



# Hale Station Conservation Area

Conservation Area Appraisal  
Consultation Draft  
June 2015



# Hale Station Conservation Area Conservation Area Appraisal Draft: June 2015

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## 1. Introduction

### 1.1. Designation of the Hale Station Conservation Area

1.1.1 The Hale Station Conservation Area was designated by the Trafford Borough Council on 14<sup>th</sup> August 1986. There are no records of any extension or alterations to the boundary.

### 1.2. Definition of a Conservation Area

1.2.1 A conservation area is an area *'of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.'*<sup>1</sup> Designation takes place primarily by local planning authorities under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Local planning authorities also have a duty from time to time to review the extent of designation and to designate further areas if appropriate.<sup>2</sup> Section 71 of the Act imposes a duty on the local planning authority to formulate and publish proposals for the preservation and enhancement of conservation areas. Proposals should be publicised and incorporate public comment.

1.2.2 Conservation area designation recognises the unique quality of an area as a whole. It is not just the contribution of individual buildings and monuments, but also that of features such as topography, layout of roads, pathways, street furniture, open spaces, and hard and soft landscaping which assist in defining the character and appearance of an area. Conservation areas identify the familiar and cherished local scene that creates a sense of place, community, distinctiveness and environment.

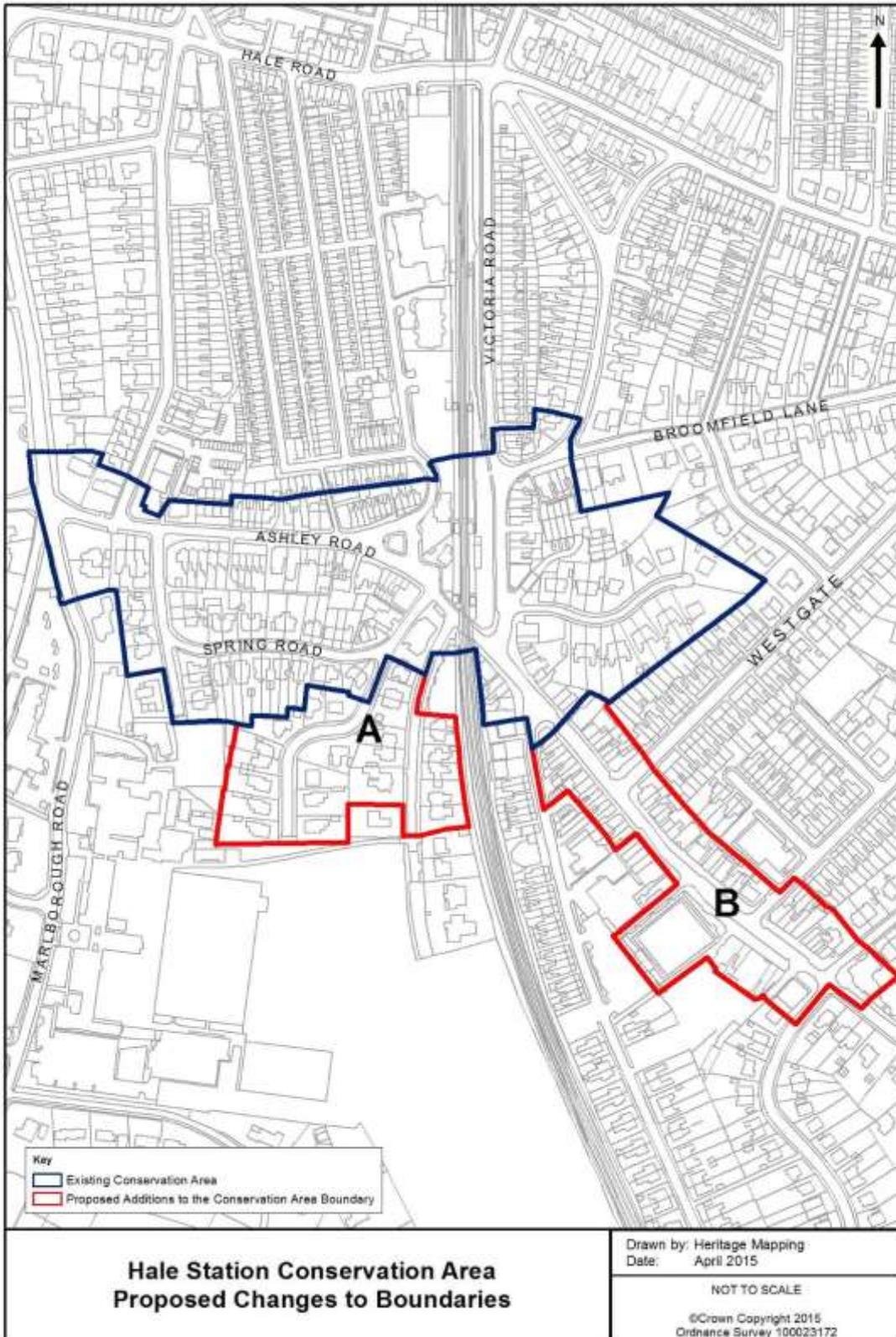
1.2.3 The extent to which a building positively shapes the character of a conservation area depends not just on their street elevations, but also on their integrity as historic structures and the impact they have in three dimensions, perhaps in an interesting roofscape, or skyline. Back elevations can be important, as can side views from alleys and yards.<sup>3</sup>

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<sup>1</sup> Section 69 (1) (a) Planning (Listed Buildings and Conservation Areas) Act 1990

<sup>2</sup> Section 69 (2) Planning (Listed Buildings and Conservation Areas) Act 1990

<sup>3</sup> English Heritage, *Understanding Place: Conservation Area Designation, Appraisal and Management*. (2011), para 2.2.21



Map 1: Conservation Area Boundary including suggested extensions and exclusions

### 1.3. Value of a Conservation Area Appraisal

- 1.3.1 The National Planning Policy Framework (NPPF) stresses the need for local planning authorities to set out a positive strategy for the conservation and enjoyment of the historic environment. Local planning authorities are required to define and record the special characteristics of heritage assets within their area. This appraisal fulfils the statutory duty placed on the local planning authority *'to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas.'*<sup>4</sup>
- 1.3.2 Conservation areas may be affected by direct physical change or by changes in their setting or in the uses of buildings or areas within it. A clear definition of those elements which contribute to the special architectural or historic interest of a place will enable the development of a robust policy framework for the future management of that area, against which applications can be considered.<sup>5</sup>
- 1.3.3 The purpose of the Appraisal is, in accordance with the methodology recommended by English Heritage, to define and record the special architectural and historic interest of the Hale Station Conservation Area.<sup>6</sup> This appraisal will be used to prepare a draft management plan which sets out suggested actions to maintain and enhance the special character of the area. These documents will support the active management of the Conservation Area through the development control process, including support for appeals.
- 1.3.4 The undertaking of an appraisal will lead to a better understanding of the development of the Conservation Area, in terms of its local distinctiveness, setting and condition, which together contribute to the place it is today. This will enable the basis for positive management of the Hale Station Conservation Area.
- 1.3.5 An adopted conservation area appraisal is a material consideration to appeal decisions and also relevant to decisions made by the Secretary of State when considering urgent works to preserve an unlisted building in a conservation area. An appraisal can inform those considering investment in the area, help guide the form and content of new development and result in an educational and informative document for the local community.<sup>7</sup>
- 1.3.6 The Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO) sets out permitted development rights for certain minor forms of development - i.e. development that may be legitimately undertaken without the need for planning permission. An appraisal can assess whether or not permitted development rights are having an adverse impact on the special interest of a conservation area and whether or not the use of an Article 4 direction is appropriate.

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<sup>4</sup> Section 71(1) Planning (Listed Buildings and Conservation Areas) Act 1990

<sup>5</sup> English Heritage, *Guidance on Conservation Area Appraisals*. (2006) para 2.8

<sup>6</sup> English Heritage, *Guidance on Conservation Area Appraisals*. (2005)

<sup>7</sup> English Heritage, *Understanding Place: Conservation Area Designation, Appraisal and Management*. (2011) paras 1.7 & 1.9

- 1.3.7 This Appraisal will provide a character assessment of the present Hale Station Conservation Area and those areas under consideration for extension. The document will seek to identify those factors resulting in adverse harm to the special interest of the Conservation Area, identify whether cumulative change can be addressed through Article 4 directions and assess if statutory action is required to safeguard buildings at risk. A review of existing boundaries has also been undertaken to determine if areas should be included or removed from the designation. This discussion is found in Section 7 and the proposed extensions are also shown on map 1 (page 2). Consequentially the document will provide background evidence for assessing the acceptability of development proposals.
- 1.3.8 Further guidance and proposals will be detailed in the corresponding Hale Station Management Plan which should be considered in conjunction with this Appraisal.

#### **1.4. Scope of the Appraisal**

- 1.4.1 This document is not intended to be comprehensive in its scope and content. Omission of any specific building, structure, site, landscape, space, feature or aspect located in or adjoining to the Hale Station Conservation Area should not be taken to imply that it does not hold significance and positively contribute to the character and appearance of the designated heritage asset.
- 1.4.2 As an area evolves evidence may emerge which provides a greater understanding of a heritage asset(s) and the contribution made to the special interest of the Hale Station Conservation Area. Such information should be considered in conjunction with the Appraisal during the course of decision making by the local planning authority.
- 1.4.3 The positive characteristics as defined by this document should be the starting point for further discussion with the local planning authority where alterations are being considered to or will affect a heritage asset(s). Each site will be judged on its own merits and there are bound to be variations in the quality of individual developments. It will not be acceptable merely to emulate the least successful or highest density of these or to use such sites as an excuse for making matters worse. Instead regard should be paid to those elements which make the Hale Station Conservation Area significant. Ultimately special attention shall be paid to the desirability of preserving and enhancing the character or appearance of the Conservation Area.<sup>8</sup>
- 1.4.4 This draft Conservation Area Appraisal has been produced by Trafford Council following the submission of an initial draft by Purcell.

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<sup>8</sup> Section 7(1) Planning (Listed Buildings and Conservation Areas) Act 1990

## 2. PLANNING POLICY CONTEXT

### 2.1. National and Local Planning Policies

2.1.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 and the National Planning Policy Framework provide the legislative and national policy framework for conservation area appraisals and management plans.

2.1.2 The NPPF (paragraph 126) states:

*'Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account;*

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
- *the desirability of new development making a positive contribution to local character and distinctiveness;*
- *and opportunities to draw on the contribution made by the historic environment to the character of a place.'*<sup>9</sup>

2.1.3 The NPPF (Annex 2) defines a heritage asset as: *'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and non-designated heritage assets identified by the local planning authority (including local listing).'* The guidance also states that a designated heritage asset is one that is classed as: *'A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park or Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.'*<sup>10</sup> A non-designated heritage asset is a building, monument, site, place, area or landscape identified as having a degree of significance that is not protected under legislative framework.

<sup>9</sup> Department of Communities and Local Government, *National Planning Policy Framework*. (2012) para. 126

<sup>10</sup> Department of Communities and Local Government, *National Planning Policy Framework*. (2012) Annex 2

2.1.4 This document must be considered alongside the Council's policies concerning development and the use of land as set out in the Trafford Core Strategy formally adopted on 25th January 2012. Of particular relevance are:

Policy R1 – *Historic Environment relating to designated and non-designated heritage assets*;

Policy R5 – *Open Space Sport and Recreation*;

Policy R6 – *Culture and Tourism*;

Policy L7 – *Design*; and

Policy W2 – *Town Centres and Retail*.

2.1.5 A number of policies and proposals of the Revised Unitary Development Plan adopted in 2006 are currently 'saved', such as ENV21 Conservation Areas and ENV22 Conservation Area Designation, until they are replaced by the Land Allocations Development Plan Document.

## 2.2. Conservation Area Policy Guidance

2.2.1 This appraisal has taken into consideration methodologies and advice outlined by English Heritage in the following publications:

- Measuring and Assessing Change in Conservation Areas 2005
- Guidance on Conservation Area Appraisals 2006
- Guidance on the Management of Conservation Areas 2006
- Understanding Place: An Introduction 2010
- Understanding Place: Historic Area Assessments in a Planning and Development Context 2010
- Understanding Place: Historic Area Assessments: Principles and Practice 2010
- Understanding Place: Conservation Area Designation, Appraisal and Management 2011
- Understanding Place: Character and Context in Local Planning 2011
- Streets for All: North West 2006
- Conservation Principles Policies and Guidance 2008

2.2.2 The English Heritage document *Conservation Principles*, published in 2008, provides policies and guidance for identifying significance. Four heritage values are assigned through which a site or place can be interpreted; evidential, historical, communal and aesthetic.

- 2.2.3 Further guidance has been issued by English Heritage in the suite of documents *Understanding Place* with a view to setting out approaches to undertake assessments of historic areas allowing a greater understanding of the character of a place and its capacity for change. In particular *Understanding Place - Historic Area Assessments: Principles and Practice* stresses the importance in 'identifying and understanding particular qualities, and what these add to our lives, is central to our engagement with our history and culture'. As referenced in *Understanding Place - Historic Area Assessments: Principles and Practice, Power of Place* published by English Heritage, 'stressed the positive impact of local and 'ordinary' heritage – what might be termed the buildings and spaces in between 'monuments' – on the quality of people's lives and its central role in constructing local identity'.
- 2.2.4 In addition, consultation of the Historic Environment Record maintained by the Greater Manchester Archaeological Advisory Service (GMAAS) has been undertaken and also an assessment of the Trafford Urban Historic Landscape Characterisation Project 2008.
- 2.2.5 The proposals set out by this appraisal shall undergo a period of public consultation and will be submitted for consideration at a public meeting in the area to which they relate.<sup>11</sup> The local planning authority shall have regard to any views concerning the proposals expressed by persons attending the meeting or during the period of consultation.<sup>12</sup>

### 2.3. Control Measures Brought About By Designation

- 2.3.1 In determining applications for development in conservation areas, local planning authorities must pay special attention 'to the desirability of preserving or enhancing the character or appearance of that area'.<sup>13</sup> This requirement, as set out in legislation, is also reflected in national and local policy.
- 2.3.2 In order to protect and enhance conservation areas any changes that take place must do so in a way that encourages positive conservation and management. Statutory control measures are designed to prevent development that may have a negative or cumulative effect on the character and appearance of an area and include the following:
- Planning permission is usually required to totally or substantially demolish buildings or structures including walls, gate piers, gates, chimneys, fence or railings within a conservation area.
  - The extent of 'permitted' development is reduced for commercial and residential properties restricting such things as cladding, extensions to the side of the original dwelling or the installation of satellite dishes. Further control measures such as Article 4 directions may be placed upon an area. These may be served to further restrict permitted development rights, for example, elements or alterations such as windows, doors, chimneys, boundary walls and gate posts and restrict certain types of extensions.

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<sup>11</sup> Section 71 (2) Planning (Listed Buildings and Conservation Areas) Act 1990

<sup>12</sup> Section 71 (3) Planning (Listed Buildings and Conservation Areas) Act 1990

<sup>13</sup> Section 72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990

- Trees with a stem diameter of 75mm or greater, measured at 1.5 metres from soil level, enjoy a measure of protection if they stand in a designated conservation area. The Council requires six weeks written notice of any proposed felling or pruning of such trees, other than the removal of dead wood and the felling of dead and/or dangerous trees, which do not require notification. In the case of the removal of undesirable trees to allow superior trees to flourish, known as 'selective thinning', the requirement is relaxed to allow the removal of trees of stem diameter up to 100mm to be removed without giving the Council prior notice.
- Should the notified tree work be unacceptable to the Council, the latter will make a Tree Preservation Order during the six week notification period, thus ensuring continuity of protection. Local Authorities cannot insist upon a replacement for a tree lawfully felled within a conservation area, unless the tree is also protected by a Tree Preservation Order.
- Certain categories of advertisement which have deemed consent under the Advertisement Regulations are restricted in areas of special control.

### **3. THE SUMMARY OF SPECIAL INTEREST**

#### **3.1. History**

- 3.1.1 Hale was a rural, agricultural hamlet in the 11<sup>th</sup> century but is likely to have been settled as early as the 7<sup>th</sup> century. Hale continued to expand slowly as a non-nucleated settlement until the coming of the railway station in the 1860s. Between this date and the 1910s, speculative developers saw an opportunity to build substantial middle-class residential dwellings to cater for those who worked in Manchester but had the resources to commute from more salubrious areas.
- 3.1.2 Leafy avenues of detached and semi-detached suburban villas sprang up as the area developed rapidly along Ashley Road, first to the west and then to the east. Ashley Road itself continues to provide local amenity services such as public houses and shops.

#### **3.2. Architectural Value**

- 3.2.1 The defining characteristic of Hale Station Conservation Area is the late-19<sup>th</sup> and early-20<sup>th</sup> century architecture and the central station building that predominates. The buildings generally fit within the Arts and Crafts movement and variations on this, such as Domestic Revival and historical styles. The other defining characteristic of the area is the use of contrasting polychromatic brickwork, as a form of flat decoration on external surfaces. This is seen in the use of brown, red and white brick, often with contrasting string courses, quoins and window surrounds. Most modern additions attempt to recreate this style in order to fit in with the appearance of the Conservation Area.
- 3.2.2 Few buildings remain from before the coming of the railway line; those that survive include the Station Master's House (originally a farmhouse) and Ollerbarrow farm to the east of Ashley Road. Early and mid-19<sup>th</sup> century buildings within the Conservation Area are distinctive for their simple design, Flemish bond brickwork and their round-arched windows and doors.
- 3.2.3 The retail units and shop fronts along Ashley Road are also of architectural value and some original shop fronts possibly survive. The eclectic mix of signage relating to independent retailers is a defining characteristic of the area; however, some is intrusive and inappropriate. The upper floors have often survived relatively unchanged from their original design.

#### **3.3. Streetscape and Open Spaces**

- 3.3.1 Hale Station Conservation Area is largely split into two areas of distinct streetscapes; Ashley Road, centred on the station, and the surrounding residential streets. Ashley Road is characterised by hard surfaces and buildings fronting onto narrow pavements lining the busy road. The areas around the station widen out into open spaces but these are not pedestrian-friendly and the only soft landscaping surrounds the Millennium Clock Tower.

