lay at the boundary of agricultural land and the less accessible peat of Linnyshaw Moss. The 1st edition Ordnance Survey map of 1848 depicts the Site as spanning three rectangular field plots, separated from the moss to the north by a culvert which ran along the northern site boundary. To the south lay the Linnyshaw Dam and neighbouring brick field which was enveloped by the extensive weaving and dying operations of Linnyshaw Mill in 1874 and Wardley Mill in 1878.

The industrial development of the land to the south of the Site in the second half of the 19th century was accompanied to a much lesser degree by the systematic division and utilisation of Linnyshaw Moss to the north. As such the Ordnance Survey map of 1893 documents the presence of Moss Lane Farm immediately to the north of the Site, with its associated plots extending onto the moss (Plate 2). The farm buildings appear to have been demolished by the early 1990s.

The field plots within the Site remained undeveloped throughout the majority of the 20th century, broadly maintaining their field boundary alignments despite the development of the neighbouring plots. From the 1970's the northernmost plot within the site is demarcated as a 'Football Ground" whilst still retaining the east-west hedge line across the site, which is still visible.

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Plate 2: An aerial photograph of the site South of Moss Lane taken in 1929 with Moss Lane Farm to the north

4.3.3 Summary of screening assessment

The screening assessment of the Site has concluded that the proposed development, in the absence of any mitigation, has potential to cause Minor/Neutral harm to buried archaeological remains, based on the conclusion that there are no apparent designated or non-designated heritage assets within the Site and that any buried remains will only be of Low Local importance.

4.4 H3/16 Land North of Lumber Lane

4.4.1 Location and setting

The proposed housing allocation on land north of Lumber Lane comprises a triangular parcel of land to the north of Worsley which is delineated by the A580 East Lancashire Road along its northwest boundary and footpaths following the line of dismantled railways along the northeast and southern boundaries. The Site comprises grassland, punctuated by two rows of mixed vegetation along the line of the former field boundaries. A former field boundary on the eastern side follows the line of a brook, whilst the western field boundary has a small pond at its southern end. The perimeter of the site is also lined with trees.

4.4.2 Archaeological and Historical Evidence

A review of historic mapping for the area shows the site to be the remnant of agricultural plots which previously continued to the north in the early nineteenth century. By the 1st edition Ordnance Survey map of 1848 the fields had already been segregated from Beesley Green to the south by the Eccles, Tyldesley and Wigan branch line of the London and North Western Railway. The Site was further confined by the addition of the Worsley and Bolton line in 1869 along the north eastern boundary. The Site was ultimately isolated by the construction of the East Lancashire Road which was constructed in the early 1930s and crossed both of the existing railway lines along the north western side of the site (Plate 3).

The railway lines adjacent to the Site were closed following the Beeching Report in 1969 and dismantled shortly after, leaving the current footpath routes along their former alignment.

Plate 3: An aerial photograph of the site north of Lumber Lane taken during the construction of the East Lancashire Road across the existing railway lines in 1932.

4.4.3 Summary of Screening Assessment

The screening assessment of the Site has concluded that the proposed development, in the absence of any mitigation, has potential to cause Minor/Neutral to buried archaeological remains, based on assertion that there are no apparent designated or non-designated heritage assets within the Site and that any buried remains will only be of Low Local importance. Consideration should be given to hedgerows within which follow the boundaries depicted on the 1st Edition Ordnance Survey map of 1848 and therefore would be considered historically important under the Historic Hedgerows Regulations 1997.

4.5 H4/1 Duncan Mathieson Playing Fields

4.5.1 Location and Setting

The proposed site allocation for open recreation land and housing on Duncan Mathieson Playing Fields is located in Swinton, to the west of Lancaster Road. The Site currently comprises dilapidated playing fields including a 1950s pavilion building and house along the east side. The site is bounded by gardens to the rear Oxford Road to the south, Hereford Road to the west, Sunningdale Drive to the north and a grassed area to the east. Gilda Brook runs along the eastern site boundary and meets Folly Brook at the north end alongside Swinton Park Golf Course. The neighbouring brooks have been prone to flooding in recent years, rendering the pitches partially unusable.

