

BARTON UPON IRWELL



CONSERVATION AREA APPRAISAL

SALFORD CITY COUNCIL
JULY 2007



Salford City Council



CONTENTS

PART I : INTRODUCTION

- 1.0 Introduction
- 2.0 The Planning Policy Framework
- 3.0 Summary of Special Interest

PART II : APPRAISAL

- 4.0 Location & Setting
- 5.0 Historic Development & Archaeology
- 6.0 Spatial Analysis
- 7.0 Character Analysis
- 8.0 Community Involvement
- 9.0 Suggested Boundary Changes

PART III : SUMMARY

- 10.0 Summary of Issues
- 11.0 The Next Steps

PART IV : BACKGROUND INFORMATION

Maps

Map 1	Location Plan
Map 2	Conservation Area Boundary
Map 3	1782 Map
Map 4	1848 Ordnance Survey Map
Map 5	1888 Ordnance Survey Map
Map 6	1908 Ordnance Survey Map (extract from UMAU report)
Map 7	1936 Ordnance Survey Map
Map 8	1955 Ordnance Survey Map
Map 9	Historic Development
Map 10	Listed Buildings & Buildings of Significance
Map 11	Spaces & Views
Map 12	Negative & Neutral Factors

Useful Information

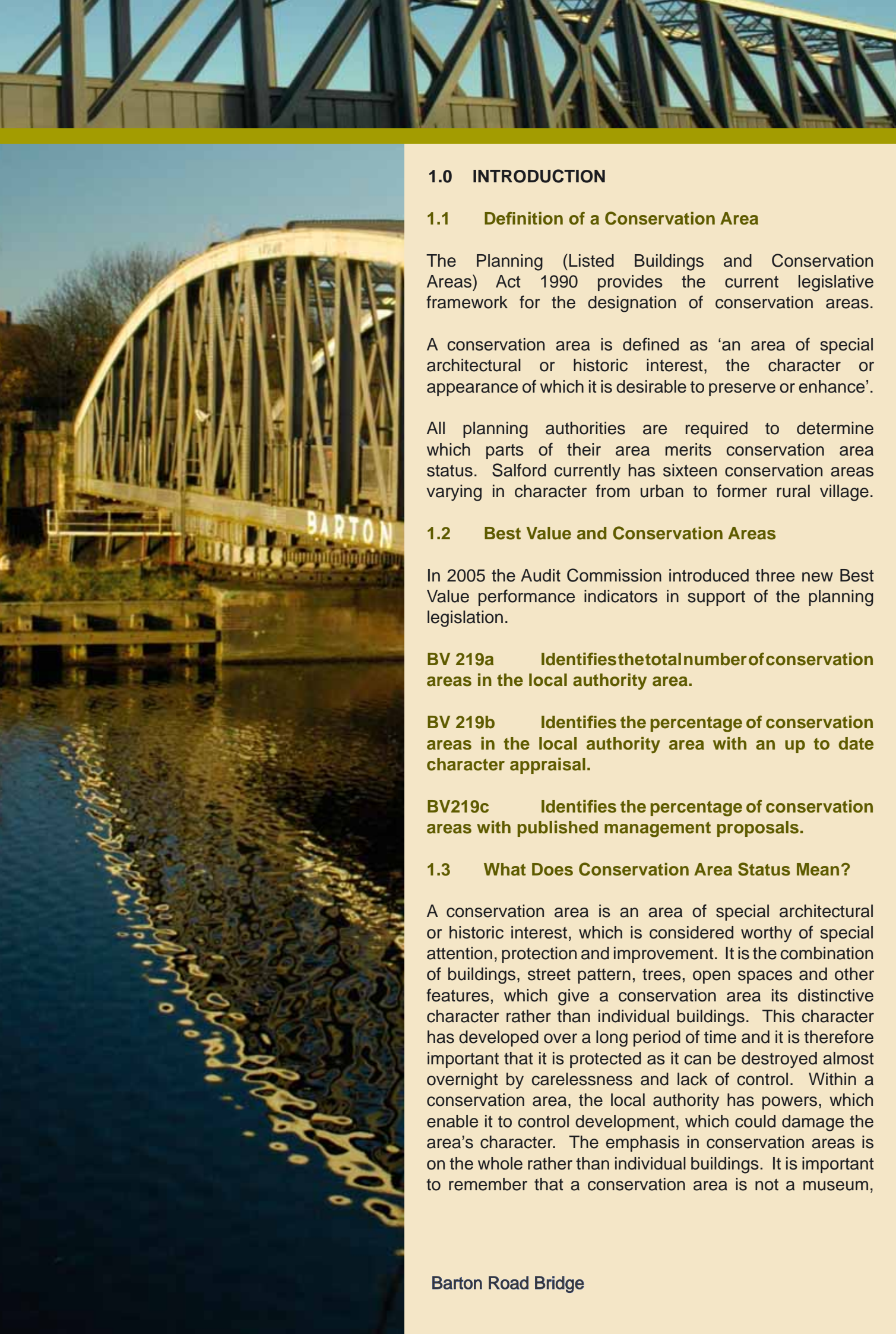
Contact Details

Appendices (Separate Document)

- Appendix A Listed Buildings
- Appendix B Sites and Monuments Record Full Report



PART I : INTRODUCTION



1.0 INTRODUCTION

1.1 Definition of a Conservation Area

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides the current legislative framework for the designation of conservation areas.

A conservation area is defined as 'an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'.

All planning authorities are required to determine which parts of their area merits conservation area status. Salford currently has sixteen conservation areas varying in character from urban to former rural village.

1.2 Best Value and Conservation Areas

In 2005 the Audit Commission introduced three new Best Value performance indicators in support of the planning legislation.

BV 219a Identifies the total number of conservation areas in the local authority area.

BV 219b Identifies the percentage of conservation areas in the local authority area with an up to date character appraisal.

BV219c Identifies the percentage of conservation areas with published management proposals.

1.3 What Does Conservation Area Status Mean?

A conservation area is an area of special architectural or historic interest, which is considered worthy of special attention, protection and improvement. It is the combination of buildings, street pattern, trees, open spaces and other features, which give a conservation area its distinctive character rather than individual buildings. This character has developed over a long period of time and it is therefore important that it is protected as it can be destroyed almost overnight by carelessness and lack of control. Within a conservation area, the local authority has powers, which enable it to control development, which could damage the area's character. The emphasis in conservation areas is on the whole rather than individual buildings. It is important to remember that a conservation area is not a museum,

but an area, which will change. However, any changes, which occur must do so in a way as to encourage the retention or enhancement of the existing character of the area.

Under the provisions of the Act, designation automatically entails control over minor development and gives special protection to trees within an area. Further controls over minor developments may also be put in place under Article 4(1) or 4(2) of the Act.

In order to protect the conservation areas, designation requires the city council to formulate and publish proposals for their preservation and enhancement.

Local residents and property owners also have a major role to play in protecting and enhancing the character and appearance of the conservation area by ensuring that properties are regularly maintained and original features retained.

1.4 Purpose of a Conservation Area Appraisal

The purpose of this conservation area appraisal is to define what is important about its character and appearance and to identify its important characteristics. It is also a vital tool to enable the active management of a conservation area. It identifies the areas special features and changing needs through a process, which includes researching its historic development and carrying out a detailed townscape analysis and character assessment. This information informs

consideration of conservation area boundaries as well as providing a context for the assessment of development proposals within the area. It identifies the opportunities and priorities for enhancement and sets out the policy framework for the determination of development proposals.

It is recognised that the successful management of conservation areas can only be achieved with the support and input from stakeholders and in particular local residents and property owners. Following consultation at the draft appraisal stage comments and suggestions received will be considered and included as appropriate.

This document provides the basis for the development of management proposals as the next stage in the management process.

1.5 Barton-Upon-Irwell Conservation Area

This document sets out the results of a study of the Barton-upon-Irwell Conservation Area in Salford.

Barton-Upon-Irwell Conservation Area was designated in 1976 and covers an area of 9.45 ha (23.35 acres). It lies on Barton Road, adjacent to the Manchester Ship Canal and extends into Trafford Metropolitan District (see Maps 1 and 2). The area contains 2 listed structures within the Salford City boundary and 4 listed buildings and structures within the Trafford Metropolitan District boundary (the swing aqueduct and swing bridge are listed by both Authorities). This appraisal relates to the area within the Salford boundary, and only makes brief references to the area within



Trafford, which will be covered by that Authority's own document.

The area is of historic importance because of its location at the crossing of the Manchester Ship Canal by the Bridgewater Canal, via Barton Swing Aqueduct, constructed in the late 19th century. Prior to the building of the ship canal, the Bridgewater Canal crossed the River Irwell here by means of an 18th century stone aqueduct, designed by James Brindley. The conservation area also includes a Grade I listed 19th century church by Pugin (within the Trafford boundary). The original rural settlement of Barton village became urban in character due to the neighbouring industries attracted by the canals, roads and railway and also became a tourist attraction because of the famous aqueducts (the original and current structures being great feats of engineering for their times). The area has declined in recent years, as industries have left the area and the tourism potential has not been realised. However, there has been substantial residential development recently within or adjacent to the conservation area (although some of this has meant the loss of important historic buildings such as the Methodist Chapel).

1.6 Approach

This study has been produced in accordance with the current guidance on carrying out conservation area appraisals adopted by English Heritage in 2005.

The approach and methodology adopted in this appraisal included the following key processes: -

Carrying out a thorough survey of the area and desk top study which, included reference to previously produced studies for the area, archive material, aerial photographs, relevant national and local policy and liaison with relevant organisations.

Analysing and evaluating the information gathered, which has enabled the key issues to be identified for use in the consultation process.