3.3.2 Away from the busy main road the surrounding residential streets are leafy and green in character. Although much of the planting is within the private gardens, with few open public spaces, the streetscape is attractive and tranquil. Mature trees, planting and hedges add to the exclusive character of the houses, set back from the road within large gardens.

### **3.4. Views and Landmarks**

3.4.1 The key landmarks within the Conservation Area are the listed buildings associated with Hale Station. Views west and east along Ashley Road and when crossing the railway line are significant. Other key buildings include the Cheshire Midland Hotel, the Millennium Clock Tower, the Bowling Green, the bank and restaurant on the corner of Ashley Road east of the station and the development on the corner of Victoria Road and Bloomfield Road.

3.4.2 Key views along Ashley Road are dynamic, looking east and west towards the station. Views across the Bowling Green (in the proposed extension to the boundary) are also significant as the only green, open space within the Conservation Area.

### **3.5. Communal Value**

3.5.1 Hale Station Conservation Area is a wealthy residential area affectionately known as ‘the village’ and local residents are well catered for by the independent retailers along Ashley Road. The value and character of the area as leafy and historic is recognised by local people.

### **3.6. Significance Statement**

3.6.1 Hale Station Conservation Area is centred around the attractive Italianate station buildings that epitomise the growth of a rural village into a wealthy suburb and thriving retail centre, all within 30 years at the end of the 19<sup>th</sup> century. It is one of the best surviving examples in the borough.<sup>14</sup>

3.6.2 The arterial route of Ashley Road bisects the railway line and is significant for its diverse independent shops, cafés and amenities that represent the heart of the Hale economy. The varied textures of the Arts and Crafts movement can be seen at first floor level while on the ground floor the shop fronts vary wildly from traditional Victorian window displays to modern illuminated fascias.

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<sup>14</sup> University of Manchester, Trafford Urban Historic Landscape Characterisation, Interim Report, 2008

- 3.6.3 Branching out from Ashley Road are late 19<sup>th</sup> and early 20<sup>th</sup> century streets of speculative suburban villas, developed for the growing middle classes. These Victorian villas grew out of the country house ideal, cascaded down the aspiring social scale. They represent an early element of suburbanisation and illustrate the changes that occurred in the landscape in the 19<sup>th</sup> century.<sup>15</sup> Their importance cannot be overstated for setting the pattern for English suburban housing, following on a smaller scale into the Edwardian and inter-war periods.<sup>16</sup>
- 3.6.4 The large suburban villa is a key characteristic of Hale Station Conservation Area; one of the wealthiest residential areas in the country. The architecture is both narrow in design and yet widely varied at the same time. The residential properties are designed in the Arts and Crafts style, strongly drawing on the turn-of-the-century Domestic Revival architecture but each building is individual, with fanciful asymmetrical plan forms, decorative timber and plasterwork and contrasting brick colours and patterns. Many original features have survived.

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<sup>15</sup> University of Manchester, Trafford Urban Historic Landscape Characterisation, Interim Report, 2008

<sup>16</sup> English Heritage, Listing Selection Guidance, Domestic Structures, 2011

## 4. ASSESSMENT OF SPECIAL INTEREST

This section of the Appraisal comprises a detailed analysis of the special interest of the Hale Station Conservation Area with regards to its location and setting, historic development and archaeology, architectural quality and built form, open space, parks, gardens and trees.

### 4.1. Location & Setting

- 4.1.1 Hale is within the Metropolitan Borough of Trafford in Greater Manchester. It was historically within Cheshire.
- 4.1.2 Hale Station Conservation Area is situated half-way between Warrington and Stockport, on the outer edge of Greater Manchester, 11 miles from Manchester City Centre. Hale is south of Altrincham and is bounded by major arterial routes to the north (A56) and south-east (M56).
- 4.1.3 Hale is a suburban area centred on the railway line that runs north to south cross-country from Manchester to Chester. The boundaries of the urban area of Hale are continuous with Bowdon to the west, Hale Barns to the south-east and Altrincham to the north. To the south the River Bollin marks the edge of urban development.
- 4.1.4 There are two other Conservation Area areas within the vicinity of Hale Station Conservation Area. South Hale extends from the proposed new boundary at the south-east of Ashley Road southwards along the edge of the river, to encompass much of the suburban area of South Hale. Bowden borders the Hale Station Conservation Area to the west. A plan showing adjacent conservation area boundaries is given on p.13.

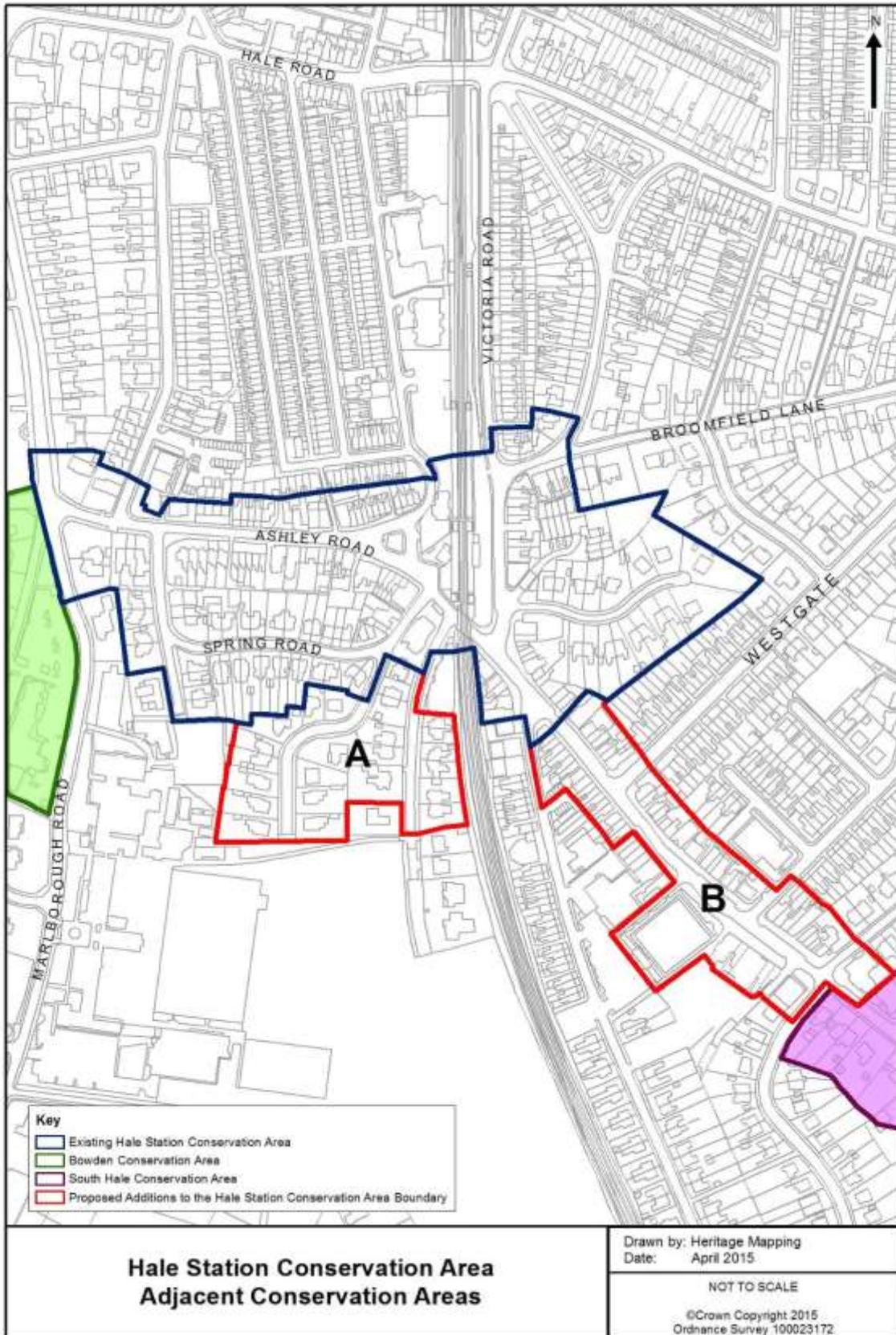
12

### Topography and Geology

- 4.1.5 Hale sits upon a bedrock of sandstone and the geology of the area consists of Triassic formations that include mudstone, siltstone and sandstone; these are the youngest rock formations in the Greater Manchester area.<sup>17</sup>
- 4.1.6 Hale, and Trafford in general, is largely flat, with no significant changes in levels across the Conservation Area. To the east, Bowdon Hill is the highest area in Trafford, at 200 feet above sea level.

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<sup>17</sup> English Heritage, *Strategic Stone Study – A Building Stone Atlas of Greater Manchester, Introduction*. (London: English Heritage, 2011)



Map 2: Adjacent Conservation Areas

## 4.2. General Description, Character and Plan Form

- 4.2.1 The railway station at Hale represents the centre of the Conservation Area, from which suburban roads radiate away, along the historic arterial route of Ashley Road. The character of the Conservation Area is divided into the central retail area around Ashley Road, with its broad array of independent shops, cafés, restaurants and amenities, and the surrounding suburban areas.
- 4.2.2 Pevsner describes Hale as pleasantly varied railway suburbia.<sup>18</sup> The wider area is one of the wealthiest suburbs in England<sup>19</sup> and the large detached houses set within their own grounds behind high hedges and walls located on quiet, green curving avenues give an exclusive air.
- 4.2.3 The historic development of Hale can still be read through its plan form. Hale grew rapidly from a rural non-nucleated hamlet (west of the station) into a thriving suburban extension of Manchester following construction of the railway line and station in the 1860s.
- 4.2.4 The character of the area is described by Pevsner as South Trafford's 19<sup>th</sup> century vernacular; lavishly built speculative suburban developments in traditional materials that reflect the late 19<sup>th</sup> century reaction to Industrialisation and cramped urban living conditions.
- 4.2.5 The architecture relates to the Domestic Revival style of the Arts and Crafts movement with brick, stone and timber-framing with textured materials, tile-hanging, wood carving, asymmetrical plans and variations in the colour of brickwork. There are also some examples of the Queen Anne style.

## 4.3. Historic Development of Hale Station Conservation Area

### Early History

- 4.3.1 Below is a description of the history of Hale Station Conservation Area. For a history of the wider area of Altrincham, please refer to appendix C.
- 4.3.2 Hale, including the land on which Hale Station now stands, has a very long history, being settled by the time of the Domesday Book in the 11<sup>th</sup> century. The area remained predominantly rural and agricultural throughout both the earlier and later medieval periods, with Hale continuing to expand slowly, although without a nucleated settlement.<sup>20</sup> This loose pattern of development created a number of smaller settlements, such as at nearby Hale Barns, the landmark of which was a large medieval tithe barn, and which had formerly stood on the edge of the township of Hale.<sup>21</sup>

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<sup>18</sup> Pevsner, Lancashire: Manchester and the South East, 2004

<sup>19</sup> H. Davies, The Most Expensive Streets in the County, The Times, 24 February 2008

<sup>20</sup> Hale and Ashley: The Past 100 Years, Hale Civic Society (1987)

<sup>21</sup> Hale and Ashley: The Past 100 Years, Hale Civic Society (1987)

4.3.3 In this period, lands at Hale were part of the barony of Dunham-Massey, which was held by the Massey family from the Norman Conquest until the last Hamo de Massey died in the mid-fourteenth century.<sup>22</sup> After this, part of Hale appears to have been acquired by the Booth family, which produced notable ecclesiasts in the 14<sup>th</sup> and 15<sup>th</sup> centuries, and important politicians in the 16<sup>th</sup> and 17<sup>th</sup> centuries.<sup>23</sup> The actual nature of their connection to Hale is, however, rather difficult to establish, although the family's manorial seat still stands today at nearby Dunham-Massey. A second part of Hale appears to have passed to a Sir Thomas Stanley, and later to the Crewe family.<sup>24</sup>

### **19<sup>th</sup> century**

4.3.4 In the 1840s there were fewer than a thousand inhabitants of Hale and the area remained predominantly rural until the latter part of the 19<sup>th</sup> century.<sup>25</sup> This is evident from the tithe map of 1841, which shows Hale as a small hamlet, surrounded by fields.

4.3.5 The historic rural character of Hale was to change quickly with the construction of a railway station there in 1862 to serve the hamlet of Bowdon and was part of the Cheshire Midland Railway line, which ran between Altrincham and Chester. This was the second major railway line to be established in the Trafford area, the first being the Manchester South Junction and Altrincham Railway.

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<sup>22</sup> *A History of the County of Chester: Volume 5 part 1: The City of Chester: General History and Topography* (2003), <http://www.british-history.ac.uk/report.aspx?compid=19184> (accessed 13 October 2014)

<sup>23</sup> *A History of the County of Chester: Volume 5 part 1: The City of Chester: General History and Topography* (2003), <http://www.british-history.ac.uk/report.aspx?compid=19184> (accessed 13 October 2014)

<sup>24</sup> *A Topographical Dictionary of England* (1848), <http://www.british-history.ac.uk/report.aspx?compid=50998> (accessed 22 October 2014)

<sup>25</sup> *A Topographical Dictionary of England* (1848), <http://www.british-history.ac.uk/report.aspx?compid=50998> (accessed 22 October 2014)

- 4.3.6 While the station is now called Hale Station, initially it was called Peel Causeway Station, named after the farmstead, Peel Causeway Farm, on which the station was built. In 1899 the station was briefly renamed Peel Causeway for Hale, shortly after in 1902 being renamed for a final time its present title of Hale.<sup>26</sup> The station was rebuilt in 1886 in the Italianate style.<sup>27</sup>



*Hale Railway Station 1926 (TL0398, Trafford Lifetimes)*



*Ashley Road, 1900 (TL2550, Trafford Lifetimes)*

<sup>26</sup> Altrincham Directory, 1871, <http://cheshiredirectories.manuscripteye.com/pdf/1871/05/section.pdf> (accessed 22 October 2014)

<sup>27</sup> Pevsner, Lancashire: Manchester and the South East, 2004

4.3.7 The arrival of the railway in Hale marked, as with many other areas in Trafford, a significant turning point in its history. Rather than remaining part of the established network of market gardens working to feed the burgeoning industrial centre of Manchester, the area was now being transformed into a suburb for the city. This is immediately apparent from the first edition OS map of 1882, which shows the significant development which had occurred emanating from the railway station.



The wider settlement of Hale, 1882



Ashley Road, Hale (TL2547a, Trafford Lifetimes)

- 4.3.8 A key factor in this transformation was the extent of the new railway line. Although the Cheshire Midland Railway specifically ran between Chester and Altrincham, and although it was run by a separate company to the Manchester South Junction and Altrincham Railway, the former had running powers over the latter.
- 4.3.9 This effectively allowed them to also run trains from Altrincham to Manchester, resulting in the Cheshire Midland Railway line running from Chester Northgate Station (formerly on Victoria Street, Chester but now demolished) to Manchester Central Station (now converted to the Manchester Central exhibition centre), a distance of some forty miles.
- 4.3.10 As is evident from the series of OS maps, the subsequent suburban development of Hale was quick, and radiated outward from Hale Station, which provided the vital link between this small settlement and the city of Manchester. In later years, the area has continued its residential expansion, and is now one of a number of boundless suburban areas within the wider Altrincham area.

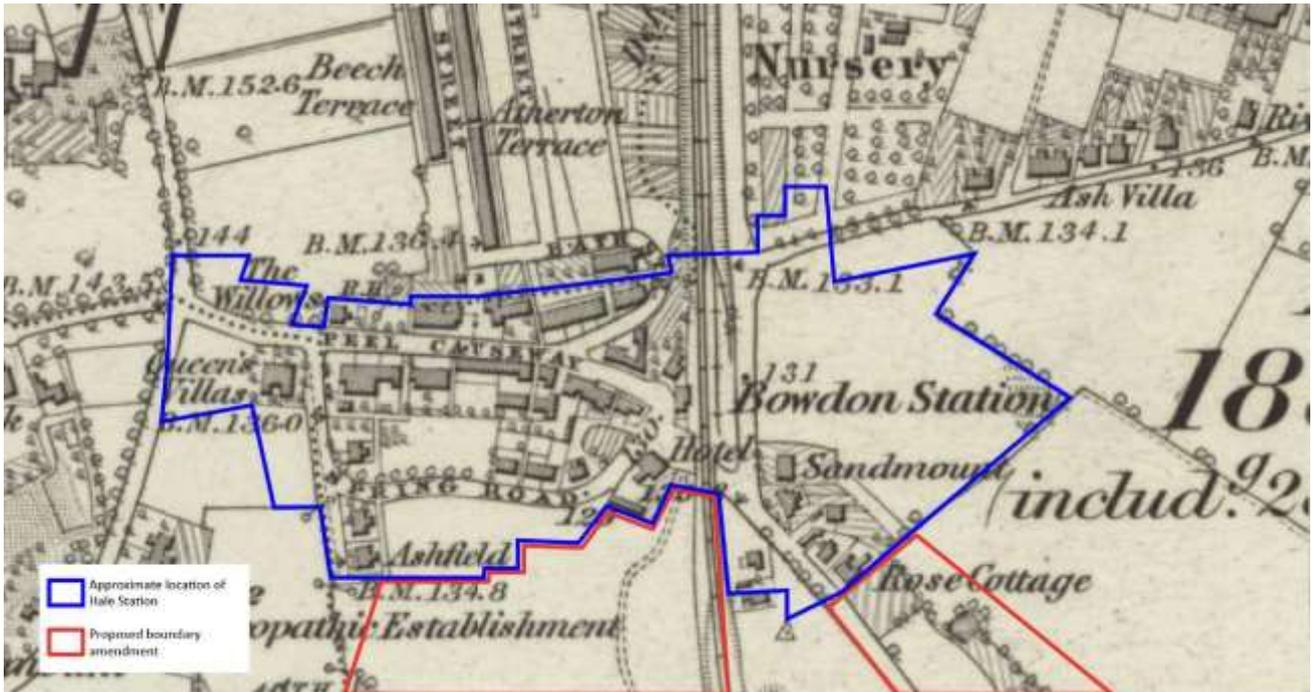
### **20<sup>th</sup> century**

- 4.3.11 The 1898 OS map shows Hale as a nucleated settlement, radiating out from the railway station along major arterial routes. Farms are still present and agricultural land separates main suburban areas. However, by 1910 these open fields to the north, east and west have been infilled with semi-detached suburban development. Only to the south-west do large agricultural areas still remain.
- 4.3.12 By the inter-war period, the area has been fully developed, with terrace, detached and semi-detached housing on new streets across the area. The only major open space now remaining is the playing field associated with the Grammar School to the south-west.

