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William Morrison Supermarkets PLC
Atlantic Street, Broadheath, Altrincham, WA14 4RW

Heritage Statement
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SLR is grateful to Richard Bakes of William Morrison Supermarkets for commissioning the work, and to Richard Grota of Davis Weatherill Partnership for supplying design details for the proposed scheme.

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1.0 INTRODUCTION

1.1 Planning background

William Morrison Supermarkets PLC (the client) will submit a planning application for a new foodstore at the Atlantic Street Retail Park, Broadheath, Atrincham, WA14 4RW. In order to validate the application, Trafford Council requires a heritage statement (Policy R1 of Trafford Core Strategy), as guidance states that both full and outline planning applications require a heritage statement for applications that might affect heritage assets¹. Two aspects of the proposal may be covered within the Validation Checklist: development affecting the setting of a listed building, and development on sites that are of archaeological interest.

1.2 Site location and current land-use

The application site (Figure 1) occupies a trapezoidal area located at NGR SJ765891 (376595 389116), bordered to the east by Manchester Road, to the north by Atlantic Street, to the west by the backs of warehousing fronting on to Davenport Lane, and to the south by the Bridgewater Canal tow path. The approximate altitude is 27m AOD, and the site is currently occupied by relatively modern retail outlets and warehousing, including B&Q and Dreams former unit.

1.3 Purpose of heritage assessment

The purpose of this study is to identify which heritage assets might be affected by the proposed application, and to provide an initial assessment of their heritage significance and the potential impact of the proposed scheme. The Heritage Statement will be used by the Local Planning Authority (LPA) to ensure that sufficient preliminary assessment has been undertaken to allow validation of the application.

Based on the results from the heritage assessment, the LPA might decide no further action will be necessary before determination of the application, but conversely it is possible that the initial findings presented here would benefit from more detailed surveys during the application consultation period.

1.4 Sources of information

Data have been gathered from the Greater Manchester Archaeological Advisory Service's (GMAAS) Historic Environment Record (HER) for a search area of 500m from the centre of the application site. These data have been layered onto an OS base map using a GIS package. Online portals have also been consulted, including Heritage Gateway, the National Heritage List for England, and the Archaeology Data Service (ADS), and historic mapping has been studied to understand the historical development of the site.

In addition, reference to published sources includes the Roman Roads in Britain (Margary 1973), and Inland Waterways of Great Britain and Ireland (Edwards 1962).

¹ Trafford Planning Service: Validation Checklist Feb. 2013, Section 11 Heritage Assessment, p.16-18

