

wardell-armstrong.com

ENERGY AND CLIMATE CHANGE  
ENVIRONMENT AND SUSTAINABILITY  
INFRASTRUCTURE AND UTILITIES  
LAND AND PROPERTY  
MINING AND MINERAL PROCESSING  
MINERAL ESTATES  
WASTE RESOURCE MANAGEMENT



**CPS DEVELOPMENTS LTD**

**LAND AT OMEGA DRIVE, IRLAM,  
GREATER MANCHESTER,**

**HERITAGE IMPACT ASSESSMENT**

**May 2018**

*your earth our world*





**DATE ISSUED:** May 2018  
**JOB NUMBER:** CL12142  
**OASIS REFERENCE:** wardella2-317169  
**REPORT NUMBER:** RPT-001  
**GRID REFERENCE:** SJ 72027 92579

**CPS DEVELOPMENTS LTD**

**LAND AT OMEGA DRIVE, IRLAM, GREATER MANCHESTER**

**HERITAGE IMPACT ASSESSMENT**

**May 2018**

<b>PREPARED BY:</b>	<b>APPROVED BY:</b>	<b>EDITED BY:</b>
Cat Peters	Frank Giecco	
Researcher	Technical Director	Technical Director

*This report has been prepared by Wardell Armstrong LLP with all reasonable skill, care and diligence, within the terms of the Contract with the Client. The report is confidential to the Client and Wardell Armstrong LLP accepts no responsibility of whatever nature to third parties to whom this report may be made known.*

*No part of this document may be reproduced without the prior written approval of Wardell Armstrong LLP.*



Wardell Armstrong LLP is Registered in England No. OC307138.

Registered office: Sir Henry Doulton House, Forge Lane, Etruria, Stoke-on-Trent, ST1 5BD, United Kingdom

UK Offices: Stoke-on-Trent, Cardiff, Carlisle, Edinburgh, Greater Manchester, London, Newcastle upon Tyne, Sheffield, Taunton, Truro, West Bromwich. International Offices: Almaty, Moscow

DESK BASED ASSESSMENTS  
 ARCHAEOLOGICAL EVALUATION  
 ARCHAEOLOGICAL EXCAVATION  
 GEOPHYSICAL SURVEY  
 TOPOGRAPHIC AND LANDSCAPE SURVEY  
 HISTORIC BUILDING RECORDING  
 ENVIRONMENTAL SERVICES

## CONTENTS

SUMMARY .....	1
ACKNOWLEDGEMENTS .....	2
1 INTRODUCTION .....	3
1.1 Circumstances of Project .....	3
1.2 The Purpose of the Heritage Impact Assessment .....	3
1.3 Planning Policy and Legislative Framework .....	3
1.4 Local Planning Policies .....	4
2 METHODOLOGY .....	5
2.1 Introduction .....	5
2.2 Documentary Sources .....	5
2.3 Site Visit .....	5
2.4 Impact Assessment Tables .....	5
2.5 Heritage Impact Assessment .....	6
2.6 Reporting .....	7
2.7 Glossary .....	7
3 DESCRIPTION .....	9
3.1 Location and Geology .....	9
3.2 Historic Landscape Character .....	9
3.3 Archaeological and Historical Background .....	9
3.4 Site Visit .....	19
3.5 Designated Heritage Assets .....	22
3.6 Non-designated Heritage Assets .....	22
3.7 The Character of the Development .....	22
4 DISCUSSION .....	24
4.1 Summary of Heritage Asset Significance .....	24
4.2 Magnitude of Impact on Heritage Assets .....	25
4.3 Heritage Statement .....	25
5 BIBLIOGRAPHY .....	26
5.1 Primary Sources .....	26
5.2 Secondary Sources .....	26
5.3 Internet Sources .....	28
APPENDIX 1: HERITAGE IMPACT ASSESSMENT TABLES .....	29
APPENDIX 2: LIST OF HERITAGE ASSETS .....	32
APPENDIX 3: FIGURES .....	37

## LIST OF ILLUSTRATIONS

### FIGURES

- Figure 1: Site location  
Figure 2: Detailed site location  
Figure 3: Location of heritage assets within 1km study area  
Figure 4: First Edition Ordnance Survey Map, 1848 and 1868, 6 inches to 1 mile scale  
Figure 5: Second Edition Ordnance Survey Map, 1896 25 inches to 1 mile scale  
Figure 6: Special Edition Ordnance Survey Map, 1912, 25 inches to 1 mile scale  
Figure 7: Third Edition Ordnance Survey Map, 1928, 25 inches to 1 mile scale  
Figure 8: Fourth Edition Ordnance Survey Map, 1937, 25 inches to 1 mile scale  
Figure 9: 1967 Ordnance Survey Map, 25 inches to 1 mile scale  
Figure 10: The Development Proposals

### PLATES

Plate 1: Yate's Map of Lancashire, 1786	10
Plate 2: Heywood's Plan of the Manchester Ship Canal, 1884	11
Plate 3: Partington Coal Basin (Asset 26)	12
Plate 4: Partington Coal Basin (Asset 26)	13
Plate 5: Steelwork Offices, 1912	14
Plate 6: Aerial View of Steelworks, undated	15
Plate 7: View of Steelworks from the north-east, undated	15
Plate 8: Partington Steel and Iron Company advertisement	16
Plate 9: Irlam Steelworks Dispute, 1972	17
Plate 10: Google Earth imagery, 10th May 2005	17
Plate 11: Google Earth imagery, 31st December 2005	18
Plate 12: View of site from north-west, Irlam Wharf Road/ Darby Road junction	19
Plate 13: View of site from south-west, from Steuber Drive	19
Plate 14: View of site from entrance to Irlam Drive from A57 roundabout	20
Plate 15: Showing jetties, possible surviving landing stage (Asset 38) and hydraulic lift (Asset 36)	21
Plate 16: Showing jetties, and remnants of early 20th century hydraulic lift (Asset 40)	21



## SUMMARY

Wardell Armstrong LLP (WA) was commissioned by Commercial Development Projects Ltd to prepare a Heritage Impact Assessment of land at Omega Drive, Irlam, Greater Manchester (centred on NGR SJ 72027 92579). This assessment is required to accompany a forthcoming planning application for three industrial units at the site. This work comprised a consultation of sources relating to the area's development and a site visit, and aims to show the impact on the heritage significance of upstanding heritage assets within the 1km study area, and the potential for encountering as-yet unknown heritage assets within the site boundary.

The proposed development site lies within a former agricultural area entwined by the former course of the River Mersey. River-related alluvial deposits have the potential to retain well-preserved archaeological remains, such as has been discovered in the vicinity in the form of a Bronze Age hammer and medieval dug-out canoe.

The agricultural nature of the area was curtailed by the establishment of the Manchester Ship Canal in 1884 and associated Partington Coal Basin just to the south-east of the site. Several related features once lay within the site boundary itself, comprising sections of mineral railways and a building later annotated as a Hydraulic Tower. By 1912, communication and transport links were increased, linking the Partington Coal basin to the mainline railway to the south-west, and additional tracks were constructed adjacent to the basin itself. Small buildings and an engine shed were also constructed within the site boundary and a workmen's ferry was provided. Between 1912 and 1938, Irlam Steelworks had been completed to the north-west, resulting in a great expansion in associative sidings to the ship canal, an additional canal-side hydraulic lift and several new buildings. The rail tracks continued to expand by 1938 and by 1967 a large depot and a further building with tanks had been established. The steelworks eventually closed in 1979.

The proposed development has the potential to directly impact on the surviving remains of these 26 known late 19<sup>th</sup> and 20<sup>th</sup> century industrial-related heritage assets. As assets of local significance, this substantial impact would result in a limited impact on overall heritage significance. There is also the potential for as-yet unknown archaeological features to survive within the site boundary, particularly considering it lies across the former course of the River Mersey. As a result, further archaeological mitigative works may be required, dependent on advice from the Greater Manchester Archaeological Advisory Service.

## **ACKNOWLEDGEMENTS**

Wardell Armstrong LLP (WA) thank Miranda Bell of CPD Developments Ltd for commissioning the project. WA also thank Norman Redhead, Director of the Greater Manchester Archaeological Advisory Service, for providing data from the Historic Environment Record and for all advice.

The site visit was undertaken by Cat Peters and the documentary research was undertaken by Cat Peters.

The report was written by Cat Peters and the figures were produced by Helen Phillips. Frank Giecco managed the project and Dave Jackson edited the report.

## **1 INTRODUCTION**

### **1.1 Circumstances of Project**

1.1.1 Wardell Armstrong LLP (WA) was commissioned by Commercial Development Projects Ltd to prepare a Heritage Impact Assessment of land at Omega Drive, Irlam, Greater Manchester (centred on NGR SJ 72027 92579; Figure 1). This assessment is required to accompany a forthcoming planning application for three industrial units at the site. The site comprises a marginalised area of scrubland between recently established industrial buildings to the north-west and the Manchester Ship Canal to the south-east (Figure 2).

### **1.2 The Purpose of the Heritage Impact Assessment**

1.2.1 This Heritage Impact Assessment is designed to show the impact on the heritage significance of heritage assets within a 1km radius of the proposed development site, an area hitherto referred to as the study area.

1.2.2 The Heritage Impact Assessment seeks to address in detail the issues of impacts on heritage significance and to do this it both seeks to understand the significance of the assets before evaluating the impact of the development proposals upon them.

### **1.3 Planning Policy and Legislative Framework**

1.3.1 National planning policies on the conservation of the historic environment are set out in the *National Planning Policy Framework* (NPPF), which was published by the Department of Communities and Local Government in March 2012. This is supported by *National Planning Practice Guidance* (NPPG) which was published in March 2014.

1.3.2 The NPPF draws a distinction between designated heritage assets and other remains considered to be of lesser significance. With regard to designated heritage assets, '*great weight should be given to the asset's conservation*'. The more important the asset, the greater the weight should be; substantial harm to or loss of a Grade II Listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, including scheduled monuments, protected wreck sites, battlefields, Grade I and II\* Listed Buildings and Grade I and II\* Registered Parks and Gardens and World Heritage Sites, should be wholly exceptional (NPPF, para 132). Therefore, preservation in-situ is the preferred course in relation for such sites unless exceptional circumstances exist.

1.3.3 The NPPF advises that local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets in

order to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably (NPPF, para 137).

#### 1.4 Local Planning Policies

- 1.4.1 Salford's Local Plan (November 2016) is currently in draft format, but the Unitary Development Plan (2004 to 2016) saved policies includes Policy CH5: Archaeology and Ancient Monuments. This states that *'where planning permission is granted for development that will affect known or suspected remains of local archaeological value, planning conditions will be imposed to secure the recording and evaluation of the remains and, if appropriate, their excavation and preservation and/or removal, prior to the commencement of the development'* (Salford City Council 2006, 104).

## **2 METHODOLOGY**

### **2.1 Introduction**

2.1.1 The preparation of this Heritage Impact Assessment has been undertaken in accordance with guidance recommended by Historic England and prepared by Bassetlaw District Council (2011). Note is also taken of Historic England guidance on understanding place (2015) and on the setting of heritage assets (2017).

2.1.2 The data underlying the Heritage Impact Assessment was gathered through desk-based study of documentary sources and via a site visit. The impact of the development on upstanding assets within the 1km search radius, was assessed using a series of standard tables (*confer* Appendix 1).

### **2.2 Documentary Sources**

2.2.1 The primary and secondary sources were used to provide the background to the historical character of the study area. Much of the information in this Heritage Impact Assessment was derived from the results of previous archaeological investigations in the area, from data from the Historic Environment Record database, from internet sources and from sources available at Trafford Local Studies Centre and Salford Local Studies Library.

2.2.2 Historic England's guidance on historic area assessments, conservation areas and heritage asset setting was used to establish the compliance of the development scheme proposals with best practice planning guidance.

### **2.3 Site Visit**

2.3.1 The site and its environs were visited on Wednesday 2<sup>nd</sup> May 2018.

2.3.2 The site visit aimed to:

- identify any as yet unknown features within the proposed development site
- identify whether any known features identified during the research are still present within the proposed development site boundaries
- consider the impact of the proposed residential development on the heritage significance of the heritage assets within a 1km radius.

### **2.4 Impact Assessment Tables**

2.4.1 The assessment of the impact of development proposals is undertaken using a series of heritage impact tables (Appendix 1). These tables use standard assessment

methods as used by Government agencies, as for example those used in the Highway Agency's *Design Manual for Roads and Bridges* (2007). These tables first establish the significance of the heritage asset against set criteria, secondly they estimate the magnitude of impact and, taking the results of these two together, allow a calculation of impact on overall heritage significance.