Appraising the area beyond the existing designated conservation area to establish if the current boundaries are valid.

Consultation with local communities on the draft appraisal as set down in detail in section 8.0.

Following consultation and appropriate comments taken into account, amendments have been made to the appraisal document to enable formal adoption by Salford City Council.

Survey work for this appraisal was carried out during the months of December 2005 and January 2006.

The appraisal is not intended to be comprehensive and the omission of any particular building, feature or space should not be taken to imply that it is of no interest.





2.0 THE PLANNING POLICY FRAMEWORK

2.1 Planning Legislation

Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a duty on local authorities to designate as conservation areas any “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. Also from time to time authorities are required to review the extent of conservation areas within their districts.

Section 71 of the Act requires local planning authorities to formulate and publish proposals for the preservation and enhancement of conservation areas and to submit them for consideration to a public meeting. Following designation, the local authority, in exercising its planning powers, must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area (Section 72 of the Act).

2.2 Planning Policy Guidance (PPG)

PPG15, Planning and the Historic Environment (1994) highlights the need to protect physical survivals of the past to form part of the nations cultural heritage and aid the sense of national identity. In defining a conservation area, PPG15 states that “It is the quality and interest of areas, rather than that of individual buildings, which should be the prime consideration in identifying conservation areas”. In the assessment of a conservation area, PPG15 also states that certain aspects will always form the basis for a coherent evaluation including “the topography – for example, thoroughfares and property boundaries – and its historical development, the archaeological significance and potential, the prevalent building materials, the character and hierarchy of spaces, the quality and relationship of buildings in the area and also of trees and other green features. The assessment should always note those unlisted buildings which make a special contribution to the special interest of the area.”

3.0 SUMMARY OF SPECIAL INTEREST

3.1 Industrial Heritage

Barton swing aqueduct is of international significance because it is the only swing aqueduct in the world and represents a specific design solution to the unusual problem of a multi-level waterway junction. It is an example of the confidence of industrialists and engineers of the late 19th century. It is also an important example of the use of hydraulics and an early example of the use of roller bearings.

The remnants of the abutments of the first large stone aqueduct in Britain, designed by James Brindley, are still visible near the swing aqueduct which replaced it.

The road swing bridge adjacent to the swing aqueduct, was designed by the same engineer, Sir Leader Williams, and built at the same time. The close proximity of two such feats of engineering is unique.

The Bridgewater Canal itself was the forerunner of the canal age in Britain and at Barton, the crossing of the River Irwell via the stone aqueduct, followed by the crossing of the ship canal via the swing aqueduct, made it an important location in the transport network.

3.2 Barton Village

The village itself is a rather modest linear

collection of 19th century brick cottages at a moderately busy road junction, linking Salford with Trafford. The once rural village took on an urban character, with the industrialisation of the surrounding land, which was due in part to the presence of the two canals. The village increased in size, with the addition of churches, school, business's, pubs, terraced workers houses and larger middle class houses. The largely residential character of today has evolved as businesses and public buildings have closed, with the decline of the surrounding industry.





PART II : APPRAISAL

4.0 LOCATION & SETTING

4.1 Location

The Barton-Upon-Irwell Conservation Area is 2km south west of Eccles town centre and 1.6km east of junction 11 of the M60. The area lies on the banks of the Manchester Ship Canal and is centred on two bridges which lie adjacent to each other, the Barton Road Swing Bridge and the famous Barton Swing Aqueduct, the latter of which carries the Bridgewater Canal over the ship canal (see Map 1).

The conservation area is located on an area of land, which slopes from approximately 26.0 above ordnance datum in the north to 23.0 above ordnance datum in the south. The only considerable variance in the topography occurs where Barton Lane drops rapidly to enable vehicles to pass beneath the Bridgewater Canal and along the banks of the ship canal, where the land drops down to water level.

This appraisal only relates to that part of the conservation area that is within the Salford City Council boundary (to the north of the Manchester Ship Canal). South of the ship canal, the conservation area

lies within Trafford Metropolitan Borough Council. However, the listed swing bridge and aqueduct which cross the canal, are jointly listed by these neighbouring authorities.

4.2 Setting

Barton-upon-Irwell is part of the Eccles district and other nearby towns/villages are Patricroft to the north, Peel Green to the West and Dimplington, in the Borough of Trafford, on the south side of the ship canal. Trafford Park Industrial Estate and the Trafford Centre shopping centre are near neighbours.

4.3 Forces for Change

Proposed World Heritage Site

Barton-upon-Irwell is included within the area of the proposed Manchester and Salford World Heritage Site, which is currently on the tentative list. The proposed site comprises the hillside of Worsley Delph, and the western half of the Worsley Village Conservation Area focussed on the Bridgewater Canal and then follows the canal to the Barton Swing Aqueduct in the Barton-Upon-Irwell Conservation Area,



before looping round Stretford to enter the Castlefield Conservation Area and on into Ancoats following the Rochdale Canal. Within the Barton-upon-Irwell Conservation Area, it includes the Bridgewater Canal itself, to the east of Barton Road containing the Swing Aqueduct with its island and swing bridge, the canal cottages south of the aqueduct and the surviving abutment of Brindley's original aqueduct.

The significance of World Heritage Status, should it be attained, is that it gives a clear reason for central and local government and other funding sources such as the Heritage Lottery Fund to support projects. The UK government has an obligation to support World Heritage Sites.

Bridgewater Way

There are proposals to improve the whole 39 mile length of the Bridgewater Canal towpath from Runcorn in the SW and Leigh in the NW, to Manchester city centre, which will cost an estimated £8million. The scheme is being promoted by the Bridgewater Canal Trust, which comprises 8 local authorities and the Manchester Ship Canal Company. Improvements will include access points and new surfaces to encourage use by cyclists and wheelchair users, as well as pedestrians. There will be new signage and tourist information, seating areas and public art works. Work has already been completed on the first section within Halton Borough Council.

Improvements within Salford are due to start in 2006, on the 1.1 mile Barton Aqueduct to Green Lane section.

5.0 HISTORIC DEVELOPMENT & ARCHAEOLOGY

5.1 Origins And Development

Early Origins

Barton-Upon-Irwell hamlet or village developed north of a crossing over the River Irwell, within the area of what became Eccles. Barton was a common Old English name "beretün" or "baer-tün" meaning a barley farm.

Although the village of Barton-Upon-Irwell is now part of Salford, it originally was a township of over 10,000 acres on both sides of the River Irwell. In 1892 the township was divided up – the north part being merged into Eccles and the south side part of Dimplington (now part of Trafford MBC).

In Medieval times Barton was the largest manor within the district of Salford and in the 12th century was held by the Barton family. In the latter half of the 13th century it passed through other families until the Booth family took it over in 1292, with whom it remained for the next 300 years. The Trafford family (later the de Traffords) took over a large part of the estate and settled at Whittleswick, renamed Trafford Park, on the south side of the river Irwell, in 1632.





The de Traffords were lords of the neighbouring manor of Trafford, which they held from Norman times until 1896, when the estate was sold and developed into the huge Trafford Park industrial estate.

The 16th and 17th centuries saw an increase in population but the village did not expand across the River Irwell partly because the land was part of the park attached to Trafford Hall. The river was able to be crossed by means of a ford and it was not until the early 18th century that a bridge was constructed which survived until 1745, when it was demolished to impede the southerly progress of the Jacobite army. The bridge was replaced with a wooden footbridge in 1761 and later by a road bridge.

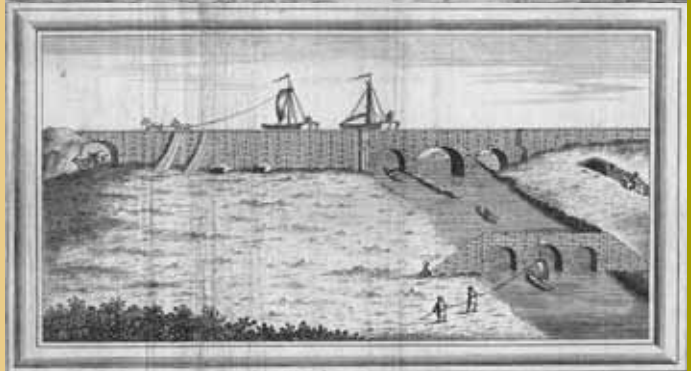
The present A57 between Manchester and Warrington was turnpiked in 1752 and followed a route along the flood plain gravels between the River Irwell and surrounding moss lands. Linear settlements such as Eccles, Patricroft and Barton grew up along its route and by 1830 Barton-Upon-Irwell was noted as containing 7,977 inhabitants within the settlement forming a ribbon development along the main roads and canal.

The Bridgewater Canal – opened 1761

The 18th and 19th centuries saw Salford gaining a reputation as an industrial city, with the aid of its most important natural resource, coal. The transportation of coal was the prime reason for the construction of the Bridgewater Canal, opened in 1761. The Bridgewater Canal was the first true industrial canal in Britain and heralded the greatest period of canal construction in the country.

The original route of the canal from the coal mines at Worsley to Salford, was planned to run wholly on the north of the River Irwell, to follow the 82ft contour and so avoid the need for locks. However, by the end of 1759 the decision to alter the course had been made and it would now cross the River Irwell at Barton and proceed into Cheshire and Manchester. The Bridgewater Canal is notable therefore in that it was the first arterial canal of its kind (i.e. one that crosses over a number of valleys via embankments, cuttings, tunnels and aqueducts).