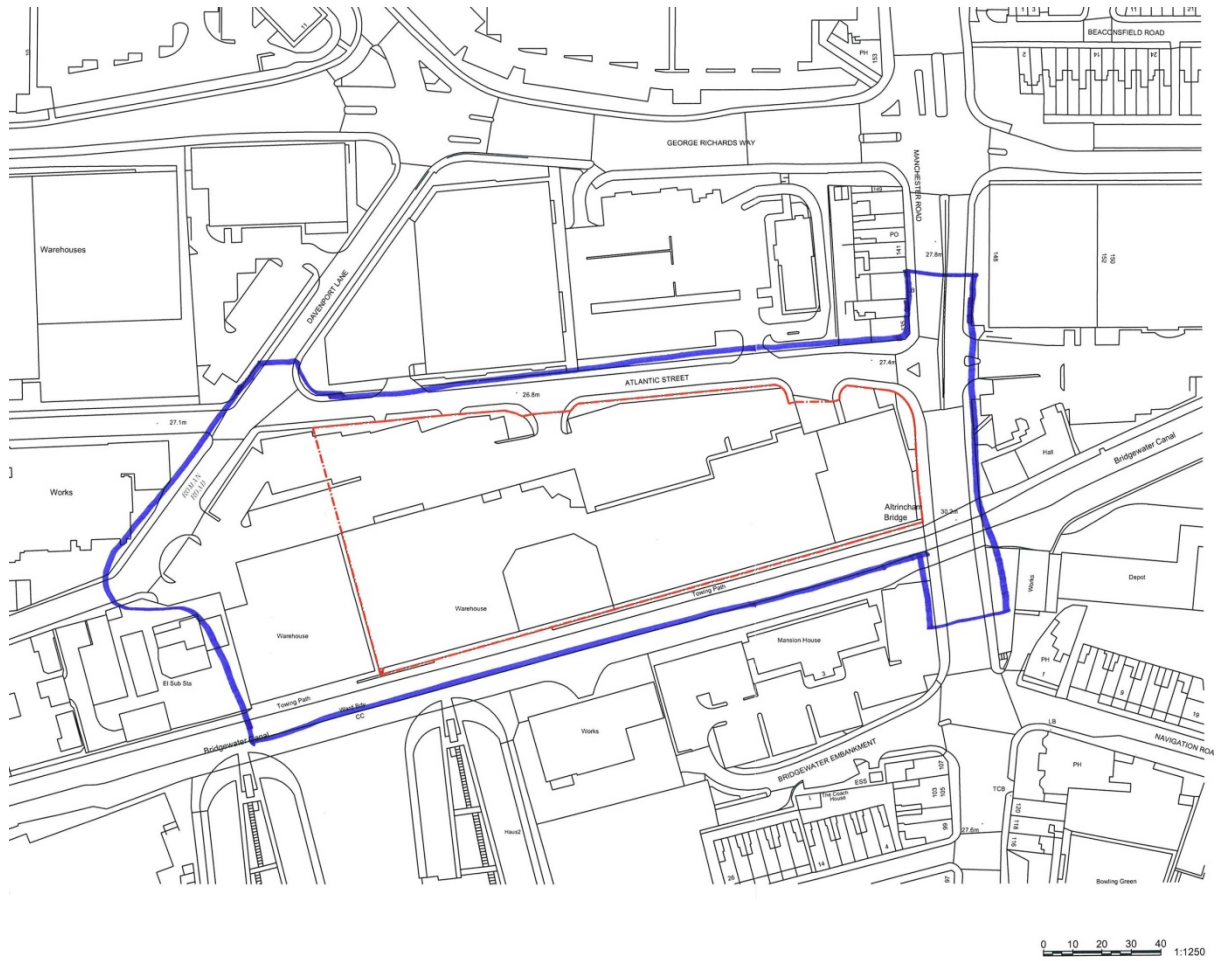


Figure 1
Site location and application boundary (Davis Weatherill Partnership)

2.0 HERITAGE ASSESSMENT BASELINE

2.1 Summary

A total of 19 heritage assets are included within the results of the HER search for a 500m radius around the application site centre (Drawing 1). In addition the Bridgewater Canal which forms the southern boundary to the application site, although not identified as a specific heritage asset within the search area, is entered on the HER for another location (Worsley PRN 7234.1.0). This historic structure, constructed in the 1760s, will probably be locally listed, a process which Trafford Council is currently undertaking.

2.2 Designated heritage assets

Within the search area there are no scheduled monuments, registered parks and gardens, or registered battlefields, and the site does not lie within a world heritage site. There are six listed buildings, all grade II, the nearest of which lie 30m south across the canal, and 40m north of the north-eastern corner of the application site. The listed buildings within the search area are summarized in Table 1 below in order of their distance from the application site. The nearest conservation area is the Linotype Housing Estate Conservation Area which lies 120m south-west of the application site.

Table 1
Designated Heritage Assets

NHLE No.	Name	Description	GMAAS HER No.
1067956	Luxi Leisure warehouse, Coal Wharf	Manchester Road, Bridgewater Canal warehouse built 1833. Located 30m S of centre of S side	3737.1.0
1107853	Lloyds bank & Post Office	139 – 141 Manchester Road, Broadheath branch, built 1902. Located 40m N of NE corner	3758.1.0
1390816	Main Office Linotype Works	Woodfield Road, Linotype machinery works main office block, dated 1897. Boldly detailed red brick and terracotta, prominent centrepiece of massive printing machine factory. Located 50m S of SE corner	15283.1.0
1253114	Railway Inn	Manchester Road, Public House, dating to mid 19 th century, red/purple brick. Rare example of an almost unaltered modest interior to a small public house. Located 120m N of NE corner	7299.1.0
1107845	Church of St Alban	Lindsell Road, brick church built in 1900 to design by Austin and Paley. Located 440m N of NE corner	3757.1.0
1067955	St Alban's Vicarage	Lindsell Road, brick Vicarage built in 1914 to design by John Cocker. Located 460m N of NE corner	3757.2.0