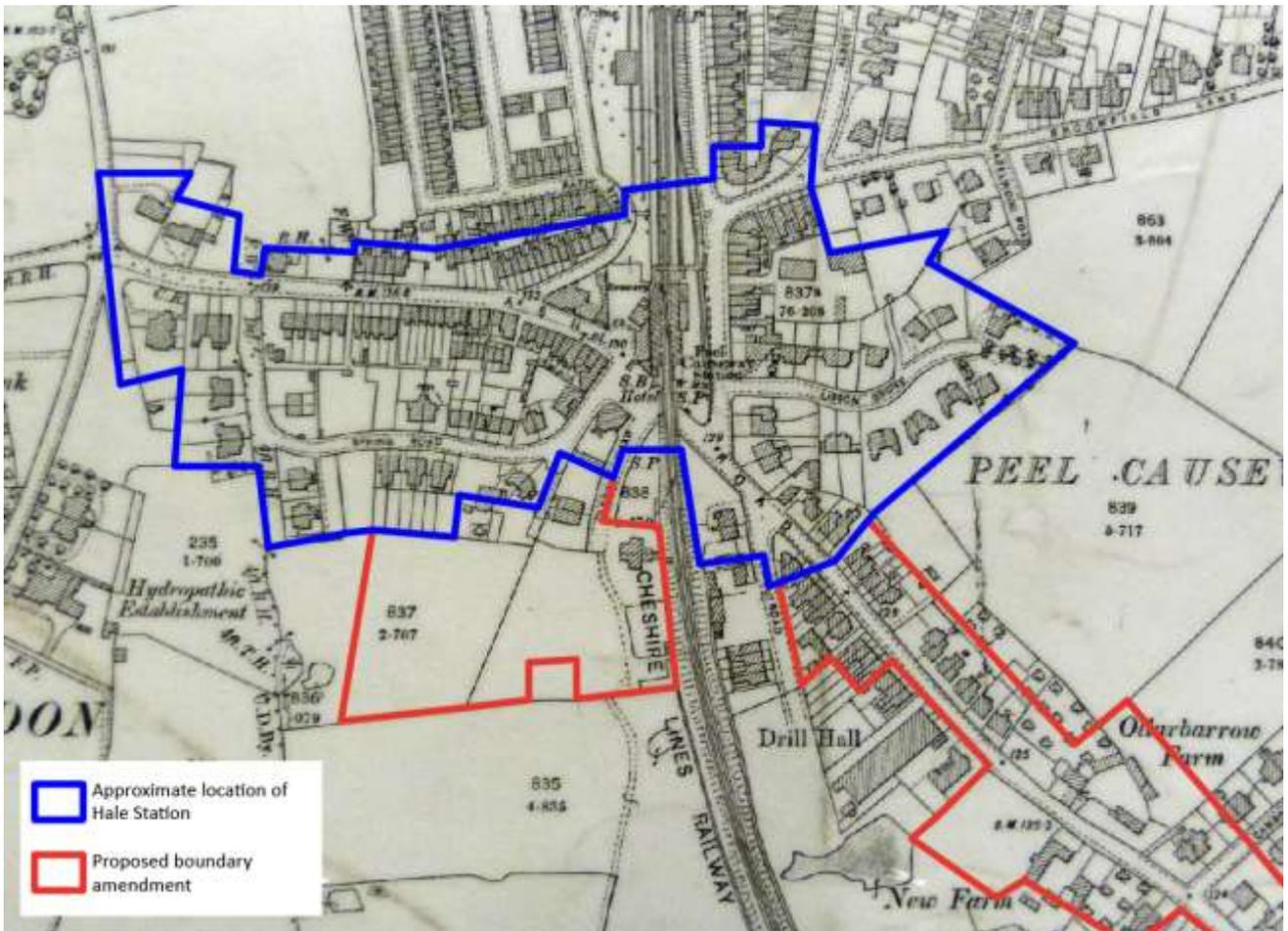
#### 4.4. Map Progression



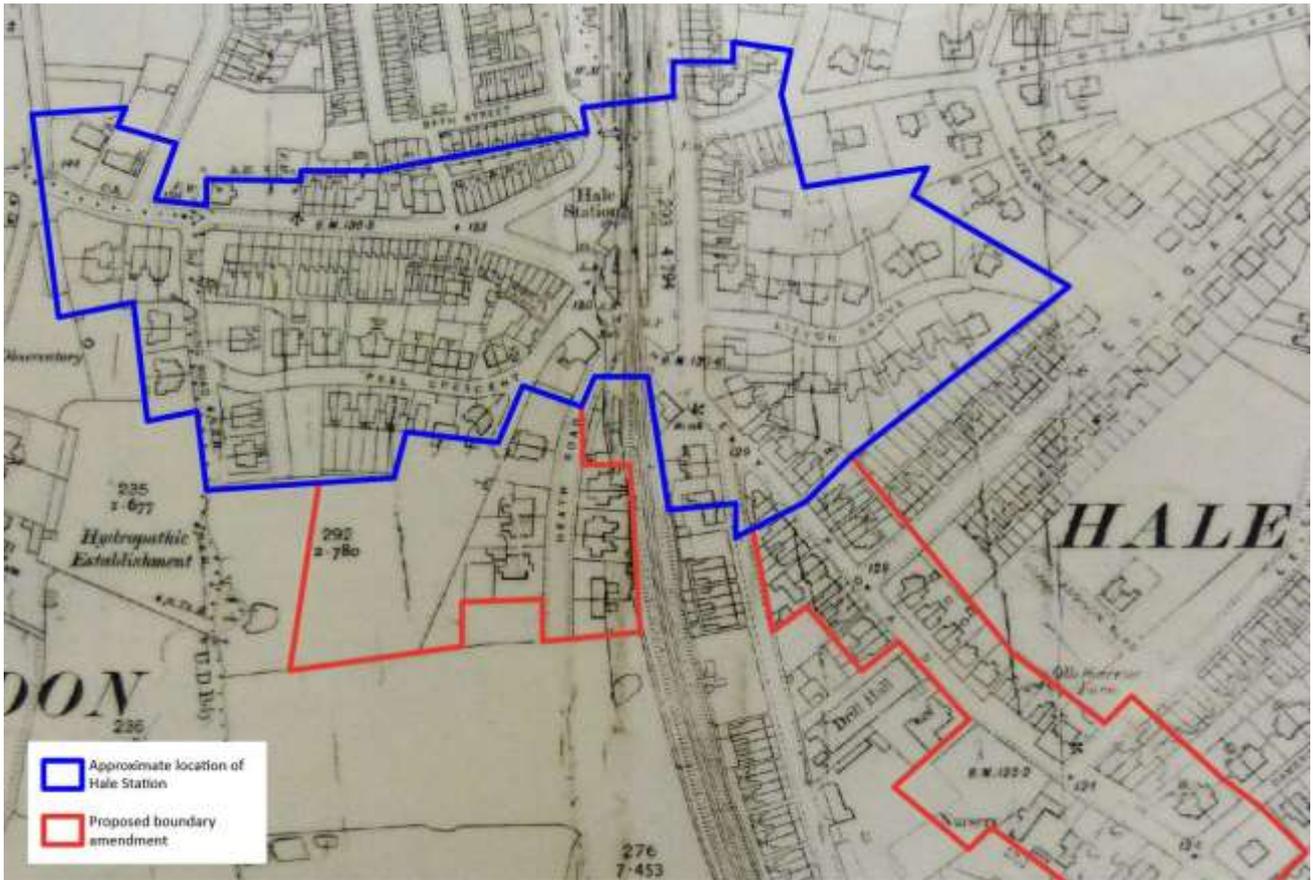
*Hale depicted in the 1841 tithe map, with Hale Barns at the centre (738, reproduced with permission of Trafford Local Studies Centre)*



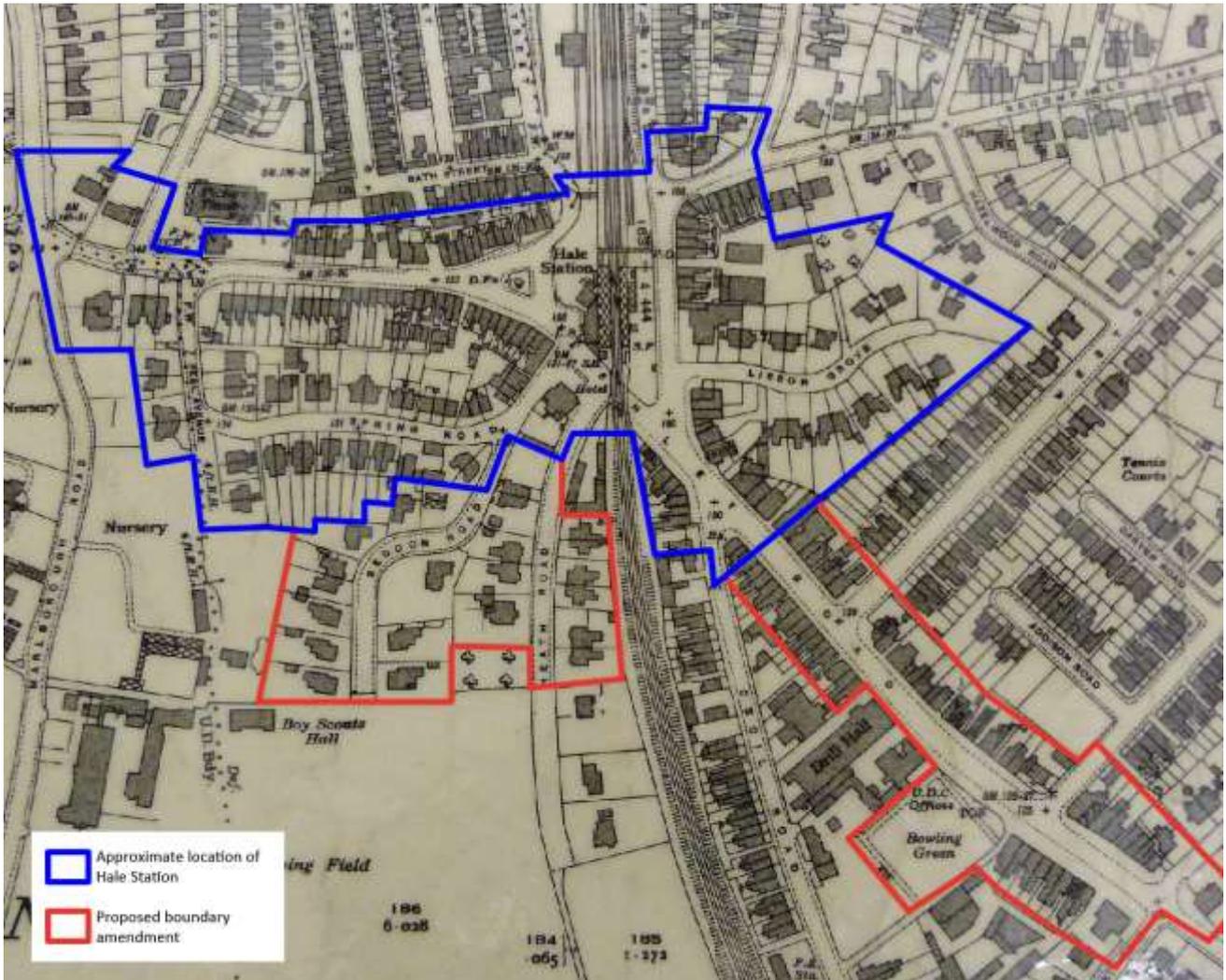
Map 3 1882 Ordnance Survey (Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to Prosecution or civil proceedings. Trafford Council OS License No. 100023172)



Map 4 1898 Ordnance Survey (Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to Prosecution or civil proceedings. Trafford Council OS License No. 100023172)



Map 5 1910 Ordnance Survey (Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to Prosecution or civil proceedings. Trafford Council OS License No. 100023172)



Map 6 1936 Ordnance Survey (Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to Prosecution or civil proceedings. Trafford Council OS License No. 100023172)

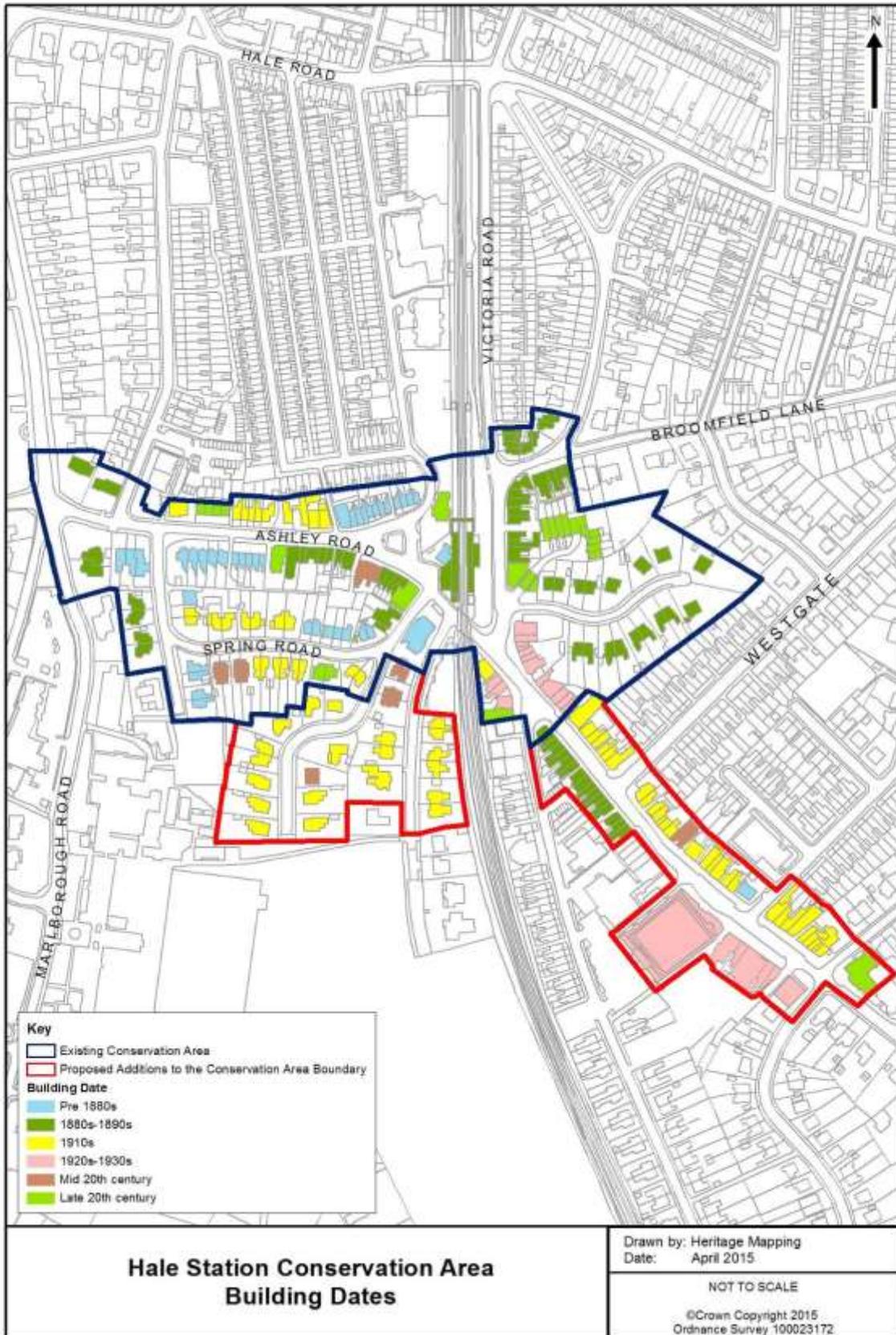


Map 7 1967 Ordnance Survey (Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to Prosecution or civil proceedings. Trafford Council OS License No. 100023172)

## 4.5. Building Development Phases

- 4.5.1 Hale Station Conservation Area has a long history as a settlement but remained largely rural and agricultural until the 1860s when the railway station was completed. Following this, the rate of growth expanded rapidly and by the 1880s a nucleated settlement had grown up around the station. By the early 20<sup>th</sup> century the majority of the existing plan form and development had been established. Beyond some replacement of buildings on existing plots, there has been little new development in the area since this date.
- 4.5.2 The 1882 OS map shows initial development of the settlement was to the west of the newly constructed station. This development will largely date from the establishment of the station in the 1860s but some of the buildings running along Ashley Road will have earlier fabric beneath later alterations. An example of early intact structures are the two rows of early-19<sup>th</sup> century cottages at the south end of Brown Street, facing the Millennium Clock tower. The Cheshire Midland Hotel (originally called the Cheshire and Midland Hotel) is also likely to be an early structure.
- 4.5.3 A significant phase of expansion can be seen on the OS maps between the 1880s and 1890s, indicating the rapid growth of Hale from a nucleated settlement to suburban sprawl. The development within Hale Station Conservation Area can be classified into two development types; suburban development and the central retail area.
- 4.5.4 Following industrialisation, increasing pressure on urban centres such as Manchester made remote, residential quarters ever more desirable and improvements in roads and transport opened up the hinterland of towns and cities. Landowners began to realise the increased value of land for building development, especially in picturesque and tranquil areas, and comprehensive housing speculation grew dramatically. These suburban houses were largely designed by speculative builders rather than by architects, and for wealthier families. Spurred on by an expanding railway network, by the 1860s this new building type of the 'suburban villa' emerged to meet this demand. Within the Hale Station Conservation Area the earliest detached and semi-detached suburban properties grew up in the 1880s and 1890s to the east of the station, away from the earlier village.
- 4.5.5 The main arterial route through Hale along Ashley Road saw a higher concentration of development than the new suburban areas leading from it. Terraced housing and smaller properties that incorporated shops on the ground floor and showrooms or accommodation above were built, often by substantially rebuilding existing structures on the site.
- 4.5.6 Development continued at a pace in the 1900s and by the 1910s substantial areas of residential dwellings had been constructed to the west of the station and south-east along the lower portion of Ashley Road. The popularity of the suburban villa continued as a building type that allowed privacy and space, but within easy traveling distance from Manchester. More economic models were also adopted, with semi-detached properties with shared roofs and party walls becoming common.

