

Introduction

A parcel of land extending to c. 172ha at Port Salford is Site Allocation EC4/1 in the Salford Local Plan. The allocation relates to up to 320,000m² of employment floor-space, understood to take the form of warehouse and logistics provision. The land-owner is considering long term development at the site and requires a high-level archaeological assessment to assist with strategic direction.

Site Location and Description

The Site is located between the M62 and the A57/Liverpool Road, to the west of Barton-upon-Irwell and to the north of the Manchester Ship Canal.

With the exception of a small area of land in the south-eastern extent which is part of the Boysnope Golf Course the Site comprises undeveloped land laid to agricultural use. The farm complexes of Tunnel Farm and Park Hall Farm are located within the site.

Archaeological and Heritage Baseline

There are no designated heritage assets within the Site. There are three designated heritage assets within 1,000m of the Site centre (Fig. 2) as mapped on the National Heritage List for England (<https://historicengland.org.uk/listing/the-list/>).

Site Reference	Site Name	Status	Type	Period	NGR	Significance
NHL 1067500	Control Tower at Barton Aerodrome	Designated	Listed Building Grade II	20 th century	SJ 74397 97192	Medium (Regional)
NHL 1096145	Main Hangar and Workshops at Barton Aerodrome	Designated	Grade II Listed Building	20 th century	SJ 74482 97141	Medium (Regional)
NHL 1096103	Office at Barton Aerodrome	Designated	Grade II Listed Building	20 th century	SJ 74360 97015	Medium (Regional)

The site is within the settings of these designated assets and any adverse effect on the setting of designated heritage assets and harm to the significance of those assets would be a material consideration for development at the Site. With exception of three of the designated heritage assets separation distance and the character of the intervening built and natural environments, which provides substantial visual screening between, these assets and their wider settings, it is considered that the Site makes no contribution to the significance of these assets and the principle of development on the Site would not be jeopardised by the settings of these designated assets. As a consequence of potentially short separation distances and the broad, long-distance sightlines available in the landscape courtesy of the immediate local built and natural environments, which provides little or no visual screening between these assets and their immediate and wider settings, it is considered that the Site makes a contribution to the significances of the Control Tower, the Main Hangar and Workshops and the Offices at Barton Aerodrome and whilst the principle of development on the Site would not be fatally jeopardised by the settings of these designated assets it is likely that the local planning authority would consider that some harm would accrue to the significances of these assets from development at the site. Such harm would be unlikely to sustain a reason for refusal of

permission, but the authority would expect some attention to be paid to designed-in (inherent) mitigation such as sensitive location and orientation of the developed from, the use of considered colours and textures for surface finishes, sympathetic landscaping and planting within the landscape buffers.

There are nine non-designated heritage assets within the Site (Fig. 2), which are recorded on the Greater Manchester Historic Environment record (GMHER) and/or were identified during the preparation of the *Greater Manchester Spatial Framework and Salford Local Plan Archaeological Assessment: EC4/1 Port Salford Expansion*, commissioned by Salford City Council and produced by the Centre for Applied Archaeology (University of Salford).

There are also four ‘local heritage assets’ in the vicinity of the site. These assets do not benefit from any statutory status but are provided some degree of consideration in the planning system by the local planning authority.

It is also understood that the local planning authority considered Barton Aerodrome to be a non-designated heritage asset. The Aerodrome is not recorded as such on the GMHER or Salford Council’s schedule of local heritage assets and lies just beyond the site to the east.

Site Reference	Site Name	Status	Type	Period	NGR	Significance
MGM17840	Spearhead	Non-Designated	Find-spot	Prehistoric (Middle Bronze Age)	SJ 73 97	Low (Local)
3033.1.1	Barton Moss	Non-Designated	Landscape feature	Prehistoric	SJ 730 970 centre	Medium (Regional)
H3/4 SA2	Park Hall Farm	Non-Designated	Farmhouse and outbuildings	Post-medieval (18 th century)	SJ 73641 96369	Low (Local)
H3/4 SA3	Tunnel Farm	Non-Designated	Farmhouse and outbuildings	Post-medieval (18 th century)	SJ 73641 96369	Low (Local)
MGM7889	The Lodge, Liverpool Road	Non-Designated Local Heritage Asset	Building (former toll house)	Post-Medieval	SJ 73943 96737	Low (Local)
MGM7887	Parkfield, Liverpool Road	Non-Designated Local Heritage Asset	Building (dwelling)	Post-Medieval	SJ 73935 96728	Low (Local)

There do not appear to be any hedgerows on the site which would qualify as important under the archaeology and history criteria defined in the Hedgerow Regulations 1997.