2.3 Heritage assets

Within the search area there are eleven entries under the sites and monument category in the HER, and two non-designated historic buildings. A further five records relate to the listed buildings described in the previous section.

Four of the former refer to the Roman road (parts of which are named Watling Street) which ran from Chester to Manchester, and which has been the subject of two archaeological investigations within the search area. This road runs close to the western end of the application site, as Davenport Street is clearly following the line of the earlier Roman road in a south-westerly – north-easterly direction.

The remaining entries comprise five industrial sites, and two farmsteads. The farmsteads are Broadheath Farm (PRN 7645) and another unnamed farm (PRN 7643) that were depicted

on the 1838 Dunham Massey Tithe Map but are no longer extant, located 425m and 250m north and northwest of the application site respectively.

The industrial sites include additional evidence from historic mapping for the Luxi Leisure warehouse NHLE1067956, showing use of the same site for a house, timber yard and saw mill, with coal wharf (PRN 3737.2) on to the Bridgewater Canal. Located 40m south-east of the application site a further brick-built warehouse (PRN 7681) is situated next to the southern side of the canal. On Woodfield Road 100m south of the application site stands the Budenberg Engineering Works (PRN 12545), which although not statutorily protected, are described in the HER as follows:

“The Budenberg factory building is an attractive three storey office-cum-factory built 1913-14 with an imposing clock tower which has a stained glass window commemorating the Budenberg company. The building was designed by Alfred Steinthall of King Street, Manchester. The Budenberg factory complex forms part of the Broadheath Industrial Estate, the immediate precursor of the Trafford Park Industrial Estate and as such an area of national importance to the development of engineering in Britain.”

Land attached to a smithy is shown on the 1835 Altrincham Tithe Award map (PRN 7664) at Sinderland 160m west of the application site, and another blacksmith's 400m north-east of the application site (PRN 7675), whilst a probable kiln is represented by the field name of Little Marl or Kiln Field (PRN 7676) shown on the Tithe map 400m east-north-east of the application site on land which is now a sports ground.

Although the national grid reference links it with the coal wharf, there is in fact one entry on the HER for the application site itself. This is PRN 3737.2.1 which is a field-name taken from the 1835 Altrincham Tithe Award map, of Coal Brow or Govery Field, presumably indicating usage for industrial purposes at that time or in the recent past.

The only additional information from the web portals Heritage Gateway and ADS, is an entry in the latter for Broadheath Station. This is described as a station that was opened in 1955 and closed in 1962, on the Warrington and Stockport Railway, and was located 50m north of the application site. The Bridgewater Canal is another heritage asset which is not identified within the HER or web portals within the search area, but is recorded at other locations, and these records apply equally to the stretch of the canal within the search area. An Act of Parliament was passed in 1759 for construction to enable coal to be transported from the Duke of Bridgewater's mines at Worsley to central Manchester.

2.4 Historic mapping

A study of the historic mapping provides an overview of the development of the application site and surrounding land over the past 150 years, and thus what changes might have affected it during that period. The 1856 1 inch to 1 mile scale Ordnance Survey (OS) map shows that the application site occupied an open field on the north side of the Bridgewater Canal, and close by to the west lay the Watling Street Roman road from Chester to Manchester (Figure 2). The detail is confirmed on the 1877 25 inch to 1 mile scale first edition OS map which shows that the application site straddled two east-west oriented fields, which lay south of Duke's Cottages, and north of the canal. By 1898 the detailed mapping shows that Atlantic Street had been created, and that a large industrial complex filled the central area of the application site, part of the Emery Works (Figure 3). The 1910 and 1935 editions show incremental growth eastwards, with a bowling green occupying the eastern most part of the application site. A north-south lane that bisects the site is labelled on the 1959 map as Mill Lane. The works continued to be shown on successive maps (Figure 4) until the 1991 edition, by which time the present retail outlets had been constructed.