- 4.5.7 Some further development occurred in the inter-war period, including the addition of the Bowling Green to the south-east. By the 1930s the Conservation Area was largely complete and during the 20<sup>th</sup> century only sporadic infill development can be seen, with the replacement of buildings on existing plots.
- 4.5.8 The largest development scheme within the Conservation Area within recent times is the 1990s development of Millfield Court, and just outside the boundary, at 1a-1b Heath Road.



Map 8: Building Dates

## 4.6. Archaeology

### Previous Archaeological Work

- 4.6.1 There are no known archaeological investigations that have been carried out within the Hale Station Conservation Area.

### Sites of Archaeological Interest/Visible Archaeological Remains

- 4.6.2 There is one site of archaeological interest within the Hale Station Conservation Area identified within the Greater Manchester Heritage Environment Record (GMHER). The only other records for Hale Station identified within the GMHER are the listed buildings (see Appendix A for further information).
- 4.6.3 The site of John Siddeley's Brewery is the single site of archaeological interest within the Conservation Area and is situated to the west of the station, on the site of the Millennium Clock Tower. The brewery was originally known as Peel Causeway Brewery and is shown on the 1876 OS map. It was demolished in 1907.<sup>28</sup>
- 4.6.4 The Archaeological Data Service holds no records for sites within Hale Station Conservation Area.<sup>29</sup>
- 4.6.5 There are no visible archaeological remains within the Hale Station Conservation Area.

### Potential for Underground Remains

- 4.6.6 Hale Station Conservation Area has a long history as a settlement and is named in the 1086 Domesday Book, although it is likely to date back to at least the 7<sup>th</sup> or 8<sup>th</sup> century. The long history of settlement in this area will increase the likelihood of below-ground deposits relating to the earlier structures on the site and evidence of earlier agricultural human activity. However, due to the limited growth of the settlement until the 1860s, there is unlikely to be substantial remains. Rapid development and intensive growth in the late 19<sup>th</sup> century is also likely to have had a detrimental impact on surviving remains.

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<sup>28</sup> John Siddeley was major of Altrincham in 1878; <http://boards.ancestry.co.uk/surnames.siddeley/1.2.3.4.5.6.7.9.1/mb.ashx>

<sup>29</sup> <http://archaeologydataservice.ac.uk/archsearch/browser.jsf>, accessed 07/01/2015

## **4.7. Architectural Quality & Built Form**

### **Identification of Character Zones**

4.7.1 The Hale Station Conservation Area comprises of five distinct Character Zones:

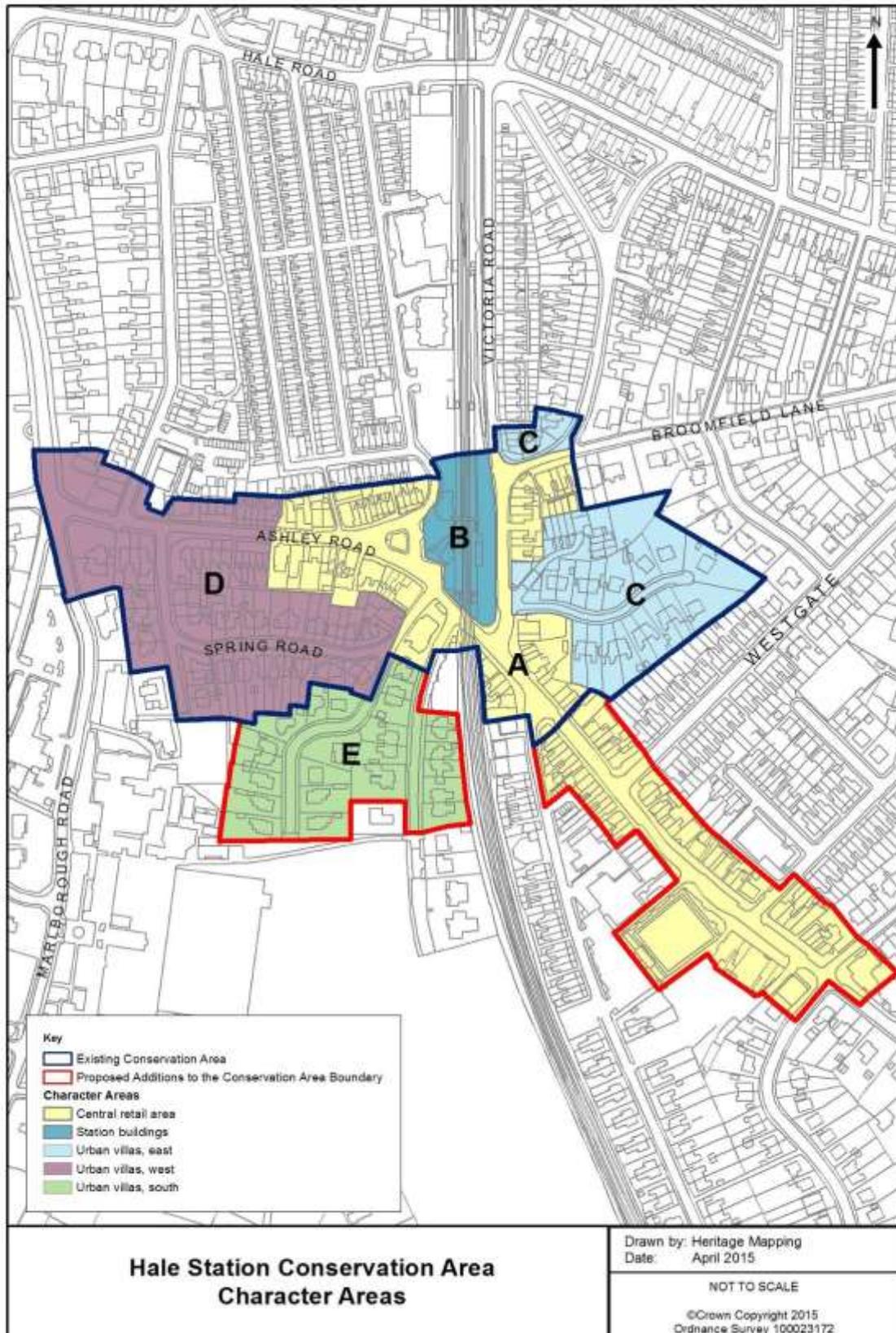
A: Central Retail Area

B: Station Buildings

C: Suburban Villas, east

D: Suburban Villas, south

E: Suburban Villas, west



Map 9: Character Zones

## Character Zone A: Character Zone A: Central Retail Area

### Present & Former Uses

- 4.7.2 The Central Retail Area encompasses Ashley Road as it runs west to south-east through the Conservation Area. The primary use of the buildings lining the street to the west and east of the station is retail, restaurant and commercial use. Further south-east an extension to the boundary of the Conservation Area is proposed, which also encompasses this central retail core of Hale.
- 4.7.3 On the ground floor the majority of the buildings are in use as small independent shops and there is also a large selection of cafés, restaurants and other amenities. There are several public houses. The majority of the shops make use of existing buildings that were originally residential dwellings or purpose-built as shops. Some buildings remain in residential use, more commonly to the west, and some modern infill shop development has been built in places. The majority of the shops make use of the ground floor only, with accommodation, offices and storage above, and some additional shop floor space and possibly some residential units.
- 4.7.4 Historically Ashley Road was well-developed beyond the station to the west, but was largely rural to the south-east, with only a few large villas lining the road.

### The Buildings

- 4.7.5 The Character Zone is predominantly characterised by dense retail and restaurant use, each vying for attention through intensive use of signage and canopies.
- 4.7.6 To the north of the Character Zone, east of the station, the Conservation Area extends upwards along Victoria Road to include a terrace of shops built on a corner site and around to Broomfield Lane. The buildings were constructed as a single phase in brown header bricks with red brick quoins, window surrounds and string course. Below are shop fronts with traditional joinery and glazing in a similar style, along the row of terraces. The fascias are subtle in scale and design and are in keeping with the Trafford Council Shop Front Guidance. One Queen Anne style shop front at No. 24 Victoria Road is potentially original.



*Shops on the northern boundary of the Central Retail Area Character Zone*



*Shops on the northern boundary of the Central Retail Area Character Zone*



*A possible original shop front at No.24 Victoria Road (Kellands to the left)*



*View south along the bottom of Victoria Road towards Ashley Road*

- 4.7.7 To the south of here at the junction of Victoria Road and Ashley Road the roads open out into a wide space. Distinctive buildings are situated on this prominent corner, including a restaurant that was originally a large suburban house (Nos. 6-10 Victoria Road), a purpose built bank in an Arts and Crafts style (No.159 Ashley Road), a newly refurbished Neo-Tudor shop building of 1906 (No. 150 Ashley Road) and a three bay corner unit with terracotta detailing (Nos. 152-156 Ashley Road).



*Ashley Road, to the east of the station*



*Ashley Road, to the east of the station*

- 4.7.8 The boundary of the Conservation Area terminates at the junction with Cecil Road but the Central Retail Area continues along Ashley Road to the boundary with the South Hale Conservation Area at Cambridge Road. Along this street the shops continue on the ground floor, with first floors and attic storeys above. The architecture is eclectic but largely dates to between the 1880s and 1920s.
- 4.7.9 At the lower end of the Character Zone is the only open green space in the Conservation Area; the Bowling Green. This is directly opposite the listed (Grade II) 1750s farmhouse, Ollerbarrow House. This detached cottage is distinct from the other buildings within the Character Zone due to its age, scale and relationship to the buildings around it.
- 4.7.10 A significant proportion of the architecture along Ashley Road takes its cues from Domestic Revival and Arts and Crafts designs, with timber-framed gables, contrasting decorative brickwork, barge-boarding and decorative plasterwork. Some buildings are plainer, with simple external rendering.

4.7.11 The appropriateness of the shop fronts on the ground floor vary greatly, the majority of which are independent outlets. Many have shop fronts with traditional joinery, fascia and glazing details but others are less in keeping with the character and appearance of the Conservation Area; with projecting lettering, strong contrasting colours, roller shutters, stall risers and overly large fascias. The use of canopies is a common feature of the Character Zone and adds to the retail character of the area.

4.7.12 A large 1970s hotel and shop development that fronts onto Ashley Road and projects westwards at a right angle along the Bowling Green has been excluded from the proposed boundary extension to the Conservation Area. This is located on the site of the Drill Hall, built c.1880s and since demolished. The existing building is considered to be out of character with its surrounding environment and even when considered as a standalone structure it holds little architectural merit.



*Eclectic architecture and shop fronts on Ashley Road*



*Modern hotel and shop development excluded from the proposed boundary change along Ashton Road*



*The Bowling Green*

- 4.7.13 West of the station, the Central Retail Area continues along Ashley Road. The character here is more eclectic, with public houses and residential dwellings interspersed between small independent retailers.



*The Cheshire Midland Hotel*

- 4.7.14 The buildings along here are generally three storeys around the Millennium Clock Tower, reducing in height to the west. As seen at the east end of the Character Zone, the shop fronts on this side of the station also vary in appropriateness, with many retaining traditional designs while others are overly dominant, with back-lit signage.
- 4.7.15 The Millennium Clock Tower replaces an earlier 19<sup>th</sup> century clock, seen in historic photographs. This triangle of land is the site of John Siddeley's Brewery, which was demolished in 1907.
- 4.7.16 The buildings here are general older than to the east but are built in similar architectural styles, with contrasting brickwork, dominant gables and timber-framing. Arts and Craft motifs predominate although there is also Italianate detailing in keeping with the station. Further west the buildings are earlier and are plain brick structures of two bays with sash windows, with shop fronts below.



*Workshops at the northern end of Spring Road, dated to 1878*



*View west along Ashley Road and the Millennium Clock Tower*

### **Public Realm**

- 4.7.17 The route through the Character Zone along Ashley Road is busy with both pedestrian and vehicular traffic. The public realm consists of relatively narrow pavements and busy tarmacked roads.
- 4.7.18 The public realm along the south-eastern length of Ashley Road would benefit from a coherent scheme, as currently the paving has been replaced on an ad hoc basis in a variety of materials and styles. A late 20<sup>th</sup> century paving scheme has been employed, using red paving setts, which are at odds with the traditional historic environment.
- 4.7.19 To the west the pavement is of block paving and is more coherent. The open space around the Millennium Clock Tower is fairly attractive, with planting and benches but intensive parking and busy roads reduces the quality of the environment for pedestrians.

### **Open Spaces, Parks and Gardens, and Trees**

- 4.7.20 The majority of the buildings within the Central Retail Area are built hard against the street, offering little scope for planting. Both the western and south-eastern elements of this Character Zone along Ashley Road are intensively developed with narrow building plots opening onto the pavement, with no space for planting or trees.
- 4.7.21 The road opens up in the centre around Hale Station both on the west and eastern sides of the railway line. To the west is the millennium clock tower with some trees and formal flower planting but the majority of the open space is trafficked roads and paving. To the west is another wide open space that consists of roads and wide open paving on the corners. Here there are several substantial trees next to the railway line and smaller trees lining the tracks.
- 4.7.22 The only significant green space within the Character Zone is the Bowling Green, a square lawned area surrounded by mature trees on all sides.

### **Development Opportunities**

- 4.7.23 The Central Retail Area is intensively developed and there are no vacant plots within the Character Zone, with little scope for infill development.

## Character Zone B: Station Buildings

### Present & Former Uses

- 4.7.24 The railway line was constructed in the 1840s and the station first opened here to serve Bowdon in the 1860s. The original station structures were replaced in the 1880s with the existing buildings. The station buildings consist of an east and west platform, waiting room, signal box and footbridge. All are listed at Grade II and remain in transport use associated with the passenger railway line. The two other buildings within the station Character Zone are in commercial use.

### The Buildings

- 4.7.25 The station is listed in three parts; the west platform and signal box, the east platform and waiting room and the footbridge to the north. The station is built in an Italianate style with the local detailing of white header-bond brick, orange dressings and blue banding.<sup>30</sup> The frilled iron-and-glass canopies with timber valance are decorative and a prominent feature of the Conservation Area.
- 4.7.26 To the west is the Station Master's House, which was originally a farmhouse built in the early-19<sup>th</sup> century. It was incorporated into the station complex in the 1880s and is listed Grade II. The house is now in use as a Veterinary Surgery. Please see the Audit of Heritage Assets (section 5.3) and appendix A for descriptions of the listed buildings.
- 4.7.27 Further north, to the west of the railway line is a large early 21<sup>st</sup> century building in brick with slate roofs and prominent gable ends (see image p.40). It takes some cues from the buildings around it such as contrasting brick string courses and is fairly innocuous but overly large in scale for its close proximity to the listed footbridge.



*Detail of the east platform canopy*



*View south along the platform of Hale station*

<sup>30</sup> Pevsner



*The listed waiting room on the east platform*



*View of the east platform looking north*



*The station entrance to the west platform*



*The listed Station Master's House*



*Modern addition to the west of the station*

## Public Realm

- 4.7.28 The public realm surrounding the station is hard surfaced for car parking to the east and to the west with boundaries of mature trees, fencing and planting. White and unpainted timber fencing is a prominent feature of the area. The hard surfacing is in need of some maintenance.
- 4.7.29 To the west the paving is similar to nearby areas, with block paving, some red paving setts and large tarmacked areas for dropping-off passengers and waiting taxis.

## Open Spaces, Parks and Gardens, and Trees

- 4.7.30 Hale Station straddles the railway line running north-south and is a compact area with little open space or planting. To the west there are some mature trees surrounding the Station Master's House while to the east the station car park is a long, hard-surfaced, open area with a boarder of lime trees. Further north past the station the tree cover along the railway line increases to shield residential properties.



*View of the car park to the east of the station*

## Development Opportunities

- 4.7.31 There is little opportunity for development within this Character Zone due to its compact nature. Open spaces are given over to car parking, which could feasibly be redeveloped to the north of the station but would result in the loss of station parking and encroach on the listed buildings.

## **Character Zone C: Suburban Villas, east**

### **Present & Former Uses**

- 4.7.32 This Character Zone encompasses residential dwellings at the lower end of Victoria Road, a new housing estate around Millfield Court and the late- 19<sup>th</sup> century development of Lisson Grove. Historic and current use remains residential.
- 4.7.33 This Character Zone encompasses residential dwellings that fall under the building type of the 'suburban villa'. The country house ideal as a rural retreat was maintained and perpetuated throughout the 18<sup>th</sup> and 19<sup>th</sup> century on a smaller scale through these suburban villas. Its origins lie in rustic Roman villas and a later revival in the 15<sup>th</sup> and 18<sup>th</sup> centuries but by the late 19<sup>th</sup> century the term could be taken to apply to any semi-detached or even terraced suburban house.<sup>31</sup>
- 4.7.34 The architectural variety of the villa was large, with Swiss, Grecian, Palladian, Old English, Castellated, Cottage, Modern Italian, Norman, Henry VII-VIII, Elizabethan, Half-Timber and Tuscan all being used. From the mid-19<sup>th</sup> century onwards the preferred style was eclectic historicism and villas often featured irregular plan form, towers or multiple roof pitches, rusticated stucco, deep eaves and timber-framing. By 1900, the Vernacular Revival of the Arts and Crafts movement influenced villa design.<sup>32</sup>
- 4.7.35 Following on from the rise of the suburb, the semi-detached house grew and is today considered to be the quintessential English suburban domestic home. This was an economic form of house with party walls, stacked and shared pitched roofs.