James Brindley, engineer and millwright, was



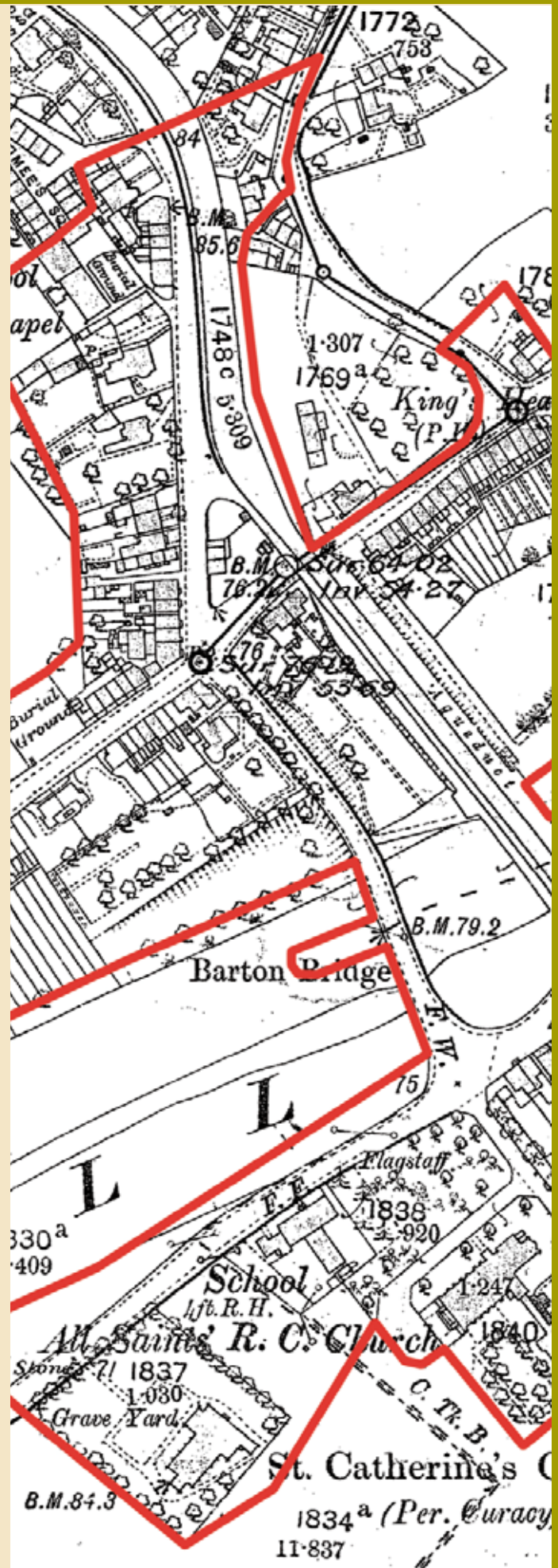
Duke of Bridgewater with stone queduct
 Early print of Brindley's aqueduct
 Brindley's stone aqueduct

employed by the 3rd Duke of Bridgewater to design the aqueduct to carry the canal over the River Irwell at Barton. Barges of coal from the Duke's collieries at Worsley first crossed it on 17th July 1761 on their journey to Manchester. The supply of coal was vital as the use of steam power in the mills was increasing, and the aqueduct contributed greatly to the growing prosperity of the district. The original aqueduct was a three arched stone bridge, 200 yards long and twelve yards wide and carried the canal over the river at a height of 39 feet. It was a marvellous feat of engineering and quite a tourist attraction.

Historic Development 1782-1900

The development of Barton-Upon-Irwell from an examination of historic maps shows settlement concentrated along the north bank of the River Irwell following Peel Green Road and Barton Lane, with further buildings along Trafford Road (then Back Lane) and Barton Road, as seen on the 1782 map (Map 3). Barton Mills, which was a corn mill, is shown on the south bank of the river, to the east of Brindley's aqueduct (1761). The Bridgewater Canal and the adjacent road crossing of the river is shown. The surrounding land is mainly agricultural and Bromyhurst Farm (1705) is visible on the south side of the river. Most of the buildings in Barton date from the 19th century – earlier thatched cottages shown in old drawings and photographs, when Barton was rural in character, have not survived.

In 1830 the nearby Liverpool to Manchester railway line was opened, famously crossing Chat Moss (Patricroft to the north being the nearest station) and this encouraged the wealthy classes to live further out from the cities – which may explain a number of large Victorian houses on the west side of Barton Road. In 1836, James Nasmyth, the famous inventor of the steam hammer, opened his Bridgewater Foundry in Patricroft, which manufactured machine tools and locomotives. These iron works took advantage of the cheap supply of coal from Worsley via the Bridgewater Canal. Other industry



1888 OS map of Barton-Upon-Irwell

in the area was mainly centred around silk and cotton mills in Patricroft and Eccles.

The 1848 OS map shows Barton-Upon-Irwell with considerably more development around the core area just to the north of the river (although there is also development on the south bank – notably St. Catherine’s Church (1843) and a Roman Catholic chapel (1828 - which is just outside the conservation area). The corn mill is also still shown on the south bank, near the weir and lock on the river. Of the notable buildings on the north side, the Old Rock public house is shown including the bowling green (1800 – rebuilt 1898), the Wesleyan Chapel (1794-6), the King’s Head public house, although not labelled, is visible (1772), the cottages along wBarton Road and Peel Green Road (then called Barton Lane), and large villa-style houses along the west side of Barton Road (middle class residential area).

In 1851, the township of Barton had 7,936 inhabitants, of which 3,193 lived in the village.

The 1888 OS map shows more clearly the individual developments within the conservation area, prior to the building of the Manchester Ship Canal. On the south side of the river, the corn mill has disappeared and a wooded area is shown. The lock and weir on the river are still there. There have been more terraced houses built between the canal and the road bridge on the south bank (Chapel Place)

and most notably All Saints RC Church is shown (1868), whilst St. Catherine’s Church and School are still present. Bromyhurst Farm and associated buildings are shown, with the addition of a vicarage beside the river.

On the north bank, rows of terraces have been added, eg. Templeman Terrace (1870), Trafalgar Terrace(1875) and the two Victorian semi’s opposite, which still survive. The Old Rock Public House is still shown, the burial ground on Peel Green Road, the King’s Head on Barton Lane, with smithy at the rear, the Wesleyan Chapel and burial ground.

Much of the surrounding land is still fields, however the greatest development evident from the map is outside the conservation area, to the north, where there have been a lot of terraced houses built, presumably to serve the huge Victoria Mills (for cotton weaving, built 1882) next to them, on the other side of the canal. In 1901, 30% of local Eccles labour was employed in textiles.

With the decline of the textile industries, engineering industry developed, for example, Gardner’s of Barton Hall in 1898, which manufactured small gas engines and hot air engines.



The Manchester Ship Canal – opened 1894

In 1885, both the Mersey and Irwell Navigation and the Bridgewater Canal were bought by the Manchester Ship Canal Company. This company was a major employer for the area during the construction of the Canal over the next few years.

Brindley's aqueduct was demolished to allow the passage of ships up the new ship canal to Manchester. When the Manchester Ship Canal opened in 1894 a new swing aqueduct of steel containing 800 tons of water was designed by Sir Edward Leader Williams. In turn, as with Brindley's original aqueduct, it became one of the engineering wonders of the world. This structure is 235ft long, by 24ft wide. The total weight of the trough of water and superstructure is 1,450 tons. Pivoted on rollers, it is turned by hydraulic power to allow the passage of ships. The pivot is mounted on a small purpose built island in the ship canal, and there is a central brick control tower, which controls both the aqueduct and the road bridge. To economise on the width of the swing bridge, the towpath for the horses was placed on a high platform inside the aqueduct (later removed on safety grounds).

The Barton Swing Bridge carries the road over the ship canal alongside the aqueduct. The bridge is a standard steel girder pattern, fabricated by Handyside of Derby.

The Twentieth Century

The industrialisation of neighbouring Trafford Park at the beginning of the century meant a major source of employment for the area.

The 1908 OS map extract shows the Manchester Ship Canal crossed by the new aqueduct and swing bridge. There is a railway line and hydraulic tower on the north bank, behind the King's Head and smithy. The line of the original aqueduct can be seen between the two new structures, in what is now a vacant plot of land bounded by the Ship Canal, the Bridgewater Canal, Barton Lane and Barton Road. The Co-op building can be seen on Barton Road, which was built in 1888.

The 1936 OS map shows that the row of cottages in front of the Wesleyan Chapel has gone, and the burial ground extended to the road frontage here. Barton Power Station has been constructed on the south side, near Chapel Place (it was opened in 1923 and had the two distinctive brick chimneys built in 1933). There are further railway lines along the north side of the Ship Canal.

The 1955 OS map shows that a lot of the terraced housing has been demolished at Chapel Place on the south bank. The cottages just north of the Wesleyan Chapel have gone, and the smithy to the rear of the King's Head is now a sheet metal works.



Barton Road Bridge, 1890's



Barton swing aqueduct showing horse on towpath, 1890s



Modern Times

The present day OS map shows much new development – terraces have been demolished to make way for two tower blocks of flats just to the north of the Bridgewater Canal. There are more recent low rise housing developments at Thistledown Close to the east and Havenscroft Avenue to the west. The Methodist Chapel on Barton Road has sadly been demolished and developed into 4 storey flats, including a car park over part of the graveyard at the back. Half of the graveyard is still visible behind this, but is not easily accessible. St. Catherine's church has been demolished, all of Chapel Place except two cottages have also gone. The Manchester Ship Canal Company railway lines have also disappeared. Barton Power Station was demolished after closing in 1973. The old Co-op building is empty and awaiting redevelopment.

5.2 The Archaeological Significance and Potential of the Area

There are recorded sites of archaeological significance within the Barton-Upon-Irwell conservation area (see Appendix B).