4.5.2 Archaeological and Historical Evidence

The Site has functioned as a playing field with a dedicated running track occupying the north-east corner, since the 1920s. The playing fields were named after Duncan Mathieson, a 19th Century Scottish philanthropist who donated land for public use across the UK. Prior to its recreational use in the 20th century, the Site appears to have been predominantly agricultural land.

The Ordnance Survey map of 1848 provides the earliest available detailed mapping of the Site and shows that it originally encompassed seven smaller rectangular field plots. By the 1890s these had been amalgamated into three larger fields, divided along a north/south alignment through the middle of the Site and another division across the north-east corner. The south, west and eastern perimeters of these nineteenth century field plots match the current boundaries of the Site including the projecting northeast corner.

There have been few permanent structures on the Site since its change of use in the early 20th century. The Ordnance Survey map of 1929 depicts a series of small square buildings across the fields, labelled as huts. These huts can also be seen on an aerial photograph of the playing field taken in 1935 (Plate 4). The house presently situated at the north end of the track also appears at this time. These structures are joined by a permanent pavilion building in its current position by the 1950s, accompanied by a row of presumably temporary viewing/changing huts on either side along the access track on the eastern side of the Site. These huts were gradually removed in the latter part of the 20th century leaving only the current pavilion building and the house to the north standing on the site.

Plate 4: A 1935 aerial photograph looking east across Duncan Mathieson Playing Fields showing temporary huts on the Site.

4.5.3 Summary of Screening Assessment

The screening assessment of the Site has concluded that the proposed development, in the absence of any mitigation, has potential to cause Minor/Neutral to buried archaeological remains. This is based on the conclusion that there are no designated heritage assets and that non-designated heritage assets identified from historic mapping and photography are mainly confined to 20th century temporary structures associated with the playing fields. Therefore any buried remains will only be of Low Local importance.

4.6 H10 Duchy Road

4.6.1 Location and Setting

The proposed Site, providing additional pitches for gypsies and travellers, is located in the Irwell Riverside area of Salford, on scrubland between Duchy Road and the railway line which runs between Salford Crescent and Swinton Stations. The proposed site would provide an extension to the existing pitches immediately to the southeast on Duchy Road. The north-west site boundary is defined by a fenced area housing an electricity pylon and transformer.

4.6.2 Archaeological and Historical Evidence

The 1st edition Ordnance Survey map of 1848 provides the first detailed mapping of the proposed Site. On the map the Site is shown to be situated on the northern edge of Brindle Heath, spanning the field boundary and possible field path between two field plots. The fields appear to have been associated with Duchy Farm, located on the south side of what is now Duchy Road. As early as the mid-nineteenth century the immediate vicinity of the site is defined by the path of the railway. The Preston, Bolton and Manchester Line of the Lancashire and Yorkshire Railway had been laid to the north in 1830 and was supplemented with the addition of the Pendleton and Hindley Line which defined the north eastern site boundary from the 1880s.

Within the Site the major area of development came with the addition of a number of railway siding tracks by the Ordnance Survey map of 1909, which split from the mainline at the north end of the Site. These were present throughout the 20th century, accompanied by a variety of signal box structures.

4.6.3 Summary of Screening Assessment

The screening assessment of the Site has concluded that the proposed development, in the absence of any mitigation, has potential to cause Minor/Neutral to buried archaeological remains. This is based on the conclusion that there are no designated heritage assets and that non-designated heritage assets identified from historic mapping and are mainly confined to 20th-century structures associated with the railway sidings. Any buried remains will therefore only be of Low Local importance.

4.7 H3/13 Hilltop

4.7.1 Location and Setting

The Site is located to the south of Blackleach Country Park to the north-west of Walkden centre. It is bordered by Hill Top Road to the north and playing fields to the south and east. The Site occupies a raised area around 3m above the surrounding playing fielding and is delineated around the perimeter by a thin band of Sycamore trees.

4.7.2 Archaeological and Historical Evidence

Historic mapping shows that the Site was located in agricultural land between Linnyshaw Moss and the north-south road between Walkden and Farnworth, latterly called Bolton Road and Worsley Road. The 1st edition Ordnance survey map of 1848 show the field to be located immediately to the west of Hill Top Farm with Hill Top Road forming the northern boundary leading to Moss End Farm and old coal workings on the edge of Linnyshaw Moss to the east. Within the Site, a circular feature is depicted in the south-east corner, with a marked track leading to it, suggestive of early coal workings. However other such coal pits, both active and defunct appear to be specifically labelled as such on the Ordnance Survey map of 1848. Following further investigation and a visit to the Site, it is likely that the feature depicted was a pond or marl at the corner of the plot.