### **The Buildings**

- 4.7.36 To the north of the Character Zone, a substantial single-phase building (Nos. 1-3 Broomfield Lane, Nos. 30-34 Victoria Road) that spans the corner of Victoria Road and Bloomfield Lane has been included, which incorporates six separate dwellings. Built on an asymmetrical plan in brown brick with red window surrounds, quoins and detailing, slate roofs and clay ridge tiles, it is a good example of the late Victorian architectural style used within the Conservation Area.
- 4.7.37 Lisson Grove is an 1880-90s cul-de-sac development to the east of the station of c.17 detached and semi-detached dwellings in a Domestic Revival style, set back from the road on a curving tree-lined avenue. It fits well within the narrative of the construction of private, leafy villas for the middle-classes that were within easy travelling distance to the urban centre.
- 4.7.38 The houses are substantial and the semi-detached buildings were built as a single phase, in brown brick with red brick detailing, double-pitched roofs and faux timber-framing to the double-height front bay window. They could be described as a severe and simplified Arts and Crafts style.

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<sup>31</sup> English Heritage, Listing Selection Guidance, Domestic Structures, 2011

<sup>32</sup> English Heritage, Listing Selection Guidance, Domestic Structures, 2011

- 4.7.39 The larger detached houses to the north-east fit more fully within the Arts and Crafts architectural style, with asymmetrical plans, contrasting brickwork, varying roof lines, pebble-dashing, timbered gables and tall chimney stacks. Some retain original stained glass.
- 4.7.40 The majority of original timber windows have been retained but there are some examples of modern plastic replacement, particularly on the upper floors. Rooflights have been inserted to some roof slopes for additional living space. Lean-to brick extensions have been built to the side of some properties.
- 4.7.41 Millfield Court is a modern housing development built c.1999 at the junction of Victoria Road and Lisson Grove on the site of a former garage. The ground floor of the outward facing buildings incorporate shops with traditional shop fronts. A wide, gated carriage arch leads through into a modern housing development of seven terraced houses and 11 apartments. The development takes cues from its surrounding architecture but the carriage arch is out of character and the gated development does not fit in with the historic narrative of suburban housing development in the Conservation Area.



*Suburban villas on Lisson Grove*



*View into Lisson Grove, looking east*



*Example of the variety of housing found in this Character Zone*



*Substantial semi-detached house to the north east of the station*

### **Public Realm**

- 4.7.42 As seen across the Conservation Area, the public realm in this Character Zone consists of block paving or tarmacked surfaces for pedestrians and tarmacked roads. A modern mini roundabout has been introduced to deal with the new entrance to Millfield Court.
- 4.7.43 Lisson Grove is similar, but young and mature trees line the streets, reducing the hardness of the boundaries and merging public and private realm together. Properties are bound by low brick walls and mature hedges.
- 4.7.44 The gated entrance to Millfield Court creates a private estate that is out of keeping with the character of the Conservation Area.

### **Open Spaces, Parks and Gardens, and Trees**

- 4.7.45 This Character Zone is the greenest within the Conservation Area due to the wide leafy avenue of Lisson Grove and substantial residential lawned gardens containing mature trees. Lisson Grove is also tree-lined and the houses are set back from the road behind mature bushes and hedges.
- 4.7.46 There is no public open space within this Character Zone but the substantial residential gardens contribute greatly to the leafy suburban character.



*Example of the leafy suburban character of Lisson Grove*

### **Development Opportunities**

- 4.7.47 There is little opportunity for development within this Character Zone, due to its residential nature and already intensive development of the space.

## Character Zone D: Suburban Villas, west

### Present & Former Uses

- 4.7.48 Spring Road and Ashley Road to the west of the station (previously known as Peel Causeway) are both early roads, shown on the 1882 OS map. The Character Zone is predominantly residential in use; historically and currently. An exception is a narrow plot to the east of Peel Avenue, which has a cottage-scale industrial character but is now in commercial use. This Character Zone borders Bowden Conservation Area to the west, which is a low density residential area.

### The Buildings

- 4.7.49 To the west of the Character Zone is an area of large detached suburban villas situated within substantial grounds. By the 1880s the development at 74-78 Ashley Road had been constructed as two dwellings known as the Queen's Villas, with a further dwelling added in the 1890s. This substantial three house development is in buff brick with double-height bay windows and round arched entrances to recessed doors. To the east a substantial one and a half storey annex has been added that is intrusive and out of keeping with the character of the Conservation Area.



*Grafton House, on the corner of Ashley and Marlborough Road*



*Nos. 74-78 Ashley Road*



*Annex extension to No. 78 Ashley Road*

- 4.7.50 Other villas in this area are semi-detached on the south of Ashley Road and detached to the north; all built in the late-19<sup>th</sup> century. No. 103 Ashley Road is considered to be a positive contributor to the Conservation Area and is described in section 5.2.



*No. 103 Ashley Road, a positive contributor to the Conservation Area*

- 4.7.51 Along Ashley Road to the east are short rows of terraced housing of various ages including early/mid-19<sup>th</sup> century, early-20<sup>th</sup> century, and some modern late-20<sup>th</sup> century infill. The terraces are generally sparsely detailed, in red brick with slate roofs and bay windows. The late 20<sup>th</sup> century infill is high-quality and built in a similar style but with dormer windows, which are not a traditional feature of the Conservation Area. Other late-20<sup>th</sup> century infill has been excluded from the Conservation Area.



*Example of the terracing along Ashley Road*

- 4.7.52 Peel Avenue to the south follows the character of large semi-detached villas set back from the road in large gardens, with Domestic Revival/Arts and Crafts detailing such as timber-framed gables, contrasting brickwork and timber porches with turned balustrades. To the east of Peel Avenue is a short drive leading to a light-industrial or workshop unit that is first shown on the 1910 OS map. In front of this on the plot is a lightweight, single storey structure in commercial use. This use is inconsistent with the surrounding area but offers an element of low impact diversification.



*Workshop on the east side of Peel Avenue*



*Houses at the far end of Peel Avenue*

4.7.53 Spring Road is made up of suburban housing of various ages; mid-19<sup>th</sup> and early-20<sup>th</sup> century, with some mid-20<sup>th</sup> century infill and late 20<sup>th</sup> replacement. The character here is more densely residential than the areas of villas to the west and those east of the station. Houses are generally semi-detached in either a brown and red brick or brown and buff brick, with slate roofs, double-height bay windows and pointed arches. The distinctive housing style has been replicated on a pair of replacement dwellings, almost like-for-like. At the eastern end are some earlier 19<sup>th</sup> century housing in a simpler style with rounded window and door arches in the common Flemish bond with white headers.



*Mid-20<sup>th</sup> century infill development on Spring Road*



*Large semi-detached houses along Spring Road*



*Modern replacements on Spring Road*



*Original late 19<sup>th</sup> century housing on Spring Road*



*Early/mid-19<sup>th</sup> century housing on Spring Road*

### **Public Realm**

- 4.7.54 The public realm in this Character Zone largely consists of narrow tarmac pavements besides tarmacked roads, with concrete lamp posts and little street furniture. Boundaries along Spring Road are generally low brick walls and neat hedges, with mature cherry trees lining the front gardens. Peel Avenue is much the same, becoming greener to the south, while Ashley Road has block paving, some modern setts and similar boundary treatments.

### **Open Spaces, Parks and Gardens, and Trees**

- 4.7.55 The western end of Ashley Road with the junction with Langham Road is characterised by wide roads and paving, with associated mature tree planting and tall hedges. Moving westwards along Ashley Road this green character continues, with large residential properties set back from the road within substantial gardens. Terraces also have narrow front and rear gardens that are well-planted.
- 4.7.56 The planting along Spring Road is less well-established compared to the other Character Zones of suburban housing within the Conservation Area and housing here is denser, leaving less space for open areas or planting. However, the street is still tree-lined, with boundary hedges and each house has a long, narrow lawned garden to the rear.

### **Development Opportunities**

- 4.7.57 There are few development opportunities within this Character Zone, as terracing development on Ashley Road offers no vacant plots and each residential property on Spring Road is set within its own grounds, which would be unsuitable for sub-division.

## Character Zone E: Suburban Villas, south

### Present & Former Uses

- 4.7.58 This is a small Character Zone encompassing two streets of early 20<sup>th</sup> century development of detached and semi-detached housing to the south of the existing Conservation Area. Its inclusion within the Conservation Area would necessitate a boundary change.
- 4.7.59 The Character Zone encompasses Seddon Road and parts of Heath Road. The houses were built c.1910 and are first shown on the 1936 OS map. There is some later infill from the mid- and late- 20<sup>th</sup> century. The buildings have historically been in residential use and continue as such today.

### The Buildings

- 4.7.60 This Character Zone encompasses Seddon Road, which represents a single-phase development of c.1911, with a single later infill addition in the late-20<sup>th</sup> century built on one of the larger plots of land (the building is not shown on the 1967 OS map).
- 4.7.61 The development along the street is of detached and semi-detached houses situated within considerable gardens and set back from the road. The development makes use of the picturesque Domestic Revival style of architecture with textured bricks, plastered gables, asymmetrical plans, varying rooflines and heights, verandas and tall chimney stacks. These dwellings also draw on other elements such as Jacobean heraldry and decorative external stucco. The houses all appear to have retained their timber window frames and original glazing with leaded diamond panes on the first floor and more decorative designs below. The houses are remarkably intact and in good condition.
- 4.7.62 The late 20<sup>th</sup> century addition is built on a plot created by the sub-division of a larger garden. This addition is on a smaller scale to the other buildings and is not in keeping with the asymmetrical designs and decorative elements of the other houses.



*Semi-detached houses with decorative plasterwork on Seddon Road*



*Two large detached houses on Seddon Road*



*1910s housing on Seddon Road*



*Modern infill on Seddon Road*

4.7.63 Heath Road represents a longer phase of development, with Nos. 1-3 Heath Road being the earliest surviving building on the street, followed by other large distinctive semi-detached villas as development moved further south. By the 1910 OS map all the buildings to be encompassed within the new boundary extension had been constructed. One property south of the Cheshire Midland Hotel is a late 20<sup>th</sup> century infill while Nos. 2-4 Heath Road is a mid-20<sup>th</sup> century replacement of an earlier semi-detached pair on the same site.

4.7.64 The houses on Heath Road are included within the boundary extension due to their high-quality and illustrative value of the Arts and Crafts style seen across the Conservation Area. Nos. 1-3 Heath Road is late-19<sup>th</sup> century in Flemish bond red and white brickwork with timber-framed gables and stained glass. Further south is a later, more typical Domestic Revival building with red brick, rendering, a timber porch and timber-framing. Nos. 9-11 Heath Road has the style of a Tudor hall but is constructed in typical Arts and Crafts materials with textured render and leaded glazing. Nos. 6-8 and 10 Heath Road are similar examples with prominent black and white timber-framed gables, red brick and rendering with barge boards and asymmetrical plans.



*Typical housing on Heath Road*



*Typical housing on Heath Road*



*A pair of attractive Arts and Crafts housing on Heath Road*

- 4.7.65 Houses further south along Heath Road have been excluded from the new Conservation Area boundary as they are modern additions of little interest.



*Houses with potential for enhancement on Heath Road*



*Modern housing to the south of Heath Road that falls outside the proposed boundary extension of the Conservation Area*

### **Public Realm**

- 4.7.66 This character area has narrow tarmacked pavements and roads along Seddon Road, with substantial mature hedges to property boundaries with low walling of only a couple of courses or none at all. Cherry and other species within gardens give a green character to the public realm.
- 4.7.67 Heath Road is similar in character, with tarmacked surfaces and low boundary walls supplemented by dense hedges and mature planting.

### **Open Spaces, Parks and Gardens, and Trees**

- 4.7.68 As with Character Zones C and D, this area of suburban housing is set within substantial gardens that add to the character of the Conservation Area as a leafy suburb, distinct from other more intensively developed areas in Trafford, such as the terracing to the north around Bold Street. Areas of lawn, mature trees and substantial hedges are all common here. There are no public open spaces within the Character Zone but directly adjacent to the south are the playing fields associated with the nearby Altrincham Grammar School for Boys.

## **Development Opportunities**

- 4.7.69 There is no scope for development along Seddon Road or Heath Road, which is bound to the south by the Altrincham Grammar School playing fields, which is a protected open space.

## **4.8. Landmarks**

- 4.8.1 The Millennium Clock Tower is situated on a triangular traffic island directly in front of the station buildings on Ashley Road. It is a significant landmark when travelling in either direction along Ashley Road. The location of the clock tower at the heart of the settlement is reinforced by the presence of an historic drinking fountain, dated 1908, and the formal floral planting scheme.
- 4.8.2 The Cheshire Hotel is highly visible from Ashley Road and its prominent location is emphasised by its position on a detached plot separated from other buildings by roads on both sides.
- 4.8.3 Hale Station is the visual focus of the Conservation Area and has a strong street presence from both the west and east. Views along the platforms when crossing the railway lines draw the eye towards the listed footbridge to the north.
- 4.8.4 The Bowling Green is a key open space to the south of Ashley Road that contrasts strongly with the hard built environment surrounding it.
- 4.8.5 The bank and restaurant (Carluccio's) on the corner of Victoria Road and Ashley Road just east of the station are strong visual landmarks when travelling east along Ashley Road.
- 4.8.6 The substantial development on the corner of Victoria Road and Bloomfield Lane (Nos. 30-34 Victoria Road, Nos. 1-3 Bloomfield Lane and No. 1 Albert Road) is a dominant feature when travelling north from the station.

## **4.9. Key Views**

- 4.9.1 The most significant views within Hale Station Conservation Area are dynamic, opening out in places to wider panoramic views.
- 4.9.2 Travelling east along Ashley Road gives visitors a sense of the busy independent retail area of the Conservation Area, opening out into a wide view of the station and the Millennium Clock Tower.
- 4.9.3 Key views can be seen in both directions when travelling across the railway lines in the centre of the Conservation Area. The road narrows to cross the tracks, offering distinctive views of the station platform buildings to the north, opening out again to the west, past the Cheshire Hotel and Millennium Clock Tower and to the east, past compact early-20<sup>th</sup> century retail premises.

4.9.4 The current boundary of the Conservation Area terminates at the junction of Ashley Road and Cecil Road but a proposed extension would see this extended along Ashley Road to the junction with Cambridge Road. Views along Ashley Road to the south-east are significant and further strengthen the character of the Central Retail Area.

4.9.5 Wide views across the Bowling Green on Ashley Road are also significant due to the pleasant green space amongst the urban grain. This is the only public, open space within the Conservation Area.



*View east along Ashley Road*



*View west along Ashley Road beyond the station*



*View looking west along Ashley Road towards the station*



*View north along the railway lines past the listed station buildings*



*View west along Ashley Road from the station*

## **4.10. Local Details**

- 4.10.1 Suburban residential dwellings within Hale Station Conservation Area generally fall into two architectural types; those designed in the Domestic Revival style and those substantial brick structures with contrasting white, red or brown brick detailing.
- 4.10.2 The earliest buildings within the Conservation Area are early-19<sup>th</sup> century short terraces of residential dwellings, as well as Ollerbarrow House on Ashley Road (within the proposed extension). The terraces have a distinctive style of two bays and rounded door arches with Flemish bond brickwork in a chequered red and white brick, while Ollerbarrow House is red brick with a slate roof and small pediment with a central circular brick design.
- 4.10.3 Later mid-19<sup>th</sup> century buildings are typical late Victorian houses in red brick with large bay windows.
- 4.10.4 A distinctive local detail for Trafford is the construction of residential dwellings in a brown red or white brick, with contrasting brick quoins and detailing. This use of polychromatic brickwork to add an element of flat decoration on external elevations was common, and could include buff string courses on red brick and white brick window surrounds or arches. This detail is also seen on brown brick houses with red brick quoins and detailing. In some instances blue bricks are also used for an additional layer of colour.
- 4.10.5 Another distinctive architectural style is the Domestic Revival (see photographs on the following pages), which was used extensively on late-19<sup>th</sup> and early-20<sup>th</sup> century detached and semi-detached dwellings within the Conservation Area. Architectural features are largely Arts and Crafts but make use of other historical styles such as Tudor, Classical, Italianate and Jacobean. Details vary widely but similar features can be seen throughout, including irregular plan form, textured brickwork, towers or multiple roof pitches, rusticated stucco, deep eaves, large chimney stacks, clay tiles and timber-framing.
- 4.10.6 Common local details include early-20<sup>th</sup> century leaded diamond panes to the first floor, with decorative leaded glazing on the ground floor to many houses.
- 4.10.7 Other local details include intensive retail and commercial signage along Ashley Road, double-height bay windows, mature gardens and trees to suburban housing and mature boundaries of hedges and low brick walls.



*Contrasting brickwork*



*Arts and Crafts details such as chimney stacks, tile-hanging and leaded glazing*



*Typical shop buildings along Ashley Road*



*Flemish bond brickwork and timber-framing*



*Decorative leaded window glazing and timber detailing*

## 4.11. Shop Fronts

- 4.11.1 Trafford's shop front and advertisement guidance offers a steer for acceptable signage and display.<sup>33</sup> The guidance aims to reduce the chaotic display of numerous different styles. Signage should not be too high above the shop window, project too far or be too wide, allowing separation between shops, i.e. pilasters. Fascia signs should be compatible with neighbouring signs, not overly-dominant and not cover architectural features. Design should have regard to the appearance of the rest of the building and not extend over buildings of different styles. The use of vertical glazing divisions should be considered for larger shops but can seem cluttered on smaller windows. Good quality joinery should be used, while grey anodised aluminium framing or reflective plastics are not acceptable within Conservation Areas. Architectural features, such as cornices, string courses and original windows, should not be obscured and historic shop fronts should not be replaced.
- 4.11.2 The Central Retail Area (Character Zone A) of the Conservation Area is a long street of independent shops and restaurants, including some nationwide restaurant and bank outlets. The majority of the buildings are either late-19<sup>th</sup> century or early-20<sup>th</sup> century and as such the shop fronts should be traditional in character in order to be in keeping with the character and appearance of the Conservation Area.
- 4.11.3 To the south-east, shop fronts vary widely in appropriateness. Some fascias are too large for the shop and extend upwards beyond ground floor level. Others extend too far towards the edges of the building, disrupting the architecture of the structure. Some fascias project outwards inappropriately.
- 4.11.4 Some shop fronts are appropriate to their surroundings, such as No. 156a Ashley Road and the adjacent No.2 Cecil Road, with subtle use of colours and traditional design such as stall risers, thin timber supports and traditionally glazed display windows. One common characteristic of the street is the use of canopies to provide cover for customers and to increase signage space. Historically, canopies were also a feature of shops (as seen in the historic image in section 4.3.6 so their continued use is appropriate.