## 2.5 Heritage Impact Assessment

- 2.5.1 For the purposes of this report, the term '*site*' is used to refer to the area within the proposed development site boundary (Figure 2) and the term '*study area*' is used for the wider 1km radial contextual area surrounding the site (Figure 3).
- 2.5.2 Several sources of information were consulted, in accordance with professional guidelines (CifA 2014) and local curatorial requirements. A further search of online resources was undertaken in order to identify any designated sites such as scheduled monuments, listed buildings and conservation areas, around the proposed development area. This was done in order to help assess the possible impact of the proposed development on archaeologically sensitive areas. The principal sources of information were historical maps and secondary sources.
- 2.5.3 **Greater Manchester Environment Record (HER):** the HER, maintained by Greater Manchester Archaeological Advisory Service, was consulted in April 2018 in order to obtain information regarding known non-designated heritage assets, i.e. sites of historic or archaeological interest which are not designated, from within the study area. Their library and holdings were also checked for relevant documents. Full details of all assets are included in Appendix 2 and their locations are represented by asset numbers in Figure 3.
- 2.5.4 **Manchester Archives:** the online catalogue of all country-wide archives, the National Archives, was checked prior to any archive visits being made. This listed various documents relating to Irlam as located at Manchester Archives at the Central Library, St Peter's Square, specifically Manchester Ship Canal documents and photographs of Irlam Steelworks, many of which were available online. It also listed several documents as being located at Trafford Local Studies Centre and Salford Local Studies Library, and these two repositories were visited.
- 2.5.5 **Trafford Local Studies Centre (TLSC):** copies of county maps covering the area were held at Trafford Local Studies centre, as was the Tithe Map of Partington of 1842, and various local history books and pamphlets.

- 2.5.6 **Salford Local Studies Library (SLSL):** as the proposed development site lies within the modern area of Salford, the local studies library there was visited, specifically targeting early cartographic sources, though historically the boundary between Cheshire and Lancashire was the River Mersey, the river being realigned to form the Manchester Ship Canal, and thus the proposed development site has been within many districts.
- 2.5.7 **National Heritage List (NHL):** the online database of all designated assets (scheduled monuments, listed buildings, registered parks and gardens, battlefields etc), maintained by Historic England, was searched for the 1km study area, and the results detailed in Appendix 2 and illustrated in Figure 3.
- 2.5.8 **Wardell Armstrong LLP:** various publications and unpublished reports on excavations and other work in the region are held within the Wardell Armstrong library and these were examined and are referenced as appropriate.
- 2.5.9 **Websites:** various websites were checked for information relevant to the site's assessment, including Google Earth™, the British Geological Survey, and the Archaeological Data Service. These are listed, as appropriate, in the bibliography.

## 2.6 Reporting

- 2.6.1 A digital copy of the report will be deposited with the Greater Manchester Archaeological Advisory Service, where viewing will be made available on request.
- 2.6.2 Wardell Armstrong support the Online AccesS to the Index of archaeological investigationS (OASIS) project. This project aims to provide an online index and access to the extensive and expanding body of grey literature created as a result of developer-funded archaeological work. As a result, details of the results of this study will be made available by Wardell Armstrong, as a part of this national scheme, under code: **wardella2-317169**.

## 2.7 Glossary

- 2.7.1 The following standard terms are used throughout the report:
- Designation – the process that acknowledges the significance of a heritage asset and thus advances its level of consideration/protection within the planning process. Designated assets can either be statutory, like listed buildings, or non-statutory such as registered parks and gardens or conservation areas.
  - Heritage Asset – a building, monument, site, place, area or defined landscape positively identified as having a degree of heritage significance that merits

consideration in planning decisions.

- Historic Environment Record – an information service, usually utilising a database that provides public access to up-to-date and dynamic resources relating to the historic environment of a defined geographic area.
- Mitigation – action taken to reduce potential adverse impacts on the heritage significance of a place.
- Setting – the surroundings in which a heritage asset is experienced. The extent is not fixed and will vary according to the historic character of the asset and the evolution of its surroundings.
- Significance – the value of a heritage asset to present and future generations attributable of its heritage interest. That interest may be archaeological, architectural, artistic or historic (including historical associations).



### 3 DESCRIPTION

#### 3.1 Location and Geology

3.1.1 The proposed development site lies c. 900m to the south-east of Irlam Railway Station, 2km south of the M62, within Northbank Industrial Estate on the north bank of the Manchester Ship Canal (Figure 1). The proposed development site incorporates an area of 5.4 hectares of land adjacent to existing modern, portal steel-framed industrial units within the Riverband Technology Centre (Figure 2). At the time of this study the proposed development site was an undeveloped area of grass and scrubland.

3.1.2 The geology in the vicinity consists of sandstone of the Wilmslow Sandstone Formation, a sedimentary bedrock formed approximately 247 to 252 million years ago (BGS 2018). The superficial deposits are mapped as clay, silt, sand and gravel alluvium, deposits formed up to 2 million years ago in the Quaternary Period (*ibid*).

#### 3.2 Historic Landscape Character

3.2.1 The proposed development site, within Northbank Industrial Park at Irlam, *'features large-scale industrial sheds of mid and late 20<sup>th</sup> century, occurring largely as new builds on former agricultural land'* (Greater Manchester Archaeological Unit 2010, 105). The character of the area has been identified as *'industrial'* (*ibid*, 23). Darby Road specifically, to the north-east of the proposed development site, has been classified as *'Industrial, Waste Ground'* (HER HGM28735), described as *'late 20<sup>th</sup> century waste ground present by 1999. Previous early 20<sup>th</sup> century Manchester Ship Canal sidings and mineral railway are no longer present'* (HER HGM28735). Previously this area was *'Communications'* as *'Train Sidings'*, and prior to that, *'Valley Floor Meadows'* and *'Enclosed Land'* (HER HGM28735).

#### 3.3 Archaeological and Historical Background

3.3.1 This historical and archaeological background is compiled from secondary sources and primary records consulted in April and May 2018. It is intended only as a summary of historical developments around the site. The locations of known heritage assets within the 1km study area are shown in Figure 3, and summarised in Appendix 2.

3.3.2 **Prehistoric Period:** evidence for prehistoric activity in the vicinity has come from the discovery of a flat disc-shaped water-worn implement, originally thought to be a Neolithic net sinker, now thought to be a Bronze Age hammer or mace (Asset 2). This artefact was recovered during foundation excavations for a power house at the Steel Works site in the 1930s (Irlam and Cardishead History Society 2018).

- 3.3.3 **Roman Period:** there is no known evidence for Roman activity in the study area.
- 3.3.4 **Medieval Period:** the name Irlam, was once Irwelham meaning village on the Irwell, due to its proximity to the River Irwell. It also lay close to the River Mersey, and south of Chat Moss, a heavily bogged area (About Manchester 2018). The use of these rivers as navigational channels occurred throughout history, and when cutting the Manchester Ship Canal in June 1890, a dug-out canoe was recovered (Asset 3). Radiocarbon dating has produced an 11<sup>th</sup> century date for the canoe.
- 3.3.5 Partington village has medieval origins (Asset 19), initially developing around the hall, church and green, and various fieldnames in the vicinity known from the Tithe Award indicate medieval land-use in the vicinity (Assets 15-17). Partington Hall is first documented in 1724 but may have had earlier origins (Asset 14). The area would have predominantly been used for small scale agricultural practices during the medieval period. The site itself lay on the banks and in the meander of the River Mersey at this time.
- 3.3.6 **Post Medieval Period:** the severe meandering of the River Mersey in the vicinity of the proposed development site proved frustrating to traders in the area, and surveys were carried out in 1712 for the improvement of the Mersey and Irwell from Warrington up to Manchester (Ashmore 1969, 162). Acts of Parliament followed in 1720 (*ibid*), making the river navigable and providing an important route between Liverpool and Manchester (Ashmore 1982, 19). The new channel is to the north of the proposed development site (circled in red) on Yate's Map of Lancashire of 1786 (Plate 1).



Plate 1: Extract from Yate's Map of Lancashire, 1786

- 3.3.7 The draining of Chat Moss in the late 1700s and the creation of the Irwell-Mersey navigation channel saw the growth of Irlam as a centre of agriculture; Mersey Farm is known from the study area (Asset 15), as is a small cottage (Asset 24). The Tithe Award Maps of Partington (1842) and Carrington (1841), both indicate a continuation in the dominance of agriculture up until the mid 19<sup>th</sup> century, with the land in the vicinity predominantly meadows, and mostly owned by the Earl of Stamford. Despite this, small-scale industry is also represented in the vicinity, by a tile and brick works (Asset 5), a small two-storey workshop (Asset 10) and a rectangular structure (Asset 4), shown on the First Edition Ordnance Survey maps. By 1848 and 1868 and the respective publications of the first Lancashire and Cheshire Ordnance Survey series, the area remained predominantly agricultural in nature (Figure 4), with smaller strip fields depicted in the severe meanderings of the Mersey, and larger fields to the east. Several field boundaries are shown within the proposed development site at this time. The nearest farmstead was 'Peaksnook' (Asset 25) shown to the east (Figure 4), and also shown on the Partington Tithe Award Plan of 1842 (TLSC GB742.96269715).
- 3.3.8 The Manchester Ship Canal was an engineering venture on a much larger scale than the earlier navigation channel (Ashmore 1982, 21), and had a much greater impact on the rise of industry in the area. Manchester businessmen feared a permanent trade recession in the 1870s, and were concerned about the loss of trading through Liverpool Docks. The Act was passed in 1885, and the 35.5mile canal was constructed between 1887 and 1894 (Ashmore 1982, 21), transforming Manchester into an inland port, 35 miles from the sea (McNeil and Nevell 2000, 46). The opening of the ship canal, brought rapid industrialisation to the region, and meant that the present proposed development site was no longer agricultural in nature, in the valley of a meandering river, but within a communications and industrial corridor (Plate 2).

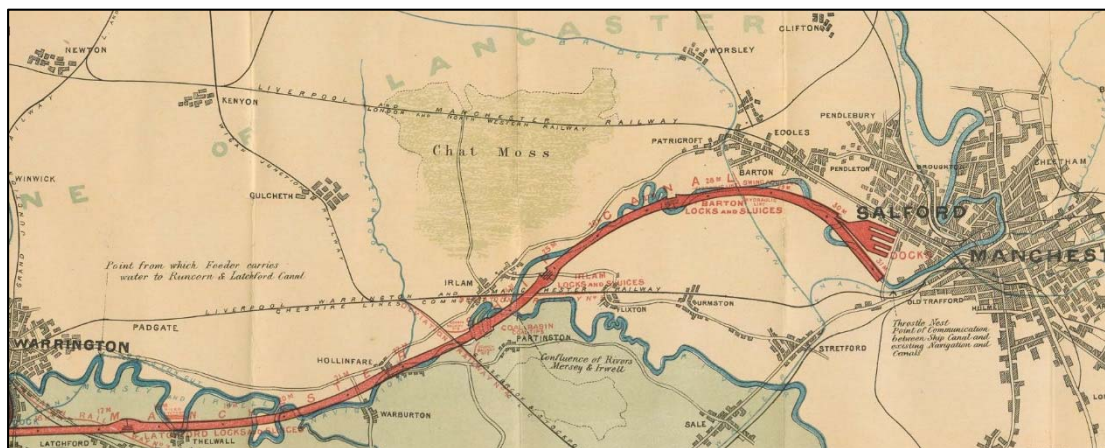


Plate 2: Heywood's Plan of the Manchester Ship Canal, 1884

3.3.9 As part of the original design (Plate 2), a coal basin was created to the south of Irlam and north-west of Partington, known as Partington Coal Basin (Asset 26). This was the largest refuelling point on the canal (Gray 1997, 64), located to the south-east of the proposed development site. It was completely railway-orientated, the sole purpose being to handle coal into ships, with no facility for the handling of imports (Thorpe 1984, 25). The equipment established there enabled the contents of railway waggons to be tipped directly into ships' bunkers; *'empty waggons were hoisted to a line above, from where they returned to the sidings by gravity'* (Gray 1997, 64). There were four coal tips in use, two on the south side and two on the north side, and the north side was also provided with a steam crane for coaling small vessels (Thorpe 1984, 25). These developments are shown on the Second Edition Ordnance Survey map (Figure 5) and in the images below (Plates 3 and 4). Two of the coal tips are shown in the vicinity of the proposed development site on the Second Edition Ordnance Survey map (Figure 5), labelled 'Hydraulic Lifts' (Assets 36 and 37) and had mineral railway lines leading to them from the west (Assets 32 to 34 and 35). A small square building to the north, also within the proposed development site is labelled on later mapping as a hydraulic tower (Asset 29).



*Plate 3: Partington Coal Basin (Asset 26; after Thorpe 1984, 34)*



*Plate 4: Partington Coal Basin (Asset 26; after Gray 1997, 64)*

3.3.10 For the wider area, the construction of the Manchester Ship Canal brought a jetty, sluices, a coal wharf (Asset 20) and locks (Asset 6), and a 'Workmen's Ferry' was established to cross the Partington Coal Basin by 1912 (Asset 38; Figure 6). The introduction of the railway brought more complex communication and transport links, resulting in a railway station at Irlam (Asset 11) and an engine shed (Asset 22). These developments are shown on the Second Edition Ordnance Survey map series (Figure 6). New large-scale works developed as a result of these improved links, opening across the length of the Manchester Ship Canal in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. These included CWS soap works, Royles Engineering, a Margarine Works and a Steel Works (Asset 1).

3.3.11 These developments resulted in an increased population and an increase in amenities, including two churches (Assets 7 and 13), a library (Asset 8), a public house (Asset 12) and a fire station (Asset 9) to serve them.