The Ordnance survey map of 1893 shows increased development on the west side of the Site in the latter half of the 19th century, with a significant area of designated an 'Old Clay Pit' where earth had been extracted. This appears to be related to a brick works located on the opposite north side of Hill Top Road, suggesting activity within the Site was restricted to extraction rather than actual brick production.

Historic mapping suggests that the original higher ground from which Hill Top Road takes its name was centred around the actual road way and land to the north. The raised area within the Site appears to be a fairly recent development and may be a result of the landscaping of the surrounding playing field in the later 20th century. The boundary line of Sycamore trees also suggests a more recent establishment of the Site boundary.

4.7.3 Summary of Screening Assessment

The screening assessment of the Site has concluded that the proposed development, in the absence of any mitigation, has potential to cause Minor/Neutral impact to buried archaeological remains. This is based on the conclusion that there are no designated heritage assets and that non-designated heritage assets identified from historic mapping are of low local importance and have a low potential for the below ground survival. A site visit conducted in January 2017 provided no further indication of the presence of any assets of archaeological value within the Site.

4.8 H4/2 Swinton Sewage Treatment Works

4.8.1 Location and Setting

The Site lies to the south of Swinton town centre, with its northern extent bordering the East Lancashire Road. The eastern boundary follows a public footpath along the line of a dismantled railway, whilst housing borders the Site to the north, west and south. The ground level at the north of the Site is c.46m above Ordnance Datum, descending to c.30m at Folly Brook in the south. The Site currently comprises open grass and scrubland, partially fenced off in the centre around land previously associated with the waste water treatment works.

4.8.2 Archaeological and Historical Evidence

The projected line of the Roman road from Manchester to Wigan is believed to have run to the south of the Site and is marked as such on the Ordnance Survey map of 1845 although evidence of the precise course is inconclusive. Excavations carried out in 1992 and in 2007 around the settlement of Chorlton Fold, on the south side of Folly Brook revealed a layer of pebbles resting on boulder clay, which may have formed part of the road, however the area had been much disturbed and the evidence was inconclusive. Four Roman coins have previously been found to the south-east of the Site by a metal detectorist. These ranged in date from the 2nd to 4th the centuries, however the providence of the finds have been questioned due to the presence of modern material mixed in the deposit (Arrowsmith, 2003). The excavations at Chorlton Fold also recorded a 14th to 15th century boundary ditch, with further evidence of iron smelting activity in the vicinity (Bell, 2007).

The 1st edition Ordnance survey map of 1845 shows the Site to be agricultural land, to the west of Folly Lane, in an area known as Little Houghton. The London and North Western Railway by this point was already in operation along the eastern boundary, before entering the Swinton Tunnel to the north of the Site.

The first developments within the Site are depicted on the Ordnance Survey map of 1893. A range of buildings, orientated east/west adjacent to a pond, are labelled as a 'Sewage Farm'. This early sewage farm formed the basis for continued expansion into the 20th century, with various bacteria beds, sludge lagoons and precipitation tanks added across the Site, as depicted on the Ordnance Survey map of 1909. Throughout the 20th century the southern end of the Site, in the area of Folly Brook, was utilised as filter beds for the expanding sewage works complex.

From the mid-20th century, allotment gardens lined the west side of the Site, adjacent to the housing estates off Folly Lane. The Waste Water Treatment Works was closed and demolished by the early 1990's.

4.8.3 Summary of Screening Assessment

The screening assessment of the Site has concluded that the proposed development, in the absence of any mitigation, has potential to cause Minor/Neutral impact to buried archaeological remains. This is based on the conclusion that there are no designated heritage assets and that non-designated heritage assets identified from historic mapping such as the late 19th century Sewage Farm are of low local importance and have a low potential for the below ground survival. The 20th century development associated with the establishment of Filter Beds for

the Sewage Farm around Folly Brook along with the existing high water level suggest that the there is a low potential for archaeological survival in the area in closest proximity to the possible Roman and medieval assets identified at Chorlton Fold.

