



# Barton-Upon-Irwell

Conservation Area Appraisal  
Draft October 2015





# **Barton-upon-Irwell Conservation Area Conservation Area Appraisal Draft: October 2015**

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## 1. Introduction

### 1.1. Designation of Barton-upon-Irwell Conservation Area

1.1.1 Barton-upon-Irwell Conservation Area was designated by Trafford Council in February 1976. The Conservation Area spans two Local Authority areas with its northern part falling within Salford City Council's boundary and the southern part of the Conservation Area in Trafford. The map ( map 1) on page 3 shows the whole boundary for Salford and Trafford and proposes the Trafford boundary be amended to exclude part of the Conservation Area that is in effect in Salford's boundary. This appraisal only covers the Trafford part of the Conservation Area. In March 2002, Trafford Council approved the reduction in size of the Conservation Area within their borough to the boundary of St Catherine's graveyard, due to a fire which destroyed Bromyhurst Farm within the western part of the Conservation Area. The Trafford part of the Barton-upon-Irwell Conservation Area is on English Heritage's *Heritage at Risk Register* for north-west England.<sup>1</sup> Its condition is categorized as 'very bad'. Furthermore the area is judged to be of High Vulnerability and Deteriorating Significantly.

### 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>2</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>3</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>4</sup>

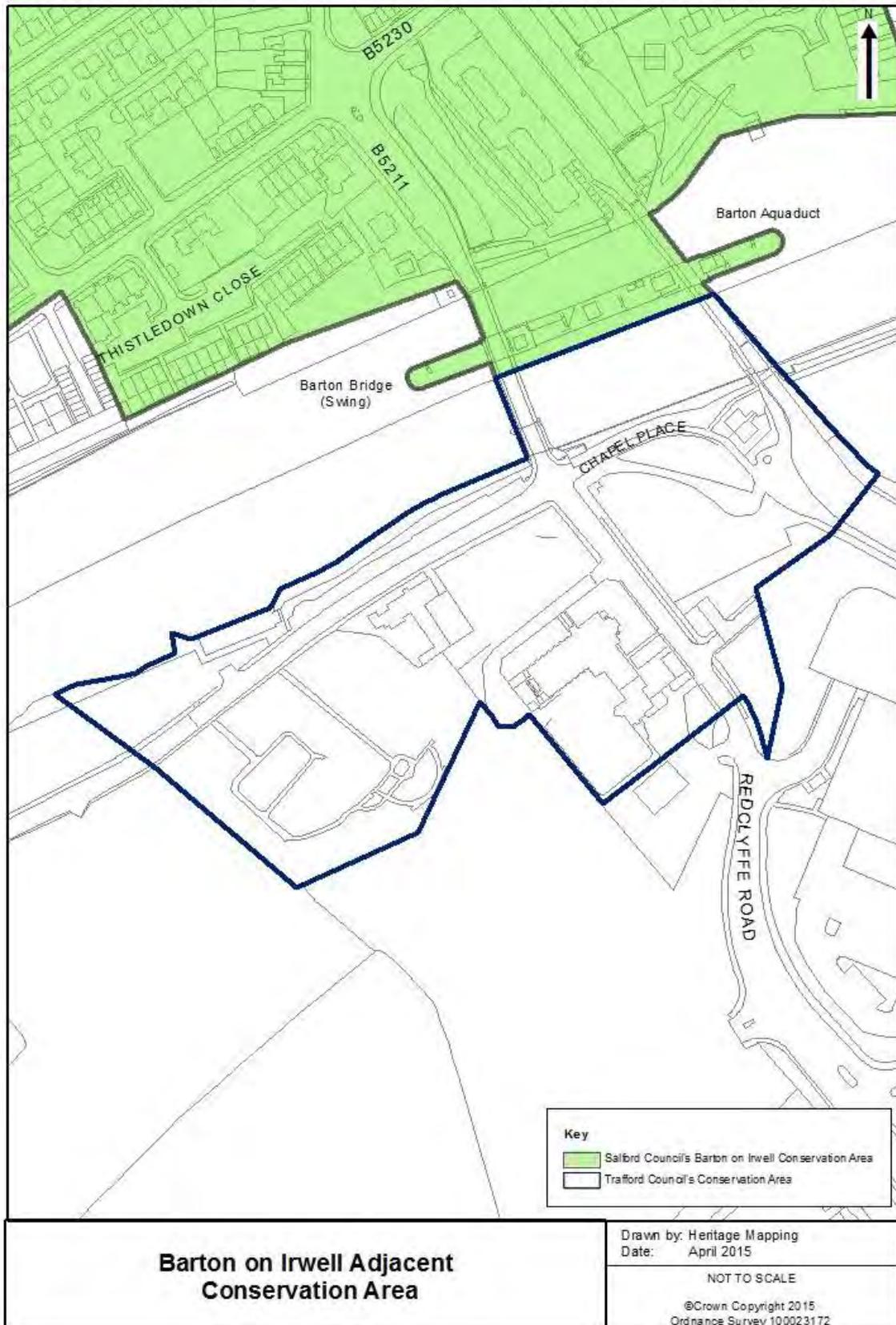
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<sup>1</sup> English Heritage, *Heritage At Risk – North West*, (2012-2014)

<sup>2</sup> Section 69 (1) (a) Planning (Listed Buildings and Conservation Areas) Act 1990

<sup>3</sup> Section 69 (2) Planning (Listed Buildings and Conservation Areas) Act 1990

<sup>4</sup> English Heritage, *Understanding Place: Conservation Area Designation, Appraisal and Management*. (2011), para 2.2.21



Map 1: Conservation Area – Trafford & Salford boundaries

### 1.3. Value of Conservation Area Appraisals

- 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>5</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>6</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 Barton-Upon Irwell Conservation Area.<sup>7</sup> This Appraisal has been 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 Barton-Upon-Irwell 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>8</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>5</sup> Section 71(1) Planning (Listed Buildings and Conservation Areas) Act 1990

<sup>6</sup> English Heritage, *Guidance on Conservation Area Appraisals*. (2006) para 2.8

<sup>7</sup> English Heritage, *Guidance on Conservation Area Appraisals*. (2005)

<sup>8</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 Barton-Upon-Irwell 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.
- 1.3.8 A review of existing boundaries has also be undertaken to determine if areas should be included or removed from the designation. This discussion is found in Section 6 and the proposed extensions are also shown on Map 1 (page 2). Consequentially the document will provide background evidence for accessing the acceptability of development proposals.
- 1.3.9 Further guidance and proposals will be detailed in the corresponding Barton-Upon-Irwell Management Plan which should be considered in conjunction with this Appraisal.

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

- 1.4.1 This document relates to the conservation area within the Trafford Council boundary, and only makes brief references to Salford corresponding conservation area on the north side of the canal, which is covered by that authority's jurisdiction.
- 1.4.2 This appraisal 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 Barton-Upon-Irwell 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.
- 1.4.3 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 Barton-Upon-Irwell Conservation Area. Such information should be considered in conjunction with the Appraisal during the course of decision making by the local planning authority.
- 1.4.4 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 Barton-Upon-Irwell 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>9</sup>
- 1.4.5 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>9</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 (NPPF) 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>10</sup>

2.1.3 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>11</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>10</sup> Department of Communities and Local Government, *National Planning Policy Framework*. (2012) para. 126

<sup>11</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 25<sup>th</sup> January 2012. Of particular relevance are:

- Policy R1 - Historic Environment;
- Policy R5 - Open Space Sport and Recreation;
- Policy R6 – Culture and Tourism;
- Policy L7 – Design.

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 was undertaken consulting guidance provided by English Heritage in the subsequent documents;

- 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
- 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 A *Character Appraisal* of the Barton-Upon-Irwell Conservation Area was carried out in 1996 by Trafford Council, which has been referred to in the preparation of this report. Also closely referenced is the *Barton-Upon Irwell Conservation Area Appraisal (2007)* produced by Salford Council for their conservation area located on the opposite side of the river to Trafford's.
- 2.2.6 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>12</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>13</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>14</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.

<sup>12</sup> Section 71 (2) Planning (Listed Buildings and Conservation Areas) Act 1990

<sup>13</sup> Section 71 (3) Planning (Listed Buildings and Conservation Areas) Act 1990

<sup>14</sup> Section 72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990

- 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.
- 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. Summary of Special Interest**

#### **3.1. History and Technological Value**

- 3.1.1 The Conservation Area is centered on two groups of buildings and structures: firstly the industrial Barton Bridge, Barton Aqueduct and Control Tower, and secondly the ecclesiastical All Saints Church, Presbytery and St. Catherine's graveyard.
- 3.1.2 The former were built as a group in c.1894. These swing bridges and associated control tower are of international significance. The aqueduct in particular is considered a major feat of engineering and is the only swing aqueduct in the world. It represents a specific design solution to the unusual problem of a multi-level waterway junction and is an important example of the use of hydraulics and an early example of the use of roller bearings.
- 3.1.3 The road swing bridge adjacent to the swing aqueduct was designed by the same engineer, Sir Leader Williams, and built at the same time. The close proximity of two such feats of engineering is unique. They demonstrate the historical importance of the area as part of the local transport network.
- 3.1.4 The remnants of the abutments of the original 1760s aqueduct, which was the first large stone aqueduct in Britain, designed by James Brindley, are still visible near the swing aqueduct which replaced it.
- 3.1.5 The ecclesiastical history of the area is also highly significance, through the two 19<sup>th</sup>-Century churches of St. Catherine's and All Saints. Though St. Catherine's has been demolished, its graveyard still survives as a reminder of the former structure. There are historic associations with those people who are buried there, particularly Marshall Stevens, who himself has links to the construction and management of the Manchester Ship Canal through his role as general manager from 1891-1897 and later as the General Manager of Trafford Park Estates.
- 3.1.6 All Saints' has highly significant historical links to the architect, Edward Welby Pugin, who was part of the famous Pugin family of architects who were proponents of the Gothic Revival style. The church also has a link to the local de Trafford family who funded the construction of the church.
- 3.1.7 The 19<sup>th</sup> century school house on Old Barton Road is believed to be an early example of a Church of England school with attached School Master's house.

#### **3.2. Architectural and Aesthetic Value**

- 3.2.1 There are two main types of architecture within the Conservation Area: industrial and ecclesiastical. The bridge and aqueduct are a major features in the area, functional in design but impressive in size and construction, and with a certain aesthetic appeal.