The commentary above with respect to the settings of the designated assets applies with proportional relevance to the settings of the local heritage assets and the non-designate heritage assets.

In addition to the above there is an as yet unrealised archaeological potential at the site. Areas of moss and former moss have the potential to retain peat within which palaeoenvironmental evidence may exist. In addition, the fringes of mosses are recognised as favourable locales for prehistoric

activity and settlement. The south-eastern and northern parts of the site are identified as loci of particular archaeological potential. There is, therefore, a risk that as yet unknown buried archaeological remains of at least local importance may survive. These may date from the prehistoric period through the post-medieval period.

Planning Implications and Concluding Remarks

With respect to a high-level heritage assessment the Site can be placed in one of three categories of risk, related to the impact of heritage considerations on the likelihood of securing planning permission. The risks can be illustrated by means of a 'Traffic Light Indicator' to aid in scoring the vulnerability of development at the Site to heritage constraints. A red light indicates that heritage constraints would in all likelihood result in the refusal of an application to develop the Site either wholly or partly. An amber light indicates that heritage constraints would influence the scope of development within the site and that any planning permission would require considerable pre-determination heritage work and selective preservation *in situ* and/or further attendances would in all likelihood be enforced by the local planning authority by means of one or more conditions. A green light indicates that any heritage constraints would be unlikely to threaten the grant of planning permission for development on the site but some form of pre-determination heritage work may be expected by the local planning authority and there is a possibility that some degree of heritage attendance would be required by the local planning authority in advance of development commencing and enforced via a condition applied to any permission granted.

Peel Holdings Due Diligence – High Level Archaeological Assessments – Port Salford	
Summary of Baseline	Recommendation
<p>The Site contains no designated heritage assets but makes a positive contribution to the settings of designated heritage assets in the vicinity. The likely form of commercial/industrial development has the potential to adversely impact the significance of the designated heritage assets as a consequence of changes that would be made to the current landscape. The same would apply for the settings of non-designated heritage assets in the vicinity of the site.</p> <p>The Site contains some known and predicted non-designated heritage assets. The significance of the assets is unlikely to result in a presumption in favour of the preservation <i>in situ</i> of any heritage asset within the Site. However, a planning application will need to be supported by one or more reports on the heritage assets (or potential heritage assets) at the Site and any planning permission may be qualified by a condition requiring the implementation of a programme of heritage attendances such as archaeological investigations, historic building recording and/or specific design parameters to allow preservation <i>in situ</i> of archaeological remains and/or to mitigate harms that may arise to heritage assets by devotement within their settings.</p>	<p>Pre-application engagement with the local planning authority to determine its expectations with respect to the provision of heritage information in order to validate and determine a planning application.</p> <p>It would be prudent to prepare and budget for a suite of pre-determination archaeological attendances configured to investigate and refine current understanding of the heritage assets and archaeological potential with a view to assessing the likelihood and scope of any impact to heritage significance from development. These attendances would include a setting assessment of the heritage assets in the site’s vicinity in order to inform design and mitigation solutions to ameliorate any harm to the significance of the assets arising from development; a programme of geophysical survey and evaluative trial trenching (at the site of the burnt stone area and the cropmark) and a programme of palaeoenvironmental coring to test for the presence and characteristics of any peat deposits.</p> <p>The grant of planning permission would likely lead to a further suite of archaeological attendances, secured by the local planning authority via one or more conditions and this suite would include the preparation of a record of Park Hall and Tunnels Farms prior to demolition/redevelopment and further archaeological fieldwork the scope of which would depend on the results of the geophysical survey, trial trenching and coring.</p>
<p>‘Traffic Light Indicator’ for Assessing the Vulnerability of Development at the Site</p> <div style="text-align: center;">  </div>	

On the basis of the available information there is no information to suggest that heritage issues would represent a threat to the presumption in favour of sustainable development and the application of NPPF policies designed to protect areas or assets of particular heritage importance would not provide a clear reason for refusing a proposal to develop a low-density residential estate.