3.3.12 **Modern:** in 1901, the population of Irlam was just over 4,000, but by the outbreak of the Second World War it had reached 14,600. In 1974, when Irlam Urban District Council became a part of Salford, the population was over 20,500 (About Manchester 2018), with the steelworks (Asset 1), established c. 1912, being a major employer. Early buildings associated with this were sketched on to the Special Edition Ordnance Survey plan of 1912, to the north of the proposed development site (Figure 7), and this must explain an expanse of communication links within the proposed development site by this date. These developments included an engine shed (Asset 27) and nearby small building (Asset 28), and a further rectangular building (Asset 39) as well as further railway tracks (Asset 30), one adjacent to the canal-side (Asset 31),



and associated tanks (Asset 40). The construction potential of steel was beginning to be recognised in 1900, the Forth Bridge, completed in 1899, its principle advertisement (Stratton and Trinder 2000, 8). Steel had been accepted by the ship industry in the 1880s and the properties and capabilities were beginning to be appreciated in building; steel frames being used for larger buildings, the result being that steel became one of the most influential materials of the 20<sup>th</sup> century (Stratton and Trinder 2000, 5).

3.3.13 The works were established by the Pearson and Knowles Coal and Iron Co. to supply their steel needs as well as the Sheffield market and other steel users (Asset 1; Grace's Guide 2018). The first contract on the site was for '*a good substantial office to be erected*' (Beeston 1997, 19), shown below in 1912 (Plate 5).



*Plate 5: Steelwork Offices, 1912 (after Beeston 1997, 19)*

3.3.14 A new railway line was built, linking the steelworks to the British Rail system near Irlam Railway Station (Thorpe 1984, 65). These developments are shown on the Third Edition Ordnance Survey map of 1928 (Figure 7) and on aerial photographs (e.g. Plates 7 and 8), with links to the pre-existing mineral railway and canal sidings, and coal presumably still loaded onto ships in the vicinity (Plate 7). These works were provided with three blast furnaces, 108 by-product coke ovens, a 6 Siemens Steel Furnaces and Rolling Mills with a capacity of 3000 tons per week (Grace's Guide 2018). By 1913, there was a proposal to acquire further land adjacent to the works, and by this date 54 coke ovens had been built and an additional 54 were under construction. By the end of Summer 1913, the blast furnaces were in operation and the rolling mills were operational during the autumn of that year (Grace's Guide 2018). With the outbreak of the First World War, and at the instigation of the Ministry of Munitions, large

expansion at the works began, including an additional three blast furnaces, 152 by-product coke ovens, 5 Siemens open hearth furnaces and rolling mills, three electric furnaces as well as steel casting plant, all giving a total capacity of 7000 to 8000 tons per week (Grace's Guide 2018).



*Plate 6: Aerial View of Steelworks, undated (after Instalgia 2018)*



*Plate 7: View of Steelworks from the north-east, undated (after Pinterest 2018)*

3.3.15 During the 1920s, after several years of depressed trade, proposals were made to deal with the company's debts. In 1930, the Lancashire Steel Corporation was formed, taking over the assets of the Pearson and Knowles Coal and Iron Co., the Partington Steel & Iron Co. and the Wigan Coal and Iron Co, leading to extensive development at the site (Beeston 1997, 42). An advertisement in Grace's Guide of 2018 shows the extent of the Partington Steel & Iron Co offices and products before this takeover, and must pre-date the 1930s (Plate 8).



Plate 8: Partington Steel and Iron Company advertisement (after Graces Guide 2018)

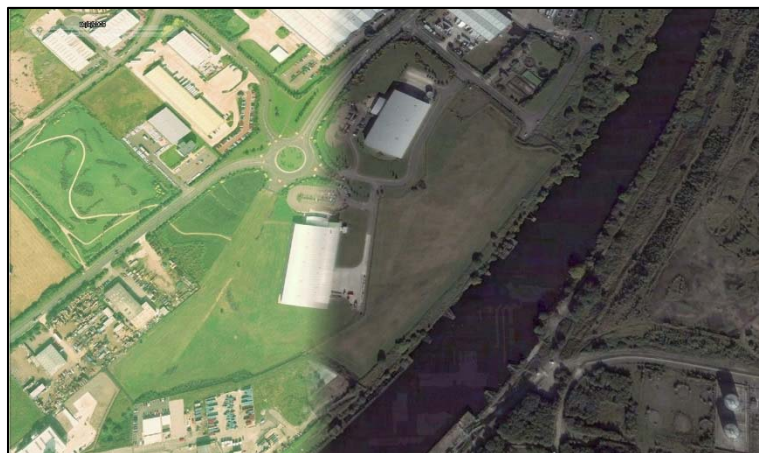
- 3.3.16 Between 1930 and 1933, a new wharf, new coke ovens and the alteration and modernisation of the cogging mill and steel furnace were undertaken (Beeston 1997, 43). The steelworks are shown as a large works, 'Irlam Works (Steel)' on the Ordnance Survey map of 1938 (Figure 8), which shows a post-1928 (Figure 7), pre-1938 (Figure 8) system of railways across the northern extent of the proposed development site (Asset 50), parallel with the south-eastern extent of the steelworks buildings (Asset 1). After several mergers the company eventually went into voluntary liquidation in 1942, taken over by British Steel. A new foundry was added c. 1956, producing castings of copper, brass, steel and iron for the Warrington and Irlam works (Beeston 1997, 45).
- 3.3.17 The works are still depicted on the 1967 Ordnance Survey map (Figure 9), with post-1938 developments including a large depot (Asset 51) associated with the railway system to the north (Asset 50) and an additional building with associated tanks (Asset 52). The closure of the steelworks was eventually announced in April 1971 with the final shutdown occurring early in 1979 (Thorpe 1984, 67). A photograph taken during the disputes in 1972 shows the extent of the works in its latest phase, and the tracks in the foreground along which the union members are walking may be within, or just at the edge of the proposed development site (Plate 9). The whole complex, including all of the mineral railway lines and buildings within the proposed development site have since been demolished, though upstanding traces of the canal-side features may survive (*confer* 3.4).





*Plate 9: Irlam Steelworks Dispute, 1972 (Instalgia 2018)*

3.3.18 Later 20<sup>th</sup> century industrial developments in the wider search area include the establishment of Carrington Power Station and associated buildings (Asset 23) and a metallurgical laboratory (Asset 21) by 1960. The later 20<sup>th</sup> century and early 21<sup>st</sup> century has seen the use of the area as an industrial estate, established after 1992 (GMAU 1992). Cadishead Way, the A57, which forms the north-western boundary of the south-western part of the site, was developed in the latter part of 2005 (Plates 10 and 11).



*Plate 10: Google Earth imagery, 10<sup>th</sup> May 2005*

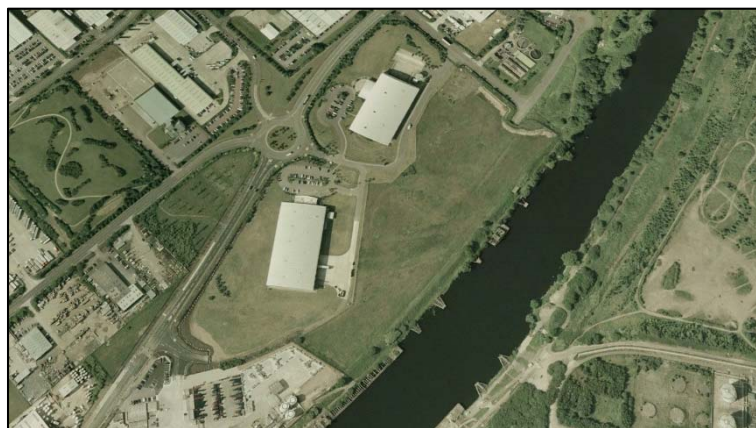


Plate 11: Google Earth imagery, 31<sup>st</sup> December 2005

3.3.19 A desk based assessment of the area, included the present proposed development site, but the only feature referenced within the present site boundary were ship canal sidings, since built over (GMAU 1992, 5). This report concluded that the level of modern disturbance in the vicinity was likely to be extensive and that pre-existing features were unlikely to survive (*ibid*, 7). Unfortunately, this was referencing the late 19<sup>th</sup> and 20<sup>th</sup> century archaeological features as the ‘*modern disturbance*’. This document was a very early planning-imposed example of a desk-based assessment undertaken at a time when the significance and interest in industrial archaeological features as a diminishing and finite resource was not fully understood. As a result, no further archaeological mitigative works were undertaken, so any surviving features in other parts of the Northbank Industrial Park area may have been destroyed without ever being recorded. The regional research framework of 2006 has ascertained that, regarding 20<sup>th</sup> century industries, ‘*there has been no comprehensive survey of the surviving remains associated with these endeavours and most of the factory complexes have been reused and redeveloped*’ (Brennand et al 2006, 189). The associated research agenda, has stated that ‘*industry specific studies are needed for those industries that have received little archaeological attention. This is especially needed for those industries that grew in importance in the early 20<sup>th</sup> century*’ (Brennand et al 2007, 154). Any surviving traces of the steelworks and associated features within the proposed development site therefore, will be considered of greater importance and significance now than they were given in 1992 (GMAU 1992).

### 3.4 Site Visit

3.4.1 The site was visited on Wednesday 2<sup>nd</sup> May 2018. Access and visibility were restricted, with the whole site being surrounded by a tall metal fence beside which shrubs and undergrowth had grown (Plates 12 and 13). A security booth further restricted access and visibility from the roundabout approach off the A57 (Plate 14). The site appeared to be relatively level and predominantly grassed, with scrub and shrub growth, the north-western area seeming to have been more maintained (*confer* also Plates 10 and 11).



*Plate 12: View of site from north-west, Irlam Wharf Road/ Darby Road junction*



*Plate 13: View of site from south-west, from Steuber Drive*



*Plate 14: View of site from entrance to Irlam Drive from A57 roundabout, facing south-east*

3.4.2 The site was also viewed from the opposite side of the Manchester Ship Canal, from the south-east, from a public footpath. Although this gave no clear view of much of the interior of the proposed development site, it did reveal the survival of several canal-side structures, also still marked on modern mapping, such as jetties and bollards (Plates 15-16). Of more interest is the potential survival of landing stages associated with the former workers' ferry route first shown on the Ordnance Survey Map of 1912 (Figure 6; Asset 38) one of the hydraulic lifts (Asset 36) associated with the original design of the Manchester Ship Canal and the Partington Coal Basin (Asset 26) and a later hydraulic lift on extended platform (Asset 40), built between 1912 (Figure 6) and 1928 (Figure 7). Some of these features are visible in the photographs below (Plates 15 and 16).





*Plate 15: Showing jetties, possible surviving landing stage (Asset 38) and hydraulic lift (Asset 36) towards south-western part of south-eastern boundary of proposed development site, facing south-west*



*Plate 16: Showing jetties, and remnants of early 20<sup>th</sup> century hydraulic lift (Asset 40), towards north-eastern part of south-eastern boundary of proposed development site, facing north-west*

3.4.3 The proposed development site lies at the edge of an area recently re-used for industrial units, with modern linear routes such as Cadishead Way, the A57 and a large supermarket occupying the former industrial areas.

### **3.5 Designated Heritage Assets**

3.5.1 There is only one designated heritage asset within the 1km search area, a Grade II\* listed former chapel of ease, now the Church of St George (Asset 7).

### **3.6 Non-designated Heritage Assets**

3.6.1 There are fifty-one non-designated heritage assets within the search area, twenty eight of which have been identified during this project, and twenty two of which may extend to within the boundary of the proposed development. A minimum of a further four canal-side heritage assets, associated with the Manchester Ship Canal and Partington Coal Basin (Asset 26) and the later development of the neighbouring steelworks (Asset 1), although not within the proposed development site boundary, are in the immediate vicinity, have associative value, and may be permanently detached from the surrounding area depending on health and safety constraints associated with the proposed canal-side development.

### **3.7 The Character of the Development**

3.7.1 The proposed development is for the erection of three industrial units at the site (Figure 10). The largest, to the east, and south of Omega Engineering Limited's unit would be a north-east south-west orientated 126,000 sq. ft. industrial unit with 10,000 sq. ft. two storey office accommodation and car parking and service yard to the west and south-west. This unit would be accessed from the east at the Darby Road/ Irlam Wharf junction. The second largest, located at the north-western corner of the plot would be a 40,000 sq. ft. industrial unit including 2,000 sq. ft. office accommodation on ground floor with additional 2,000 sq. ft. office accommodation on the first floor with a car park and service yard to the south. The third unit, to the south of the second, and towards the south-western corner of the plot, would be an 11,000 sq. ft. building including 1,000 sq. ft. of office space at first floor level and 1,000 at ground floor level. Parking for this unit would be to the north-west, with a service yard to the north. Both of these western units would be accessed from Steuber Drive to the north-west.

3.7.2 Historically, the largest, easternmost unit was where the majority of the railway and mineral railway tracks were located (Asset 50), associated with the establishment of the steelworks after 1912 (Figure 6) and developed in the later stages of the works from 1928 onwards (Figure 7). This unit may also infringe upon the former course of the River Mersey (Figure 4).

- 3.7.3 The second largest unit, located at the north-western corner of the proposed development site, would occupy an area formerly containing the two earliest mineral railway lines (Assets 34 and 35) associated with the Partington Coal Basin (Asset 26). These lines transported coal to the hydraulic drums and lifts (Assets 36 and 37) to be emptied onto ships docking in the Manchester Ship Canal (Plates 3, 4 and 7). Prior to this, this land contained narrow linear fields to the west of the former course of the River Mersey, with a potential track running through (Figure 4).
- 3.7.4 The smallest southern square unit appears to have lain just to the south of the mineral railway line and remained untouched by any structures, though may have been affected by developments in the vicinity. This unit would also be in the vicinity of the former course of the River Mersey (Figure 4).