- 3.2.2 All Saints Church and All Saints Presbytery have high aesthetic and architectural value. Their Gothic Revival style and the associated graveyard contrast with the character of the rest of the area. The design of All Saints is described by Pevsner as E.W. Pugin's best work. The church has a beautiful design which stands out amongst the industrial character of the canal buildings and structures, which the Presbytery is an attractive domestic residence of fairly grand proportions which mirrors the Gothic style of the church.
- 3.2.3 There are several vacant buildings within the care which currently have low aesthetic value due to their poor condition. However, they have potential to be attractive if refurbished and kept in good condition.

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

- 3.3.1 Redclyffe Road, the principal thoroughfare through the Conservation Area, has typical functional surfacing and pavements. The drive or walk across the bridge is, however, a fascinating one given the unusual nature of the bridge and aqueduct. Pedestrian links across this road do not exist and this hampers the use of the canal side walk along Old Barton Road and Chapel Place.
- 3.3.2 Old Barton Road and Chapel Place are run down and neglected. Despite efforts to create landscaping in the late 20th-Century, the pathways, walls and structures have not been maintained and vegetation has become very overgrown.
- 3.3.3 There are several open spaces within the area, of mixed quality. The landscaping around All Saints Church is well-manicured while in contrast vegetation along the canal banks has become overgrown and restricts views of the waterway. St. Catherine's graveyard is a pleasant and attractive space with interesting monuments in it. However, it is isolated from the main road and lone visitors could feel quite vulnerable.
- 3.3.4 Generally, the area has a lot of potential to be of higher value if the open spaces were refurbished and subsequently maintained in a good condition.

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

- 3.4.1 Views centre on the bridge and aqueduct. These structures are important landmarks in the area and a significant part of its industrial heritage. The wide span of the Manchester Ship Canal emphasises these and from the bridge there are good views north-east and south-west along the stretch of water. However, the overgrowth on the canal front current is restrictive and views of the bridge and aqueduct from the land, even from designated benches along Old Barton Road, are no longer possible. Pleasant views of the Bridgewater Canal can be afforded from the south end of the Aqueduct.
- 3.4.2 All Saints Church is also a landmark within the area, seen in longer distance views from outside the Conservation Area. Its tall and narrow design, with numerous gables, is striking from Redclyffe Road and the B5214 from the south.

### 3.5. Communal Value

- 3.5.1 The communal value of the Conservation Area derives on a day-to-day basis from people experiencing it by walking or travelling through the site. At present the communal value is likely to be low due to the unappealing nature of the public realm.
- 3.5.2 Due to its industrial heritage, the Conservation Area is likely to have high value for people with an interest in engineering and the history of the waterways and transport. Pevsner rightly states that *'the site of a boat crossing the aqueduct with the Ship Canal below cannot fail to thrill'*.<sup>15</sup> However, there is no interpretation within the Conservation Area to help people learn about its history.
- 3.5.3 The church also has spiritual value to those who live, work and worship there.

### 3.6. Significance Statement

- 3.6.1 The Barton-Upon-Irwell Conservation Area is highly significant for its industrial and engineering history, being a unique example of a surviving swing aqueduct and demonstrating a great feat of Victorian engineering and innovation. The structures are also part of a wider industrial landscape of the Bridgewater Canals the first true canal in England, independent from any natural waterway and a vital watercourse which helped paved the way for the industrial revolution. The later creation of the Manchester Ship Canal also contributed to this. The area has such high industrial significance that it has been considered for World Heritage Site designation.
- 3.6.2 The area's ecclesiastical history is also highly important, having formerly contained two churches. All Saints Church is a grade I listed building and of high significance for its stunning design by a well-known architect, E.W. Pugin: perhaps his best work. While St. Catherine's Church no longer survives there is a strong and significant link to its history with the retention of the graveyard and the Old School House, which was formerly run by the church.
- 3.6.3 The area has potential to be an attractive canal side location but this is currently substantially impacted upon by the poor condition of the public realm and overgrown vegetation, creating a general air of neglect.

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<sup>15</sup> Pevsner, 2004, p.656

## 4. Assessment of Special Interest

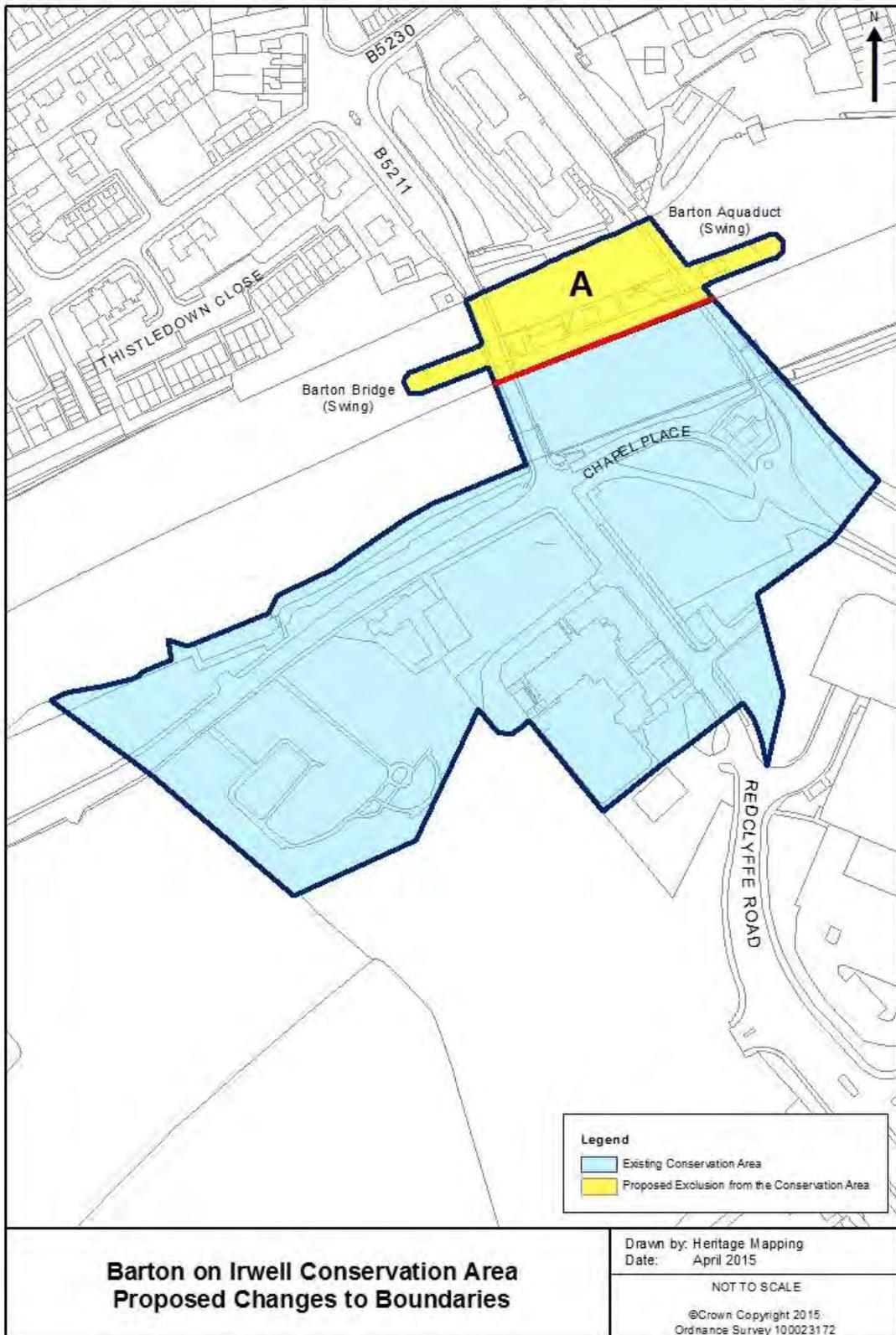
- 4.1.1 This section of the appraisal comprises a detailed analysis of the special interest of the Barton-upon-Irwell Conservation Area with regard to its location and setting, historic development and archaeology, architectural quality and built form, open space, parks, gardens and trees.

### 4.2. Location and Setting

- 4.2.1 Barton-Upon-Irwell Conservation Area is located within Urmston, a major urban area in the metropolitan borough of Trafford, one of the ten local authorities forming the Greater Manchester sub-region. Urmston is located approximately six miles to the south-west of Manchester city centre and is situated in the northern part of Trafford. It is bounded to the north by the Manchester Ship Canal. On the north side of the canal is the neighboring borough of Salford.
- 4.2.2 The village of Barton-upon-Irwell itself lies predominantly on the northern side of the Canal, to the south-west of Eccles town centre, but on the south bank there is a considerable area, forming the modern township of Davyhulme.
- 4.2.3 Trafford's Barton-Upon-Irwell Conservation Area lies on the south side of the Manchester Ship Canal, though is bounded directly to the north by Salford Council's corresponding Barton-upon-Irwell Conservation Area. Trafford's Conservation Area is bisected by the B5211 road, which enters the Conservation Area from the south near the Trafford Centre and leads over Barton Bridge to the north.

### Topography and Geology

- 4.2.4 The area is generally level, varying in the main between 50 and 90 feet above sea level but there is lower ground in the south, along the River Irwell, River Mersey, and Glazebrook. The central and southern parts of the township lie upon the pebble beds of the New Red Sandstone; Trafford Park, Barton, Patricroft, and Monton on the Upper Mottled Beds and Winton on the Permian rocks and Coal Measures.
- 4.2.5 The Conservation Area runs in a roughly rectangular form along the south bank of the Manchester Ship Canal. It stretches from St Catherine's Graveyard to the west as far as the Bridgewater Canal to the east. A section extends northwards to include the two swing bridges and the manmade island that they sit on.



**Map 2: Proposed Boundary Amendments**

### 4.3. General Description, Character and Plan Form

- 4.3.1 The Conservation Area is focussed on Barton Bridge and Barton Aqueduct. It is accessed from the north via Barton Road (B5211) which crosses the Bridge and from the south by the same road as it passes the Church of All Saints. Old Barton Road and Chapel Street intersect the main road just to the south of the bridge. Old Barton Road runs in an east-west direction along the south bank of the Manchester Ship Canal, while Chapel Place, formerly a residential street now a pedestrian walkway, runs east towards the Bridgewater Canal.
- 4.3.2 The area is generally open and is characterised by public realm, a wooded area and relatively few built structures. The church, presbytery, Old School House, vacant ancillary building at the south end of the road bridge and derelict cottages next to the Bridgewater Canal are all that remain, with other houses formerly on Chapel Place and the Church of St. Catherine having been demolished.
- 4.3.3 The aqueduct that carries the Bridgewater Canal and the road bridge lie adjacent to each other, crossing the span of the Manchester Ship Canal and the man-made island which has the control tower at its centre and the pier on which both bridges are mounted.