6.0 SPATIAL ANALYSIS

6.1 Character and Inter-Relationship of Spaces

Barton-Upon-Irwell is characterised by the linear open spaces of the two canals and the roads that run parallel to them or cut across them. The wide expanse of the ship canal contrasts with the narrow Bridgewater Canal and the narrow road crossing of the Barton swing bridge. Public spaces are poorly linked together for the pedestrian – the road bridge over the ship canal is narrow and noisy, there is no access to much of the ship canal banks and the open spaces along Bridgewater Canal are hidden from view and neglected. The different levels of the two canals and the roads which either cross them or go beneath them, give another dimension to the spaces as they are travelled through. The varying topography should be exploited and views opened up to invite the pedestrian through them.

6.2 Key Views and Vistas

The most striking views within Barton are those of

the swing bridge and aqueduct crossing the ship canal. As these are at a low level, the best views of these are from the higher ground adjacent to the Bridgewater Canal or immediately adjacent to the ship canal, from Barton Old Road, and of the aqueduct, from the swing bridge itself. The expanse of the ship canal looking towards the high level motorway bridge can be appreciated when walking across the swing bridge.

All Saints RC Church is a striking landmark when approached from the south along Redclyffe Road. To the north it is partially screened by trees.

From within Barton village itself, the tower blocks of flats to the north unfortunately dominate the skyline, as Barton Road climbs up away from the ship canal.

On Barton Lane, as it dips under the aqueduct crossing it, the view is marred by the timber and metal barriers and warning signs each side of the low bridge.



7.0 CHARACTER ANALYSIS

7.1 Definition of character areas

The Barton-Upon-Irwell Conservation Area is best known for the swing bridge and aqueduct crossing the Manchester Ship Canal, all late 19th century feats of engineering and these give the area its industrial heritage character. The Bridgewater Canal, constructed much earlier at the start of the industrial revolution, is not prominent from the road except at the northern end of the conservation area, where Barton Road rises up to meet it at the same level. It is therefore largely hidden from view, other than when contained by the highly visible swing aqueduct.

The Manchester Ship Canal cuts a wide swathe through the conservation area, marking the boundary between the two local authorities. The waterside character of Barton, with the presence of two major waterways, could be further developed, with better access to the canal banks and walkways. When crossing the road bridge on foot, the open expanse of the ship canal is appreciated. However, the number of vehicles crossing the road bridge and the narrow footways detract from the experience, which is noisy and potentially dangerous.

The central village core around the junction of Barton Road, Barton Lane and Peel Green Road has lost some of its character and vibrancy since most of the shops and post office have been changed to residential use. The buildings here are modest 19th century brick houses and cottages, although there are some remnants of the grander middle

class houses of that period along the west side of Barton Road, for example, Nos. 92, 72/3 and 70/1.

Barton Road itself is a busy road, linking Barton to Patricroft and the A57 to the north. This detracts from the character of the area. Nearly all the buildings are on the west side of the road, as the Bridgewater Canal runs nearby it on the east side and immediately adjacent to it opposite the Methodist Church site at the northern boundary.

Peel Green Road is a quieter road than Barton Road and is flanked by a mix of attractive 19th century terraces and semi-detached properties, and more modern housing. The boundary of the conservation area is marked by the imposing Rock House Hotel.

Barton Lane is a moderately busy road, linking Barton to Eccles. It dips sharply to pass under the Bridgewater Canal and the most notable buildings along it are Templeman Terrace and the King's Head public house. The footway in front of Templeman Terrace rises up above road level and is bounded by metal railings.

Overall, the conservation area has a rather neglected feel, with many lost opportunities for developing the tourist potential of the canals and structures and retention of locally important buildings.





7.2 Architectural Qualities

Architecturally the buildings in the Barton Conservation Area are modest with few notable or distinguished buildings.

However there are a number of 1870's terraces, simple but solidly built, facing onto the four roads that "quarter" the Salford bank of the conservation area. Built in a local stock brick they have little in the way of decoration other than the chequerboard pattern created by the alternate colouring of the brick laid in Flemish bond. Typical of these are 4 to 12 Peel Green Road and 77 to 88 Barton Road. Unfortunately the majority of them have been unsympathetically "modernised" substituting an inappropriate mixture of timber or UPVC doors and windows for the original timber sliding sashes. The result is a sad loss of the original character. Templeman Terrace, a more "Victorian" terrace, retains its original integrity. The white painted "skirting", corbelled lintels and eaves and red engineering brick with blue brick banding showing them to be a cut above the more humble stock brick cottages.

Again moving up in status, on Peel Green Road, is Trafalgar Terrace, a three-storey terrace, actually two stories and roof dormers, built in 1875. Although built from stock brick in Flemish bond, the terrace has strong bay windows, decorative arched brick doorways and projecting cills at first floor level, all of which appear to retain their original cast railings, and a decorative tiled frieze at eaves level. Despite individual modifications the terrace retains most of its integrity, as does the pair of large Victorian semi-detached houses 17-19 Peel Green Road. Although the architectural detailing is a little eclectic, the brickwork, to the windows in particular, is thoughtfully detailed and the fretted barge boards provide a powerful edge detail to the strong, slated roof.

Finally, in the domestic field, 71 Barton Rd, a late 18th century manse retains its original proportions and simple quality although now it is poorly set in relationship to the road. This is due no doubt to the removal of its garden to facilitate road widening.

All the above make positive contributions to the conservation area and future renovations could improve their contribution. Unfortunately the modern housing within the area such as those at Thistledown Close and Marantha Court add little to the built quality of the area's

environment, being designed in the ubiquitous general purpose housing genre current at the time of their construction.

As is not uncommon in urban areas, the main architectural show is made by the brewers. The Rock House Hotel (1898) is an impressive red brick and terra cotta hotel with stables at the rear. Built with some condescension to the Queen Anne style, it has strongly detailed terra cotta work to the central balcony, window surrounds, and chimneys. The tiled roof is finished with decorated ridges and verge tiles and an ornamental owl. The only other public house in the conservation area is the King's Head dating from the late 18th century. Its simple design shows Georgian origins and the black painted and white rendered elevation would not look out of place in neighbouring Worsley.

There are few commercial buildings other than 74-75 Barton Road, an old Co-op store, which has interesting brickwork detail and fenestration at first floor level but which has been heavily modified at ground floor level. White over-painting has hidden any detailing. The adjoining shops at 72-73, originally a 19th century villa, is rendered and painted. Both buildings are empty.

Finally there are two major sites in the conservation area that have a profound negative effect on the area. Bridgewater House and its surrounding compound and containers block the view from the north, down Barton Road, and across to the listed bridges spanning the ship Canal. Located on the original course of the Bridgewater canal the area provides private access to the canal

side. The enclosure of this area has prevented any relationship visual or otherwise between the area, the Bridgewater Canal and the Ship Canal bridges.

The second area is the large two-level hard and soft landscaped area bounded by Barton Road, the Bridgewater and Ship canals and Barton Lane. A lack of maintenance has rendered the area unattractive and unusable, and it has become a dumping ground for supermarket trolleys. It is a sad lost area that should be a pleasant green local amenity.

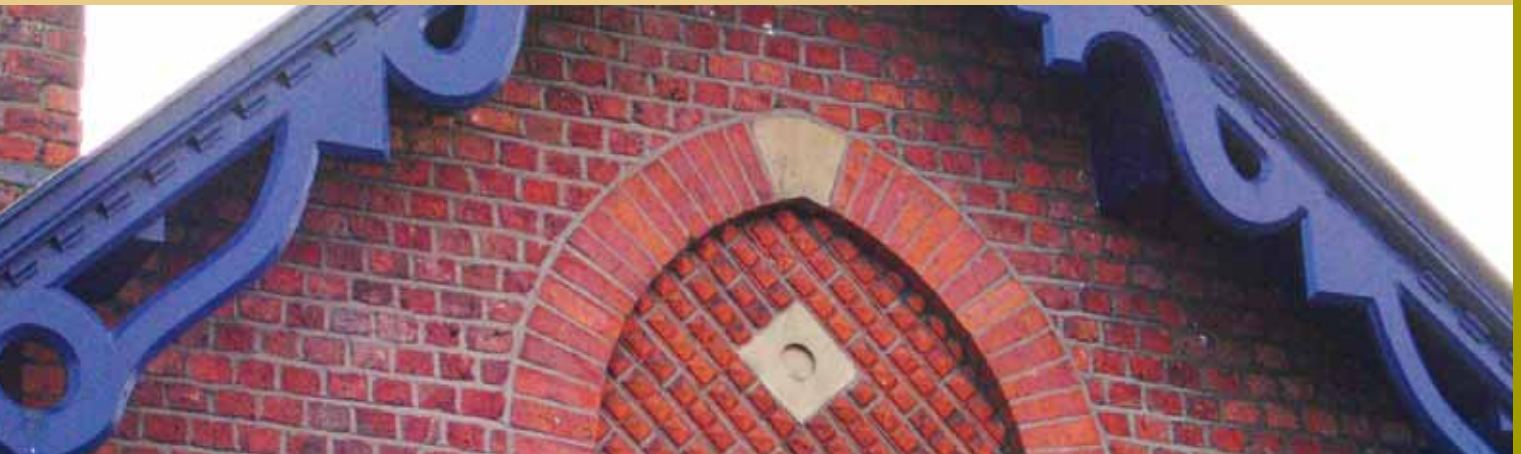
7.3 Listed Buildings

There are 4 buildings and structures within the designated Conservation Area included on the List of Buildings of Special Architectural or Historic Interest:

- Barton Swing Aqueduct – Grade II*
- Barton Swing Bridge – Grade II*
- All Saints Roman Catholic Church – Grade I (within Trafford MBC)
- All Saints Roman Catholic Presbytery – Grade II (within Trafford MBC)

Barton Swing Aqueduct

This wrought iron structure was designed by Sir Leader Williams and built in 1893-4 to replace Brindley's three arched stone aqueduct of 1761. It carries the Bridgewater Canal over the Manchester ship canal, and allows the passage of tall ships along the ship canal when in the open position. The



aqueduct takes the form of a boxed lattice girder with a franted upper member and the channel at the bottom. Driven by hydraulic machinery, supplied by electrically driven pumps, an iron trough full of water revolves on roller bearings on a central pier. The pumps are plurivane and monovane pumps by Mather & Platt. The iron trough is 18 feet wide by 7 feet deep and 235 feet long. Abutments of Brindley's aqueduct have survived on the Eccles side of the ship canal, bypassed when the Bridgewater Canal was realigned.