## **4 DISCUSSION**

### **4.1 Summary of Heritage Asset Significance**

- 4.1.1 One grade II\* listed building lies within the 1km study area centred on the proposed development site (Asset 7), and although this asset is of national significance (Appendix 1, Table 1), the proposed development will result in no negative impact, so no further appraisal of impact on designated assets is required.
- 4.1.2 Of more concern is the fact that the proposed development site lies within a former agricultural area entwined by the former course of the River Mersey. This has the potential to retain well-preserved archaeological remains, such as has been discovered in the vicinity: a Bronze Age hammer (Asset 2) and a medieval dug-out canoe (Asset 3).
- 4.1.3 The whole area was redefined by the establishment of the Manchester Ship Canal in 1884 and the establishment of the Partington Coal Basin (Asset 26) just to the south-east of the site. This involved the construction of several associated features within the immediate vicinity of the proposed development site, such as mooring posts, mineral railway lines to transport coal to the canal-side and hydraulic lifts to empty the waggons onto ships. Several of these features once lay within the site boundary itself, and these comprised sections of the mineral railways (Assets 32-35 and 43) and a small square building later annotated as a Hydraulic Tower (Asset 29). By 1912, communication and transport links were increased, linking the Partington Coal basin to the mainline railway to the south-west, and additional tracks were also constructed adjacent to the basin itself (Assets 30 and 31). Small buildings and an engine shed were also constructed within the site boundary (Assets 27, 28 and 39). A workmen's ferry had also been created by 1912 (Asset 38). Between 1912 and 1938, the Steelworks had been completed to the north-west, resulting in a great expansion in associative sidings to the ship canal (Assets 41-45), an additional canal-side hydraulic lift (Asset 40) and several new buildings (Assets 46-49), one an engine shed (Asset 49), and two with tanks (Asset 46 and 48). The rail tracks continued to expand by 1938 (Asset 50) and by 1967 a large depot (Asset 51) and a further building with tanks (Asset 52) had been established within the proposed development site boundary. The steelworks eventually closed in 1979.
- 4.1.4 These twenty six heritage assets, all related to industrial developments of the late 19<sup>th</sup> century and 20<sup>th</sup> centuries, are considered to be of local significance (Appendix 1, Table 1).



## 4.2 Magnitude of Impact on Heritage Assets

- 4.2.1 For all heritage assets outside the proposed development site boundaries, the magnitude of impact resulting from the development would be no change (Assets 1-26).
- 4.2.2 For the twenty six known assets of local significance (Assets 27-52), once occupying parts of the proposed development site, the magnitude of impact would be substantial, as the development would affect '*key archaeological materials*' (Appendix 1, Table 2). This is of particular concern for Assets 34, 35, 36, 37 and 50, which are within areas due to contain the proposed units, and therefore at most risk of detrimental impact from foundations or drainage excavations etc.

## 4.3 Heritage Statement

- 4.3.1 For all heritage assets outside the proposed development site boundaries, a magnitude of impact of no change (Assets 1-26) would result in '*no appreciable impact*' on heritage significance, and would therefore not require further archaeological mitigation (Appendix 1, Table 3).
- 4.3.2 For the twenty six known assets of local significance (Assets 27-52), a substantial magnitude of impact would result in a limited impact on heritage significance, and therefore further mitigation may be required. This is dependent upon advice from the Greater Manchester Archaeological Advisory Service. Initial discussions suggested a photographic survey of the study site to record surviving features and to inform a potential information panel which could be set up to raise awareness of the legacy of the area's industrial past. This is a particular concern because the rest of the industrial estate was redeveloped when there was little awareness or understanding of the finite and disappearing nature of industrial archaeological remains (GMAU 1992). Additional further work, such as a programme of archaeological monitoring during groundworks, may also be required to record any sub-surface features surviving within the site that would be destroyed by the proposed development. This would also give an opportunity to record any pre-industrial remains before they are affected by the proposed works, a particular concern in terms of the former course of the River Mersey and potential associated deposits. Such remains may already have been impacted on by the late 19<sup>th</sup> and 20<sup>th</sup> century developments in the area. Any such additional work would also be dependent on advice from the Greater Manchester Archaeological Advisory Service.

## 5 BIBLIOGRAPHY

### 5.1 Primary Sources

- Burdett's County Map of Cheshire, 1777 (TLSC GB742.96272619)
- Yate's County Map of Lancashire, 1786 (TLSC GB742.96272333)
- Greenwood's Map of Lancashire, 1818
- Tithe Map of Carrington, 1841 (Cheshire Archives & Local Studies 2018)
- Tithe Map of Partington, 1842 (TLSC GB742.96269715)
- Heywood's Plan of the Manchester Ship Canal, 1884
- First Edition Ordnance Survey Map, 1848, Lancashire (6 inches to 1 mile scale)
- First Edition Ordnance Survey Map, 1868, Cheshire (6 inches to 1 mile scale)
- Second Edition Ordnance Survey Map, 1896 (25 inches to 1 mile scale)
- Special Edition Ordnance Survey Map, 1912 (25 inches to 1 mile scale)
- Third Edition Ordnance Survey Map, 1925 (25 inches to 1 mile scale)
- Fourth Edition Ordnance Survey Map, 1938 (25 inches to 1 mile scale)
- Ordnance Survey Map, 1967 (25 inches to 1 mile scale)

### 5.2 Secondary Sources

- Ashmore, D, 1969, *The Industrial Archaeology of Lancashire*, David and Charles: Newton Abbott
- Ashmore, D, 1982, *The Industrial Archaeology of North West England*, Manchester University Press: Manchester
- Bassetlaw District Council 2011, *A Guide to Heritage Impact Assessments*
- Beeston, M, 1997, *Irlam and Cadishead*, The Chalford Publishing Company: Chalford
- Brennand, M, et al, 2006, *The Archaeology of North West England: an archaeological research framework for the North West region, Volume 1, Resource Assessment*, CBA: Manchester
- Brennand, M, et al, 2007, *Research and Archaeology in North West England: an archaeological research framework for North West England, Volume 2, Research Agenda and Strategy*, CBA: Manchester

- CIfA 2014, *Standard and guidance for historic environment desk-based assessment*,  
CIfA: Reading
- DCLG 2012, *National Planning Policy Framework*, Department of Communities and  
Local Government: London
- DCLG 2014, *Technical Guidance to the National Planning Policy Framework*,  
Department of Communities and Local Government: London
- DEFRA 1997, *The Hedgerow Regulations 1997: A Guide to the Law and Good Practice*,  
Department of the Environment, Transport and the Regions: London
- GMAU, 1992, *Northbank Industrial Park, Salford: An Archaeological Assessment*,  
unpublished grey literature report by the Greater Manchester Archaeological Unit
- Gray, E, 1997, *Manchester Ship Canal*, Sutton Publishing Limited: Worcester
- Greater Manchester Archaeological Unit, 2010, *Greater Manchester Urban Historic  
Landscape Characterisation: Salford District Report*, The University of Manchester:  
Manchester
- Historic England 2015, *The Setting of Heritage Assets*, English Heritage: London
- Historic England 2017, *Understanding Place: Historic Area Assessments in a Planning  
and Development Context*, English Heritage: Swindon
- Historic England nd, *Valuing Places: Good Practice in Conservation Areas*, English  
Heritage: Swindon
- Highway Agency 2007, *Design Manual for Roads and Bridges*
- McNeil, R, and Nevell, M, 2000, *A Guide to the Industrial Archaeology of Greater  
Manchester*, University of Manchester: Manchester
- Salford City Council 2006, *Unitary Development Plan 2004-2016, saved policies*,  
Salford City Council: Salford
- Stratton, M, and Trinder, B, 2000, *Twentieth Century Industrial Archaeology*, E & F N  
Spon: London
- Thorpe, D, 1984, *The Railways of the Manchester Ship Canal*, Oxford Publishing  
Company: Oxford

### 5.3 Internet Sources

About Manchester 2018, <http://history.aboutmanchester.co.uk/irlam/>, accessed 26<sup>th</sup> April 2018

BGS 2018, <http://mapapps.bgs.ac.uk/geologyofbritain/home.html>, accessed 25<sup>th</sup> April 2018

Cheshire Archives & Local Studies 2018, <http://maps.cheshire.gov.uk/tithemaps/>, accessed 25<sup>th</sup> April 2018

Digital Salford 2018, <http://www.salford.photos/>, accessed 26<sup>th</sup> April 2018

Graces Guide 2018, [https://gracesguide.co.uk/Main\\_Page](https://gracesguide.co.uk/Main_Page), accessed 26<sup>th</sup> April 2018

Inostalgia 2018, <https://inostalgia.co.uk/>, accessed 26<sup>th</sup> April 2018

Irlam and Cardishead History Society 2018, <https://irlamandcadishead.net/locations/irlam-cadishead-history-society/>, accessed 25<sup>th</sup> April 2017

Manchester Postcards 2018, <http://www.manchesterpostcards.com/irlam-cadishead-postcards.htm>, accessed 26<sup>th</sup> April 2018

Pinterest 2018, <https://www.pinterest.co.uk/>, accessed 26<sup>th</sup> April 2018

## APPENDIX 1: HERITAGE IMPACT ASSESSMENT TABLES

**Table 1 Measuring Significance**

Significance	Designation	Asset types and justification	Preferred response to negative impact
International	Non-statutorily designated heritage assets	World Heritage Site (NPPF s132)	Avoid negative impact where asset contributes to the WHS's defined outstanding universal values (NPPF s138)
National	Statutorily designated heritage assets	Scheduled monuments, grade I and II* listed buildings (NPPF s132). Grade A Listed Buildings in Scotland	Avoid negative impact
National	Non-statutorily designated heritage assets	Registered battlefields, grade I and II* Registered Parks and Gardens (NPPF s132)	Avoid negative impact
National	Non-designated heritage assets of demonstrable equivalence to a scheduled monument (NPPF s138)	Assets where assessment for designation is pending, assets that have been assessed as being capable of designation but have not been designated at the SoS discretion, assets worthy of designation but which are outside the scope of the 1979 Act (NPPF s139)	Avoid negative impact
District or County (Higher)	Statutorily designated heritage assets	Grade II listed buildings (NPPF s132). Grade B Listed Buildings in Scotland	Limit negative impact (avoid substantial harm) and mitigate
District or County (Higher)	Non-statutorily designated heritage assets	Conservation area (NPPF s127), grade II registered park and garden (NPPF s132)	Limit negative impact (avoid substantial harm) and mitigate
District or County (Lesser)	Non-designated heritage assets within a national park or AONB	Any extant heritage assets (NPPF s115)	Limit negative impact and mitigate
District or County (Lesser)	Non-designated heritage assets	Heritage assets placed on a local planning authority list (NPPG). Grade C Listed Buildings in Scotland	Limit negative impact and mitigate
District or County (Lesser)	Non-designated heritage assets	Any area of potential listed in a local plan (NPPG)	Limit negative impact and mitigate
District or County (Lesser)	Non-designated heritage assets	Historic Hedgerow as defined under the Hedgerow Regulations 1997	Limit negative impact and mitigate
Local	Non-designated heritage assets	Any extant heritage assets outside of a national park or AONB.	Mitigate
Negligible	Non-designated heritage assets	Heritage assets recorded in the HER that are no longer extant, individual findspots or structures of no heritage value	No action

**Table 2: Establishing the Magnitude of Impact**

Magnitude of Impact	Heritage Asset		
	Archaeological Remains (Archaeological Interest)	Historic Buildings (Architectural/Artistic Interest and/or Historic Interest)	Historic Landscapes (Historic Interest)
Loss	<ul style="list-style-type: none"> <li>Change to most or all key archaeological materials, such that the resource is totally altered</li> <li>Comprehensive changes to setting</li> </ul>	<ul style="list-style-type: none"> <li>Change to key historic building elements, such that the resource is totally altered</li> <li>Comprehensive changes to setting</li> </ul>	Major change to historic landscape character resulting from: <ul style="list-style-type: none"> <li>Changes to most key historic landscape elements, parcels or components</li> <li>Extreme visual effects</li> <li>Major change to noise or change to sound quality</li> <li>Major changes to use or access</li> </ul>
Substantial	<ul style="list-style-type: none"> <li>Changes to many key archaeological materials, such that the resource is clearly modified</li> <li>Considerable changes to setting that affect the character of the asset</li> </ul>	<ul style="list-style-type: none"> <li>Changes to many key historic building elements, such that the resource is significantly modified</li> <li>Changes to setting of an historic building such that it is significantly modified</li> </ul>	Moderate change to historic landscape character resulting from: <ul style="list-style-type: none"> <li>Changes to many key historic landscape elements, parcels or components</li> <li>Visual change to many key aspects of the historic landscape</li> <li>Noticeable differences in noise or sound quality</li> <li>Considerable changes to use or access</li> </ul>
Less than substantial	<ul style="list-style-type: none"> <li>Changes to key archaeological materials, such that the asset is slightly altered</li> <li>Slight changes to setting</li> </ul>	<ul style="list-style-type: none"> <li>Change to key historic building elements, such that the asset is slightly different</li> <li>Changes to setting of an historic building such that it is noticeably changed</li> </ul>	Limited change to historic landscape character resulting from: <ul style="list-style-type: none"> <li>Changes to few key historic landscape elements, parcels or components</li> <li>Slight visual changes to few key aspects of the historic landscape</li> <li>Limited changes to noise levels or sound quality</li> <li>Slight changes to use or access</li> </ul>
Minor	<ul style="list-style-type: none"> <li>Very minor changes to archaeological materials</li> </ul>	<ul style="list-style-type: none"> <li>Slight changes to historic buildings elements or setting that hardly affect it</li> </ul>	Very small change to historic landscape character resulting from: <ul style="list-style-type: none"> <li>Very minor changes to key historic landscape elements, parcels or components</li> <li>Virtually unchanged visual effects</li> <li>Very slight changes to noise levels or sound quality</li> <li>Very slight changes to use or access</li> </ul>
No change	No change		