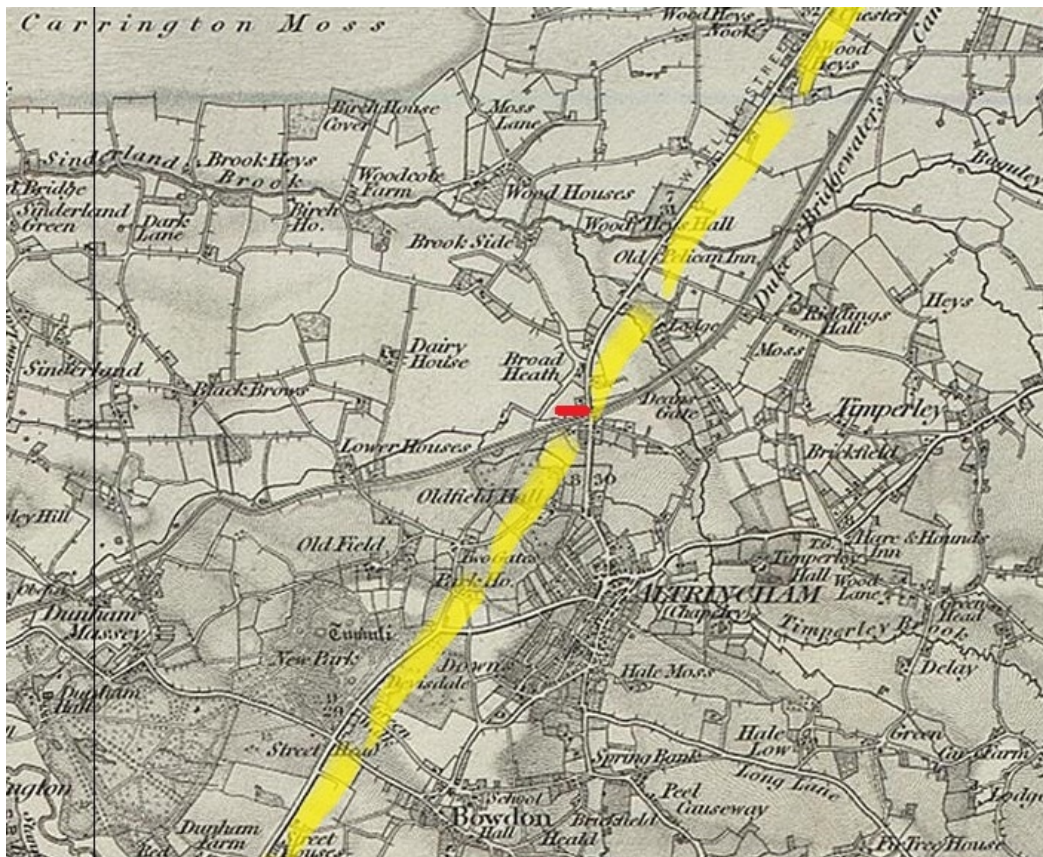


Figure 2
1856 OS map shows Roman road (yellow highlight adjacent) and application site (red)