*Examples of good shop fronts at No.2 Cecil Road (left) and No. 156a Ashley Road (centre)*

<sup>33</sup> Planning Guidelines, Shop Fronts, Trafford Metropolitan Borough, 1997

4.11.5 To the west of the station commercial use is less dense and is interspersed with residential properties. Some shop fronts retain traditional designs but more recent signage is intrusive and inappropriate in some instances. There are some examples of projecting lettering and signage that is out of place. Many of the shop fronts are well designed and use traditional materials and subtle colour schemes.

4.11.6 It may be possible that some original shop fronts survive in a relatively intact condition, such as the Queen Anne style glazing bars at No. 24 Victoria Road.

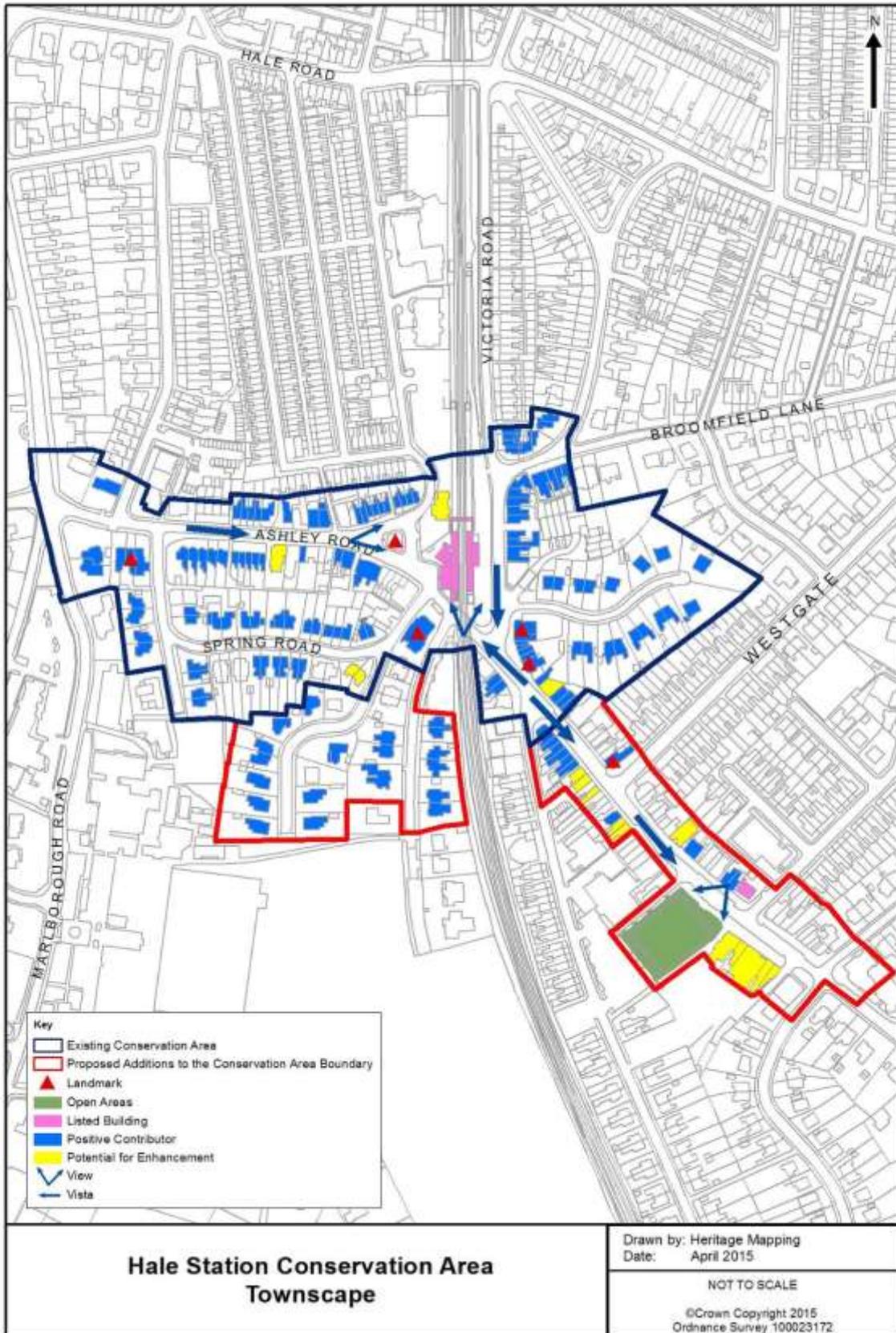


*Examples of the eclectic shop fronts along Ashley Road, to the east of the station*



*Example of inappropriate fascias and signage along Ashley Road*

4.11.7 Also an important feature are the upper floors of the shops, which have survived relatively intact. These often demonstrate decorative features, such as bay windows, mock-timber frame detailing and moulded plasterwork. Many retain timber sash windows.



Map 10: Townscape Analysis

## 5. AUDIT OF HERITAGE ASSETS

### 5.1. Introduction

- 5.1.1 A basic audit has been undertaken of heritage assets within the Conservation Area. These are referred to as Positive Contributors. The standing properties have in most cases been assessed from the street scene to determine their current condition. Please note that the heritage asset description is principally to aid identification and is not intended to provide a comprehensive or exclusive record of all the features of significance. The amount of information varies greatly and absence of any feature external or internal does not, therefore, indicate that it is not of interest. Any evidence relating to a heritage asset, which may present itself since the time of survey will also be taken into account during the course of a planning application.
- 5.1.2 This assessment has been undertaken using the criteria of the English Heritage at Risk Register condition assessment: very bad, poor, fair and good.<sup>34</sup>

### 5.2. Positive Contributors

- 5.2.1 The term positive contributor identifies a non-designated heritage asset which makes a positive contribution to the Conservation Area. These buildings, structures and sites are classed as heritage assets as they are identified by the local authority as having a degree of significance, meriting consideration in planning decisions, because of their heritage interest.<sup>35</sup> A single building, group or landmark can be classed as a positive contributor. Identification within the appraisal focuses primarily on a building or structure and does not necessarily take in account the positive contribution made also by landscaping, spaciousness and other historic structures within the curtilage or setting of positive contributors. These characteristics amongst others must also be taken into account during the decision making process. Where a building, structure or site is not identified in the appraisal as a positive contributor, this does not necessarily mean the building detracts from the character or appearance of the Conservation Area. Further enhancement may be required or investigation into the potential significance of the building, structure or site.
- 5.2.2 These elements have been assessed with reference to English Heritage criteria set out in their document *Understanding Place: Conservation Area Designation, Appraisal and Management*, paragraph 2.2.21.<sup>36</sup> The criteria are listed in appendix D.

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<sup>34</sup> <http://www.english-heritage.org.uk/content/imported-docs/f-j/key-to-entries-on-the-register.pdf>, accessed 07/01/2015

<sup>35</sup> Department of Communities and Local Government, *National Planning Policy Framework*. (Department of Communities and Local Government, 2012).

<sup>36</sup> English Heritage, *Understanding Place: Conservation Area Designation, Appraisal and Management*. (London: English Heritage, 2011) para 2.2.21

### **The Suburban Villa<sup>37</sup>**

**Date:** late 19<sup>th</sup> to early 20<sup>th</sup> century

**Condition:** Good

A key characteristic of the Hale Station Conservation Area is the suburban villa, and is well represented on Lisson Grove, Seddon Road and Heath Road. These streets survive with a remarkable degree of integrity.

The origins of the suburban villa lie in the country house ideal but also in the rustic Roman villa and later 15th and 18th century revivals. By the 19<sup>th</sup> century the term villa could be taken to apply to any semi-detached or even terraced suburban house. By the early 20<sup>th</sup> century the suburban villa was often semi-detached, making it more economical to build, with party walls, stacked and shared pitched roofs. This building type grew up from the mid-19<sup>th</sup> century onwards in Trafford, following the construction of the Bridgewater Canal and the railway lines. Villas typically formed ribbon developments or discrete suburban clusters.<sup>38</sup>

#### **2-18 Lisson Grove**

Lisson Grove is an 1880-90s cul-de-sac development to the east of the station of c.17 detached and semi-detached dwellings in a Domestic Revival style, set back from the road on a curving tree-lined avenue. The designs are often asymmetrical with side porches and details such as bay windows, mock-timber framing and gables. It fits well within the narrative of the construction of private, leafy residents for the middle classes that were within easy travelling distance to the urban centre.



*Suburban villas on Lisson Grove*

<sup>37</sup> Villas and detached housing represents 14.4% of the total area of residential properties. University of Manchester, Trafford Urban Historic Landscape Characterisation, Interim Report, 2008

<sup>38</sup> University of Manchester, Trafford Urban Historic Landscape Characterisation, Interim Report, 2008

**Seddon Road – Roseneath, Loughrigg, Woodburn, Overton, Totterdown, Sandown, Marconia, Aldford, Morar and Woodcroft.**

Seddon Road is a single phase development from c.1911 of detached and semi-detached houses situated within considerable gardens and set back from the road. The development also makes use of the picturesque Domestic Revival style of architecture, incorporating English vernacular features such as gables, steeply pitched roofs with dormers, tile hanging and plasterwork details.



*1910s housing on Seddon Road*

**1-11 Heath Road**

Heath Road contains several substantial semi-detached and detached houses in a typical Arts and Crafts style with black and white timber-framed gables, red brick on the ground floor and painted render above.



*A pair of attractive Arts and Crafts housing on Heath Road*

### **1-11 (odd) and 2-8 Peel Avenue**

Peel Avenue contains five pairs of semi-detached houses from the 19<sup>th</sup> century which are all of good quality. They are typically red brick with slate roofs and timber framed sash windows.



*Semi-detached houses along Peel Avenue*

### **Grafton House and Beaufort, Marlborough Road**

These two semi-detached villas are typical of the substantial houses seen elsewhere on the edges of the Conservation Area. They are built of brown brick with buff brick detailing and feature elevations articulated with canted bay windows and gables.



*Grafton House (left) and Beaufort (right)*

### **Nos. 2-6 (even), Nos. 1-3 and 11-21 (odd), Spring Road**

A fine collection of 19<sup>th</sup> century semi-detached houses on Spring Road. They vary slightly in style, with red brick used for those on the north side of the street and buff brick on the south side. Bay windows are a feature which add rhythm along the streetscape.



*Houses on the north side of Spring Road*



*Houses on the south side of Spring Road*

### **Nos. 163-167 Ashley Road**



**Date:** Early 20<sup>th</sup> century

**Condition:** Fair

163-167 Ashley Road appears on the 1936 OS map but could incorporate older structures within the extant fabric. The building is a development of three shop units with accommodation or showrooms above, built as a single phase in red brick and terracotta. Two entrances; one to the west and one on the corner, have an oval window above, with a decorative pediment and painted finials. An additional storey has been added to the western-most bay. The ground floor shops are currently in use but intrusive signage and canopies obscure the structure. This building has been included here for its aesthetic value and its illustrative reflection of the Central Retail Area Character Zone.

### Nos. 152-156 Ashley Road



**Date:** Early 20<sup>th</sup> century

**Condition:** Good

A corner retail unit of three bays with three traditional-style shop fronts on the ground floor, first shown on the 1936 OS map. The building is constructed in red brick with buff terracotta string courses and detailing of pilasters with decorative garlands and ball finials. Square-headed sash window surrounds are in terracotta with distinct keystones. The shop fronts are in keeping with the traditional character of the Central Retail Area of Hale Station; some maintenance work is required at high level.

### Nos. 6-10 Victoria Road



**Date:** Early 20<sup>th</sup> century

**Condition:** Good

6-10 Victoria Road is likely to be a 1900s residential dwelling that was converted to retail use as early as the 1930s, judging from OS map evidence, as by 1936 the house had been extended forward. The original house is of five bays with projecting double-height bays at either end, with large six over six sash windows and a rendered rear exterior. The ground floor shop projects out to the pavement edge and is in keeping with the character of the Conservation Area.

### Nos. 159 Ashley Road



**Date:** Early 20<sup>th</sup> century

**Condition:** Good

A substantial bank built on the junction of Ashley Road and Victoria Road between 1910 and 1936 to replace a pair of semi-detached dwellings. Architecturally, this building fits in with the character of the wider Conservation Area. It has Arts and Crafts motifs such as tall chimney stacks, textured bricks and rendered plasterwork. It is a significant landmark when travelling along Ashley Road in both directions.

### Cheshire Midland Hotel, Ashley Road



**Date:** Early 20<sup>th</sup> century

**Condition:** Good

The Cheshire Hotel is visible on the 1882 OS map but is likely to have earlier origins as an inn or public house on this arterial route. It was originally named the Cheshire and Midland Hotel and is situated on an island between Spring Road and Heath Road. The building is substantial and was extended to the rear between the 1930s and 1960s, almost doubling its size. The building has a hipped slate roof with deep eaves and dentilled cornice. The main entrance on the front elevation has classical motifs. The exterior is rendered and the windows are modern replacements. The building has significant landmark value within the Conservation Area.

### Nos. 1-15 Midland Terrace



**Date:** Early 19<sup>th</sup> century

**Condition:** Good

Midland Terrace is a row of terraced houses built in two phases in the early 19<sup>th</sup> century, visible on the 1882 OS map. The cottages are built in a typical early 19<sup>th</sup> century chequered red and buff brick with slate roofs, round-arched doors and segmental-arched windows. The majority of the windows are modern replacements; some more appropriate than others. The cottages have low brick boundary walls to front gardens and are included as a positive contributor as an intact example of housing that pre-dates the railway station at Hale.

### The Railway, Ashley Road



**Date:** Mid-20<sup>th</sup> century

**Condition:** Good

The Railway is a public house opposite the station on Ashley Road that was constructed between 1936 and 1967, being first visible on the 1967 OS map. There was previously a Railway Inn on this site in the late 19<sup>th</sup> century, opposite John Siddeley's Brewery.<sup>39</sup> The building style is a continuation of the Domestic Revival and Arts and Crafts architecture seen throughout the Conservation Area but of a later date to most other structures. Textured bricks with decorative banding, a steeply pitched central gable, first floor bow window and tall chimney stacks all add to this impression. The exterior with its two separate entrances illustrates typical inter-war public house design and it makes a positive contribution to the Conservation Area.

### No. 145 Ashley Road



**Date:** Early 20<sup>th</sup> century

**Condition:** Good

145 Ashley Road is a Queen Anne Style 1900s detached house, which has always been detached, despite looking as though it should be part of an early 20<sup>th</sup> century terrace. Potentially this was the only property completed as part of an early speculative development in the area. The building is constructed in red brick with raised brick detailing at eaves and string course level, including decorative tiles. The house appears to have retained its original window frames (with typical Queen Anne glazing bars) and doors.

<sup>39</sup> <http://boards.ancestry.co.uk/surnames.siddeley/1.2.3.4.5.6.7.9.1/mb.ashx>, accessed 23 February, 2015

### No. 103 Ashley Road



**Date:** Early 20<sup>th</sup> century

**Condition:** Fair

103 Ashley Road is a good example of the substantial detached suburban villas found throughout the Conservation Area. It well represents the high-quality of design and materials used and the Domestic Revival architectural style favoured by developers. The house is of brick to the ground floor and tile-hung above, with a tile roof. A substantial chimney stack runs to the ground floor on the south elevation. White painted joinery contrasts well, including a recessed timber porch.

### Nos. 135-143 (odd) and Nos. 80-98 (even) Ashley Road



**Date:** Mid- to Late- 19<sup>th</sup> century

**Condition:** Good

These are fine terraced houses along the approach into the centre of the Conservation Area from the west. They all feature ground floor bay windows and small front gardens with either brick or stone walls. A few have had their front gardens converted into driveways with the loss of boundary walls.

### **Nos. 147, 149, 110, 120 and 122 Ashley Road**



**Date:** Mid- to Late- 19<sup>th</sup> century

**Condition:** Good

Several of the shops along the stretch of Ashley Road that leads up to the station from the west are of good quality. The ones that have been identified as positive contributors are those that have good quality historic shop fronts and upper floors which remain intact.

### **Nos. 20-28 (even) Victoria Road and Nos. 4-10 (even) Broomfield Lane**



**Date:** 1880s-1890s

**Condition:** Good

This is a row of shops on the corner of Victoria Road and Broomfield Lane. All have good historic shop fronts surviving and upper floors which remain intact. They give a pleasant setting to the east side of the station.

**Nos. 30-34 (even) Victoria Road, Nos. 1-3 (odd) Broomfield Lane and No. 1 Albert Road**



**Date:** Mid- to Late- 19<sup>th</sup> century

**Condition:** Good

This is a good quality group of houses which create a focal point on the corner of Victoria Road and Broomfield Lane. Their corner arrangement gives them interesting asymmetrical compositions between elevations and bay windows.

**Nos. 160-172 (even), 183, 186, 197b, 207 and 209 Ashley Road**



*Shops on the west side of Ashley Road*



*The Hale Grill on the east side of Ashley Road*

**Date:** Late- 19<sup>th</sup> century to early-20<sup>th</sup> century

**Condition:** Good

On the stretch of Ashley Road which leads south-east out of the Conservation Area there are also several examples of good quality historic shop fronts decorated with sympathetic signage and colours, with upper levels above the shops intact. These demonstrate the historic and current commercial nature of Ashley Road.

### 5.3. Listed Buildings

5.3.1 Listed buildings are designated under the Planning (Listed Buildings and Conservation Areas) Act 1990 for their special architectural or historic interest. Listing gives them protection as alterations, additions or demolitions are controlled by listed building consent, which is required by local planning authorities when change is proposed. Listing ranges from Grade I (the highest level of protection) through to II\* and II.

#### Hale Station



*The listed west platform and signal box*

**Date:** 1860s-1880s

**Condition:** Fair

**Grade:** II

Hale Station is separately listed in three parts; the west platform and signal box, the east platform and waiting rooms, and the footbridge; all listed at Grade II. The station was first built in 1862 for the Cheshire Lines Committee to serve the hamlet of Bowdon but following rapid growth in the area, the station buildings were rebuilt c.1886.