**Table 3 Impact on Heritage Significance**

Assessment Matrix to define the degree of impact on heritage asset significance		Magnitude of impact				
		No change	Minor alteration with no reduction in significance	Less than substantial	Substantial	Loss
Significance of Heritage Asset	National	Blue	Yellow	Dark Green	Red	Red
	District/County (Higher)	Blue	Yellow	Light Green	Dark Green	Red
	District/County (Lesser)	Blue	Yellow	Light Green	Light Green	Dark Green
	Local	Blue	Blue	Yellow	Light Green	Light Green
	Negligible	Blue	Blue	Blue	Blue	Blue

Blue (no appreciable impact) = no mitigation necessary  
 Yellow (very limited impact) = low level mitigation eg photographic record/watching brief etc  
 Light green (limited impact) = may need evaluation to establish appropriate mitigation which may include site survey/excavation etc  
 Dark green (major impact) = may not be agreed and then only with significant justification, may require evaluation and will require significant mitigation such as excavation, detailed building survey, visual restoration, some in-situ preservation and on-site interpretation  
 Red (very major impact) = unlikely to be agreed except in exceptional circumstances and only with a high level of mitigation

## APPENDIX 2: LIST OF HERITAGE ASSETS

The table below summarises known heritage assets within the 1km search radius (study area), including assets from Greater Manchester's Historic Environment Record (HER) and Historic England's PastScape (PS) and National Heritage List (NHL) web resources. The locations of these heritage assets are represented by dots in Figure 3, to help locate the central points of these assets:

Asset No.	Reference	Site Name	Description	Grid Reference	Period
1	HER 1557.1.0	Irlam Steelworks	Site of demolished 20 <sup>th</sup> century steelworks. Had 4 blast furnaces, 8 open-hearth furnaces for making steel, a battery of coke ovens and a private wharf on the ship canal	371800,392730	Modern
2	HER 1762.1.0	Stone findspot	Originally thought to be a Neolithic/ Bronze Age net sinker, now believed to be a Bronze Age hammer or mace, found in early 20 <sup>th</sup> century in the alluvium of the Mersey at Irlam	371900,392880	Prehistoric, Bronze Age
3	HER 1976.1.0	Canoe findspot	A dug-out canoe was found 25 feet down when cutting the Manchester Ship Canal at Irlam in June 1890. Radiocarbon dated to c. 1085	372000,393000	Medieval; 11 <sup>th</sup> century
4	HER 3036.1.0	Small square structure	A small square structure is marked on the south side of the lane on Yate's map of 1786. Area now redeveloped as 'Anglers Rest'	371270,392380	Post Medieval
5	HER 3042.1.0	Structure and Shed	Rectangular structure shown on 6" to 1 mile scale map of 1848 with tile kiln to south and brick field to east. Area since built upon.	371350,392860	Post Medieval
6	HER 3043.1.0	Sandy Warps Lock	A small rectangular structure names as Sandy Warps Lock shown to the north of a channel connecting two stretches of the river Mersey on the 1848 map. Site since built upon	371970,393110	Post Medieval
7	HER 3774.1.0	Church of St George	Grade II* listed former chapel of ease, now Church, built 1757-9 by Isaac Shaw, with chancel added in 1872. Paid for by the Countess of Warrington and Stamford of Dunham Massey as a chapel of ease to Bowdon	372790,392660	Post Medieval
8	HER 6772.1.0	Former Library	Former library, built c. 1860s, then bank (TSB), now offices. Side addition entrance built in the 1930s	371160,392540	Post Medieval



<b>Asset No.</b>	<b>Reference</b>	<b>Site Name</b>	<b>Description</b>	<b>Grid Reference</b>	<b>Period</b>
9	HER 6783.1.0	Former Fire Station	Two storey former fire station, possibly built in early 20 <sup>th</sup> century, and by 1990 in use by the Women's Royal Volunteer Service	371530,393440	Modern
10	HER 6786.1.0	Bamford's Workshop	Small two-storey workshop, perhaps originally used for fustian cutting and possibly also a stable	371630,393430	Post Medieval
11	HER 6791.1.0	Irlam Railway Station	Gothic style brick-built railway station	371310,393140	Post Medieval
12	HER 6856.1.0	Former George Hotel	Late 19 <sup>th</sup> century brick-built public house, still the George Hotel in 2008, but by 2015 the building was in use as offices	371140,392410	Post Medieval
13	HER 6967.1.0	St Mary's Church	Small very plain church of rubble work and sandstone, begun in 1891, but west end not completed. Dispute over date, and confusion between St Mary on Liverpool Road (1891 by J. Lowe) and St Mary the Virgin on Penry Avenue off Liverpool Road (1929 by R. Martin)	371160,392700	Post Medieval
14	HER 7553.1.0	Site of Partington Hall	First documented in 1724 (Dodgson 1970, 27) and annotated 'The Hall', on Bryant's Map of 1831, possible residence of the Partingtons mentioned as gentry in the township by William Webb c. 1620 (Ormerod 1882, 409). Shown in gardens and parkland on 1873 OS map, but by 1981, demolished replaced with a housing estate	371700,391760	Post Medieval
15	HER 7759.1.0	Former Mersey Farm	Farm site depicted in 1873 OS as three L-shaped, a T-shaped, an oblong and four very small buildings. Configuration retained on 1929 OS, but by 1980, the site was a caravan park and one of the barns had been converted into a house	371640,391780	Post Medieval
16	HER 7763.1.0	Meadow Loont	1842 Tithe Map shows field 334 and named Meadow Loont. Loont means 'enclosures incorporating the ridges of the open field'. Developed as part of the Ship Canal sidings	372050,391940	Medieval
17	HER 7764.1.0	Great Pool Loont	1842 Tithe Map shows field 223 and named Great Pool Loont. Loont means 'enclosures incorporating the ridges of the open field'. May remain a field	371870,391930	Medieval
18	HER 7765.1.0	Little Pool Loont	1842 Tithe Map shows field 224 and named Little Pool Loont. Loont means 'enclosures incorporating the ridges of the open field'. May remain a field	371950,391840	Medieval

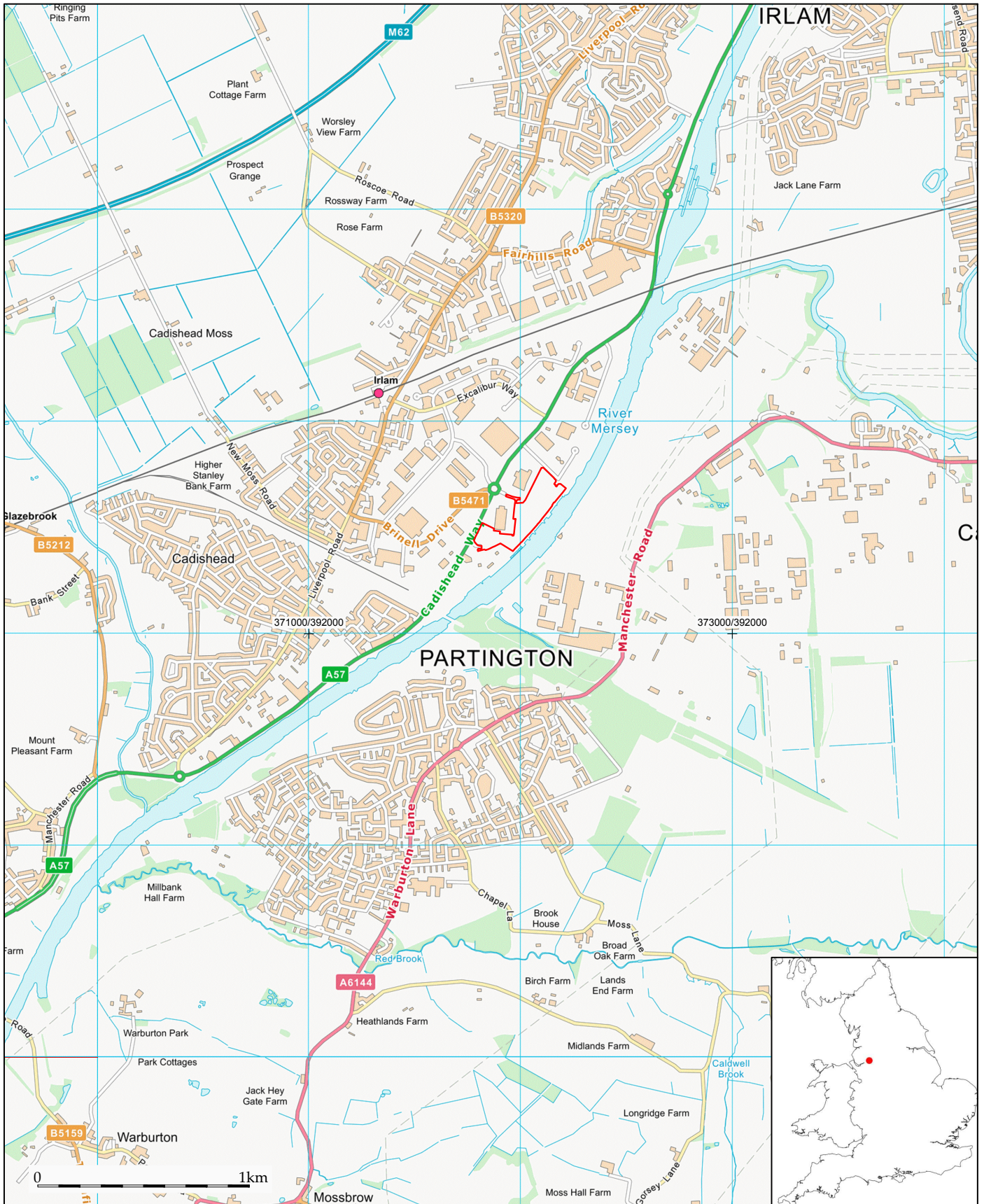
<b>Asset No.</b>	<b>Reference</b>	<b>Site Name</b>	<b>Description</b>	<b>Grid Reference</b>	<b>Period</b>
19	HER 7907.1.0	Partington Village	Settlement shown on Burdett's plan of 1777 and tithe map suggests initial development around the hall, church and green, extended by 1876 OS as linear growth along Manchester Road. Area now built-up but medieval pattern can be identified	371800,391700	Medieval
20	HER 11942.1.0	Site of Jetty, Sluices and Coal Wharf	Built in 1889 as part of the Carrington Moss reclamation scheme first shown on the 1910 OS map on the eastern bank of the Manchester Ship Canal comprising jetty, sluices and a coal wharf	372620,393320	Post Medieval
21	HER 12049.1.0	Site of Metallurgical Laboratories	Group of four irregular-shaped buildings shown on the 1960 and 1980 OS maps, named as a laboratory on 1960 map	372750,393200	Modern
22	HER 12050.1.0	Site of Engine Shed	Engine shed built in 1889 as part of the mineral railway from the wharf to Carrington Moss. Gone by 1960 OS map	372760,393180	Post Medieval
23	HER 12052.1.0	Building	Single storey machine-brick built building in stretcher bond. Function unknown but probably associated with Carrington Power Station and part of laboratories (Asset 21)	372830,392210	Modern
24	HER 7702.1.0	Sycamore Cottage	Two-unit single-depth 1.5 storey handmade English Garden Wall bond brick-built cottage with '1852' datestone. Shown on 1830 and 1848 OS and named on 1873 OS	372920,392860	Post Medieval
25	Partington Tithe Plan 1842; First Ed OS	Peaksnook	Farmstead to the east of development site, shown on Partington Tithe Plan of 1842 and First Edition Ordnance Survey mapping, Gone between 1912 and 1928	372166,392466	Post Medieval
26	Heywood's Plan 1884; Second Ed OS	Partington Coal Basin	Part of the original design of the Manchester Ship Canal and associated with the railway, a coal basin was created to handle coal onto ships	371980,392321	Post Medieval
27	Special Ed OS	Engine Shed	Engine shed marked on Second Edition OS map, extended by Third Edition	372131,392598	Modern
28	Special Ed OS	Small building	Small building to west of Engine Shed (Asset 27) on Second Ed OS map and combined with it by Third Edition	372119,392585	Modern