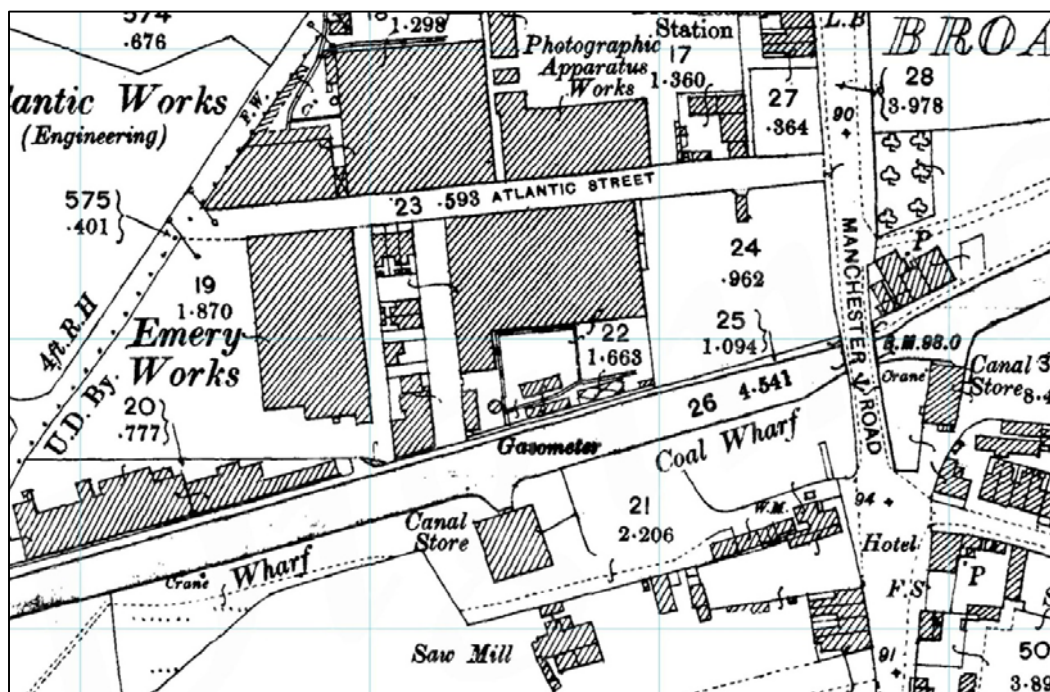


Figure 3
1898 OS map

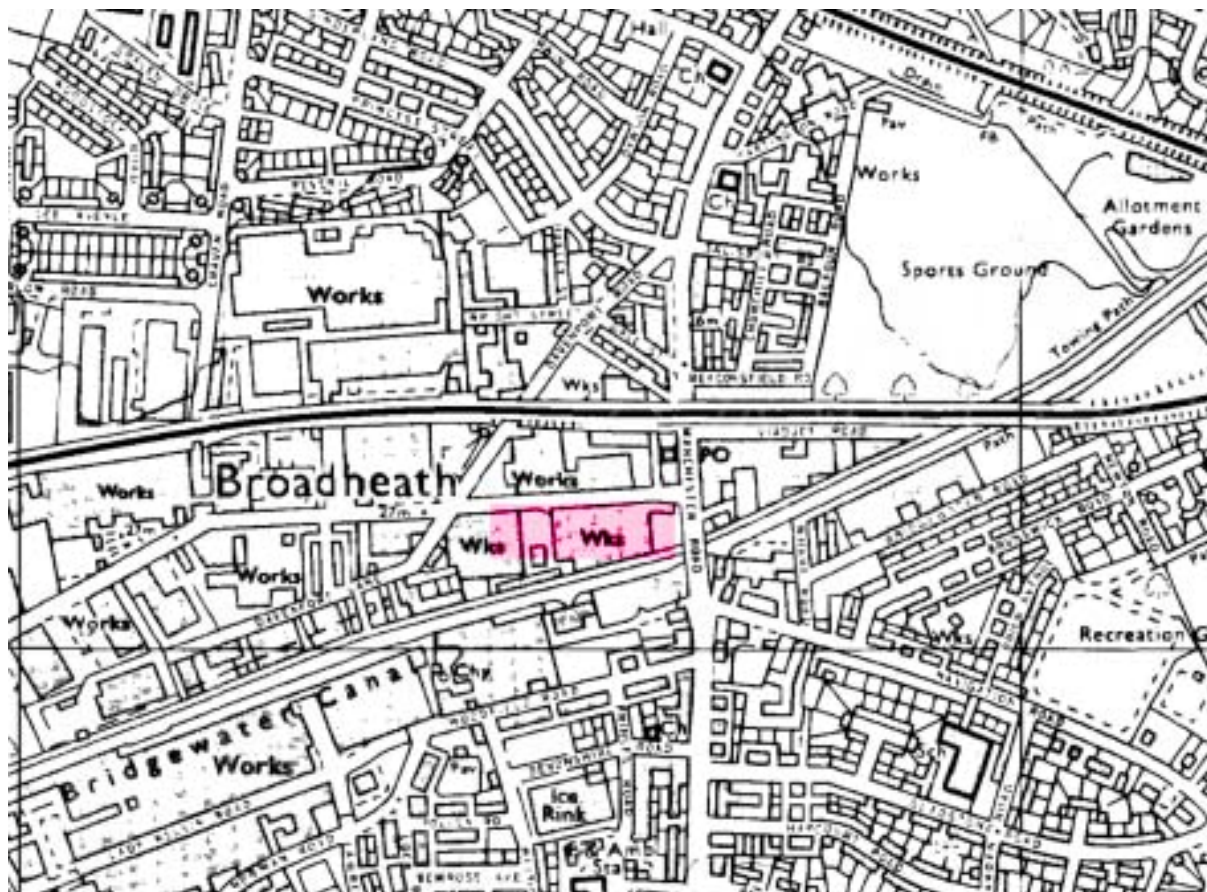


Figure 4
1980 OS map approximate extent of application site shown highlighted

3.0 IMPACT ASSESSMENT

3.1 Pre-industrial heritage and direct impact

The earliest and most prominent heritage asset is a Roman road. This is Margary's 7a²; he describes the course of the road on its route from the fortress at Chester to the fort at Manchester, and on to York. He states that "*at Broadheath Station, the line is continued by a short side-street, Davenport Road, and then the main road carries it on through Sale and Stretford into Manchester*". This has been investigated locally at two locations, one of which lay 150m north of the application site where two trenches were excavated in 1996, and described as follows:

"Davenport Rd revealed a band of rammed pebbles, c 0.30m thick, which appears to be the remains of Roman road. There are indications of repairs to the surface as well as depressions which may have been cart ruts. The Roman road overlies a buried soil & turf layer. Above the road were several layers possibly representing later agricultural use. These in turn overlaid by rounded pebbles & pieces of hardcore stone (maybe C17/C18 trackway) under C18 C19 build-up accumulated with the present Davenport road surface. Palaeo-environmental analysis of buried soil dated to late Bronze Age (C14 dating)".³

At the second location a watching brief adjacent to the first site, however, failed to record the road, although it did identify industrial activity which might have disturbed the remains:

"Lies south of a possible Romano-British settlement. Great deal of disturbance over last two centuries - heavy industrial usage, so most if not all of the Roman road is lost in this particular section. Rail/tram track observed".⁴