Barton Road Swing Bridge

The Barton Road swing bridge was also designed by Sir Leader Williams and built at the same time as the aqueduct, as both are operated from a central control tower and mounted on a pier in the middle of the ship canal. The bridge has bow string lattice girders to either side of the roadway and was fabricated by A. Handyside and Co. Ltd. The brick control tower is a 2 x 2 bay 4-storey tower with pyramidal roof and external staircase.

The full list descriptions of the various listed structures within the conservation area together with photographs are included within Appendix A.

7.4 Local listed buildings of architectural, archaeological and historical significance

In addition to the listed buildings there are a number of local listed buildings of significance both within and outside the designated conservation area, which represent the major developments or are landmark structures. These are defined on the local

list for Salford and are graded A to C depending on its importance. These are described in the following paragraphs and are identified on map 9. There are 7 locally listed buildings and structures within the designated conservation area.

- Grade A : Templeman Terrace, 543-569 Barton Lane
- Grade A : Rock House Hotel & Stables 40 Peel Green Road
- Grade B : Kings Head Public House , 535 Barton Lane
- Grade C : 71 Barton Road (former Manse)
- Grade C : 72-75 Barton Road (including former Co-op)
- Grade C : 77 Barton Road
- Grade C : 92 Barton Road.

Templeman Terrace

An attractive terrace of fourteen houses featuring sliding sash windows and brick arches.

They have been built in red Accrington brick, with a datestone which says 'Templeman Terrace 1870.'

Rock House Hotel and Stables

The Rock House was originally an alehouse with the unusual name of the 'Dog Behind the Door', a name which 20 years earlier was given to the King's Head. It is first mentioned in 1800 and in 1821 the name was changed to the Rock House. The old Rock House pub was a small cottage which blended well with the rustic beauty of old



Barton-Upon-Irwell.

In 1896 the Rock House was purchased by Grove's and Whitnall's Salford brewery and permission was given to build a new pub, on condition that it was set back 12 feet from the original position. It was opened in 1898 and played an important part in the social life of Barton and Peel Green. It had a billiard room, bowling green, meeting room and stables. The most famous aspect of the Rock House is the pub sign, which shows Sir Humphrey de Trafford dressed as a farm labourer, flailing corn and saying "Now thus, supposedly referring to the time of the Civil War when he had to disguise himself to avoid Cromwell's troops. The story is also shown in the stained glass window at the top of the staircase in the pub.

This is a large public house of three storeys in one gable, two storeys in the second and dormer windows to the roof. It has three bays with a single storey bated window to two of them. There is a date stone (1898) over the bay window of the middle wing of the building and a terracotta eagle which sits on the roof. The roof has two chimneys and is gabled and tiled. The windows are stone mullion windows. To the rear is a stable block, now used as a garage, with ten small windows and a hoist door with its own gable. It is brick built (1898), single storey, gabled, with a slate roof and ventilator.

King's Head Public House

The King's Head appears on the 1772 alehouse register as 'The Dog Behind the Door' and probably originated earlier in the 18th century. During the

construction of the Manchester Ship Canal the pub was booming and had a bowling green, a smithy, a wheelwright's shop and two cottages. In 1888 the pub was enlarged to make extra room for the navvies digging the canal and also visitors who used to come from miles around to watch the excavations.

The building was extended in the 19th century. The original portion features a columned doorway with flat pediment, four sliding sash windows each side and above and a stone base. The 19th century extension includes a central half moon doorway, large bay window and four single sliding sash windows to one side and above. The building is whitewashed with a slate roof and square chimney stack. Featuring brown handmade bricks, the building was extended to rear in the 1950's. A very ornate and original building.

Today, the bowling green has gone and the interior has been altered to make it into the standard two room pub.

71 Barton Road (Manse)

A large, late 18th century manse. The front elevation has a central plain doorway with 16 paned sliding sash windows on either side, all with stone sills and headers with three sliding sash windows above. The side elevation has a 19th century ground floor bay window with Gothic cornice, a plain doorway adjacent with six paned sliding sash windows above and two small flushed casements (attic) above them. On the gable, four oak beams are visible, large stacks are to either side of the building and a plain cornice with old



Rock House Hotel



The Kings Head Public House

slate roof. There is a late 18th century two storey extension to the rear, with a plain doorway and a series of three 16 paned sliding sash windows. There are two 20th century chimneys to the rear. All the building is of roughcast brick. There is a walled garden with a series of 19th century outbuildings.

74-75 Barton Road (former Co-op) and adjacent 72-73 Barton Road

This building was purpose built as Branch No. 12 of the Eccles Provident and Industrial Co-operative Society Ltd. and opened in 1888. It remains much as it was when constructed, although its front ground floor windows and doorways have been altered to provide large floor to ceiling windows and a roller shutter door, and the roof ventilation cupola has been removed. The front elevation has been painted white. The building is currently vacant and was last used by a company called Environmental Lighting.

The adjacent 72-73 Barton Road is a former early 19th century villa, later split into two, then converted to business premises, currently vacant. The conversion has meant the replacement of the original ground floor bay windows with glass shop fronts. The building is rendered and painted white, with a gabled, slate roof and two storeys. Both premises are currently likely to be redeveloped together for new housing. An archaeological report has been undertaken by the University of Manchester Archaeology Unit to record the buildings.

77 Barton Road

Early Victorian House, double fronted with central doorway and dripstone over the door with denticulation. The house is a two storey rectangular building, with wide slew-cut headers over the sash windows. It has a gable and slate roof with chimneys at each end and is built in brick.

92 Barton Road

A large Victorian villa overlooking the ship canal. It is built of brick with cast iron embellishment and a hipped slate roof. The main block has a turret and two storey bay, with a long roof. It has a veranda which is supported by cast iron pillars and there is a central doorway.



7.5 Buildings that make a positive contribution.

Trafalgar Terrace (24-34 Peel Green Road)

A row of six Victorian terraced houses with a datestone which says '1875'. It is a three storey brick built terrace with slate roof and dormer windows and includes two stone 'heads' at either end of the front elevation.



17-19 Peel Green Road

Two Victorian three-storey semi detached houses with large gardens. They are of brick construction with attractive brick detailing, ornate timberwork and a slate roof.



4-12 Peel Green Road

Row of 5 terraced early 19th century cottages. Two storey, brick construction. Slate roof.



78 Barton Road

Early Victorian house, of same style as adjacent 77 Barton Road.

80-88 Barton Road

A row of terraced 19th century brick shops, recently converted to houses. They include the former post office building on the corner with Peel Green Road.



77 Barton Road
 92 Barton Road
 Trafalgar Terrace (24-34) Peel Green Road
 17-19 Peel Green Road

Site of Methodist Church

Although this has now been demolished, this church used to be an important local building and parts of the graveyard still exist.

The Methodist church in Barton was built in 1796 and enlarged in the early 19th century. It was a modest brick structure with two tiers of arched windows and a slate roof. A Sunday school was added to the rear in the 19th century. There was an extensive burial ground (including mausoleums) to the rear, and a smaller one to the front. There were many headstones dating from the 19th and 20th centuries and the captain of Queen Victoria's barge is apparently buried there. The chapel was used by the Church of the Nazarine from 1973 until the 1980's and then remained empty. UMAU carried out an archaeological survey of the church in 2002 prior to its demolition for redevelopment into sheltered housing.

The headstone for Henry Hall, a Barton shopkeeper, who was one of the trustees of the church and died in 1855, has been moved from the rear graveyard, to the front, where it is the only visible mark of the burial ground at the front of the site. The extensive rear graveyard has been partially covered by car parking for the new flats, with the remaining visible section left as a fenced off area behind the car park. Many of the large headstones have gone or are broken and the remaining vertical ones are only left around the far edges of the site – the majority of the graveyard being horizontal headstones with gravel between. It is rather a sad remnant of what was a very important site in the history of Barton-Upon-Irwell.



4-12 Peel Green Road
78 Barton Road
80-88 Barton Road
Memorial to Henry Hall

7.6 Commemorative Plaques

There are no commemorative plaques in this conservation area. However, there is a commemorative stone tablet on Barton Lane to mark the remnant of Brindley's stone aqueduct.