<b>Asset No.</b>	<b>Reference</b>	<b>Site Name</b>	<b>Description</b>	<b>Grid Reference</b>	<b>Period</b>
29	Second Ed OS	Small Square Building	Small square building marked as 'Hydraulic Tower' on later OS maps	372098,392584	Post Medieval
30	Special Ed OS	Railway Lines	Railway lines east of Engine Shed (Asset 27)	372180,392641	Modern
31	Special Ed OS	Canalside Railway	Railway lines running along north side of Manchester Ship Canal	372027,392513	Modern
32	Second Ed OS	Railway Line	Northernmost mineral railway line leading towards northern hydraulic lift	371977,392465	Post Medieval
33	Second Ed OS	Railway Line	Southernmost mineral railway line leading towards northern hydraulic lift	371984,392454	Post Medieval
34	Second Ed OS	Railway Line	Mineral railway line leading towards southern hydraulic lift	371847,392415	Post Medieval
35	Second Ed OS	Railway Lines	Run of mineral lines across north-western part of proposed development site	371829,392491	Post Medieval
36	Second Ed OS	Hydraulic Lift	North-easternmost hydraulic lift associated with Partington Coal Basin (Asset 26)	372021,392414	Post Medieval
37	Second Ed OS	Hydraulic Lift	South-westernmost hydraulic lift associated with Partington Coal Basin (Asset 26)	371946,392340	Post Medieval
38	Special Ed OS	Workmen's Ferry Route	Route of a 'Workmen's Ferry', shown on Special Ed OS and subsequent OS mapping up including 1967, though not on modern maps	372055,392457	Modern
39	Special Ed OS	Rectangular Building	Small rectangular building to north-west of Hydraulic Tower (Asset 29) on Special Edition OS of 1912	372099,392591	Modern
40	Third Ed OS	Hydraulic Lift	Hydraulic Lift depicted on large protrusion into canal on Third Edition OS map	372141,392550	Modern
41	Third Ed OS	Mineral Railway Line	Additional southern mineral railway line, the result of the establishment of the steelworks to the immediate north-west (Asset 1)	372027,392554	Modern
42	Third Ed OS	Mineral Railway Line	Additional central mineral railway line, the result of the establishment of the steelworks to the immediate north-west (Asset 1)	372044,392580	Modern
43	Third Ed OS	Mineral Railway Line	Additional northern mineral railway line, the result of the establishment of the steelworks to the immediate north-west (Asset 1)	372045,392619	Modern
44	Third Ed OS	Canalside Railway	Additional northern canal-side railway line link	372149,392715	Modern

<b>Asset No.</b>	<b>Reference</b>	<b>Site Name</b>	<b>Description</b>	<b>Grid Reference</b>	<b>Period</b>
45	Third Ed OS	Canal-side Railway	Additional southern canal-side railway line link	372139,392680	Modern
46	Third Ed OS	Building with Tanks	North-eastern building with tanks shown to the north-east within proposed development site	372188,392677	Modern
47	Third Ed OS	Rectangular Building	Rectangular building shown towards canal-side, south-west of building with tanks (Asset 46) and north east of south-western building with tanks (Asset 48)	372159,392647	Modern
48	Third Ed OS	Building with Tanks	South-western building with tanks shown within proposed development site	372122,392606	Modern
49	Third Ed OS	Engine Shed	Engine shed shown extending westwards beyond limits of proposed development site	371972,392544	Modern
50	Fourth Ed OS	Railway Line System	Extensive system of railway lines crossing northern extent of proposed development site on Fourth Edition Ordnance Survey map	372110,392767	Modern
51	1967 OS	Large Depot	Large depot shown at northern extent of proposed development site, at site of former railway line system (Asset 50)	372267,392776	Modern
52	1967 OS	Building with Tanks	Building with tank, shown towards the centre of the proposed development site	372116,392609	Modern

## APPENDIX 3: FIGURES








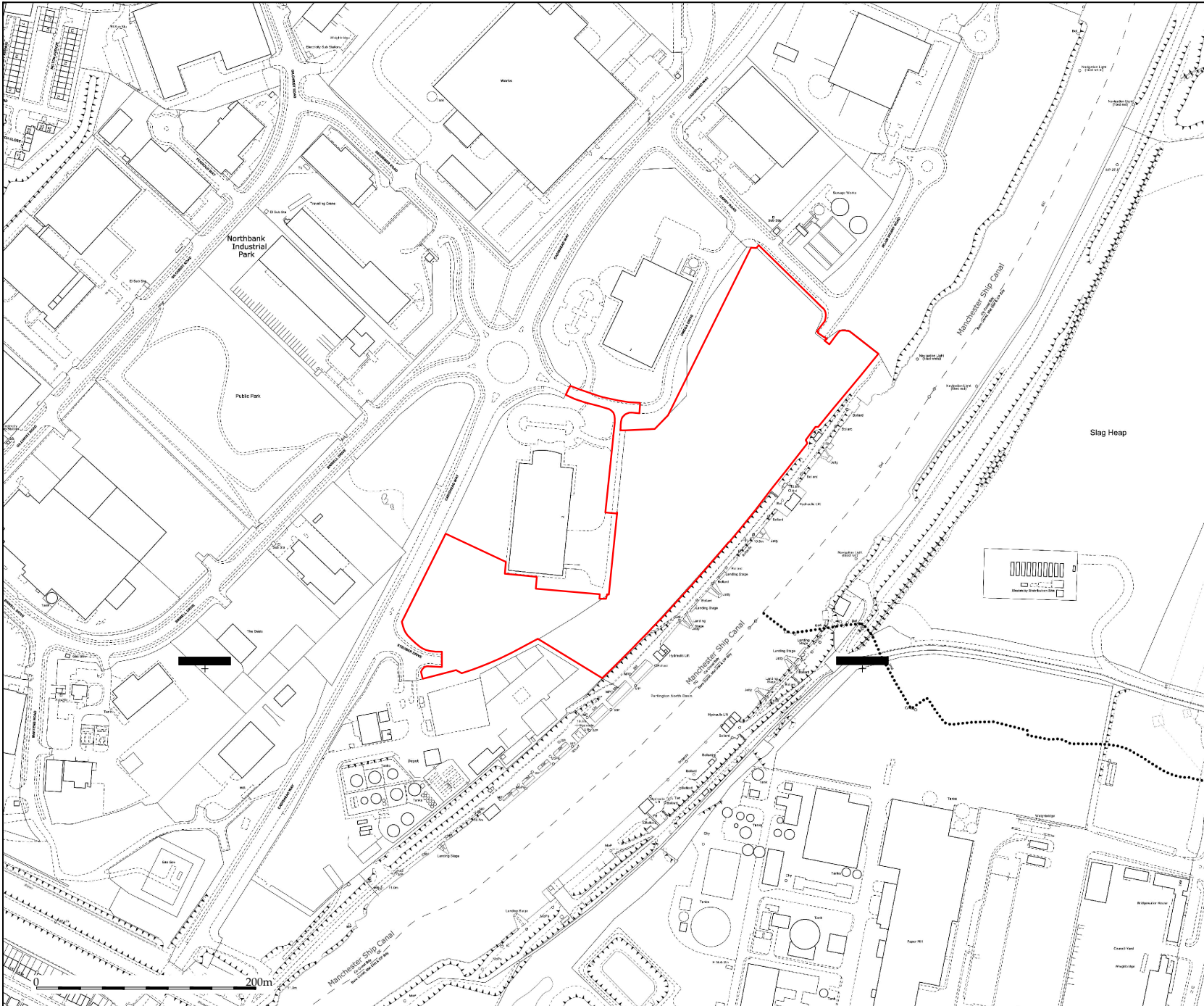
 <p>Wardell Armstrong 2018</p>	PROJECT:	Land at Omega Drive, Irlam, Greater Manchester	<b>KEY:</b>   Site location	
	CLIENT:	CPS Developments Ltd		
	SCALE:	1:25,000 at A4		
	DRAWN BY:	AB		
	CHECKED BY:	AB		
	DATE:	May 2018		
	REPORT No:	CL12142		
<small>Reproduced by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. All rights reserved. Licence number 100058076.</small>				

Figure 1: Site location.





Wardell Armstrong  
2018

PROJECT:

Land at Omega Drive, Irlam,  
Greater Manchester

CLIENT:

CPS Developments Ltd

SCALE: 1:5,000 at A4

DRAWN BY: AB

CHECKED BY: AB

DATE: May 2018

KEY:



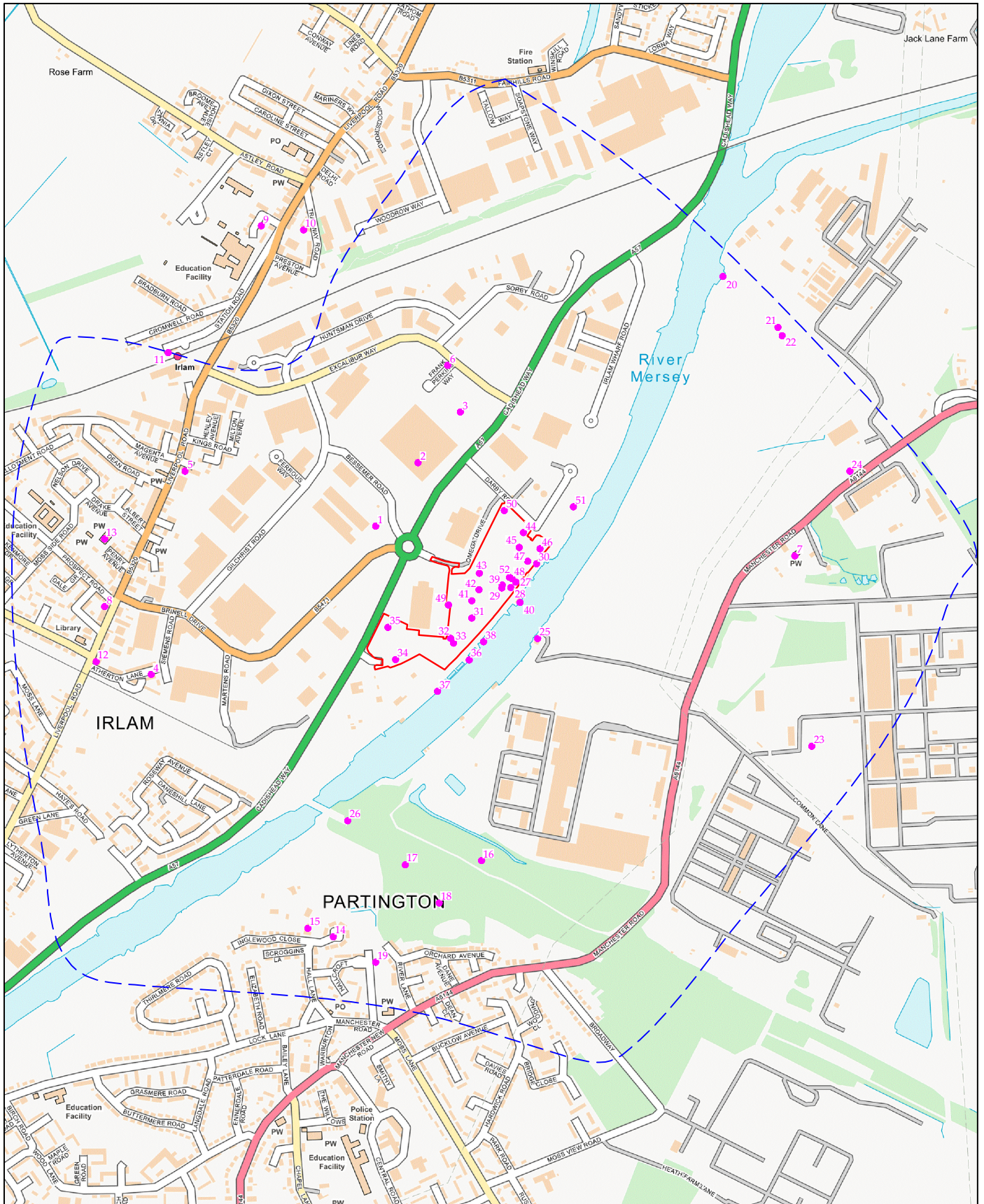
Reproduced by permission of Ordnance Survey  
on behalf of The Controller of Her Majesty's  
Stationery Office. © Crown copyright.  
All rights reserved. Licence number 100058076.

REPORT No:

CL12142

Figure 2: Detailed site location.










