Greater Manchester Spatial Framework

Historic Environment Background Paper

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Executive Summary

Introduction

i. The purpose of the paper is to explore the historic environment looking at related strategies and policies and the state of the historic environment in Greater Manchester to identify key issues that the Greater Manchester Spatial Framework should address.

Heritage Assets

ii. During the 18th and 19th centuries, Greater Manchester played a key role in the industrial revolution based on the exponential growth of the cotton industry. There had been permanent settlements across Greater Manchester since well before Roman times, but the impact of that particular period on urban growth and settlement has been substantial. Today the collective significance of Greater Manchester’s heritage is recognised through designated heritage assets (3,892 listed buildings, 30 Registered Parks and Gardens and 43 Scheduled Monuments), locally designated heritage assets (including 245 conservation areas) and other non-designated heritage assets.

iii. The range of heritage assets within Greater Manchester is varied and includes:

- Industrial: This mainly relates to the mills and chimneys of the textile industry, but other notable industrial related activities that have left their mark include coal and lime extraction, brewing, hat making, glassworks and chemical and locomotive manufacture.
- Transport infrastructure: Continuing advances in transport and communication have been a key driver in the economic development of the city region, including historic roads and bridges (some of medieval origin), canals and railway infrastructure;
- Places of social, political and cultural reform and improvements: Including sites relating to historical events, institutions and commercial enterprise such as the first and second world wars, Peterloo, the suffragette movement, the Anti-Corn Law League and the Co-operative movement.
- Sports and leisure: This includes public houses, swimming baths, billiard halls, cinemas and sport facilities such as stadia, buildings and grounds. Notably the English and Welsh Football League, the oldest in the world, was founded in Manchester in 1888.
- Places of worship: Including churches, chapels and other buildings, serving all denominations including medieval buildings such as Manchester Cathedral and those built to serve the rapidly expanding population of the 19th century.
- Large hall residences and their associated open spaces: The typology includes manorial and timber framed structures and moated sites.
- Large hall residences and their associated open spaces: The typology includes manorial and timber framed structures and moated sites.
- Dwelling houses: Including workers housing, villa estates and suburban growth and model villages.
- Significant archaeological sites: associated with Roman and medieval and industrial activities;
- Open spaces: Historic parks and gardens and those surrounding historic buildings, squares, markets and landscape infrastructure such as railing gates, walls and monuments; and
- Farmsteads and agricultural buildings.
- Conservation areas: including town and city centres, extensive residential suburbs, industrial areas and cemeteries.

Legislation, Planning Policy and Guidance

iv. It is a requirement that the GMSF takes into account primary legislation and policy for the historic environment. Those include: the Planning (Listed Building and Conservation Areas) Act 1990 is the primary legislation for heritage protection in England. Also of significance is the Ancient Monuments and Archaeological Areas Act 1979, Historic Buildings and Ancient Monuments Act 1953, Planning and Compulsory Purchase Act 2004, National Planning Policy Framework 2019, National Planning Practice Guidance and Best Practice, Historic England Advice notes, and local policy and studies.

The Value of Historic Environment

v. The historic environment is an asset of enormous economic, social and environmental value:

Environmental Value

vi. It provides a unique record of the development of Greater Manchester from Pre- history to the present day through its unique archaeological, architectural, artistic or historic significance and thereby makes a very real contribution to the quality of people's lives in Greater Manchester and the quality of its places. The sustainable use of existing buildings is a national priority as reflected within the NPPF and the historic environment plays a critical role in sustainable development by minimising energy, carbon and financial cost implications of new development.

Social Value

The majority of people in England visit heritage sites and believe that they are important to local communities. The historic environment is valued for its positive contribution to our knowledge, sense of identity and community life, by boosting social capital, increasing mutual understanding and cohesion and encouraging a stronger place. Volunteering in heritage can contribute to people's personal development, and there is emerging evidence of a positive relationship between heritage participation, health and wellbeing and education

Economic Value

vii. The historic environment plays an important part in shaping peoples' sense of civic pride, identity and perceptions of local distinctiveness. Authentic experiences of a place have a potentially powerful role to play in shaping distinctive, vibrant and prosperous places that are pull factor for business. The historic environment makes a positive contribution to UK GDP, particularly as a driver of overseas tourism, but also in making a place attractive to those looking to live, work, study or undertake business. Heritage-led regeneration is of particular value in areas of high economic and social deprivation, by transforming rundown derelict historic areas into vibrant places in which people wish to live, work and spend their money.

Issues and Trends

Heritage At Risk

viii. Greater Manchester has a relatively small proportion of heritage assets on the national Heritage at Risk register; some 2% of listed buildings, 7% conservation areas and 2% of scheduled monuments, however there are considerable gaps in the evidence base. Condition information on conservation areas, is more detailed and perhaps provides a useful yardstick in terms of the state of the historic environment within the city-region. Overall 7% of conservation areas are 'at risk' but the proportion is much higher in some districts. Heritage at risk can contribute to or may be associated with socio-environmental degradation including crime, vandalism and fly tipping, which may threaten the significance and character of an asset and its wider setting.