A Barton Aqueduct (Wikimedia Commons)



B Aqueduct in the open position

### 4.4. Historic Development Barton-upon-Irwell Conservation Area

- 4.4.1 Below is a summary of the historic development of the Barton-Upon-Irwell Conservation Area. For further detail on the history of Barton and Urmston please refer to appendix C.
- 4.4.2 The Barton-upon-Irwell Conservation Area lies on the south bank of the River Irwell, within the township of Davyhulme in the wider Urmston area. The Conservation Area has an industrial focus which will be explored further below, but it is also clear that the area more broadly has a long history of use, as an important point of crossing over the Irwell.

## Early History

- 4.4.3 Pre-historic activity is evident from finds which have been discovered in the area, for example Bronze Age spearheads. Furthermore, Anglo-Saxon discoveries have also been made in the area, such as a Saxon cross, which suggests that it has a long history of occupation in some form, if not perhaps of settlement.<sup>16</sup> By the medieval period the area's important function as a crossing point on the Irwell seems to have been established, indicated by the discovery of a causeway in the area which may date from this early period.<sup>17</sup>

## 18<sup>th</sup>-19<sup>th</sup>-Century Industrial Development

- 4.4.4 In 1760-61 the famous Barton Aqueduct (which stood on the present site of the Barton Bridge) was built to carry the bridgewater canal over the River Irwell and then used to transport coal.. It was built to the designs of James Brindley, in a considerable feat of engineering.<sup>18</sup> This is shown on the maps of the late 19<sup>th</sup> century (see map progression in section 4.4), which also shows a considerable amount of development on the south bank of the Irwell.
- 4.4.5 The old aqueduct is shown on early photographs, such as the one below, which shows the stone, three arched construction. A portion of the footings of the old stone aqueduct can still be seen on the north side of the canal (see image section 6.2.4).



*Undated 19th century photograph of the old aqueduct at Barton  
(TL10073, Trafford Lifetimes)*

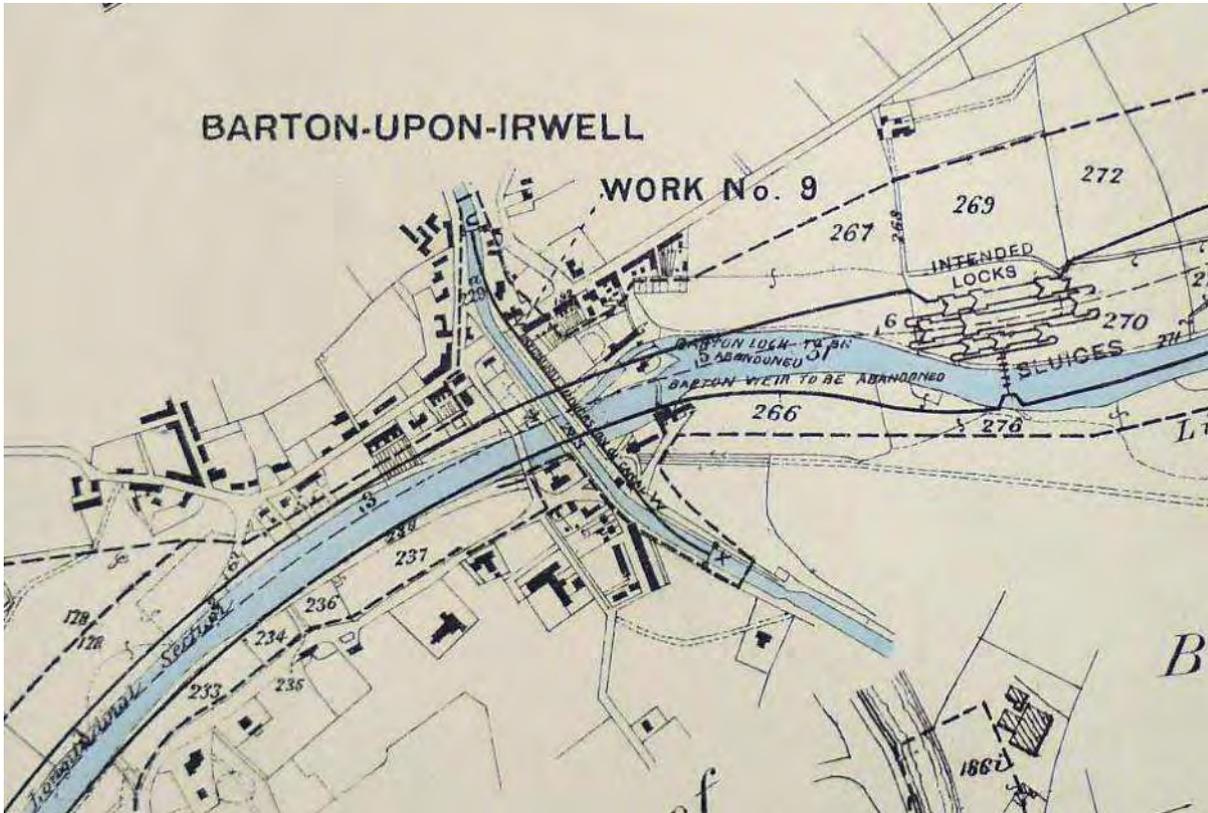
- 4.4.6 Following the sale of the Bridgewater Canal in 1885, Brindley's Stone Aqueduct was replaced by in 1894 by the Barton Swing Aqueduct, during the construction of the Manchester Ship Canal. The Manchester Ship Canal and the Barton Bridge were designed by the notable civil engineer Sir Edward Leader Williams (1828-1910) as a scheme to bring ships directly into the centre of Manchester from the tidal channel of the Mersey using four huge locks.

<sup>16</sup> 'Townships: Barton', A History of the County of Lancaster: Volume 4 (1911), <http://www.british-history.ac.uk/report.aspx?compid=41441> (accessed 24 October 2014)

<sup>17</sup> Ibid

<sup>18</sup> <http://list.english-heritage.org.uk/resultsingle.aspx?uid=1356522> (accessed 24 October 2014)

- 4.4.7 The endeavour was fraught with difficulty, largely due to the heavy commercial use of the Bridgewater Canal and the cutting of the ship canal was therefore necessarily undertaken with great speed. Arguably Williams' greatest challenge, however, was the replacement of the Barton Aqueduct. This was Williams' great innovation and is therefore an important technological achievement of the period.



Proposed plan for the Manchester Ship Canal in the 1880s (QDP 596, Cheshire Archives)



A detail of the proposals for the Manchester Ship Canal in the 1880s (QDP 596, Cheshire Archives)



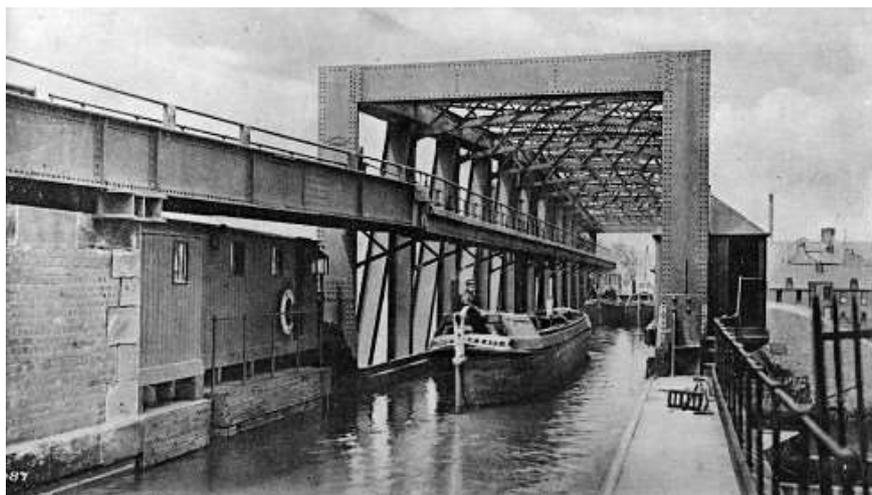
Barton Swing Bridge 1906 (TL9507, Trafford Lifetimes)



*The Barton Bridge, (TRA/1597, Trafford Lifetimes)*



*Undated photograph of the Barton Aqueduct looking south-east with All Saints church in the background (TL0540, Trafford Lifetimes)*



*The Barton Aqueduct (undated) (TL0712, Trafford Lifetimes)*

## 19<sup>th</sup>-Century Ecclesiastical Development

- 4.4.8 Just to the south of the Barton Swing Bridge lies another important product of the Victorian age, this time ecclesiastical in focus rather than industrial and commercial; that is, the Church of All Saints and its presbytery. Both buildings were erected in 1867-68 by Sir Edward Welby Pugin, the eldest son of Augustus Welby Pugin, one of the most influential figures in ecclesiastical architecture in the 19<sup>th</sup>-century and was funded by the de Trafford Family.
- 4.4.9 In keeping with his father's example, Edward Welby Pugin was also Roman Catholic, and most of his work – including All Saints Church and presbytery – is also Roman Catholic. All Saints is one of his most notable works, being a remarkably complete example. Further, although Pugin the Younger's influence is lesser than his father's, it is of importance that his style became the normative style for Roman Catholic Church architecture in the second half of the 19<sup>th</sup>-Century.<sup>19</sup> Less notable perhaps than Pugin's work, but erected slightly early than All Saints in the mid-19<sup>th</sup>-Century, was St Catherine's Church, which was demolished some time in the 1970s.
- 4.4.10 Although these two distinct areas within the wider Conservation Area are rather different in character, together they comprise an important group of buildings, in their own way exemplifying key themes of the later 19<sup>th</sup>-Century. Further, it is notable that today All Saints remains today in religious use as a Franciscan Friary, while the Barton Swing Bridge continues to function but without the heavy traffic seen during Manchester's golden age of industry. However the operational capacity of the Ship Canal is still important today.



*The former Church of St Catherine, 1907 (T.UR.D.283.CAT, Trafford Local Studies Centre)*

<sup>19</sup> Sir Edward Welby Pugin, <http://www.oxforddnb.com/view/article/22870> (accessed 24 October 2014)

## Other Development

- 4.4.11 Also within or adjacent to the Conservation Area there were a number of other buildings constructed during the 19<sup>th</sup> century. These can be seen in the map progression below. By the mid-19<sup>th</sup> century there were several rows of terraced houses on the east side of Redclyffe Road on a small street called Chapel Place, which was accessed from the north end of Redclyffe Road and along the edge of the canal. These were all still in existence in the 1930s, by which time the large Barton Power Station had also been constructed adjacent to the south-east. By the 1950s all but seven of these houses had gone.
- 4.4.12 The only two that remain today are the cottages on the north-east side of Chapel Place, which were constructed at some point between 1908 and 1929. These are now vacant and unused.
- 4.4.13 On Old Barton Road was the School House connected with St. Catherine's, which was built in 1846 and is believed to be an early example of a Church of England school building with the school Master's house attached to the west side (dated 1846 over its front door).<sup>20</sup> The building is visible on later maps as a T-shaped structure with a small porch to the canal facing elevation and the Headmaster's House attached to the south-west end. The school was used by the Church of England until c1940. In 1939 the Mistress was Maude Broome, with Arthur Cookson living in the school house. It has since become derelict and plans for its refurbishment and reuse have stalled.