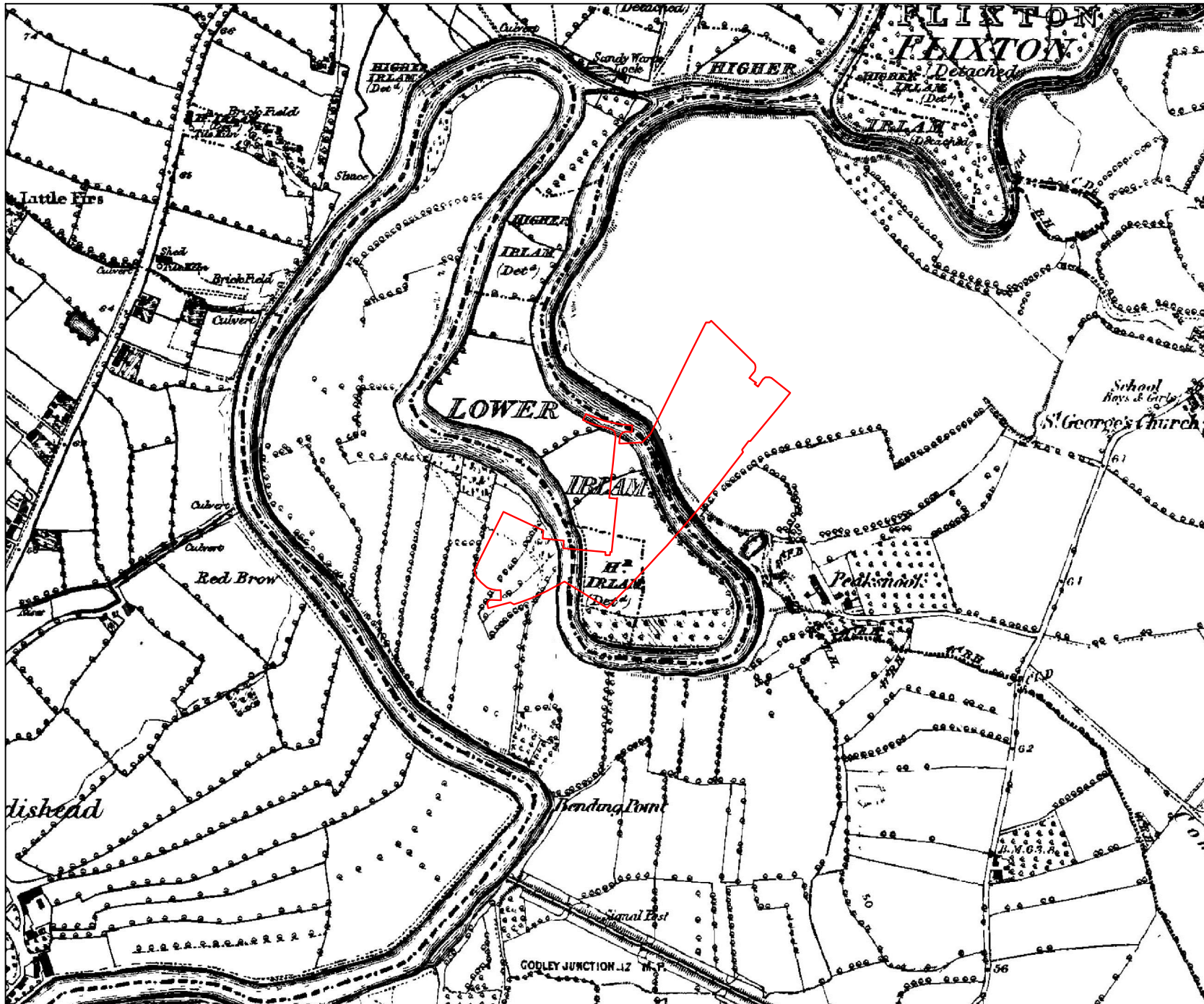
 <p>Wardell Armstrong 2018</p>	PROJECT:	Land at Omega Drive, Irlam, Greater Manchester	<b>KEY:</b>  Site location  1km study area  Heritage assets	
	CLIENT:	CPS Developments Ltd		
	SCALE:	1:12,500 at A4		
	DRAWN BY:	AB		
	CHECKED BY:	AB		
	DATE:	May 2018		
REPORT No:	CL12142	<small>Reproduced by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. All rights reserved. Licence number 100058076.</small>		

Figure 3: Location of heritage assets within a 1km study area.





Wardell Armstrong  
2018

PROJECT:  
Land at Omega Drive, Irlam,  
Greater Manchester

CLIENT:  
CPS Developments Ltd

SCALE: 1:7,500 at A4

DRAWN BY: AB

CHECKED BY: AB

DATE: May 2018

KEY:  
 Site location



REPORT No:  
CL12142

Figure 4: First Edition Ordnance Survey Map, 1848 and 1868 (6 inches to 1 mile).



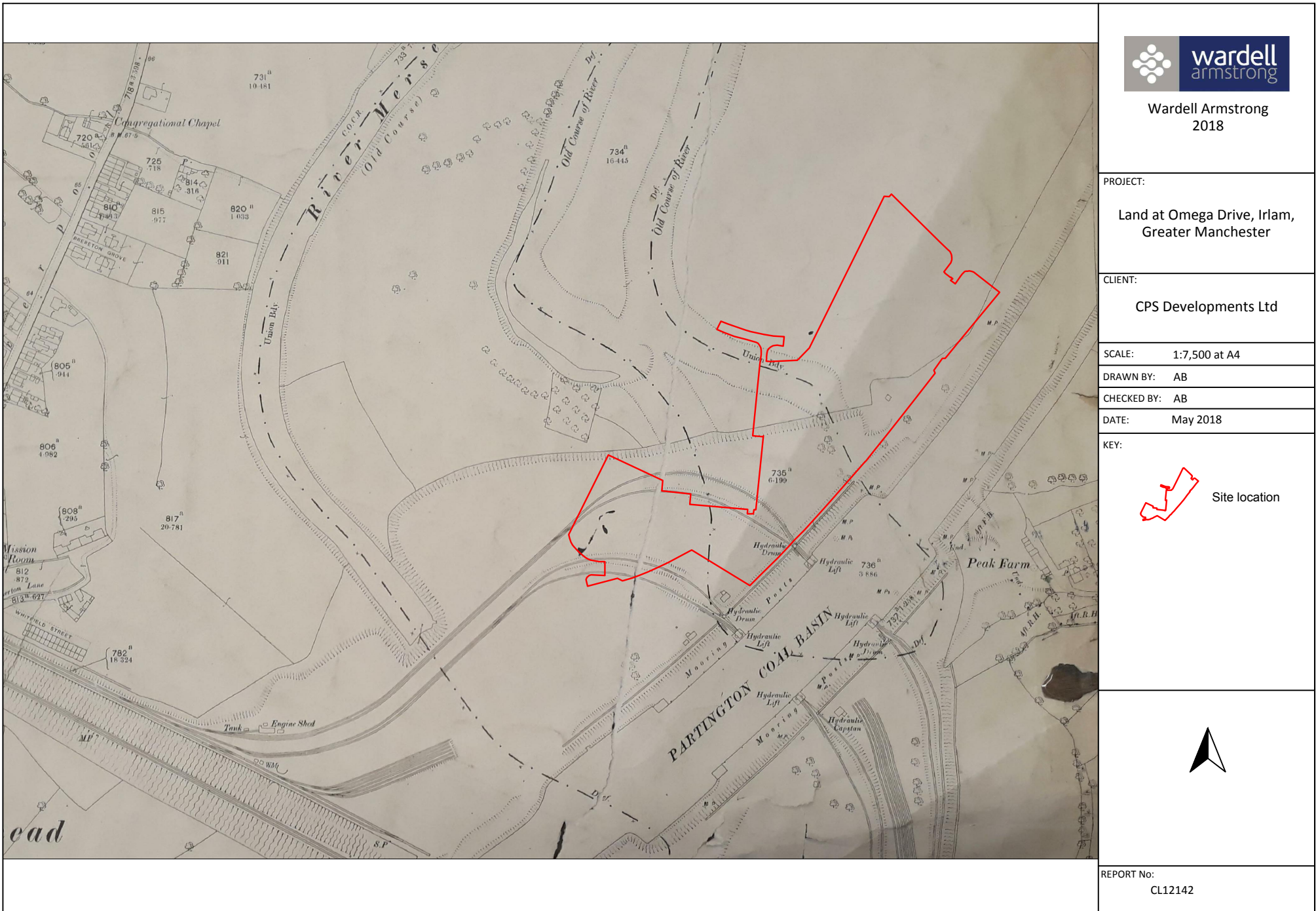
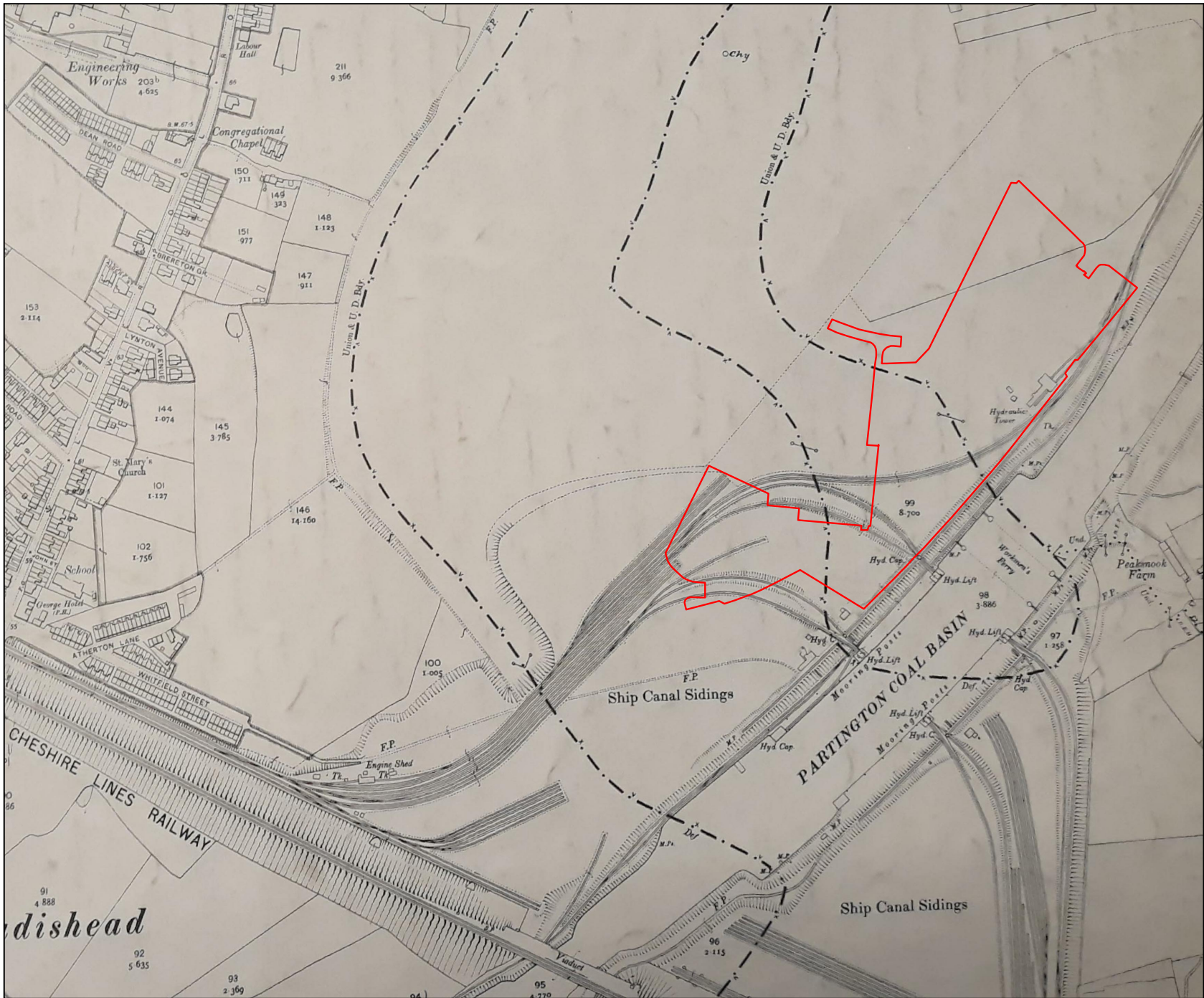


Figure 5: Second Edition Ordnance Survey Map, 1896 (25 inches to 1 mile).