7.7 Local Details

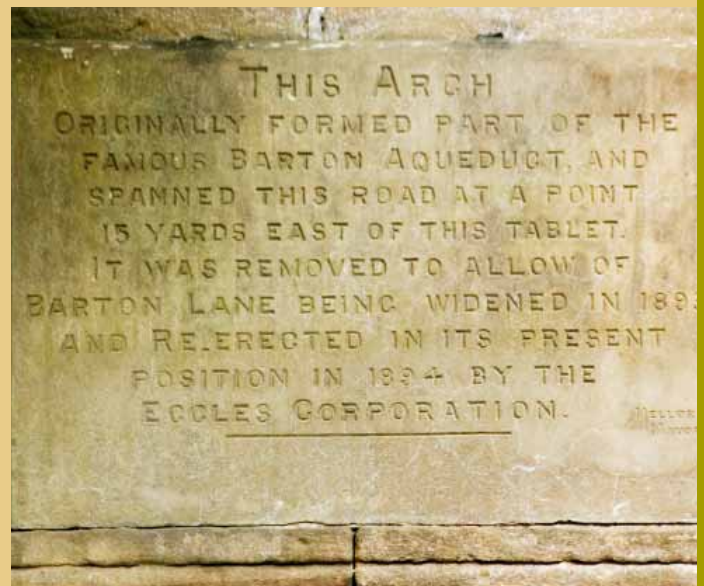
Despite the simplicity of the majority of the buildings there are still a number of examples of local detailing that are worth noting.

The Rock House Hotel, apart from the detailed terracotta work has a well detailed tiled roof, decorated chimneys and owl finial, and on the stable block a tapering, tiled, turret. There are examples of name plaques on terraces such as Trafalgar Terrace, which also boasts a couple of carved stone heads, perhaps salvaged from an earlier building. Even in the modest terraces there are examples of decorative brick bonding, different coloured window reveals, flat or curved brick lintels to windows, decorative arches over doors and brick banding which enliven an otherwise plain elevation. 375-377 Trafford Road show all these simple details, whilst Trafalgar Terrace exhibits a more overt form of the same type of decoration.

Little remains of the original railings that must have separated public and private areas at the roadside. However Templeman Terrace and 543-557 Barton Lane, retain their railings, as do the first floor bedroom window cills on Trafalgar Terrace. 17-19 Peel Green Road also retains its boundary treatment and has decorated

bargeboards and arched brickwork and tile panels above the first floor windows. The modern railings surrounding the derelict landscape area notwithstanding the abuse the other features have sustained still look good and fit in well with the feeling of the general conservation area.

Sadly, the re-use of an old grave marker in the housing development built on the site of the Methodist Chapel on Barton Road is an item of local detail that has failed because of its lack of conviction. Had it been celebrated by being sited in something more substantial and appropriate than a mean, painted wooden fence, it could have succeeded. As it stands it looks a sad and forlorn reminder of the past.



Commemorative stone tablet on Barton Lane
Rock House Hotel Detail

7.8 Building Materials

Red & Brown Brick and Slate

The predominant building materials are red or brown bricks with slate roofs. This was used for the early 19th century cottages that still survive in the heart of the village (although the former shops have had their front elevations painted white). These cottages are of a softer stock brick than the red brick of the Rock House Hotel, with light and dark tones. Templeman Terrace includes blue brick banding within the red engineering brick. Brick was also used for the grander buildings, such as the larger middle class houses along Barton Road, the Methodist church (now gone), the former Co-op building and the Rock House Hotel. The Rock House Hotel is built of hard red engineering brick and terra cotta. The control tower for the swing bridge and aqueduct is also red brick. Newer developments have continued this theme, such as the four storey flats on the site of the Methodist church, and other new housing developments on the north bank of the ship canal.

Blue engineering brick

The aqueduct and bridge abutments built in the late 19th century are of blue engineering brick. This is especially dominant on Barton Lane where it dips under the canal.

Rendered and/or whitewashed brick

Several buildings are brick of construction which has since been rendered and/or whitewashed

– notably the King's Head public house, Bridgewater House, the old school on Barton Old Road, 72-73 Barton Road and parts of the former shops at the corner of Peel Green Road and Barton Road. The former Co-op building has been painted white, but not rendered.

Wrought Iron

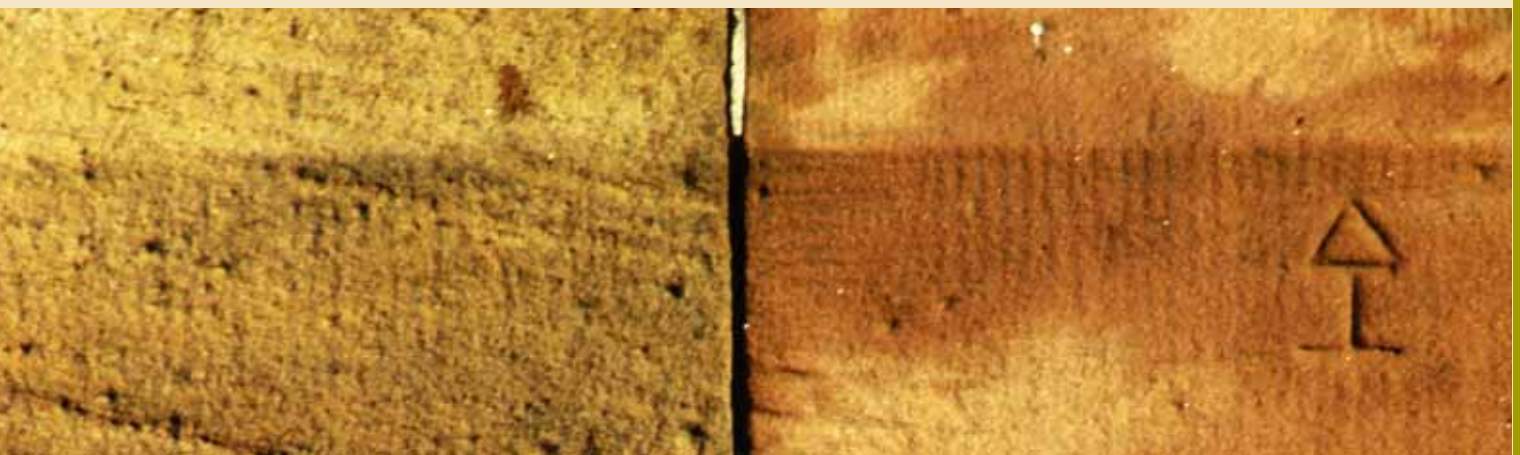
This is the main material used in the two listed structures—the swing bridge and aqueduct, built in the late 19th century when the Ship Canal was created. The structures are both constructed of latticed girders, which have been finished in grey paint. The previous building material for the original 18th century structures across the River Irwell Navigation was stone.

Stone

There are remnants of old stone boundary walls around the conservation area and the surviving abutment from Brindley's aqueduct is in stone. The major building within the conservation area that is built in stone is of course All Saints Church, on the south side of the Ship Canal, which is built of rock faced stone with a slate roof.

7.9 Green Spaces

The main areas of open space within the conservation area are on the south side of the Ship Canal, within the Trafford boundary (see map 12). However, on examining the aerial photographs of the area, it can be seen that there are surprising amounts of green



space and trees in areas not immediately accessible on foot – for example, along the banks of both canals, portions of which are not accessible to the public.

Manchester Ship Canal Banks

The banks of both sides of the canal within the conservation area have tree cover, which seems to be mainly through natural regeneration rather than planting. This does cause a problem in restricting the views of the canal and the structures crossing it, and some management of this vegetation is required (whilst maintaining the wildlife value of the trees). The Manchester Ship Canal Company are responsible for these areas.

Access is restricted along these banks within the conservation area, although outside it, on the north bank, there are footpaths to the east and west at the rear of new housing developments. Old Barton Road follows the south bank of the canal and there is a landscaped sitting area with tree planting, brick paving and iron safety rails here, although this is in need of maintenance.

Bridgewater Canal Banks

The Bridgewater Canal is an important linear open space that cuts through the conservation area. The towpath runs along the south-west bank but is only accessible on the Trafford side of Barton, up to the aqueduct. The pedestrian access from the open space beside the stone aqueduct embankment has been blocked off, and to the north, the towpath is privately accessed at Bridgewater House, where there are mooring facilities.

Chapel Place, on the south side of the Ship Canal, is the main access point to the Bridgewater Canal currently open to the public and was landscaped in the 1980's, with metal gazebo, brick paving and seating. However it has been vandalised and neglected. The area between the canal and Redclyffe Road is also overgrown derelict land and is not an inviting space to walk through, being hidden behind a high brick wall. Thinning of vegetation and landscaping is required. The open space beside Brindley's stone embankment to the north of the ship canal, is bounded by both canals, Barton Lane and Barton Road.



Seating area on top of aqueduct embankment
(prior to neglect)

It was landscaped during the early 1990's but has since been poorly maintained and become overgrown and uninviting. The area cannot easily be seen from Barton Road, as it is set at a lower level and is screened by many trees. The main access off Barton Lane leads to a timber board walk which has become slippery and decayed. Shopping trolleys and other rubbish have been dumped in the wetland areas beside the main path. The pedestrian access via timber steps up to the Bridgewater Canal level has been fenced off for safety reasons and so a major part of this open space has become inaccessible and tourist opportunity lost. The quality of the hard landscaping elements themselves is very good, with traditional iron rails, brick steps and stone paving. The timber elements however, such as the boardwalk and steps up to the higher level canal are in need of replacement. The planting is in need of maintenance and management, such as thinning of trees to allow views in.

Graveyards

There are three areas of graveyards within the conservation area. St. Catherine's graveyard within the Trafford boundary, is the largest and has become very overgrown and neglected (although this is beneficial for wildlife). St. Catherine's Church has long since been demolished.

There is a Roman Catholic burial ground on Peel Green Road, although this is not visible from the road because it is at a higher level and surrounded by a high brick retaining wall. However, this is again overgrown and inaccessible.