The assumed road line has been proved to be reasonably accurate and the road has good archaeological survival in places, although it has been disturbed elsewhere. Where well-preserved it is a heritage asset of high significance, and proximity to the road would increase the probability of roadside settlement and other activity which might have existed within the application site.

The heritage assessment has identified the pro-longed association that the application site has with industrial heritage. It is located adjacent to the 18th century Bridgewater Canal, is identified on 19th century mapping as Coal Brow, and lies opposite coal wharves and warehousing, and from the 1890s much of the application site has been occupied by manufacturing works. The 1980 OS map shows that eventually the footprint of this industrial complex covered the majority of the application site, with a small area at its eastern end unaffected and used as a bowling green. This history suggests that much of the original land surface of the application site will have been damaged or removed by these activities and the chances of surviving pre-industrial archaeological remains on site must be low.

Based on the above analysis, although the predicted heritage significance of the Roman road adjacent to the application site is high, the likelihood of associated archaeological remains surviving within the application site, is considered to have **low potential**.

² Margary I 1973 Roman Roads in Britain, p300-302 John Baker, London

³ HER PRN 26.1.3

⁴ HER PRN 26.1.5

There is nothing to suggest remains of other periods would be present as unknown archaeological remains, although these cannot be ruled out. If they existed, however, they are also likely to have been disturbed and thus the predicted significance would be low.

The Roman road would lie under Davenport Lane thus outside the application site boundary & would be unaffected.