## 20<sup>th</sup>-Century to Present Day

- 4.4.14 In the second half of the 20<sup>th</sup>-Century there was much demolition in the Conservation Area, including the terraces of houses on the east side of Redclyffe Road and St. Catherine's Church. The area surrounding the Conservation Area has also changed substantially. Originally open agricultural land, from the early 20<sup>th</sup>-Century the area to the south-east began to be built upon with engineering works, warehouses and depots. Industrial units continued to be added, filling up much of the area to the south and south-east, including the land directly adjacent to the Conservation Area on the east side. The Trafford Centre to the south was opened in 1998.

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<sup>20</sup> Pers. Comm, James Ketley via e-mail to Elisabeth Lewis of Trafford Council on 15 December 2014

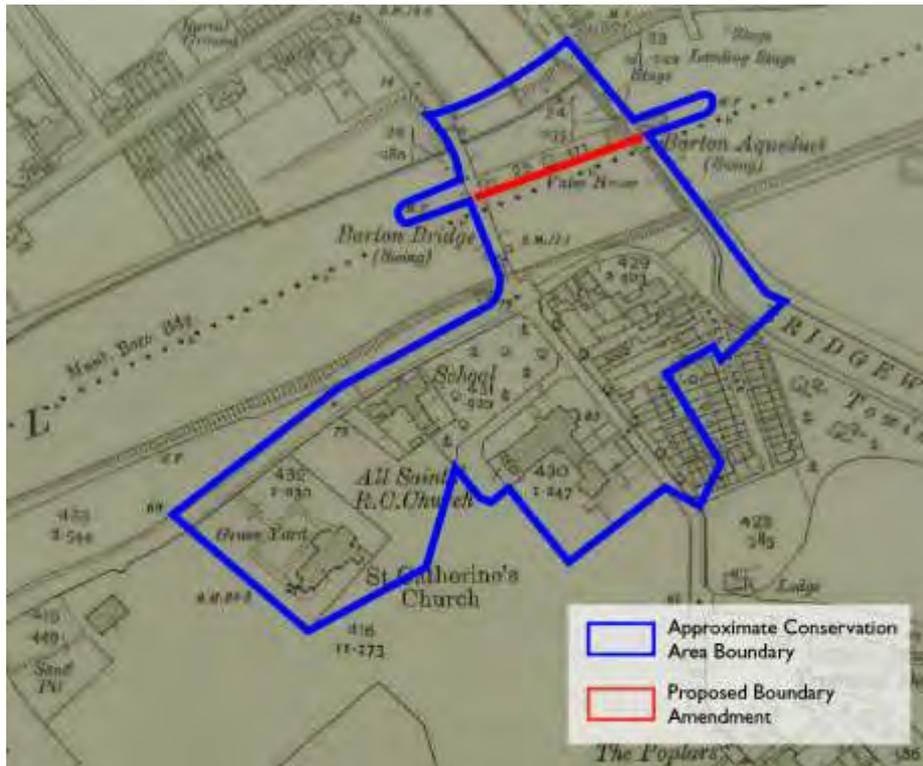
#### 4.5. Map Progression



Map 3 1888 Ordnance Survey, caption: 1888 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 1895 Ordnance Survey, caption: 1895 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)



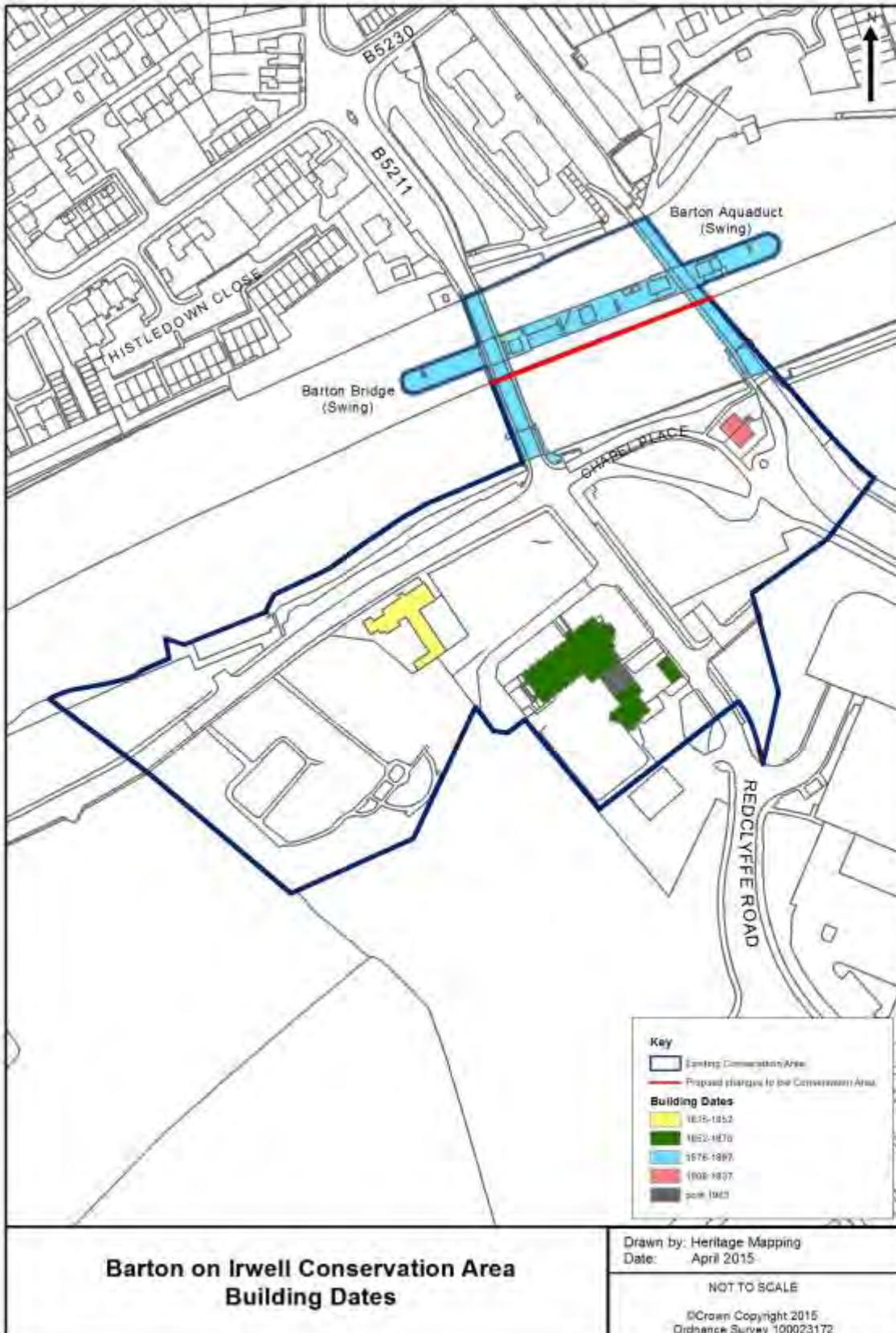
Map 5 1908 Ordnance Survey (Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to Prosecution or civil proceedings. Trafford Council OS License No. 100023172)



Map 6 1937 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)

## **4.6. Building Development Phases**

- 4.6.1 The buildings in the Barton-upon-Irwell Conservation Area range in date from the mid-19<sup>th</sup>-Century through to the mid-20<sup>th</sup>-Century. The Old School House of St. Catherine's is the oldest, dating from the mid-19<sup>th</sup>-Century. There has been some renovation work to the building but this has stalled. All Saints Church and presbytery date from 1867. The bridge, aqueduct and control tower were designed and built as a group in 1894. The sole surviving cottages on Chapel Place was constructed between 1910 and 1930 and the small ancillary building to the south of the road bridge dates from the second half of the 20<sup>th</sup>-Century.



Map 7: Building Dates Map

## 4.7. Archaeology

### Previous Archaeological Work

4.7.1 Previous archaeological work within or close to the Barton-upon-Irwell Conservation Area includes:

- An archaeological building survey of Bromyhurst Farmhouse, Dumplington was carried out in 2002 by the University of Manchester Archaeological Unit prior to its demolition. The farmhouse was formerly within the Conservation Area. However, after its demolition following a fire the boundary was amended to no longer include Bromyhurst Farm. The survey concluded that that farmhouse appeared to have been built in at least two phases, in 1705 and in the period 1848-96, and may have at one time had a thatched roof.<sup>21</sup>
- A survey was also carried out to record the 18<sup>th</sup> century threshing barn associated with the farmhouse prior to its demolition in 1997.<sup>22</sup>
- A building recording survey of the Former Vicarage of St. Catharine's Church, Old Barton Road, Dumplington was carried out by GMA Planning in 1997 prior to its demolition. The building was situated on land associated with Bromyhurst Farm and was probably built between 1849 and 1851. The building was located within the boundary of the Conservation Area before it was amended in 2002.

### Sites of Archaeological Interest/Visible Archaeological Remains

4.7.2 The Greater Manchester HER records the three listed buildings in the Conservation Area and six monuments. These include the Church and Presbytery, Barton Bridge and its associated features, and the site of St. Catherine's Church.

4.7.3 Remains that are easily visible include the foundations of St Catherine's Church within the centre of the graveyard. The footprint of the church is obvious and some stones are visible above ground.



A Remains of St Catherine's Church



B Remains of St Catherine's Church

<sup>21</sup> Nevell M, Hradil I & Roberts J/2002/Bromyhurst Farmhouse, Dumplington, Barton-upon-Irwell: an archaeological building survey of an 18th and 19th century farmhouse. UMAU [assessment & evaluation reports], <http://archaeologydataservice.ac.uk/archsearch/record.jsf?titleId=1925486>, accessed 19/01/2015

<sup>22</sup> Nevell M & Walker L/1996/Bromyhurst Farm Barn, Dumplington. A Study of an Eighteenth Century Type 1 Threshing Barn/Report 1996/28. UMAU [assessment & evaluation reports], <http://archaeologydataservice.ac.uk/archsearch/record.jsf?titleId=1858107>, accessed 19/01/2015

- 4.7.4 A former loading platform on the south bank of the Ship Canal is still evident and in good condition although all associated machinery and apparatus has been removed. A small crane sits on the eastern side of the Bridgewater Canal, to the immediate south of the aqueduct.