At the northern boundary of the conservation area are the remains of the large burial ground associated with the now demolished Methodist Church. This area is now only accessible through the car park of the new residential development and has been fenced off from it with a low fence. The graveyard has lost many of its vertical headstones (from the 19th and 20th centuries) and mainly consists of tightly packed horizontal stones, interspersed with gravel. At the front of the new building here, beside Barton Road, is another burial ground, which has been grassed over. There is one headstone prominently placed here, for Henry Hall, an important local Methodist of the 19th century.

Bowling Green

This belongs to the Rock House Hotel public house and is hidden away at the back of the pub, surrounded by housing. It is not currently within the conservation area, but should be included as an important facility with historic links to the previous pub on this site.

Corner plots

There are two corner plots of green space, at the junction of Barton Road and Barton Lane and also Barton Lane and Trafford Road. These have just been grassed and planted with a few trees.

There is also the corner landscaped site at the junction of Redclyffe Road and Old Barton Road, within the Borough of Trafford.





Street Trees

The only street tree planting within the conservation area is a short section of Redclyffe Road planted with London Planes. However, there are trees within front garden areas, or open spaces fronting the roads, that contribute to the overall green space.

7.10 Negative Factors

There are a number of negative factors within and outside the designated conservation area (see Map 12).

Traffic Impact

The traffic along Barton Road, especially crossing the swing bridge, is very intrusive in terms of noise and pollution. The busy traffic light junction of Barton Road, Barton Lane and Peel Green Road, at the heart of the village, detracts from the historic setting and makes the area less pleasant to walk around.

Highway Clutter

The traffic light junction at the centre of the village is cluttered with road signs, some of which are in need of replacement. The canal bridge over Barton Lane has intrusive barriers and signs either side of it to warn of the low bridge.

Derelict Land

There are areas on the south side of the ship canal within the conservation area that are in need of landscaping and/or sympathetic development. These areas are around the old school building on Barton Old Road and on the other side of Redclyffe Road around Chapel Place. There is fly tipping at the end of Old Barton Road.

Environmental Maintenance / Neglected Land

The landscaped open space on the north bank of the ship canal, beside the Bridgewater Canal, has not been maintained and is suffering from fly tipping, vandalism and unmanaged vegetation. Access to the higher level, adjacent to the Bridgewater Canal, has been blocked off for safety reasons, which could again be due to lack of maintenance. The St. Catherine's Church graveyard, Roman Catholic burial ground and remains of the Methodist

burial ground, are all in need of regular maintenance to prevent them becoming overgrown.

Unsympathetic New Developments

The four storey residential development and car parking on the site of the Methodist church and graveyard is too large and makes access to what remains of the once important graveyard difficult.

Just outside the conservation area to the north and east, tower blocks of flats intrude on the view up Barton Road.

Poor Quality Building Use

Lion Motors, located to the rear of 80 Barton Road, is an untidy garage business, inappropriate for location within a conservation area.

The area around Bridgewater House on Barton Road is also unsightly and has poor quality boundary treatment, at a key location adjacent to the Bridgewater Canal.

Empty Buildings

The former Co-op building and adjacent business on Barton Road are empty and are deteriorating. Both buildings deserve renovation, but it seems they are to be lost and redeveloped for housing.

Poor Access to Canal Banks

Along the Ship Canal, pedestrian access is difficult on the north bank, within the conservation area. The Bridgewater Canal is also largely inaccessible on foot within the conservation area, except south of the Ship Canal.

7.11 Neutral Areas

In addition to the negative factors noted in the previous section, there are a number of neutral areas within the conservation area (see Map 12).

New low rise housing developments

There have been several recent housing developments, which do not intrude on the quality of the conservation area. Thistledown Close on the north bank of the ship canal, and in the west of the conservation area, has been built sympathetically, including such details as brick arches over windows and contrasting brick banding. Havenscroft Avenue to the east has been developed with a mix of semi detached and terraced houses.

There are also small developments along Peel Green Road and a modern house on Barton Road, near the swing bridge.



7.12 General Condition

Summary of general condition

The quality of the conservation area is generally poor, although the listed buildings and structures are in good condition within the designated boundary. However, some notable historic buildings have recently been or will soon be lost due to neglect – the Methodist Chapel has recently been replaced with a new development of flats and the former Co-op buildings are empty and soon to be redeveloped. There are areas of open space within the conservation area in need of maintenance and sympathetic landscaping.

Open Spaces

The areas of neglect which compromise the overall quality of the area are notably the landscaped area between the Bridgewater Canal and Barton Road, and on the Trafford side, the area around Old Barton Road, including the old school house, and the open spaces either side, plus, on the other side of Redclyffe Road, the open space around Chapel Place, which is overgrown and underused. Fly tipping has become a problem in many of the open spaces. The Roman Catholic burial ground on Peel Green Road is also in a neglected state. The remaining section of the Methodist graveyard that is visible, to the rear of the new development of Marantha Court, is also in need of maintenance.

Physical Condition of Historic Buildings

The general condition of buildings on the local list and other significant buildings is good. The 19th century former shops at the corner of Peel Green Road and Barton Road have recently been refurbished and converted into houses, although the whitewash applied to the frontages detracts from their appearance.

Buildings in a serious state of disrepair

No listed buildings/structures are considered to be under threat due to their condition. However, the old Co-op building, 74-75 Barton Road, is in a state of disrepair and awaiting redevelopment.

7.13 Problems, Pressures and Capacity for Change

Heavy Traffic

Barton Road and swing bridge is an important crossing of the Manchester Ship Canal, linking the Salford and Trafford Boroughs. Other nearby crossings are the Barton High Level Bridge to the west, carrying the M60 and Centenary Bridge, within Trafford Park, to the east. Before Centenary Bridge was constructed, Barton Bridge would have been even busier, as it was the only crossing between the motorway bridge and the Trafford Road swing bridge.

The traffic volume detracts from the experience of crossing the bridge on foot and viewing the structure at close hand, as well as viewing the



adjacent aqueduct and control tower. The footpaths are narrow and passing cars feel too close for comfort. The bridge itself has to withstand a lot of wear, and requires repairs to the road surface.

The traffic light junction in Barton village is also busy and makes for a less pleasant walk around the conservation area. However, there have been recent highway improvements at this junction, including widening the footpath outside the former shops on Barton Road and installing sympathetic pedestrian barriers and attractive paving.

New Developments

Vacant or derelict land or buildings may attract inappropriate development (such as on the site of the Methodist church). Important local historic buildings are being lost (such as the Methodist church, and at the moment the old Co-op building and adjacent business are likely to be demolished) when they should be retained and renovated. The character of Barton-upon-Irwell is gradually being eroded and care needs to be taken that it doesn't become a modern bland housing area.

Fortunately the 19th century houses and shops at the core of the village have been retained and converted, although some of the detailing could have been improved (for example, the whitewash finish may not be appropriate). 90 Barton Road and 1 Peel Green Road have recently been sympathetically refurbished, as has the manse at 70-71 Barton Road.

The vacant land around Chapel Place, within the Trafford boundary, is designated as a site for a new visitor centre and car park, on the Trafford Metropolitan Council Unitary Development Plan (UDP). This has still not been built and any other development is restricted in this area. Barton desperately needs such a facility and it is to be hoped that the Bridgewater Way project and possible World Heritage Site status, will assist with the realisation of this plan.

Environmental Maintenance

The lack of maintenance of landscaped areas, such as the one between the north bank of the Ship Canal and the Bridgewater Canal, represents a lost opportunity to maximise the tourist potential of the area. Funding needs to be sought to rejuvenate these areas and may be available from the Bridgewater Way scheme and World Heritage status, if achieved. New developments in the area may also be able to provide funding via Section 106 agreements.



8.0 COMMUNITY INVOLVEMENT

8.1 The Consultation Process

Extensive consultation was undertaken in September 2006 in order to raise awareness of the conservation area appraisal and to engender discussion with the local community about perceived issues and proposed changes to the conservation area boundary.

The consultation exercise included:

A report submitted to the Eccles Community Committee on 25th July 2006 attended by representatives from key community groups, advertising the consultation exercise in September.

An exhibition set up at Cawdor House Community Centre on 6th September 2006 between 3-9pm to enable access to as many people as possible.

The exhibition was advertised via a leaflet drop to all properties commercial and residential, in and around Barton. The two sided leaflet included information on the conservation areas in general with specific information on the Barton Upon Irwell Conservation Area Appraisal, where and when the exhibition would take place, how the exhibition would be structured, details of how people could make their views known, what the production process would be, as well as contact details for both the relevant section of the City Council and North West Planning Aid which supported the exhibition. The document was also published on the City Council's website.

Ready-addressed postcards for people to write their comments and post back to the City Council for consideration were included in the leaflet drop. In total 500 leaflets and postcards were distributed.

At the exhibition, several stations were set up including a Welcome station where people could identify where they lived, and stations giving short statements and images of the history, character and analysis, and issues within the conservation area. Attendees were invited to write comments and highlight problem areas on a number of plans, using stickers to agree or disagree with statements.

Comments were invited regarding the proposed boundary changes and several copies of the Appraisal document were available for inspection. The exhibition was manned by staff from both the City Council and North West Planning Aid.

Thereafter, the Appraisal Document was available for inspection at Eccles Library for a period of two weeks offering further opportunity for feedback by postcard, email or letter.

8.2 Feedback

To summarise, consultees were generally in agreement with the proposed boundary changes, however a number of consultees were opposed to the inclusion of two new housing estates (Thistledown Close and Havenscroft Avenue) within the existing boundary. There is merit in omitting the housing on Havenscroft Avenue as the boundary in this location is historic and relates to the former use of the site. The development on Thistledown Close, however, was controlled through the planning and conservation process and is therefore of merit to be retained within the conservation area.