3.2 Industrial heritage and indirect impact

The second-most prominent heritage asset is the Bridgewater Canal which forms the southern boundary to the application site. This was the first canal, truly independent of rivers, to be designed and constructed in England. This is an important element of the cultural heritage of the area, and although not designated in its own right, associated warehouses have been listed as nationally important buildings. It is part of the industrial urban landscape through which it runs, and would be little altered by the proposed application. The ability to understand and appreciate the heritage value of the canal, as identified within NPPF, would remain unaltered from the existing conditions due to the fact that the proposal will change one large modern retail complex, with a new one (Figure 5).

The listed buildings within the search area are set within a developed and modernised urban landscape. The distance to all but the nearest of these is such that the proposed development would be hidden from them. The two exceptions are the Lloyds Bank and post office on Manchester Road, and the Luxi Leisure warehouse south of the application site on the other side of the canal. In spite of their relative proximity, however, the degree of variation from the existing retail complex to the proposed, would result in a neutral effect on these nationally important structures.

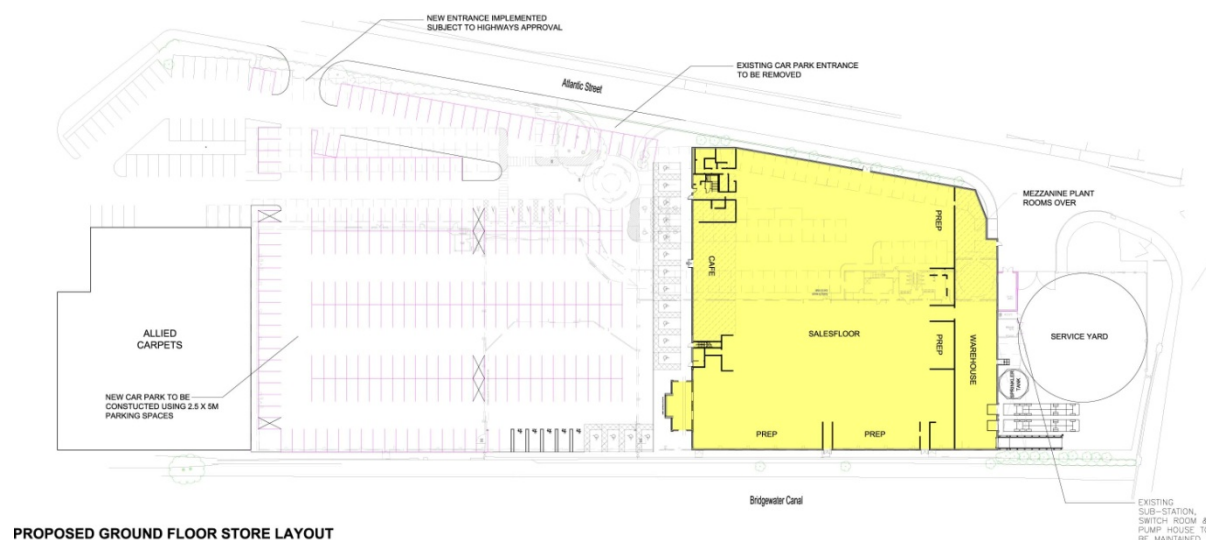


Figure 5
Proposed retail unit (Davis Weatherill Partnership)

4.0 CONCLUSIONS

The heritage assessment has demonstrated that there would be negligible change to the existing situation and that the potential for indirect effect on designated heritage assets is neutral. The proximity to a Roman road raises the potential for unknown buried archaeological remains to have been located within the application site. The historical development of the site revealed through the map regression exercise, however, strongly suggests that previous industrial use of the site would have removed or severely damaged any such remains that might have been preserved on the site prior to its development from the 1890s onwards.

It is proposed that this Heritage Statement is sufficient to validate the application, and also that the results of the assessment are sufficient to provide information for the application to be determined.