The station is built in the Italianate style with polychromatic brick and stone dressings and slate roofs. The west platform is five bays with the gable accommodating the signal box. The platform canopy extends over the platform and is constructed in fine ironwork with columns with crocketed capitals, brackets with arabesque spandrel decoration and a pierced timber valance.

The east platform follows the same architectural style and includes a three bay waiting room. The windows are sashes with brick arched heads, and a hipped glazed roof. The footbridge is of the same date and has been built over the railway line to the north of the platforms. It is a single-span bridge with flights of steps in wrought and cast-iron. The bridge and steps rest on sets of four cast-iron columns and has structural wrought iron lattice work, parapet walls and a timber walkway. The Historic Environment Record states that it was originally enclosed by a roof.

### Station Master's House



**Date:** 1862-1880s

**Condition:** Fair

**Grade:** II

The Station Master's House, originally known as Peel Causeway Farmhouse, was originally a farmhouse, built before the railway line was constructed. It is currently in use as a veterinary surgery. Following construction of the platform and station buildings, the farmhouse was retained and incorporated into the development. It is a traditional three bay cottage with central entrance, two storeys, service wing to rear, built in Flemish bond brick with slate roof. The building retains its sash windows with stone sills and flat brick arches. The list description states that it has been included for group value.

### Ollerbarrow House, Ashley Road



**Date:** 1750s

**Condition:** Fair

**Grade:** II

This is one of the few survivals from before the construction of the railway in Hale and dates to the 1750s. It was originally a farmhouse but is now in use as offices. Constructed in English garden wall bond with slate roof. The house bears similarities to the Peel Causeway Farmhouse; with a double-depth central entrance and staircase plan of two storeys. The interior retains the original layout with the door opening directly into the house-part which has chamfered beams. This listed building is within the proposed boundary extension to the Conservation Area.

## 6. ASSESSMENT OF CONDITION

### 6.1. General Condition

6.1.1 The buildings within the Hale Station conservation area are generally maintained to a high standard.

### 6.2. Intrusion and Negative Factors

#### Individual Properties

6.2.1 The buildings on Ashley Road are generally well maintained. Some properties have replacement windows with modern casements. A crack was noted to the canted bay window of No. 78, above and below the ground floor window. Several of the original shop fronts have been removed but the upper floors generally remain as designed apart from window replacement. Vegetation was noted at cornice level to several properties. Within the proposed boundary extension on Ashley Road the buildings are generally occupied and in good condition, though there were some examples of cracked render, blocked gutters, slipped tiles/slates and eroded pointing.



*Cracking above and below bay window to No. 78 Ashley Road*

6.2.2 The shop fronts along Ashley Road are appropriate to their setting within the Conservation Area to varying degrees. Those that are considered to be predominantly intrusive are; No. 190 Ashley Road (security shutters and overly large fascia), No. 188, Nos. 184 and 178 Ashley Road (large fascia and inappropriate materials), Nos. 174 and 176 Ashley Road (overly wide and large signage), No. 161 Ashley Road (large fascias), No. 175 Ashley Road (projecting lettering), Nos. 189 and 191 Ashley Road (fascias projecting above first floor windows), No. 197 Ashley Road (inappropriate stone cladding), No. 197b (late 20<sup>th</sup> century entrance cover), Nos. 203-205 Ashley Road (wide fascia covering two shops), and Nos. 136, 140, 114 and 116 Ashley Road (projecting lettering).

- 6.2.3 Throughout the rest of the Conservation Area, original and historic window frames and glazing has remained remarkably intact, with limited modern plastic replacement. Where modern uPVC has been used on historic buildings it is inappropriate.
- 6.2.4 The one and a half annex extension to No. 78 Ashley Road uses the local red and buff brick detailing style but also uses less appropriate dormer windows and slate tile hanging. It is considered to be intrusive due to its scale and plan form, and is out of keeping with the character of the Conservation Area.
- 6.2.5 Many residential dwellings within the Conservation Area have been extended to the rear in a relatively unobtrusive way but skylights in the roofs and the creation of additional storeys with large dormer windows is harmful to character and appearance.
- 6.2.6 No. 2-4 Heath Road is a substantial mid-20<sup>th</sup> century semi-detached building in buff brick with projecting veranda and ground floor windows and a north facing turret above the roofline. The building is in a poor condition but could be enhanced.
- 6.2.7 There are some examples of cellars being intrusively converted into basements or garaging within the Conservation Area. No. 2 Heath Road is one example of this, where prominent access to the garage is on the principle elevation of the house.
- 6.2.8 The houses on Lisson Grove are mostly brickwork with slate roofs and a two-storey bay window to the front. The detached houses typically also have a rendered bay to the gable wall. One pair of semi-detached properties has had the brickwork rendered over the front elevation. It is not clear if this is lime or cement based but there is no evidence of cracking. All buildings are generally well maintained and in good condition. Side extensions have been added to some properties on this street, diluting the architectural coherence along the street.
- 6.2.9 On Seddon Road the detached houses all appear well maintained. Spring Road is also well maintained, though with a few examples of modern replacement casements.
- 6.2.10 The buildings on Victoria Road are generally well maintained. However, there are timber pilasters missing to some shop fronts, one console capping missing, one chimney has been truncated and vegetation noted to some others. There were slipped and missing slates to multiple roofs and spalled bricks were noted.



*Rotten console to shop front where capping missing*

- 6.2.11 Hale View comprises of a set of two residential terraces and a single row of shops. The majority have replaced sash windows with modern casements. The slate roofs are in reasonable condition. There are brickwork chimneys, the majority of which have lost their chimneys pots. All of the houses are generally well maintained and in good condition. The run of shops adjacent to residential properties have been altered but are in reasonable condition, maintained original fascias and corbels above. The majority of the two storey units have had the original parapet wall with corbelled brick detailing removed and replaced in plain brickwork.



*Ornamented parapet replaced to retail units on Hale View*

- 6.2.12 The train station building is red brick and there are areas of pointing required. The timber ventilation louvres to the gable wall require decoration and there are some possible areas of rot. The iron columns, spandrels and roof structure to the platform canopies with glazed roof above and timber fascias are all generally well maintained. Some pin holes and areas of rusting were noted where there are internal downpipes. This may require structural investigation. The adjoining veterinary surgery, built onto the side of the station, is two-storeys with brickwork elevations and a slate roof. There is a sandstone plinth visible but this disappears into the ground where presumably levels have been raised over time. This may be causing damage to soft masonry. Multiple areas of re-pointing are required and paint was also noted on the surface where a lean-to structure has been dismantled. The smaller station building to the east of the tracks has been converted for alternative use and appears well maintained.



*Paint to Vet's brickwork where lean-to has been removed*

## Open Spaces and Areas

- 6.2.13 There are limited open green spaces within the Conservation Area, the most significant being the Bowling Green, which is well maintained. Despite this, the Conservation Area is green and leafy when venturing beyond Ashley Road, due to established tree planting and mature gardens with tall hedges.
- 6.2.14 The main pedestrian thoroughfares, particularly to the east of Ashley Road, would benefit from a refurbishment scheme to consolidate the paving, which is a mixture of tarmac, block paving and late 20<sup>th</sup> century setts.
- 6.2.15 Many of the open spaces at the centre of the Conservation Area are given over to trafficked turning or waiting zones and car parking. This reduces the quality of the public realm for pedestrians.
- 6.2.16 Retail units generally open directly onto street. This is a mixture of boundary treatments to residential properties: brickwork walls with stone copings and piers, stone walls, timber fences and hedges. These are generally well maintained. Some have been removed from properties to form driveways, which detracts from the setting of the area.

## Intrusive Development

- 6.2.17 No. 161 Ashley Road is an infill development to the east of the station that is not in keeping with the character and appearance of the Conservation Area. On the first floor the façade is entirely glass and below this the shop fascias are overly large, although the shop fronts themselves are relatively unobtrusive.



*Modern infill development on Ashley Road, east of the station*

6.2.18 No. 6 Cecil Road is a modern addition on the junction with Ashley Road and is just outside the Conservation Area boundary. While an example of modern architecture, the overly-large mirrored windows and dark materials used take no design cues from its surroundings and is inappropriate for the Conservation Area.



*Dee Thai at No. 6 Cecil Road*

6.2.19 104 Ashley Road is a modern infill development to the west along Ashley Road is of little architectural value and does not relate well to the surrounding historic environment. The lack of an entrance on the front façade is also inappropriate for its setting.



*Modern development at 104 Ashley Road*

- 6.2.20 Nos. 1a-1b Heath Road is outside the Conservation Area boundary but is within the setting of the Conservation Area, and is very prominent from the area around the station. It is a substantial modern residential development that dominates the Conservation Area. While the building has been designed with a nod to local detailing such as contrasting brickwork, the windows are inappropriate and other detailing such as the classical stone balustrade is out of character.



*Nos. 1a-1b Heath Road*

- 6.2.21 The modern 1970s development on Ashley Road which now incorporates the Britannia Ashley Hotel and five shops on the ground floor is also outside the boundary of the proposed extension to the Conservation Area. The existing building is considered to be out of character with its surrounding environment and even when considered as a standalone structure it holds little architectural merit.



*1970s development on Ashley Road*

- 6.2.22 In general there are several examples of shop fronts within the Conservation Area that are of poor quality and which do not respect the historic qualities properties to which they are attached (see section 4.11 for further details). On Ashley Road, between Nos. 197 and 197b, there is also an example of late 20<sup>th</sup> century curved glazed infill which is not appropriate to the character of the surrounding area.



*Intrusive glazed in-fill between 197 and 197b Ashley Road*

### **6.3. Problems, Pressures and Capacity for Change**

- 6.3.1 The prevailing issue with shop fronts is the size of fascias above the shop window, which are generally too large (rising above ground floor level or down across the glazing) or too wide (projecting past the pilasters at the end of the unit and meeting the neighbouring signage). There are some instances of large projecting lettering, some of which also has backlighting. Roller shutters are also an ugly addition to some shops and there is pressure for large flues to the rear of properties in which cafes or restaurants are situated.
- 6.3.2 The Central Retail Area is subject to constant change as retailers occupying the units apply for permission to alter shop fronts, adverts and canopies. The character of this Character Zone is therefore fairly fluid and could rapidly decline without careful controls on advertising and shop front design. Applications for brightly coloured shop fronts can be problematic, with a lack of understanding of the historic character of the Conservation Area they fall within.
- 6.3.3 Other planning control issues include a high proportion of applications for flues and ducts being added to the rear of shops, cafés and restaurants, applications for small extensions to residential properties and other general household alterations.
- 6.3.4 Potential pressure for change to the suburban villa building type could include insensitive modernisation, internal sub-division, redevelopment of large gardens and infill between the detached properties.<sup>40</sup> Any intensification of development would reduce green space and alter the setting and erode the character of the Conservation Area.

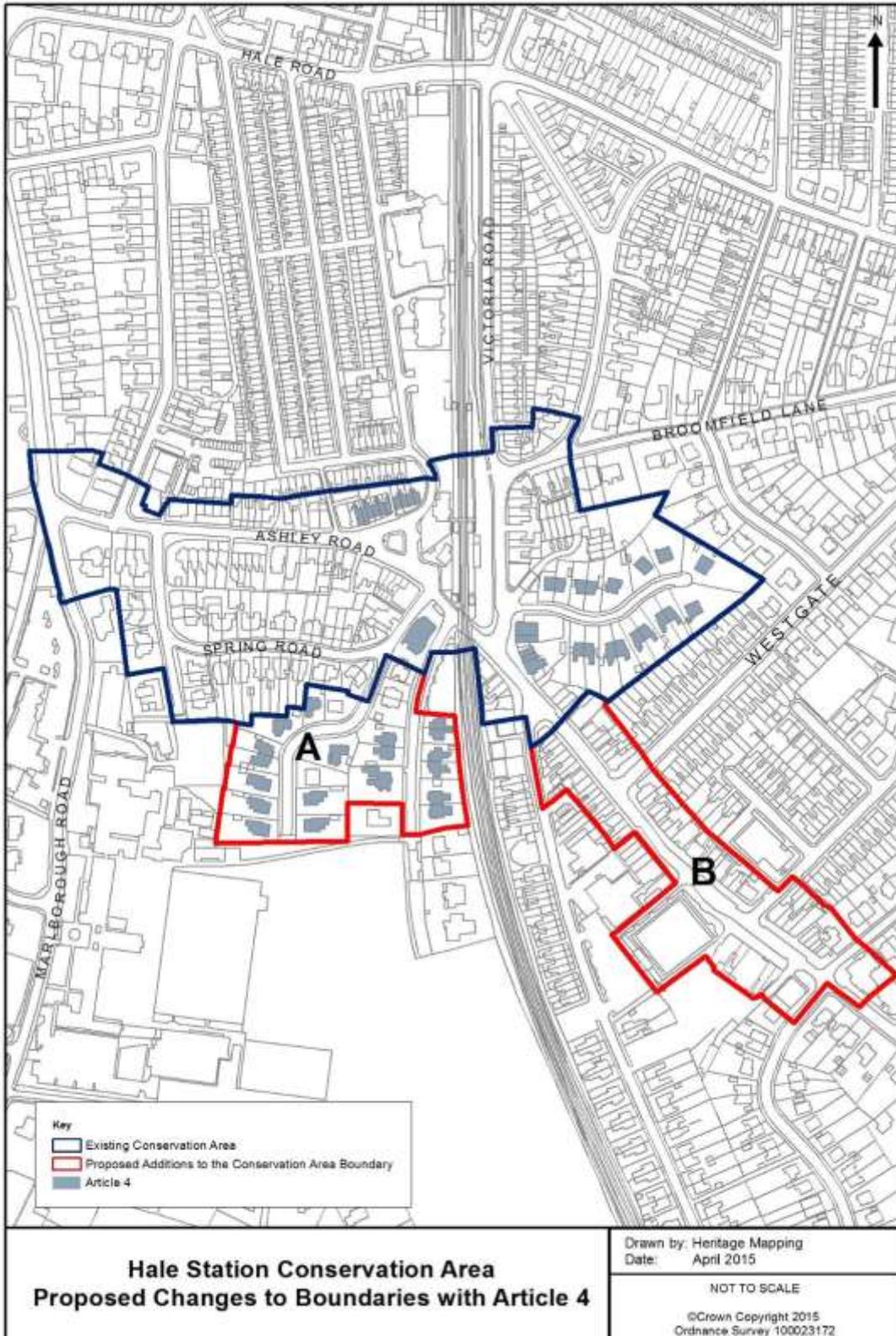
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<sup>40</sup> University of Manchester, Trafford Urban Historic Landscape Characterisation, Interim Report, 2008

- 6.3.5 Small extensions to residential properties are a feature of the Conservation Area but there is a danger that these will begin to encroach upon the large gardens of the suburban villas, or intrude upon the character of the Conservation Area, as seen at No. 78 Ashley Road.
- 6.3.6 The streets surrounding Hale Station are popular suburban residential areas for their connections to surrounding areas and the dynamic restaurant and bar scene along Ashley Road. Pressure for additional dwellings is likely to be strong, as seen with the over-intensification of development at Millfield Court. The upper floors above shops, if vacant or underused, could be potential sources of residential dwellings if converted.
- 6.3.7 A coherent scheme of paving would improve the quality of the public realm across the Conservation Area. The areas surrounding the station in particular suffer from the lack of a high-quality public realm. The dominance of and priority given to vehicular traffic at the centre of the Conservation Area further reduces the quality of the built environment and public realm.
- 6.3.8 Infill development in the past has often not been in keeping with the character and appearance of the Conservation Area. A predominance of modern materials and architectural styles has produced low-quality additions along Ashley Road and as infill along some of the surrounding streets.
- 6.3.9 There may be pressure in the future to up-date or develop the listed station buildings as requirements of railway users change. The station buildings, including the footbridge, and Station Master's House form a strong group and proposals that do not enhance this should be considered to be harmful.
- 6.3.10 There are few development opportunities within the Conservation Area due to already intensively developed areas along Ashley Road and the importance of retaining the green suburban character of the surrounding streets. Possible locations include the open areas surrounding the station but this would reduce the station parking.
- 6.3.11 However, there are several opportunities to enhance the character and appearance of the Conservation Area, through refurbishment of existing properties such as Nos. 2-4 Heath Road. Carefully controlled improvement of inappropriate shop signage and shop fronts would enhance the commercial streets and give them more defined historic character.

## 7. IDENTIFYING THE BOUNDARY

- 7.1.1 The *Planning (Listed Buildings and Conservation Areas) Act 1990*, the NPPF and best practice guidance produced by English Heritage all state that the boundaries of existing conservation areas should be reviewed from time to time. Parts which are no longer of special interest should be excluded. Where drawn too tightly, the conservation area should be extended to include more recent phases or plots associated with buildings of historic interest.
- 7.1.2 It is now recognised that conservation area boundaries need to be seen within a wider context of urban development. Designated areas should provide protection to buildings that were perhaps not previously considered to be of architectural merit and to the spaces between buildings, such as streets and neutral areas. It is also the case that further information can come to light about the historic importance of buildings and spaces.
- 7.1.3 Site analysis shows there is scope to extend Hale Station Conservation Area in two locations. Both areas have been included and described within this report in order to fully understand their relationship to the existing Conservation Area. The two additional areas are set out below:
- 7.1.4 **Proposed Extension Area A: Seddon Road and Heath Road:** These leafy suburban streets of detached and semi-detached houses date between the 1880s and 1910s and are well-preserved examples of the late 19<sup>th</sup> century vernacular style seen across South Trafford. These streets fit in well with the wider narrative seen in other Character Zones of the Conservation Area. These streets should be included within the boundary in order to strengthen the special architectural and historic interest of the Conservation Area and to afford them an additional level of protection from inappropriate development.
- 7.1.5 **Proposed Extension Area B: Ashley Road, east:** It is proposed to extend the Conservation Area south-east along Ashley Road to the junction of Cambridge Road, where it would meet the boundary of the South Hale Conservation Area. The character of Ashley Road as a significant arterial route through Hale, with a multitude of independent retail outlets within Arts and Crafts style shops is strong around the station but continues along Ashley Road to the east past the current boundary. The shops are notable for the survival of the elevations above the shop fronts relatively intact. Inclusion of this area of consistent character would be beneficial and would afford the historic environment an additional level of protection.