*Crane at south end of aqueduct*

#### **Potential for Underground Remains**

- 4.7.5 There is potential for all of the above mentioned structures associated with St. Catherine's Church and the aqueduct to have further underground remains.
- 4.7.6 Shortly to the south-west, within the setting of the Conservation Area, the underground remains of Bromyhurst Farm and St. Catherine's vicarage are likely to be in existence despite their demolition.

- 4.7.7 Other finds discovered within the local area, though not directly in the Conservation Area, include a Logboat, carbon dated to 1030 (+ or – 65 years), which was discovered during the construction of the Manchester Ship Canal in 1889.<sup>23</sup>
- 4.7.8 Two Bronze Age spearheads have also been found in the Manchester Ship Canal<sup>24</sup> as well as undated weapons, utensils and a wooden comb.<sup>25</sup> The use of this area as a key river crossing from the early period means there may be further remains of settlement or the earlier medieval causeway.

## **4.8. Architectural Quality and Built Form**

### **Present and Former uses**

- 4.8.1 From its construction in 1867 until 1962, All Saints Church was a Catholic Church. It retains its use as a place of worship but is now used by the Friars Minor Conventual and as such no longer has such wide public access.
- 4.8.2 The Old School House on Old Barton Road used to serve as the school attached to the now demolished St. Catherine's Church and then more recently as a dance school. Redevelopment of the building began in 2010 but has never been completed. It is one of three vacant buildings on the south side of the Ship Canal, the others being the ancillary building at the south end of the swing bridge and the former residences on Chapel Place. The buildings are all without a use and remain extremely vulnerable.

### **The Buildings**

- 4.8.3 There are a total of five listed structures within the Barton-upon-Irwell Conservation Area; the Church of All Saints, All Saints Presbytery, Barton Bridge, Barton Aqueduct and the Control Tower, the latter three being listed as a group. More detailed descriptions of these buildings can be found in the Audit of Heritage Assets in section 5.

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<sup>23</sup> <http://archaeologydataservice.ac.uk/archsearch/record.jsf?titleId=999507>, accessed 19/01/2015

<sup>24</sup> <http://archaeologydataservice.ac.uk/archsearch/record.jsf?titleId=999512> and <http://archaeologydataservice.ac.uk/archsearch/record.jsf?titleId=999505>, accessed 19/01/2015

<sup>25</sup> <http://archaeologydataservice.ac.uk/archsearch/record.jsf?titleId=999497>, accessed 19/01/2015

- 4.8.4 The bridge and aqueduct demonstrate impressive, innovative industrial architecture. The Control Tower that sits between them further contributes to the sense of scale and industrial nature of the structures. It sits on a large plinth, with an external staircase and large windows.



*Barton Road Bridge (Wikimedia Commons)*

- 4.8.5 The church and presbytery stand out as the grandest buildings, exhibiting a high level of architectural detailing and craftsmanship, especially the church, and are notably complete and unspoiled. The later 20<sup>th</sup>-Century addition that links the two buildings is of no interest although has been designed to blend in and is not obtrusive.
- 4.8.6 The Church of All Saints, off Redclyffe Road, is a Roman Catholic Church (now Franciscan) constructed in 1867-8. Designed by Edward Welby Pugin in the Gothic Revival style, it is constructed of rock-faced stone with a slate roof and has an elaborate gabled chancel.



*All Saints Church*

- 4.8.7 All Saints Presbytery was designed by Pugin at the same time as the church, is of similar construction and is also in the Gothic Revival style. It is now linked to the church by the 20<sup>th</sup>-Century addition. The buildings is a large residential house with an asymmetric principal façade that has a varied roofline of gables and dormers.



*All Saints Presbytery*

- 4.8.8 The Old School House is in the process of being redeveloped, although work appears to have stalled. The School House is single storey range and is in the process of being rebuilt. It has six bays, three either side of a central porch with a scroll shaped plaque above the door (which is illegible). A metal roller shutter covers the door in the porch. The roof has no slates but is at present just timber battens and plastic sheeting. All the windows have been blocked up with concrete blocks.

- 4.8.9 Abutting the south-west end of the School House is the Headmaster's House, which appears from the street as an L-shaped building. The gable end facing the street retains much of its render and has a large blocked up opening at ground floor level and window opening at first floor level. Recessed to the left of this gable is the front door and a window at ground floor level (both with metal roller shutters over) and two small windows at first floor level. A modern low brick wall (unfinished) sits at the boundary of the property and the pavement.



*Old School House*

- 4.8.10 The remaining buildings on the south bank of the Ship Canal are of less significance, all demonstrating red brick and slate roofs with few embellishments. Firstly, a small, single storey ancillary brick building with pitched roof is situated at the south end of the road bridge, on the corner of Redclyffe Road and Chapel Place. On its west elevation, facing the road, is a doorway with window next to it. The north elevation faces onto the Manchester Ship Canal and has a similar window. A flat roof extension sits to the east and has two windows on its south elevation.



*Ancillary Building at south end of bridge*

- 4.8.11 The empty pair of cottages is the only remaining building on Chapel Place. It is a brick building with hipped roof dating from between 1910 and 1930 which is now vacant and derelict. All of its openings have been blocked up, the chimney has collapsed, and roof slates and sections of guttering are missing. The west elevation is the principal elevation and has a doorway at each end flanking two bays with large window openings at ground and first floor level. The four bay, east elevation to the rear faces onto the Bridgewater Canal and has a partly demolished garden wall. The north and south elevations each have three bricked up window openings at ground floor level and one on the first floor.



*Vacant building on Chapel Place*

### **Building Materials**

- 4.8.12 There are a variety of building materials within the Conservation Area. The most commonly used is red brick, which is evident in the control tower, Chapel Place cottages, ancillary building at the south end of the road bridge and Old School House. Roofs are predominantly clad in slate. The Old School House has remnants of render on the western part of the building.
- 4.8.13 The church and presbytery are both constructed of rock-faced stone. The church has undergone a programme of conservation and restoration after damage caused by dry rot, with some original stonework reused and some newly carved replacements installed.
- 4.8.14 Both the bridge and aqueduct are listed by Historic England as being constructed from wrought iron however they are in fact steel; their latticed girders are finished in grey paint. Their abutments are of blue engineering brick.
- 4.8.15 In contrast, the stone walls and iron railings around the grounds of the church are in good condition (although could benefit from cleaning) and play an important part in providing the context and setting for the grounds of the church and presbytery.

### **Public Realm**

- 4.8.16 The public realm is extensive and there is a variety of hard landscaping in the Conservation Area. Herringbone block paving has been used to surface Old Barton Road and Chapel Place. Chapel Place was landscaped in the 1980s and the pathway, which follows the line of the former street and provides access to the Bridgewater Canal, has brick paving with seating and a metal gazebo. However, the area is adversely affected by fly tipping and vandalism.



*Chapel Place*



*Fly tipping off Chapel Place*

- 4.8.17 Metal railings line the path at Chapel Place and are contemporary with the metal gazebo and seating. This extended along the bank of the Manchester Ship Canal and railings, bollards, additional benches and public art sit on the north side of Old Barton Road.



*Metal gazebo*



*Public realm at Old Barton Road*

- 4.8.18 The remnants of older gate posts and fence posts can still be seen throughout the public realm areas although these are gradually deteriorating and returning to nature.



*Old gate post off Old Barton Road*

- 4.8.19 Red brick walls line the east side of Redclyffe Road and these are in relatively poor condition. Sections have failed; some repairs have been carried out and the wall has a cement cap along much of its length.



*Boundary wall*

- 4.8.20 A combination of stone slabs and tarmacadam make up pavement surfaces, while cobblestones are used along the Bridgewater Canal towpath. Road surfaces are typical tarmacadam.

## 4.9. Open Spaces, Parks and Gardens, and Trees

### Open Spaces

- 4.9.1 St. Catherine's graveyard in the south-west corner of the Conservation Area is a large graveyard, which used to have St. Catherine's Church at the centre. It is now a relatively well maintained graveyard with trees screening it from the fields to the south. It is covered by headstones of various shapes and sizes and contains the grave of Marshall Stevens (1852-1936), a property developer who was general manager of the Manchester Ship Canal from 1891-1897 and instrumental in its construction. Stevens went on to become general manager of Trafford Park Estates and developed Trafford Park industrial estate. His grave is marked by a large granite monument at the southern end of the graveyard.



*Graveyard*



*Marshall Stevens' gravestone*

- 4.9.2 There is a small open space at the corner of Redclyffe Road and Old Barton Road with a brick Urmston sign (damaged and missing the letter S) and glimpsed views to the church though the trees. There is also green space surrounding the rear of the Old School House.

- 4.9.3 The grounds of All Saints' Church are well manicured areas of lawn. The churchyard is surrounded by decorative railings sitting on a stone plinth. The open space of the churchyard allows clear views of the church from Redclyffe Road.



*Open space at corner of Redclyffe Road and Old Barton Road*



*Brick Urmston Sign*

- 4.9.4 Along the north side of Old Barton Road is a narrow stretch of land containing trees, grass and shrubs. It is clear by the presence of benches that this was originally intended to be a canal-side walk with seating places and views across the canal to the bridge and aqueduct. However, the land has become much overgrown, restricting views and creating an unsavoury atmosphere.
- 4.9.5 Greenery is also present, though again much overgrown, along either side of Chapel Place. At the eastern end where this meets the Bridgewater Canal, the paved area with the gazebo is an open space, with some evidence of former, though untended planting schemes around the edges and benches along the canal front.

### **Trees**

- 4.9.6 There is a significant area of trees within the current Conservation Area concentrated to the south-east between Chapel Place and Redclyffe Road. There is a further concentration on the west side of Redclyffe Road between the Church and Old School House and this extends along to the southern edge of the graveyard. There is also significant tree cover along the bank of the Ship Canal.
- 4.9.7 The tree cover is largely due to natural regeneration rather than planting and it plays a significant role in screening the Conservation Area from surrounding industrial areas of Trafford Park and from the nearby B&Q store. However, it does also restrict views, the tree cover along the canal in particular preventing views of it and the bridge and aqueduct.