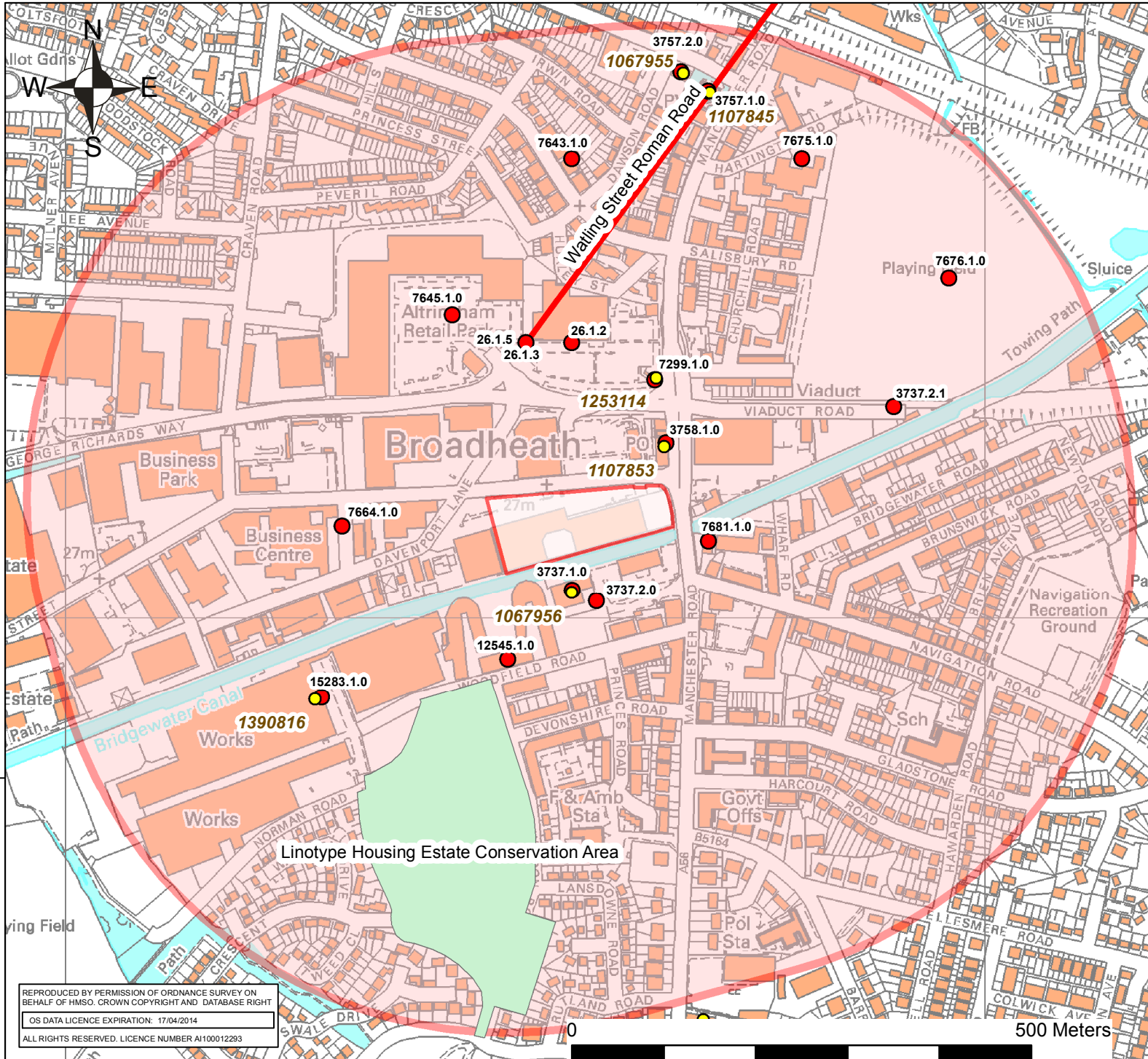
5.0 CLOSURE

This report has been prepared by SLR Consulting Limited with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

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SLR disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.

DRAWINGS



NOTES
1. NOTES

LEGEND

	SITE BOUNDARY
	500M BUFFER
	HER SITE
	ROMAN ROAD
	LISTED BUILDING
	CONSERVATION AREA



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ATLANTIC STREET, ALTRINCHAM
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