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4.9 *H3/8 Land West of Burgess Farm*

4.9.1 Location and Setting

The proposed site allocation H3/8 Land West of Burgess Farm is located off Hilton Lane in Worlsey, to the south-east of Walkden town centre. The land, covering approximately 6.7 hectares, is presently open scrubland but and include a disused playing field in the northern part. The site is bordered to the north by the Atherton-Walkden railway, to the east by the recent Dukes Manor housing development and to the west and south-west by undeveloped scrubland (Plate 5).

Plate 5: Recent satellite imagery of Land West of Burgess Farm with the Site boundary superimposed

4.9.2 Archaeological and Historical Evidence

The Environment Partnership (TEP) were commissioned in October 2017 to produce a Historic Environment Desk-based assessment in support of a planning application for a residential development by Bellway Homes. The report, which is summarised below, concluded that there were no heritage assets within the Site relating to the prehistoric, Roman or medieval periods and that potential for archaeology from these periods was negligible.

All the non- designated heritage assets identified by the assessment within the Site and in immediate vicinity date to the post-medieval period when the landscape was subjected to substantial industrial development. The Ordnance Survey map of 1850 depicts coal shafts at the southern boundary of the Site which are labelled as Burgess Land Coal Pit. Further coal

pits are depicted in adjacent fields to the south-east of the Site. A documentary source from 1852 records the Burgess Land Coal Pits as having "two men on the surface and 35 men and boys underground" and states that a total of 5,580 tons of coal was extracted from the mine in that year. The pit was closed in 1887 and the shafts subsequently infilled. The Ellenbrook Tramway, which linked the networks of the coal workings to the canal, was also dismantled at this time.

Throughout the 20th century the land has largely been used as pasture with the northern most section used as playing fields from 1971. This change of use included the artificial levelling of the land and the installation of drainage channels below the field.

A number of archaeological investigations were undertaken prior to the construction of the adjacent Dukes Manor housing development to the east of the Site. This comprised a desk-based assessment in 2010 (RSK Environmental Ltd 2010) followed by a topographical and geophysical survey in 2013 (Moor and Railton 2013). Trial trenching was then carried out to investigate the anomalies highlighted during the survey. The trenches exposed two probable mine shafts (Plate 6) and one ventilation shaft, which were previously unknown.

A watching brief undertaken by Wardell Armstrong during the construction of the housing development in 2013 revealed further mine shafts along with buildings related to the colliery work.

Plate 6: A mine shaft excavated in 2013 by Wardell Armstrong on adjacent land to the east of the Site.

4.9.3 Summary of Screening Assessment

The screening assessment of the Site has concluded that the proposed development has potential to cause Minor/Neutral impact to buried archaeological remains. This is based on a desk-based assessment produced by TEP in 2017 which concluded that areas with the highest potential for archaeological survival were confined to small areas at the south and east edges, with any evidence in the northern part likely to have been disturbed by modern landscaping.

The assessment identified that there was potential for the survival of below ground remain of post-medieval coal mining shafts and possible related structures, similar to those found during archaeological investigations carried out to the east of the site in 2013. Following consultation with Greater Manchester Archaeological Advisory Service (GMAAS) a programme of trial trenching was recommended to target these areas of archaeological interest (Plate 7). This further investigation could be undertaken in advance of submitting any future planning application, in line with the guidance provided by the National Planning Policy Framework (Paragraph 189), or as a condition attached to planning consent. Due to the limited extent of the archaeological potential on the site, the pre-existing assessment and recommendations, the Site has been screened out from further assessment.