### **Character and Interrelationships of Spaces**

- 4.9.8 Barton-upon-Irwell Conservation Area is characterised by the linear open spaces of the two canals and the roads that run parallel to them or cut across them. The wide expanse of the ship canal contrasts with the narrow Bridgewater Canal and the narrow road crossing of the Barton swing bridge. Public spaces are poorly linked together for the pedestrian. The road bridge over the ship canal is narrow and noisy, and there is no access to much of the ship canal banks.

## 4.10. Landmarks and Key Views

- 4.10.1 The views within the Conservation Area are somewhat limited due to the tree cover. The principal landmark feature in the Conservation Area is the bridge and aqueduct. Key views are of these structures and associated control tower. The best views are from higher areas immediately adjacent to the Ship Canal. The swing bridge itself offers some of the best views of the aqueduct and the expanse of the Ship Canal.



*View of Aqueduct and Control Tower from Bridge*



*View from the Bridge of the Manchester Ship Canal with M60 in the background*

- 4.10.2 Another key view within the Conservation Area is from the south side of the aqueduct looking along the length of the Bridgewater Canal. Looking south, the sweep of the canal can be appreciated as it curves out of view beyond the Conservation Area and it also affords views north along its length and across the aqueduct.



*View south along Bridgewater Canal*

- 4.10.3 A key view into the Conservation Area is from the south along the tree lined Redclyffe Road. Views are funnelled north towards the southern end of the swing bridge and All Saints Church and its spire can be appreciated on the west side of the road as the viewer moves northwards.



*View along Redclyffe Road*

- 4.10.4 The church itself can easily be viewed from Redclyffe Road, where the interesting apsidal north-east elevation with its gabled bays are a key feature in kinetic views when moving along this road. From further south on Redclyffe Road, however, the industrial nature of the area, plus standard street furniture, are intrusive to the Church's setting.



*View to All Saints Church looking north along Redclyffe Road*

- 4.10.5 The church's south-western elevation has a rose window and is arguably the most important elevation, though there are limited views of this from the graveyard of St. Catherine's Church.
- 4.10.6 From every view point the church is seen against a backdrop of trees and sky, with no tall development in the immediate vicinity to intrude on views. Longer distance views are possible looking into the Conservation Area from Trafford Way (B5214), which is located to the south-west of the area. From here the Church is visible rising above the open land. This land itself is currently vacant and a poor setting for the Church.



*View of the Church across the vacant land from the B5214*

- 4.10.7 The church spire is also visible in views from the north side of the canal, where its spire also rises above the canopy line of the trees. This is evident in historic photographs of the bridge as seen in section 4.4.
- 4.10.8 Landmarks identified within the Barton-upon-Irwell Conservation Area are the Manchester Ship Canal, Bridgewater Canal, Barton Bridge, Barton Aqueduct, Control Tower and Church of All Saints and Presbytery. The bridge, aqueduct, control tower and church are the prominent structures within the Conservation Area and all make a positive contribution to it.

## **4.11. Local Details**

- 4.11.1 The industrial architecture and curtilage of the area is the most recognisable element of local character. The swing bridge and aqueduct are instantly recognisable with their wrought iron latticed girders. The control tower completes this group and its use of red brick is echoed through buildings on the south side of the Ship Canal as well as in some low boundary walls.
- 4.11.2 All Saints Church and Presbytery provide a complete contrast to the industrial character of the rest of the Conservation Area with their elaborate Gothic Revival style.

## **4.12. Development Opportunities**

- 4.12.1 The areas on the south side of the Ship Canal, which were intended to be canal-side walks and seating areas, are neglected, in poor condition and prone to vandalism and fly tipping. These have the potential to be pleasant open spaces for people to walk, sit and enjoy views northwards of the Ship Canal, the bridge and aqueduct. Works to tame the vegetation and subsequently to continue its maintenance would be a starting point in improving this area but repairs/upgrades to public realm, surfaces, lighting, etc. would be a great help in improving the area's appearance and in discouraging further vandalism. Interpretation of the history of the area is also lacking and could be incorporated into any refurbishment scheme. These sorts of works will greatly improve the setting of the surrounding listed building and the character and appearance of the wider Conservation Area.
- 4.12.2 There are a number of vacant sites or underused buildings in the existing Conservation Area that afford new development opportunities and would benefit from occupation. The treatment or sympathetic development of the derelict land around Chapel Place along with the vacant building would greatly improve the setting of the Conservation Area. Use of this space as a visitor centre and car park, as was designated in the Trafford Metropolitan Council Unitary Development Plan, would be an appropriate use of the area and would provide interpretation befitting the aqueduct and swing bridge. Improvement, and if possible reuse, of ancillary building at the south end of the road bridge should be considered at the same time.
- 4.12.3 The Old School House and surrounding land are a prime opportunity for sensitive development and previous attempts to renovate and reuse the building have stalled. It was last in use as a dance studio and permission was granted for extension as a respite centre. However, the development has not been taken forward. The Old School House has therefore been identified as a opportunity for enhancement. If the building is repaired and brought back into use in a sympathetic manner, it has the potential to be a positive contributor in the future.



Map 8: Townscape Analysis Map

## 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 include listed buildings and those which make a positive contribution, which are referred to as Positive Contributors. These assets have been logged below and described. 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>26</sup>

### 5.2. Listed Buildings

- 5.2.1 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.
- 5.2.2 The list descriptions for the buildings are reproduced in appendix A.

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<sup>26</sup> <http://www.english-heritage.org.uk/content/imported-docs/f-j/key-to-entries-on-the-register.pdf>, accessed 07/01/2015

## All Saints Church



**Date:** 1867-68

**Condition:** Good

**Grade:** I

The Church of All Saints, off Redclyffe Road, is a Roman Catholic Church (now Franciscan) constructed in 1867-8. Designed by Edward Welby Pugin in the Gothic Revival style, it is constructed of rock-faced stone with a steep pitched slate roof. It has an eight-bay nave and aisles with weathered plinth, weathered buttresses and a gabled porch. Each bay has a two-light plate tracery aisle window with hoodmolds and sill band and two-light Geometrical tracery clerestory windows with continuous hoodmold. The west rose window above the arcade of pointed lights and arched doorway are all flanked by bold weathered and gabled buttresses. The three by one bay side chapel has a steep hipped roof and similar gables above each bay which interrupt a parapet with pierced quatrefoils.

## All Saints Presbytery



**Date:** 1867-68

**Condition:** Good

**Grade:** II

All Saints presbytery was designed by Pugin at the same time as the church, is of similar construction and is also in the Gothic Revival style. It is now linked to the church by a 20<sup>th</sup>-Century addition. The presbytery is two storeys; the south-east elevation is its principal elevation and faces onto a small car park. It extends across three bays with a gabled wing to left and recessed porch in the central bay. There is a continuous first floor band and sill band and an inscribed plaque above the porch. There is a canted bay window to left and three-light mullion and transom window to right. On the first floor there are two-light mullioned windows and a gabled oriel sash window in the right hand bay. There is a coped gable to right, prominent ridge chimney stacks and similar bay, oriel and mullion windows to the sides and rear.

## Barton Bridge, Barton Aqueduct and Control Tower



**Date:** c1894

**Condition:** Good

**Grade:** II\*

The bridge and aqueduct demonstrate impressive, innovative industrial architecture. They are listed by both Salford and Trafford Council although the local authority boundaries meet mid point on the Ship Canal. The Control Tower that sits between them further contributes to the sense of scale and industrial architecture. It has large bold features, sitting on a large plinth, with an external staircase and large windows. The road bridge has bow-string lattice girders to either side of the roadway while the aqueduct takes the form of a boxed lattice girder with a cranked upper member and the channel, which remains full of water when turning, at the bottom. Both the bridge and aqueduct revolve on a central axis to allow the passage of ships. The tall two by two-bay, four-storey central tower is constructed of brick with pyramid roof and external staircase.

### 5.3. Positive Contributors

- 5.3.1 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>27</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.
- 5.3.2 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>28</sup> The criteria are listed in appendix D.

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<sup>27</sup> Department of Communities and Local Government, *National Planning Policy Framework*. (Department of Communities and Local Government, 2012).

<sup>28</sup> English Heritage, *Understanding Place: Conservation Area Designation, Appraisal and Management*. (London: English Heritage, 2011) para 2.2.21

### **Gravestones in St. Catharine's Graveyard**



**Date:** Various

**Condition:** Fair

The gravestones within St. Catherine's graveyard have group value as a collection of good quality monuments which all demonstrate the historical location of St. Catherine's Church (now demolished). There are also links to historical figures buried there, particularly Marshall Stevens. The graveyard also provides a pleasant green space within the Conservation Area.

## 6. Assessment of Condition

### 6.1. General Condition

- 6.1.1 The overall condition of the Barton on Irwell Conservation Area is poor, with several structures deteriorating significantly and at risk of being lost without urgent works.

### 6.2. Intrusion and Negative Factors

#### Individual Properties

- 6.2.1 The control tower for the swing bridges is located centrally to the two on an island, meaning inspection was from a distance only. The building is four storeys tall and square in plan, with each elevation of two bays. The elevations are of red brick, with a sturdy plinth section to the full extent of the ground floor. The brickwork appears in reasonable condition other than some areas of vegetation which should be removed. There is atmospheric staining to much of the brickwork which would benefit from cleaning off. There is an area of damaged brickwork above a second floor window which passes through a corbelled string course.
- 6.2.2 The roof is pyramidal in form, with four matching slopes of natural slate and a lead finial at the apex. All appear in reasonable condition, though there is heavy moss build up in some areas. The gutters were heavily blocked with vegetation and in need of clearing. All also require decorating. Windows appear in working condition but are in need of decorating to avoid deterioration. Some windows have been partially boarded over which detracts from the appearance of the building and security grilles to the ground floor are unsuitable. All window openings to one elevation have been infilled with brickwork where an external access stairway is located.
- 6.2.3 Both the road and canal bridges are in working order. However, areas of heavy corrosion were noted which appear to have been exposed to the elements for some time. Both structures should be subject to a comprehensive condition survey by a bridge engineer.



*Extensive corrosion to the road bridge ironwork*

- 6.2.4 The footing to the former stone aqueduct can still be seen on the north bank of the river and is an important structure. The sides are battered and constructed of dressed sandstone ashlar blocks, with rubble stone walling to the front section which is likely a section of core which has been made good following demolition. The masonry is in poor condition, with multiple self-seeded trees growing from the top and from joints to the elevations, which is further opening joints and jacking masonry. There are also areas of eroded pointing, cracked masonry, climbing plants and graffiti which are all adding to the decay of the structure.