Wardell Armstrong  
2018

PROJECT:  
Land at Omega Drive, Irlam,  
Greater Manchester

CLIENT:  
CPS Developments Ltd

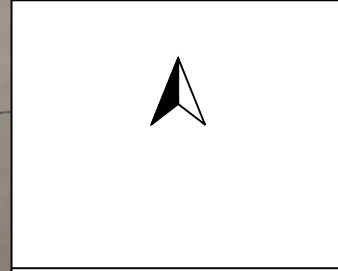
SCALE: 1:5,000 at A4

DRAWN BY: AB

CHECKED BY: AB

DATE: May 2018

KEY:  
 Site location



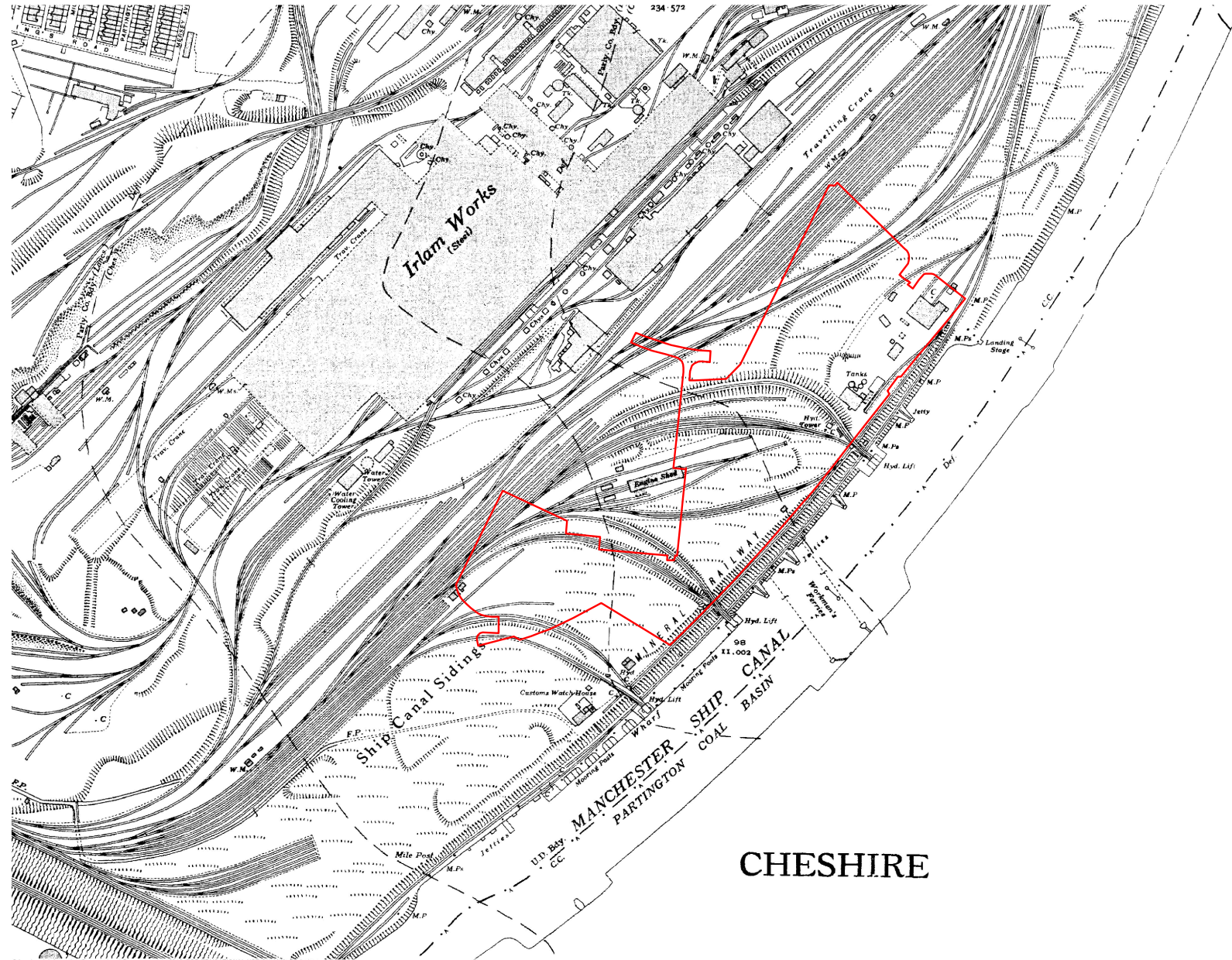
REPORT No:  
CL12142

Figure 6: Special Edition Ordnance Survey Map, 1912 (25 inches to 1 mile).









Wardell Armstrong  
2018

PROJECT:  
Land at Omega Drive, Irlam,  
Greater Manchester

CLIENT:  
CPS Developments Ltd

SCALE: 1:5,000 at A4

DRAWN BY: AB

CHECKED BY: AB

DATE: May 2018

KEY:  

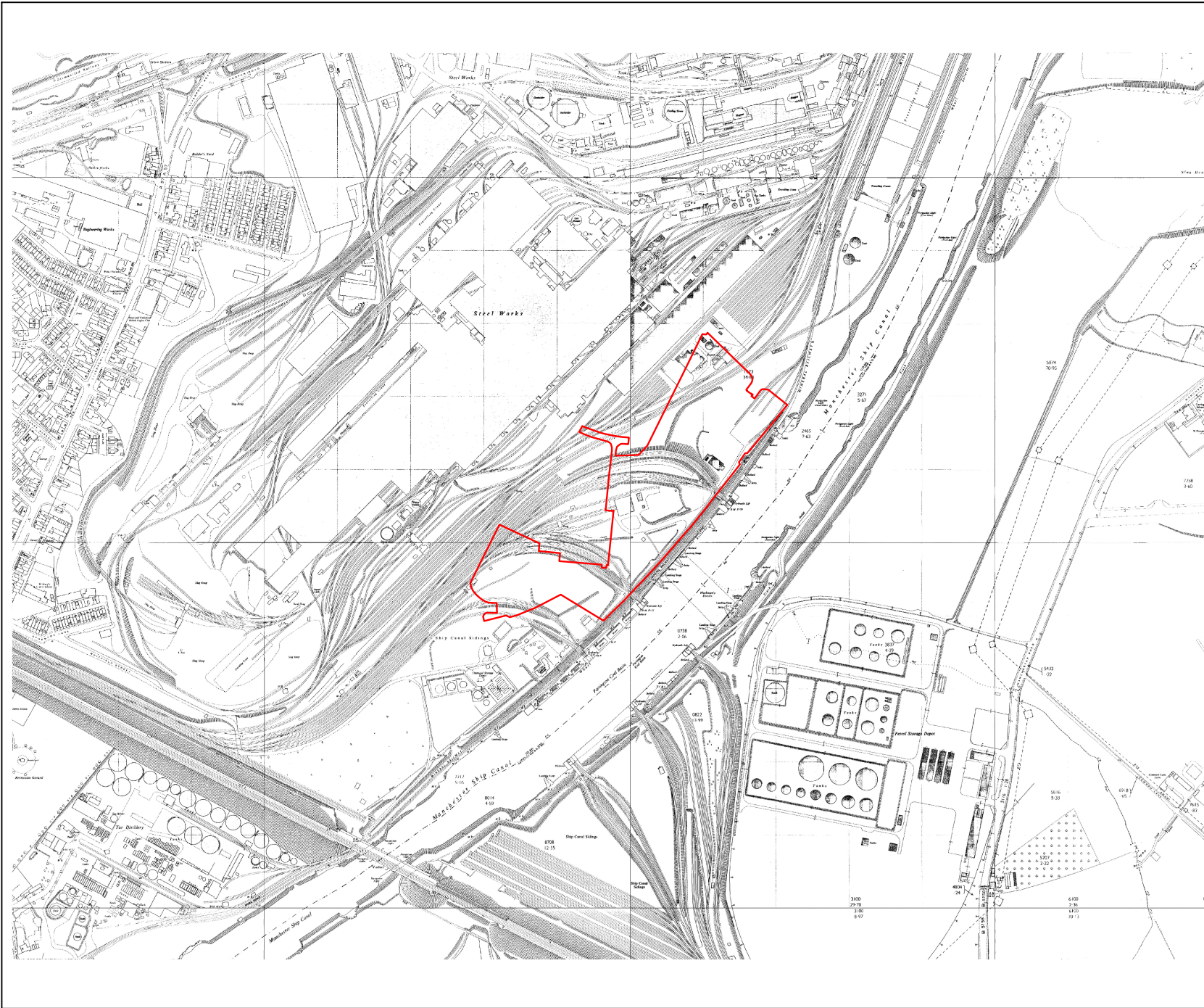
 Site location



REPORT No:  
CL12142

Figure 8: Fourth Edition Ordnance Survey Map, 1938 (25 inches to 1 mile).





Wardell Armstrong  
2018

PROJECT:  
Land at Omega Drive, Irlam,  
Greater Manchester

CLIENT:  
CPS Developments Ltd

SCALE: 1:7,500 at A4

DRAWN BY: AB

CHECKED BY: AB

DATE: May 2018

KEY:  
 Site location



REPORT No:  
CL12142

Figure 9: Ordnance Survey Map, 1967 (25 inches to 1 mile).



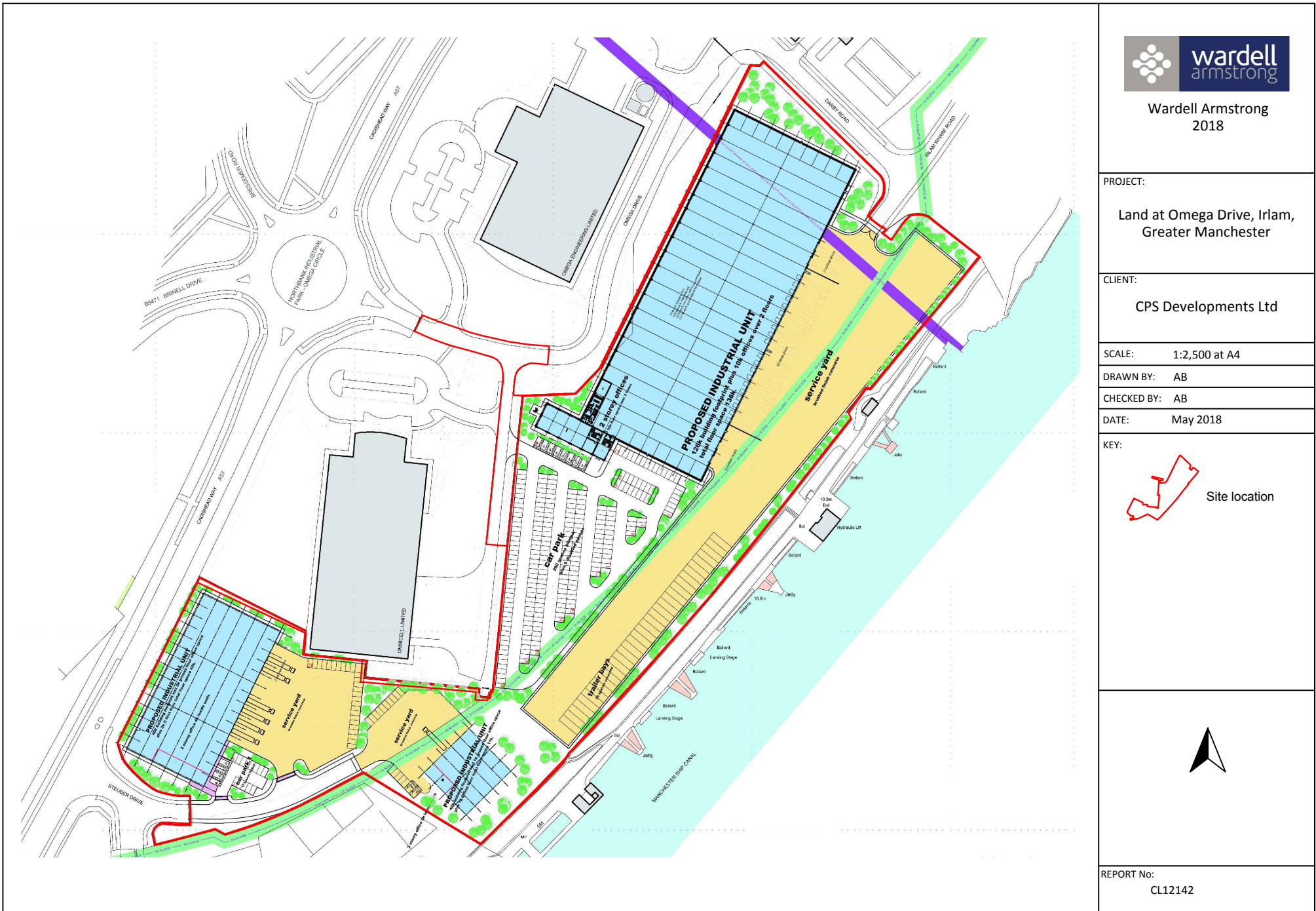


Figure 10: Proposed development plan.

wardell-armstrong.com

STOKE-ON-TRENT  
Sir Henry Doulton House  
Forge Lane  
Etruria  
Stoke-on-Trent  
ST1 5BD  
Tel: +44 (0)178 227 6700

BIRMINGHAM  
Two Devon Way  
Longbridge Technology Park  
Longbridge  
Birmingham  
B31 2TS  
Tel: +44 (0)121 580 0909

CARDIFF  
22 Windsor Place  
Cardiff  
CF10 3BY  
Tel: +44 (0)292 072 9191

CUMBRIA  
Marconi Road  
Burgh Road Industrial Estate  
Carlisle  
Cumbria  
CA2 7NA  
Tel: +44 (0)122 856 4820

EDINBURGH  
Great Michael House  
14 Links Place  
Edinburgh  
EH6 7EZ  
Tel: +44 (0)131 555 3311

GLASGOW  
2 West Regent Street  
Glasgow  
G2 1RW  
Tel: +44 (0)141 433 7210

LONDON  
46 Chancery Lane  
London  
WC2A 1JE  
Tel: +44 (0)207 242 3243

MANCHESTER (City Centre)  
76 King Street  
Manchester  
M2 4NH  
Tel: +44 (0)161 817 5038

MANCHESTER (Greater)  
2 The Avenue  
Leigh  
Greater Manchester  
WN7 1ES  
Tel: +44 (0)194 226 0101

NEWCASTLE UPON TYNE  
City Quadrant  
11 Waterloo Square  
Newcastle Upon Tyne  
NE1 4DP  
Tel: +44 (0)191 232 0943

SHEFFIELD  
Unit 5  
Newton Business Centre  
Newton Chambers Road  
Thornccliffe Park  
Chapelton  
Sheffield  
S35 2PH  
Tel: +44 (0)114 245 6244

TRURO  
Baldhu House  
Wheal Jane Earth Science Park  
Baldhu  
Truro  
TR3 6EH  
Tel: +44 (0)187 256 0738

International offices:  
ALMATY  
29/6 Satpaev Avenue  
Regency Hotel Office Tower  
Almaty Kazakhstan  
050040  
Tel: +7(727) 334 1310

MOSCOW  
21/5 Kuznetskiy Most St.  
Moscow  
Russia  
Tel: +7(495) 626 07 67

*your earth our world*