Map 11: Conservation Area boundary amendments

## 8. A PLAN FOR FURTHER ACTION

8.1.1 Below is a list of the key issues within the area which need to be addressed and action points for improvement. These will be expanded upon with management policies in the Hale Station Conservation Area Management Plan.

### **Retail premises**

- Update Shop Front Guidance for Trafford and address the excessive use of inappropriate signage related to the commercial premises within the Hale Station Conservation Area.
- Work with existing shop owners, tenants and new outlets to minimise intrusive shop fronts such as projecting lettering and oversized signage.
- Canopies to retail units are typical of historic streetscapes. Design guidance should be prepared in the Management Plan to define appropriate styles and sizes of canopies suitable for the character of the Conservation Area.

### **Residential properties**

- Intrusive additions and alterations to heritage assets can impact on significance and ultimately will result in a cumulative effect on the character and appearance of the Conservation Area. Alterations include replacement windows and doors of inappropriate design and material, rainwater goods, rooflights, dormers, erection of boundary treatment, wiring and ventilation. The replacement of traditional materials such as slate or clay tiles, leadwork, cast iron rainwater goods, masonry and joinery and replacement with composite materials can diminish the quality and distinctiveness which heritage assets provide.
- Address the issue of inappropriate windows residential properties, for example UPVC window frames, dormer windows and attic conversions. Further guidance regarding the use of materials will be provided in the Management Plan.
- Traditional timber window frames should be retained where possible, and in particular the original leaded diamond and decorative glazing seen in the south and west suburban character areas.
- Other original features that are commonly seen include timber porches with turned balustrades and decorative plasterwork, which are highly vulnerable to change.
- An Article 4 direction is recommended as an appropriate way to address issues with loss of traditional features. In the Hale Station Conservation Area this would cover windows, doors, leaded glazing, joinery detailing, restriction of basement garaging and boundary treatments for the buildings listed below and shown on map 11 (page 79). Further detail will be provided in the forthcoming Management Plan. For these properties the preservation of original features is particularly important as there has been very little loss to date. A dated photographic record of the properties should be made in the Management Plan in order to track any subsequent changes.
  - Nos. 2-18 Lisson Grove
  - Roseneath, Loughrigg, Woodburn, Overton, Totterdown, Sandown, Marconia, Aldford, Morar, Woodcroft – all Seddon Road
  - Nos. 1-11 Heath Road

- Work with local estate agents to ensure that they are aware of the Conservation Area designation and that they pass this on to purchasers of property within the area. Consider more detailed design guidance for owners and applicants regarding alterations to premises, as the properties within this area are distinctive and vulnerable to alteration.
- Consider a building recording scheme to identify those suburban villas that are of historic or architectural significance. A building survey that records survival rates of original features, particularly internally, will allow better management of those buildings that best exemplify this important building type. This could form part of the Management Plan.

### **Public realm**

- There is an opportunity to develop a scheme to landscape or redevelop the wide open tarmacked spaces around the station, reducing reliance on vehicles and making the spaces more pedestrian friendly, with softer surfaces and planting.
- Repair tarmacked pavements along Ashley Road in a co-ordinated scheme, potentially in paving stones, to give a more accessible, coherent and more visually pleasing appearance.
- The green spaces and mature trees along outlying residential streets and to the east of Ashley Road should be retained in order to maintain the leafy, green character of the area.

### **New development**

- New development within this Conservation Area is unlikely to be appropriate due to the already intensive residential character of the area. Any new development proposed should be of a high quality design and reflect the characteristics of the different Character Zones.
- Avoid infill development or sub-division of the large historic suburban villa gardens.

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### **Cheshire Archives**

*Manchester South Junction & Altrincham Railway Co.: 1848-1931, 625 MAN REF*

## Appendix A: Listed Building Descriptions

**Name:** Hale Station - West Platform Building, Canopy and Signal Box

**List entry Number:** 1356499

**Grade:** II

**Date first listed:** 1977

Station. 1862 and 1880's for Cheshire Lines Committee Polychrome brick with stone dressings and slate roof. 5 bays, single-storey the gable taking the angle of Ashley Road and accommodating the signal box. The platform canopy extends 3 bays further to the north. Stone plinth band, advanced central doorway with shouldered lintel opening and jamb colonnettes. 4 windows each with brick arched heads, stone sills and sash windows. Fine ironwork canopy has columns with crocketed capitals, brackets with arabesque spandrel decoration, hipped glazed roof and pierced timber valance.

Listing NGR: SJ7697486907

National Grid Reference: SJ 76974 86907

From: The National Heritage List, <http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/>

**Name:** Hale Station - East Platform Waiting Rooms and Canopy

**List entry Number:** 1099945

**Grade:** II

**Date first listed:** 1977

Waiting rooms and platform canopy. 1880's for Cheshire Lines Committee Polychrome brick with stone dressings and slate roof: cast iron canopy with glazed roof. 3-bay single- storey waiting room, 7-bay hipped roof canopy. Stone plinth and eaves band and decorative brick eaves and window impost band. Doors in bays 1 and 4 and sash windows in the others all with brick arched heads. Cast iron canopy columns with crocketed capitals, spandrel brackets with arabesque decoration, hipped glazed roof and pierced wooden valance.

Listing NGR: SJ7698886913

National Grid Reference: SJ 76988 86913

From: The National Heritage List, <http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/>

**Name:** Footbridge, Hale Station

**List entry Number:** 1067918

**Grade:** II

**Date first listed:** 1985

Footbridge over railway line. 1880's for Cheshire Lines Committee Wrought and cast iron. Single-span bridge with flights of steps at right-angles to it. The bridge and steps rest on sets of 4 cast iron columns with crocket capitals. The bridge itself has structural wrought iron lattice work parapet walls, the walkway being timber. It was originally enclosed by a roof.

Listing NGR: SJ7698186938

National Grid Reference: SJ 76981 86938

From: The National Heritage List, <http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/>

**Name:** Station Master's House

**List entry Number:** 1067919

**Grade:** II

**Date first listed:** 1977

Farmhouse, then station master's house, now veterinary surgery. Mid C19. Flemish bond brick with slate roof. Double-depth central-entrance plan with 2 storeys with service wing to rear. Door with pitched canopy. Sash windows with stone sills and flat brick arches on the ground floor. Gable ridge stacks. The right-hand end wall forms part of the station range. Interior includes minor joinery including a wedge door. Known as Peel Causeway Farmhouse before the opening of the railway in 1862. Included for group value.

Listing NGR: SJ7718086676

National Grid Reference: SJ 77180 86676

From: The National Heritage List, <http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/>

**Name:** Ollerbarrow House, 211 Ashley Road

**List entry Number:** 1099122

**Grade:** II

**Date first listed:** 1981

Farmhouse, now offices. c.1750. English garden wall bond brick with slate roof. Double-depth central-staircase plan with 2 storeys (plus attic) and a lean-to against the left gable. 3 bays with central flat arched door opening. Total of 4 3-light and one 2-light casement windows with glazing bars, stone sills and flat brick arches. Gablet over central bay. Gable ridge stacks and 2 circular leaded lights to both gables at attic level. 5 2-light casement windows to rear, the central one being at landing level. Gablet as front. The interior retains the original layout, the door opening directly into the house-part which has chamfered beams. The staircase is largely a replacement.

Listing NGR: SJ7696786914

National Grid Reference: SJ 76967 86914

From: The National Heritage List, <http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/>

## Appendix B: Contacts

### Trafford Council Contacts

General development control enquiries concerning the Hale Station Conservation Area should be referred to Development Control. Telephone: 0161 912 3149

General enquiries concerning the Hale Station Conservation Area and listed buildings should be referred to the Local Planning Authority's Conservation Officer. Telephone: 0161 912 3222

Enquiries relating to trees within the Conservation Area should be addressed to the Local Planning Authority's Arboricultural Officer. Telephone: 0161 912 3199

Enquiries relating to accessing Historic Environment Records, archaeological planning advice, and charges, where appropriate, should be addressed to the Greater Manchester Archaeological Advisory Service, University of Salford, Centre for Applied Archaeology, Joule House, Salford M5 4WT [gmaas@salford.ac.uk](mailto:gmaas@salford.ac.uk)

### National Organisations

#### Historic England (formerly English Heritage)

North West Office, 3<sup>rd</sup> Floor Canada House, 3 Chepstow Street, Manchester, M1 5FW  
Telephone: 0161 242 1416. <http://www.historicengland.org.uk/>. email:

[northwest@HistoricEngland.org.uk](mailto:northwest@HistoricEngland.org.uk)

#### Victorian Society

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1 Priory Gardens Bedford Park London W4 1TT

Telephone: 020 8994 1019 [www.victorian-society.org.uk](http://www.victorian-society.org.uk) email: [admin@victorian-society.org.uk](mailto:admin@victorian-society.org.uk)

#### Georgian Group

6 Fitzroy Square, London W1T 5DX

Telephone: 087 1750 2936 [www.georgiangroup.org.uk](http://www.georgiangroup.org.uk) email: [info@georgiangroup.org.uk](mailto:info@georgiangroup.org.uk)

#### Twentieth Century Society

70 Cowcross Street London EC1M 6EJ

Telephone: 020 7250 3857 [www.c20society.org.uk](http://www.c20society.org.uk) email: [coordinator@c20society.org.uk](mailto:coordinator@c20society.org.uk)

#### Institute of Historic Building Conservation

Jubilee House, High Street, Tisbury, Wiltshire SP3 6HA

Telephone: 01747 873133 [www.ihbc.org.uk](http://www.ihbc.org.uk) email: [admin@ihbc.org.uk](mailto:admin@ihbc.org.uk)

## Appendix C: Historical Development of Altrincham

### Historic Development of Altrincham

Although medieval Hale was part of the barony of Dunham-Massey, its recent history, to which the Hale Station Conservation Area directly relates, is much more closely connected to the history of the wider area of Altrincham. Altrincham's historical development is therefore outlined below.

### Roman and Anglo-Saxon Period

Although there have been no significant archaeological finds to indicate either Roman or Anglo-Saxon settlements in the Altrincham area, the area is notable for being crossed by the Roman road linking the Roman forts at Chester, York and Manchester, Deva, Eboracum and Mancunium respectively. The importance of this infrastructure may also have provided a stimulus for development in the area lasting beyond the Anglo-Saxon period, perhaps also due to its strategic proximity to North Wales and Ireland.<sup>41</sup> Indeed, several of these Roman roads are extant today, often being used for dual carriageways or motorways in the 20<sup>th</sup> century.<sup>42</sup>

### Medieval Altrincham

Although Altrincham is not recorded in the Domesday Book, it seems likely that there may still have been some dwellings there in light of the fact that the neighbouring settlements of Bowdon (*Bogedone*) Hale and Dunham (*Doneham*) are all recorded by the survey in 1086.<sup>43</sup>

The development of a settlement in the area there is more certain by 1290, the year in which the by-now established Altrincham was awarded rights by Edward I to hold a market and a fair,<sup>44</sup> by charter of Hamon de Massey, lord of the barony of Dunham-Massey.<sup>45</sup> As was one of 21 settlements in Cheshire with such privileges, these rights both signified and secured the settlement's growing regional importance in subsequent years, a position which was perhaps facilitated by its early and important road links. Although evidently of some regional importance in this period, it is notable that little fabric evidence of the medieval town of Altrincham survives today.

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<sup>41</sup> 'Economic infrastructure and institutions: Roads and road transport', *A History of the County of Chester: Volume 5 part 2: The City of Chester: Culture, Buildings, Institutions* (2005), pp. 73-83, <http://www.british-history.ac.uk/report.aspx?compid=57309> (accessed 22 October 2014).

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<sup>45</sup> 'Alperton - Altrincham', *A Topographical Dictionary of England* (1848), pp. 44-49, <http://www.british-history.ac.uk/report.aspx?compid=50753> (accessed 22 October 2014).

### Tudor to Georgian Altrincham

Altrincham appears to have grown little in importance in the post-medieval period, retaining a small medieval pattern of streets, despite the continuance of its market and popular fair, which in this period was renamed St James' Fair and referred to more colloquially as Samjam. This medieval street pattern is still evident, for example, as late as 1777 in the Burdett map of Cheshire which depicts Altrincham as no more than a small town, although it was perhaps relatively large in comparison to many of the surrounding villages and towns at this time.

The town's failure to expand in this period is in part likely due to changes in its transport links; although its well-established roads remained an important feature of the wider area in the 16<sup>th</sup>-century, by the 17<sup>th</sup> century their use had decreased, possibly because of their poor condition.<sup>46</sup> This situation was to be reversed when the road between Northwich and Altrincham was turn-piked between the years 1753 and 1769.<sup>47</sup>

A simultaneous development in transport connections in this later period was the cutting of the Duke of Bridgewater's Canal in the 1760s, which passed the town to the north-west. The Bridgewater Canal was important in establishing new connections between Altrincham and the expanding industrial city of Manchester, and notably established new industries in the outlying towns and villages, such as Altrincham.

One such industry facilitated by the new canal route was market gardening, the canal being essential for transporting produce from outlying areas into the city centre and carrying to these towns by return the city's night soil, which was this industry's primary source of fertiliser.



*A detail of the 1777 Burdett map of Cheshire*

<sup>46</sup> 'Economic infrastructure and institutions: Roads and road transport', *A History of the County of Chester: Volume 5 part 2: The City of Chester: Culture, Buildings, Institutions* (2005), pp. 73-83, <http://www.british-history.ac.uk/report.aspx?compid=57309> (accessed 22 October 2014).

<sup>47</sup> *Ibid.*

## Victorian Altrincham

Further development of the roads occurred in Altrincham in the 19<sup>th</sup> century, including the turn-piking of the Warrington-Stockport road in 1820 which instigated further improvements in the connection between Chester and Manchester via Altrincham (later becoming the A56 Manchester Road).<sup>48</sup>

However, the real turning point in the development of Altrincham was to arrive mid-century, with the construction of the Manchester South Junction and Altrincham Railway through Altrincham in the late 1840s, following the passing of an Act of Parliament to implement the railway on 25 July 1845.<sup>49</sup> Although this brought even greater connectivity between Manchester and the town, it is recorded that the line opened in 1849 '*without any of the ceremonial usually associated with the inauguration of an important public undertaking.*'<sup>50</sup>

A further line, the Cheshire Midland Railway line, was added in the early 1860s, which ran between Altrincham and Chester Northgate Station. This effectively connected Chester and Manchester by train for the first time, and also made a significant contribution to the suburban development of the area.

In his *Topographical Dictionary of England* (1848), Samuel Lewis captured something of the character and industries of Altrincham at the cusp of change, shortly after the arrival of the railway but before its impact was fully felt:

*'[A] market-town and chapelry, and the head of a union, in the parish of Bowdon, hundred of Bucklow, N. division of the county of Chester, 7 miles (N. by E.) from Knutsford, and 180 (N. W. by N.) from London; containing 3399 inhabitants. The town is situated near Bowdon Downs, and, though small, contains several respectable dwelling-houses, the salubrity of the air rendering it a place of general resort for invalids from Manchester; it is watched and lighted under the general act of the 11<sup>th</sup> of George IV., and is characterised throughout by cleanliness and neatness.*

*The trade principally consists in the spinning of yarn, the making of bobbins for cotton and worsted spinners, and the weaving of cotton by hand-looms, and by machinery driven by steam, for the manufacturers at Manchester and other adjacent towns. The Duke of Bridgewater's canal from Manchester to Runcorn passes within three quarters of a mile of the town, affording a facility of conveyance for coal; and in 1845 and 1846 acts were passed, the first for a railway to Manchester, since completed, and the second for a railway from Birkenhead, by Altrincham, to Stockport. Early potatoes are cultivated here to a great extent for the Manchester market. The market-days are Tuesday and Saturday, the latter for butchers' meat; the fairs, chiefly for the sale of livestock, are held on April 29<sup>th</sup>, August 5<sup>th</sup>, and November 22<sup>nd</sup> .'<sup>51</sup>*

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<sup>48</sup> Ibid

<sup>49</sup> *Manchester South Junction & Altrincham Railway Co.: 1848-1931*, 625 MAN REF, Cheshire Archives.

<sup>50</sup> Ibid.

<sup>51</sup> A *Topographical Dictionary of England* (1848), <http://www.british-history.ac.uk/report.aspx?compid=50753> (accessed 22 October 2014)

By the time of the first and second edition Ordnance Surveys of 1882 and 1899 the great expansion of Altrincham following the construction of the railway lines is apparent, and is indicative of the shift in the town's status from neighbouring market town to a middle-class suburb of Manchester.

### **20<sup>th</sup>-Century Altrincham**

In the 20<sup>th</sup>-century Altrincham's expansion continued in its pattern of development arising from the railways and in tandem with the on-going growth of Manchester in this period. It is also notable that what had been for so long distinct town boundaries were increasingly blurred as the surrounding towns and villages were simultaneously subsumed into the suburbs of Manchester.

Altrincham can be broadly characterised in this period by fairly good-quality housing, symptomatic of the movement in the late 19<sup>th</sup> and 20<sup>th</sup>-centuries of Manchester's middle-classes out of the city centre and into the relative rural setting of Altrincham.

## Appendix D: Selection Criteria for Positive Contributors

English Heritage's guidance *Understanding Place: Conservation Area Designation, Appraisal and Management* (2011) in paragraph 2.2.21 uses the following questions to assess if an element should be considered as a positive contributor:

- Is it the work of a particular architect or designer of regional or local note?
- Does it have landmark quality?
- Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?
- Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?
- Does it contribute positively to the setting of adjacent designated heritage assets?
- Does it contribute to the quality of recognisable spaces including exteriors or open spaces with a complex of public buildings?
- Is it associated with a designed landscape e.g. a significant wall, terracing or a garden building?
- Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?
- Does it have significant historic association with features such as the historic road layout, burgage plots, a town park or a landscape feature?
- Does it have historic associations with local people or past events?
- Does it reflect the traditional functional character or former uses in the area?
- Does its use contribute to the character or appearance of the area?