*Self-seeded vegetation causing extensive damage to the former Brindley aqueduct on the north side of the canal*

- 6.2.5 The cottages on Chapel Place are derelict and in very poor condition. The brickwork walls appear in reasonable condition externally. However, the roof slates are almost entirely missing and the timbers below in terrible condition. There are few gutters remaining and widespread vegetation growing from the tops of the walls. Most windows have been removed and openings infilled with blockwork. Those that remain are boarded over and have had all glazing removed. The single brickwork chimney is partially collapsed. There is also evidence of fire damage to the exposed structure.
- 6.2.6 There is a small single storey building at the south end of the road bridge, likely to be or have been associated with the management of the bridge. It is constructed of brickwork walls, with a tiled roof to the front half and a flat asphalt roof to the rear. Whilst it appears to be of generally sound condition, it looks to be unoccupied and could deteriorate. There is evidence of a former canopy to the entrance door, with redundant fixings either side and remnants of a flashing above. Staining to the brickwork at the rear suggests the flat roof may have failed.
- 6.2.7 All Saints' Church is a large sandstone building in the Gothic Revival style, with slate roofs set out in decorative banding. The building is in private ownership so could only be inspected at distance, but appears to be well maintained. There is evidence of recent masonry repairs to the east elevation. There was build-up of moss noted to some ledges

and dressings which should be carefully removed.

- 6.2.8 All Saints' presbytery is a two storey sandstone building with slate roofs, in similar style to the associated church but of simpler detailing. The building is also in private ownership and appears to be well maintained. One ridge tile insert is missing and one chimney pot. Both should be reinstated. There is some unsuitable piping running up the front elevation and roof valley which is detrimental to the building.
- 6.2.9 There is a small outbuilding to the presbytery, possibly a garage, of which only the rear elevations and gables could be seen; these elevations are of matching sandstone. The slate roof, with a central band of fishscale slates, and gable parapets have a heavy moss build up due to an overhanging tree. The moss should be removed and the tree pruned if feasible. The gutters are plastic and heavily blocked.



*Moss build up due to overhanging tree to Presbytery outbuilding*

- 6.2.10 There is a substation located on the east side of Redclyffe Road has a damaged red brick wall surrounding the compound. This is an unattractive feature within the setting of the church.



*Substation and damaged wall on the east side of Redclyffe Road*

- 6.2.11 The Old School House on Old Barton Road has been partially redeveloped, but is currently in poor condition and at risk. There are concerns about the quality of work and suitability for a historic building. Additionally, the work to finish the refurbishment is on hold. The external walls have previously been fully rendered but are now back to brick in most areas and the render is failing where still present. The slate roof has been fully stripped and membrane added, only a small area has been re-slatted. Windows have stone surrounds, generally painted, with evidence of original stone mullions which have been removed. Several have had new sections pieced in to the surrounds, but have used cast stone rather than natural sandstone. All window openings have been blocked up internally and no casements survive. The gable wall has been reconstructed in blockwork.



*Painted stone window surround, with evidence of former central mullion*

### **Open Spaces and Areas**

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- 6.2.12 The cobbled ramp and timber bridge behind the cottages on Chapel Place, which provided access to the former raised tow path on the aqueduct, is still in place. The cobbles are in good condition, other than moss and vegetation to joints which should be cleared out. The timber sleepers which form the deck to the upper section are in varied condition, with the ends to some rotten and in need of repairs.

- 6.2.13 The brickwork boundary wall across Redclyffe Road from All Saints' Church is in a poor state of repair. There are multiple areas with spalling bricks, inappropriate re-pointing in hard cementitious mortar and modern cement haunching to the top. There are also several partially collapsed sections, as well as re-built areas in poorly matched brick and mortars.



*Boundary wall to Redclyffe Road showing unstable sections, eroded pointing and unsuitable repairs*

- 6.2.14 The low level sandstone retaining wall to the All Saints' churchyard has some areas with loose and dislodged stones which require re-setting. The iron railings and gate posts across Old Barton Road are concealed by vegetation and generally loose. These require straightening, re-fixing and decorating following clearance of vegetation.
- 6.2.15 Both the landscaping along Old Barton Road and the canal side pathway up to the bandstand on the south side of the canal are in poor condition. Overgrown plants mean that views to the canal are very restricted and there is an unsavoury atmosphere. The cobbled surface around the bandstand and other pathway surfaces are of reasonable condition but these areas have a general feeling of neglect, with surfaces becoming overgrown with moss and vegetation.
- 6.2.16 The graveyard of the former St. Catherine's Church is relatively well maintained, with grass kept mown and no signs of any gravestones which were in very poor condition. The large shrubs around Marshall Steven's gravestone were somewhat overgrown, partially obscuring the monument.

#### **Intrusive Development**

- 6.2.17 There are no modern developments within the conservation area which are intrusive to its character and appearance. However, there are potential development schemes planned for the area surrounding the Conservation Area, which could have an impact on its setting. These are discussed further in the section below.

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

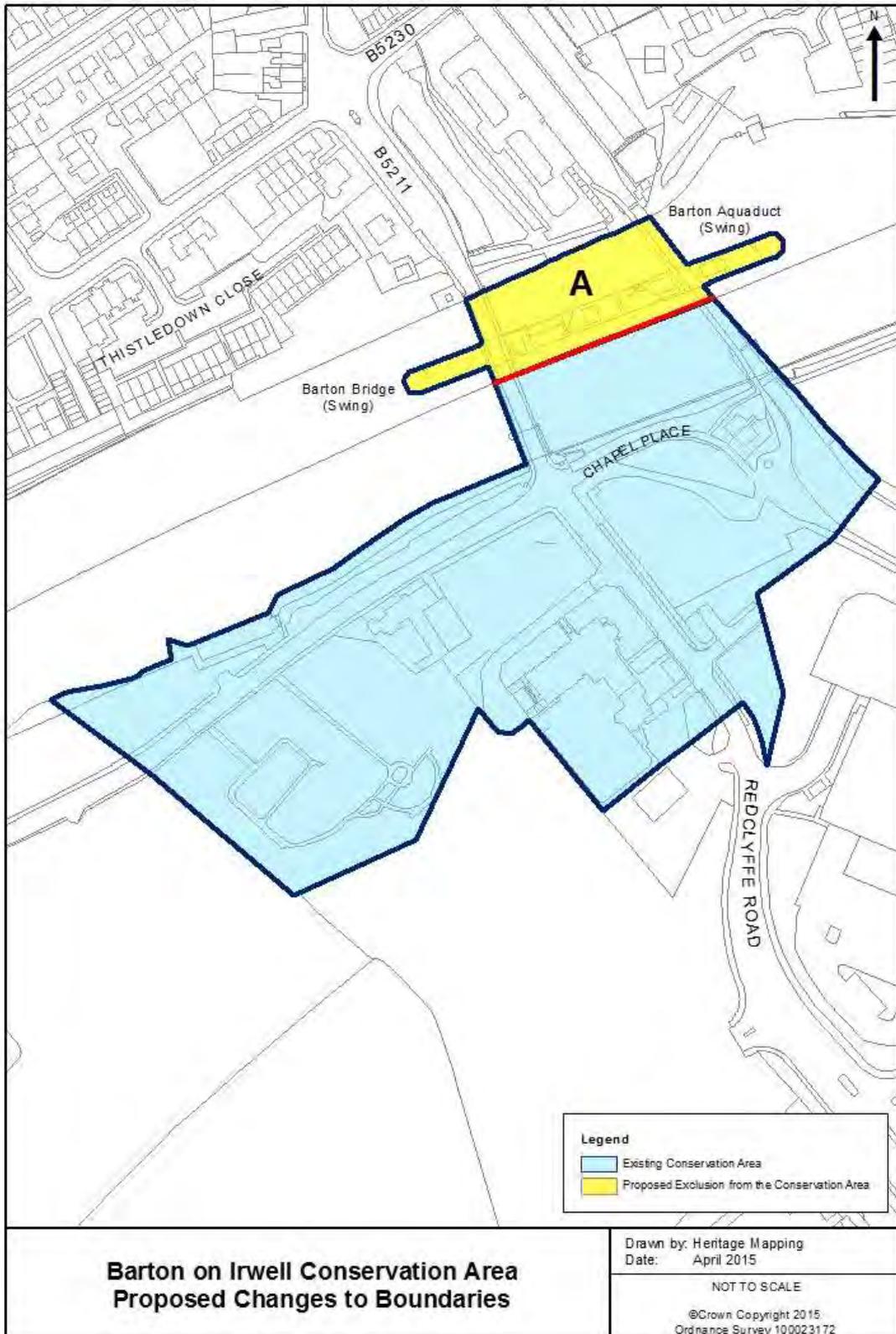
- 6.3.1 Redclyffe Road and the Bridge suffer from heavy traffic, which leads to high levels of noise and pollution. The pavements on the Bridge itself are narrow, with vehicles passing pedestrians at close quarters. Safe opportunities for pedestrians to cross Redclyffe Road are very limited.
- 6.3.2 Fly tipping is an issue on Chapel Place and Old Barton Road.
- 6.3.3 There is certainly capacity for improving various parts of the Conservation Area, such as the restoration of the Old School House and cottages, as well as improvements to the landscaping to Old Barton Road and Chapel Place to create a pleasant canal-side walk. In terms of scope for any further construction within the area, this is limited due to its small size and the desire to maintain the green and open spaces.

#### **Proposed New Developments**

- 6.3.4 The open area immediately to the south-west of the Conservation Area, Trafford Quays, is currently wasteland. Outline planning permission was granted in 2010 for 250 homes and a separate planning permission granted for c.28,000 square metres of commercial space. This area has been designated as a Strategic Location within the Trafford Local Plan: Core Strategy, capable of accommodating 1,050 residential units, together with community facilities. If any proposals go ahead they will be directly adjacent to the Conservation Area's south-west boundaries and development will have to be carefully controlled in order to preserve the setting of the area.
- 6.3.5 In particular the developments will have to be considered against their impact on the Conservation Area, in terms of preserving the legibility of the historic area and ensuring there are enhancement opportunities built into the development proposals. Views into and out of the Conservation Area will need to ensure that building heights remain low enough that the roof and spire of All Saints' Church are preserved as a stand-alone key feature. Improvements to the canal-side walk and planting on Old Barton Road could be incorporated into a longer landscaped pathway to create interlinking places and encouragement of the enhancement of the public realm in the Conservation Area. Historic interpretation could also be a factor of adjacent development which could help to mitigate against its impact. These opportunities will be brought out and described in more detail in the future Management Plan.
- 6.3.6 To the north-east the site on the opposite side of the Bridgewater Canal has been granted permission for B2 Storage and Distribution use, with conditions applying to new build development regarding the height of the building and the improvement of surrounding landscaping. This should help to protect the setting of the Conservation Area.