This was reported to and approved by Lead Member for Planning on 4th December 2006.

9.0 REVIEW OF THE CONSERVATION AREA BOUNDARY

An integral part of the appraisal has been a review of the conservation area boundaries to establish if any sections should be added or removed.

The result of this exercise is to recommend that the boundary be amended to include the bowling green adjacent to the Rock House Hotel and to omit new development on Havenscroft Avenue.

The primary reason for this recommendation is that the bowling green has historic links to the previous pub on the site of the Rock House Hotel. The Havenscroft development, however, bears no relation to the former use of this site and therefore the historic boundary at this location is no longer relevant.





PART III : SUMMARY

10.0 SUMMARY OF ISSUES

Overall the quality of the conservation area is badly affected by the problems identified in the character analysis.

10.1 Issues to be tackled through new initiatives.

Some of the issues identified in the appraisal will hopefully be tackled through the Bridgewater Way initiative and possible World Heritage Site status. New developments need to be of a scale and design that is in keeping with the conservation area.

Visitor Facilities

If World Heritage Status is obtained, the Barton Swing Bridge and Swing Aqueduct must have adequate facilities for people to come and view the structures and find out more about their history. At the moment, a site has been identified on the Trafford side of the ship canal, around Chapel Place, but this has still not been developed. As the structures are jointly within Salford and Trafford, it would seem to make sense that both Authorities work together to achieve adequate interpretation facilities for these famous feats of engineering. Facilities should include an interpretation centre, car parking, and possibly a café and shop. The outside area adjacent to the Bridgewater Canal should be refurbished and landscaped and provide an attractive viewing area. Maintenance and management issues

should be considered at the outset, to ensure the continued success of the site, which will be vulnerable to vandalism.

Public Access

The Bridgewater Way scheme should resolve the issues around accessibility of the towpath to pedestrians, as well as cyclists and wheelchair users.

10.2 Issues requiring attention from the Local Authority and its partner agencies

Public Access

Access to the Bridgewater Canal and the ship canal banks should be improved within the conservation area. Along the ship canal, access is difficult on the north bank, within the conservation area. The Manchester Ship Canal Company own this land and need to address this issue, in collaboration with Salford City Council. The pedestrian link from the ship canal bank up to the Bridgewater Canal needs to be reinstated. Open spaces should be opened out to allow views of the canals and bridges and the different levels exploited and linked together. This should include disabled access in order to allow all sections of the community to share the industrial heritage of this site.

Environmental Maintenance/Management

Salford City Council needs to develop a sustainable landscape management plan and an on-going maintenance programme which ensures that the long-term environmental management



of the open spaces within the area is secured. The key open space on the north bank of the ship canal, along the embankment of Brindley's aqueduct, requires such management, which will have to be negotiated with the Manchester Ship Canal Company, who own part of the site. Revenue funding needs to be made available for this purpose. This includes that part of the conservation area within Trafford Metropolitan Borough Council, as well as that within Salford City Council.

Vandalism

Vandalism, in the form of fly tipping, graffiti or damage to public landscaped areas, needs to be addressed, to prevent the conservation area deteriorating further. It is a citywide issue that requires urgent attention.

Highway Clutter / Poor Quality Signage

As Barton-upon-Irwell is at an important junction of canals, roads and council boundaries, there are a surprising number of signs in the area, for such a small place. These need to be coordinated to minimise impact and blend with the conservation area and also be adequately maintained.

Traffic Impact

The volume of traffic along Barton road, and especially across the swing bridge, is detrimental to the area. However, it is difficult to see how this can be reduced, as this is an important crossing of the ship canal.

Information and Advice

Property owners and residents have a major role to play in the preservation and enhancement of the conservation area. To encourage participation Salford City Council should prepare and distribute information leaflets explaining the implications of living in a conservation area and/or listed building. Details of availability of grants should also be included. In addition specific guidance for residents and owners wishing to carry out repairs and alterations to their property should be prepared. Other methods of disseminating this information such as via the city council's web site or in the local press should also be considered.

Salford City Council needs to work closely with all stakeholders within the area to develop routine maintenance programmes, aimed at preserving the character and appearance of the area. This regular attention will prolong its quality and secure the future of buildings as well as help reduce costs in the long term. This approach should initially be concentrated on those unlisted buildings of significance and those that make a positive contribution to the area.



10.3 Issues that need to be addressed through statutory action taken by the local authority, including planning controls.

Listing of Brindley's stone embankment

It is recommended that this structure be listed to recognise its importance and protect it in the future.

Derelict and Neglected Buildings

Some of Barton-Upon-Irwell's locally listed buildings have either been lost (the Methodist church) or are about to be (former Co-op) as they have remained empty and fallen in to a state of disrepair. Wherever possible, such buildings should be retained and refurbished, so providing a continuity of history within the conservation area. Developments that totally replace important local buildings should be of a scale and design that blends with the village feel of the area (unlike the new 4 storey residential development of the Methodist church).

Poor Quality Uses

Unightly uses such as that on Barton Road, where Lion Motors garage is located, should be discouraged via the planning process within the conservation area.

Vacant sites

Within Salford, vacant sites have mainly been redeveloped for low-rise housing (along the north

bank of the Ship Canal). However, within Trafford, the main site remaining in a derelict state is that around Chapel Place, which is awaiting development as a visitor centre. There is also the vacant area around the old school on Barton Old Road.

Fly Tipping

Action needs to be taken against individuals who blight the area by dumping rubbish in some of the open spaces (for example, the tipping of shopping trolleys in the wetland area at the base of the stone embankment). Fly tipping is also a problem along Old Barton Road within the Trafford boundary, and similar action should be taken by Trafford Metropolitan Borough Council here.



Derelict Old School House, Barton Old Road

Empty Chapel Place cottages

11.0 THE NEXT STEPS

11.1 Developing Management Proposals

The recommendations in this appraisal will provide the basis for developing and publishing management proposals for the area.

11.2 Monitoring

Changes in the appearance and condition of the conservation area need to be monitored regularly and action taken promptly to deal with problems. A dated photographic record of the area has been produced during the appraisal process, as this will provide an invaluable aid to any later enforcement action.

11.3 Review And Updating

Conservation area appraisals need to be reviewed and updated on a regular basis, not least because of the requirement of BVI 219 for them to be up to date. Ideally this review process should take place every five years.

The character and appearance of most conservation areas, the special interest that warrants designation, generally does not change that rapidly although the related management proposals will need to be reviewed and updated.

Rather than requiring wholesale rewriting, the five yearly review might result in an addendum to an existing appraisal, recording what has changed, redefining (or confirming) the special interest that

warrants designation and setting out any new recommendations. The updated appraisal then needs to be re-adopted by the city council.



Blocked access to top of aqueduct embankment



Overgrown ship canal bank



PART IV: BACKGROUND INFORMATION

USEFUL INFORMATION

Bibliography and References

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3. Index to the local List of Buildings, Structures and Features of Architectural, Archaeological or Historic Interest, City of Salford, 21st November 2005.
4. Salford Sites And Monuments Record, an Introduction to the Archaeology and Buildings of the City of Salford, The Greater Manchester Archaeological Unit, March 1991.
5. Eccles, The growth of a Lancashire town, F.R. Johnston, M.A., published by Eccles and District History Society, 1967.
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9. Guide to the Industrial Archaeology of Greater Manchester, Robina McNeil and Michael Nevell.
10. 72-75 Barton Road, Eccles, Salford 2005, archaeological building survey carried out by UMAU.

11. Barton Road Methodist Church, July 2002, archaeological building survey carried out by UMAU.

Useful names and addresses

Local Organisations

1. Salford City Council
Local History Library
Peel Park
Crescent
Salford
M5 4WU
Telephone 0161 736 2649
www.salford.gov.uk/living/yourcom/salfordlife/aboutsalford/salfordlocalhistory/lhlibrary
2. The University of Manchester Field Archaeology Centre (UMFAC)
The University of Manchester
Oxford Road
Manchester
M13 9PL
Telephone 0161 275 2314
www.art.man.ac.uk/FieldArchaeologyCentre
3. Eccles and District History Society
Contact Mr Andrew Cross
Telephone 0161 788 7263
www.colsal.org.uk/sites/edhs
4. English Heritage
North West Region
Suites 3.3 and 3.4
Canada House
3 Chepstow Street
Manchester
M1 5FW
Telephone 0161 242 1400
Fax 0161 242 1401
www.english-heritage.org.uk

National Organisations

1. The Victorian Society

1 Priory Gardens

Bedford Park

London

W4 1TT

Telephone 020 8994 1019

Fax 020 8747 5899

www.victorian-society.org.uk

2. The Georgian Group

6 Fitzroy Square

London

W1T 5DX

Telephone 087 1750 2936

www.georgiangroup.org.uk

3. Ancient Monuments Society

St Ann's Vestry Hall

2 Church Entry

London

EC4V 5HB

Telephone 020 7236 3934

Fax 020 7329 3677

www.ancientmonumentssociety.org.uk

4. Council for British Archaeology

St. Mary's House

66 Bootham

York

YO30 7BZ

www.britarch.ac.uk

5. Society for the Protection of Ancient Buildings

37 Spital Square

London

E1 6DY

www.spab.org.uk

6. The Twentieth Century Society

70 Cowcross Street

London

EC1M 6BP

www.c20society.org.uk

Useful websites

www.transportarchive.org.uk

www.penninewaterways.co.uk

Contact Details

For further information and advice relating to conservation areas or heritage issues please contact: -

**Salford City Council
Housing & Planning
Design & Heritage Team
Salford Civic Centre
Chorley Road
Swinton
M27 5BW**

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