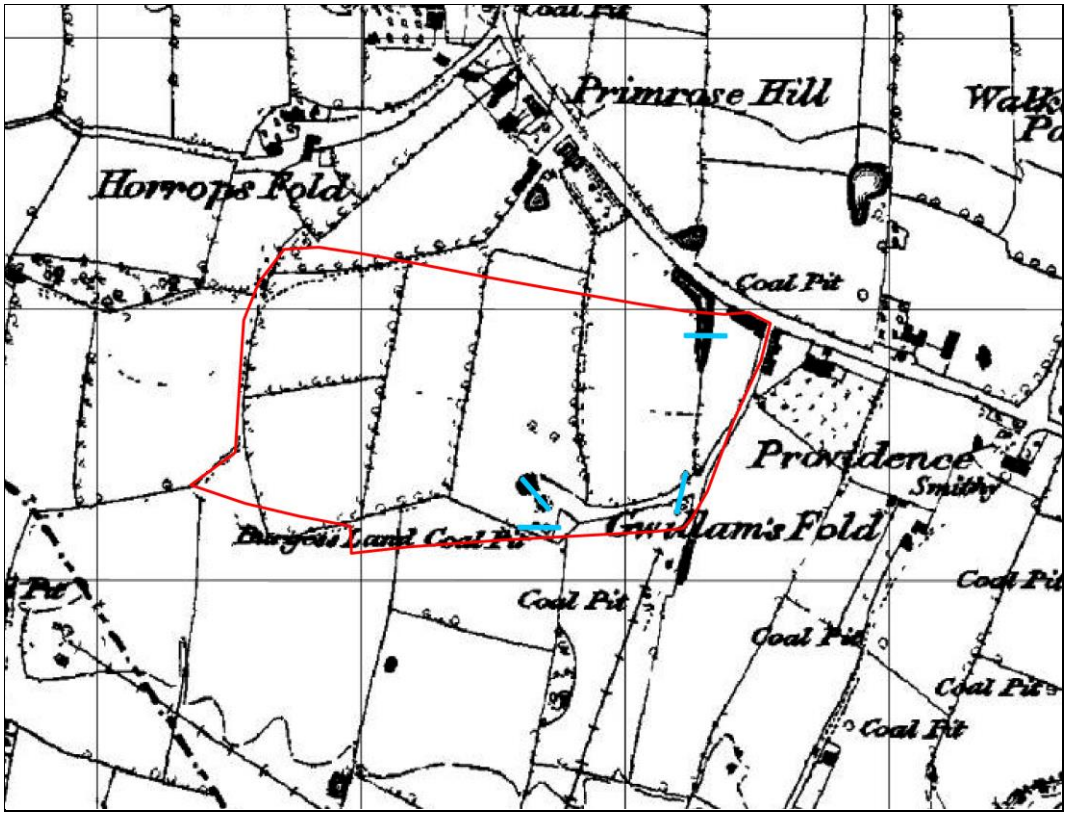

Plate 7: Proposed trench locations across identified archaeological assets, as depicted on the first edition Ordnance Survey map of 1850

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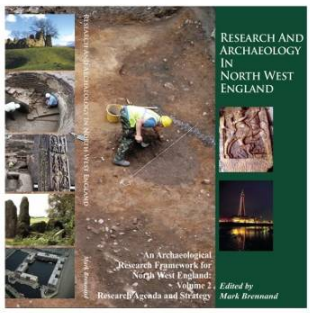


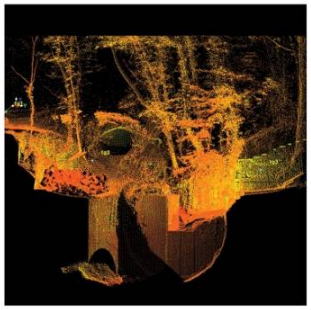
DESK BASED ASSESMENTS

WATCHING BRIEF & EVALUATION

EXCAVATION

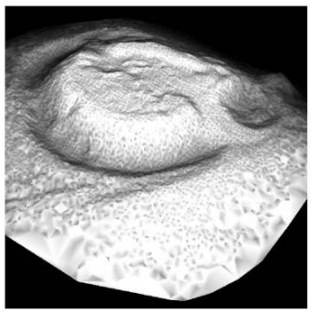
BUILDING SURVEY

3D LASER SCANNING



COMMUNITY INVOLVEMENT

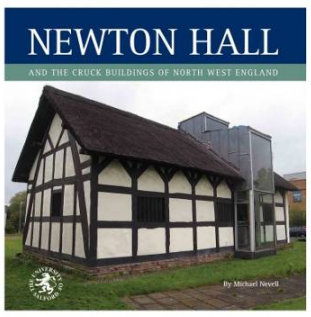
LANDSCAPE SURVEYS



GEOPHYSICAL SURVEYS

WORKSHOPS & VOCATIONAL TRAINING

RESEARCH PUBLICATIONS



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