## 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 The Barton-upon-Irwell Conservation Area was designated in February 1976. The section in Trafford Council was last altered in March 2002 when it was reduced in size. This reflected the loss of Bromyhurst Farm and the former vicarage to St Catherine's, which had both been within the boundary of the previously larger Conservation Area.
- 7.1.4 The current boundary is rational as the focus is very much on the bridge, aqueduct and All Saint's Church. There is currently no case to extend or alter the boundary on the south side of the river as there are no areas of significance on the periphery of the current Conservation Area.
- 7.1.5 **Area A: Northern half of Barton Bridge.** The boundary between Trafford and Salford Council's legislative boundary cuts through the centre of Barton Bridge. Trafford's Conservation Area stretches further north of this division and it is proposed to amend the Conservation Area boundary in line with the administrative boundary. The northern half of the bridge and northern bank of the canal will remain protected by Salford's Barton-Upon-Irwell Conservation Area designation.



*Map 9: Proposed 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 Barton-Upon-Irwell Conservation Area Management Plan.

- Make improvements to the public realm and landscaping, especially along the canal front where the water front walk has been neglected and vegetation has become overgrown. This will greatly improve the appearance of the Conservation Area
- Open up and maintain views of the bridge from the south bank of the canal by clearing out and maintaining vegetation.
- Improve safe pedestrian access across Redclyffe Road in order to adequately link the two parts of the canal-side walk.
- Ensure a plan is in place to maintain vegetation.
- Carry out maintenance and repair of boundary walls and railings that are in poor condition.
- A full condition survey by a bridge engineer should be carried out of the aqueduct and swing bridge.
- Work with the owner of the Old School House to encourage the completion of the development scheme and a viable long-term use for this valuable historic building.
- Work with the owners of the vacant cottages and ancillary building to find viable long-term uses for their regeneration.
- Work with developers to ensure that proposed developments outside the Conservation Area do not have a negative impact on its setting.
- Any development within the vicinity of the Conservation Area should provide links between the areas to encourage place-making and a relationship between the old and new.
- Any major development directly adjacent to the Conservation Area should maintain views of All Saints Church through gaps in buildings and down new roads.
- Historic interpretation of the Conservation Area and the structures within it would be beneficial.
- Work with Salford City Council to ensure a joined up approach and cohesive management of the Conservation Area, particularly public realm areas along the Bridgewater and Manchester Ship Canals.
- Make improvements in order to allow for the removal of the Conservation Area from English Heritage's Heritage at Risk Register.

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## Appendix A: Listed Building Descriptions

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

**Name:** ALL SAINTS' PRESBYTERY

**List entry Number:** 1162889

**Grade:** II

**Date first listed:** 30-Jun-1987

**Date of most recent amendment:** Not applicable to this List entry.

List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

**Legacy System:** LBS

**UID:** 212997

URMSTON REDCLYFFE ROAD SJ 79 NE (SJ 7697 SE) (west side) 2/34 All Saints' Presbytery (formerly lists as Church of All Saints) - GV II Presbytery. c.1867-8. By Edward Welby Pugin. Rock-faced stone with slate roof. 3-bay 2-storey plan with gabled wing to left and porch in bay 2. Gothic Revival. Projecting plinth. Continuous first floor band and sill band. Moulded arch to recessed porch with inscribed plaque above. Canted bay window to left and 3-light mullion and transom window to right. 2-light mullioned first floor windows and a gabled oriel sash window in bay 3. Coped gable to right. Prominent ridge chimney stacks. Similar bay, oriel and mullion windows to sides and rear. A C20 addition which is not of special interest links the presbytery to the church at the rear. Included for group value.

**Name:** CHURCH OF ALL SAINTS

**List entry Number:** 1067879

**Grade:** I

**Date first listed:** 09-May-1978

**Date of most recent amendment:** Not applicable to this List entry.

applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

**Legacy System:** LBS

**UID:** 212996

URMSTON REDCLYFFE ROAD SJ 79 NE (west side) (SJ 7697 SE) 2/33 Church of All Saints 9/5/78 GV II\*

the grade shall be amended to read Grade I.

URMSTON REDCLYFFE ROAD SJ 79 NE (west side) (SJ 7697 SE) 2/33 Church of All 9/5/78 Saints G.V. II\* Roman Catholic church. 1867-8. By Edward Welby Pugin. Rock-faced stone with slate roof. Nave, aisles, west bell turret, apsidal chancel with north chapel. Gothic Revival. 8-bay nave and aisles with weathered plinth, weathered buttresses and gabled porch. Each bay has a 2-light plate tracery aisle window with hoodmolds and sill band and 2-light Geometrical tracery clerestory windows with continuous hoodmold. Steep roof with coped gables and pierced ridge tiles. West rose window above arcade of pointed lights and arched doorway all flanked by bold weathered and gabled buttresses. 4-bay polygonal chancel with 2-light plate tracery windows in each bay below a series of coped gables. Grotesque gargoyles. The 3 x 1 bay side chapel has a steep hipped roof and similar gables above each bay which interrupt a parapet with pierced quatrefoils. Interior: arcade arches, piers and chancel arches all in banded pink and yellow stone. Well carved foliage capitals. Lofty scissor-braced roof structure springing from angel corbels. Rib-vaulted chancel lavishly gilded. Elaborately carved stone altar and reredos. Good wall paintings, one showing Edward Welby Pugin with a plan of the church. Timber pews. Stained glass. A notably complete and unspoiled example of Edward Welby Pugin's work, said to be his best.

**Name:** BARTON BRIDGE, BARTON AQUEDUCT AND CONTROL TOWER (THAT PART IN DAVYHULME)

**List entry Number:** 1356522

**Grade:** II\*

**Date first listed:** 30-Jun-1987

**Date of most recent amendment:** 17-May-1988

URMSTON MANCHESTER ROAD CANAL Barton Bridge Barton 2/31 Aqueduct and Control Tower that part in Urmston

The address shall be URMSTON MANCHESTER ROAD CANAL amended to read (Davyhulme) Barton Bridge, Barton Aqueduct and Control Tower that part in Davyhulme

----- In the entry for:

URMSTON (DAVYHULME) MANCHESTER SHIP CANAL SJ 79 NE (SJ 7697 NE) 2/31 Barton bridge, Barton Aqueduct and Control Tower (that part in Davyhulme)

II GV

the Grade shall be amended to read Grade II\* (star).

This entry was also amended by the 1st amendment of the 28th list.

URMSTON MANCHESTER SHIP SJ 79 NE (SJ 7697 NE) CANAL 2/31 Barton Bridge, Barton Aqueduct and Control Tower. That part in Urmston - G.V. II Swing road bridge, swing canal aqueduct and centrally placed control tower. c.1894. Sir Leader Williams engineer. steel; brick tower. Both the bridge and aqueduct revolve on a central axis to allow the passage of ships. The aqueduct takes the form of a boxed lattice girder with a cranked upper member and the channel, which remains full of water when turning, at the bottom. The road bridge has bow-string lattice girders to either side of the roadway. Fabricated by A. Handyside and Co. Ltd. Tall 2 x 2-bay, 4-storey central tower with pyramid roof and external staircase. The aqueduct was built to replace Brindley's famous aqueduct of c.1760 and is in itself a considerable feat of engineering.

## **Appendix B: Contacts**

### **Trafford Council Contacts**

General development control enquiries concerning the Barton-Upon-Irwell Conservation Area should be referred to Development Control. Telephone: 0161 912 3149

General enquiries concerning the Barton-Upon-Irwell 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**

The Victorian Society  
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: Historic Development of Barton and Urmston

1. Barton-upon-Irwell lies today within the wider area of Urmston but historically the two areas were separate townships, with Urmston lying much further to the south-west. It is therefore appropriate here to briefly address the histories of both areas to set the Barton-upon-Irwell Conservation Area into its proper historic context.
2. Pre-historic activity is evident from finds which have been discovered in the area, for example Bronze Age spearheads. Furthermore, Anglo-Saxon discoveries have also been made in the area, such as a Saxon cross, which suggests that it has a long history of occupation in some form, if not perhaps of settlement.<sup>29</sup> In the wider area, there were a number of Roman roads which connected forts at Chester, Manchester and York, and the area was therefore of considerable importance both strategically and commercially during the Roman period.
3. This infrastructure continued to be an important feature of the area through the Anglo-Saxon period and into the medieval period. Furthermore, by this later period, the area's important function as a crossing point on the Irwell seems to have been established, indicated by the discovery of a causeway in the area which may be medieval in origin.<sup>30</sup>
4. Both Barton and Urmston were established as manors by the end of the 12<sup>th</sup>-Century; the former being the Barton fee under the lords of Manchester and held by the Barton family,<sup>31</sup> and the latter falling under the Marsey fee as one plough-land and held by the Urmston family.<sup>32</sup> By the 14<sup>th</sup>-Century Barton had fallen into the ownership of the Booth family, a branch of the Booth family who also held land at Dunham Massey. In the same period, Urmston fell under the mesne of the de Trafford family, whose main seat was at Trafford.

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<sup>29</sup> 'Townships: Barton', *A History of the County of Lancaster: Volume 4* (1911), <http://www.british-history.ac.uk/report.aspx?compid=41441> (accessed 24 October 2014)

<sup>30</sup> Ibid

<sup>31</sup> Ibid

<sup>32</sup> 'Townships: Urmston', *A History of the County of Lancaster: Volume 5* (1911), <http://www.british-history.ac.uk/report.aspx?compid=52999> (accessed 6 November 2014)

5. Throughout the medieval period and into the post-medieval period, both areas can be broadly characterised as being rural and agricultural. A good example of this is Urmston Hall, the ancient seat of the Urmston family and parts of which date to the late-16<sup>th</sup>-Century, which continued in use as a farmhouse into the 20<sup>th</sup>-Century.<sup>33</sup>



*Urmston Hall, the ancient seat of the Urmston family (TL0914, Trafford Lifetimes)*

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<sup>33</sup> Ibid

6. The cutting of the Bridgwater Canal in the 1760s, followed by the opening of Urmston Railway Station in 1873 and development of the Manchester Ship Canal in the 1890s all made significant contributions to the development of the area for residential and industrial concerns. In the 20<sup>th</sup>-Century development continued apace (see map progression in section 4.5), with the expansion of Urmston as a major urban area in Trafford, and as part of the conurbation which surrounds the modern city of Manchester. It is during this later phase of development that Barton-upon-Irwell fell under the wider Urmston district.

## 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?