Vulnerability of Certain Building Typologies

ix. There has been a significant decline in the number of historic textile mills in Greater Manchester with many more standing empty and neglected. Since the 1980s, 45% of Greater Manchester's historic mills have been lost. Notwithstanding mills, there is a wider diversity of vulnerable industrial heritage that is often non-designated. Other vulnerable typologies include public, civic and communal buildings, public houses, parks and gardens and rural heritage.

Conservation and Economic Viability

x. Change is often vital to facilitate the optimum viable use of heritage assets, so they can continue to receive investment. To support their upkeep and repair, however, there are a range of challenging factors that can affect the scope and economic viability of adaptation of historic buildings from structural condition to geographical location. In order for development to become viable, some form of funding may be required to meet the 'conservation deficit' either in the form of a grant (such as Heritage Lottery Fund and Future High Street Fund

including Heritage Action Zones), or ‘enabling development’. Conservation Area status, Heritage Action Zones and Town Centre Challenge initiative can be a focus for attracting and channelling grant aid.

Local Identity, Character and Distinctiveness

xi. Greater Manchester is made up of many areas each with their own unique sense of place, local character and distinctiveness, which are particularly important at a local level. Therefore, it is important that new development responds to this diversity, enhances the built environment and avoids the creation of homogenous places that become unattractive to live and invest in. A well-managed historic environment can be a valuable source of prosperity, wellbeing and community cohesion.

Heritage, Growth and Design

xii. A key challenge for the GMSF is to reconcile the need for economic and housing growth in tandem with the protection and enhancement of the historic environment to maintain a sense of place and local distinctiveness. Whilst it is recognised that Greater Manchester will need to ensure that there is a long-term plan to deliver a high level of sustainable growth, it is important that this enables and ensures cultural and heritage assets to be preserved for future generations. In considering new development in historic environments, proposals should aim to integrate protection and enhancement of the historic environment, enabling high quality and sustainable growth where heritage and development are complementary rather than in competition, contributing to the enhancement of place and a sense of local identity.

Heritage and Climate Change

xiii. Climate change will be a key driver of future change, but the overall quality, diversity and distinctiveness of our historic environment needs to be recognised as it evolves and responds to new pressures. The re-use of historic buildings is highly sustainable, exploiting the embodied carbon energy and avoiding the contribution that new construction can make to climate change, but the degree to which they can be retro-fitted to improve energy efficiency and accommodate energy generation is variable.

Recommendations

xiv. The evidence base presented within this Topic Paper demonstrates the rich diversity of Greater Manchester’s historic environment. By examining heritage assets, exploring existing legislation and policy and identifying issues and trends this paper has revealed opportunities for the GMSF to better preserve and enhance the historic environment in Greater Manchester.

- Ensure the framework sets out a positive strategy for conservation, enhancement and enjoyment of the historic environment.
- Recognise the value of the historic environment in achieving a sustainable and resilient city-region
- Appreciate the distinctive character of Greater Manchester and how it can be a valuable source of prosperity, wellbeing and community cohesion
- Complement the conservation and enhancement of heritage with the promotion of high quality design
- Highlight heritage at risk
- Ensure an up to date evidence base for the purposes of monitoring and review
- Develops policies and supports opportunities to facilitate a reduction in the number of heritage assets at risk of decay and vacancy across GM; and
- Provides a robust implementation strategy for the framework that gives equal weight to delivery of all aspects of the plan, including conservation of the historic environment.

1 Introduction

1.1 Purpose of this paper

1.1.1 This Historic Environment Topic Paper forms part of the evidence base for the Greater Manchester Spatial Framework (GMSF). The purpose of the paper is to present a summary of Greater Manchester's historic environment in light of related strategies and policies, taking account of current threats and opportunities. It identifies key messages and issues that the Greater Manchester Spatial Framework will need to address.

1.2 The Greater Manchester Spatial Framework

1.2.1 The Greater Manchester Combined Authority (GMCA) has prepared a draft of Greater Manchester's Plan for Homes, Jobs, and the Environment, otherwise known as the Greater Manchester Spatial Framework (GMSF). The GMSF sets out a plan for Greater Manchester's growth and development over the period to 2037, including the scale and location of new development across the ten districts, as well as other policies aimed at improving the lives of local residents and transforming Greater Manchester into a world-leading city-region.

1.2.2 Local plan allocations, existing housing and employment land supplies and brownfield land registers have been combined in order to have a clear understanding of the land available to accommodate the growth and development needs for housing and employment across the whole of Greater Manchester over the GMSF plan period. In line with GMSF's overarching goals to maximise the potential of land and build at higher densities in the most accessible locations (e.g. city and town centres), the majority of development (including 87% of housing, 95% of offices and 50% of industrial and warehousing development) within the plan period will be on land within the urban area, most of which is brownfield land. The GMSF is therefore expected to stimulate growth and regeneration across the city-region's established urban area and act as an effective means of supporting investment in the existing built fabric of the city-region and its constituent towns and cities.

1.2.3 The regeneration of urban areas, particularly as locations for new housing, where heritage assets have a powerful and strong presence (e.g. through civic, religious, leisure and commercial assets) will be supported by policies to help preserve and enhance the historic environment. Building on successful schemes, GMSF policies will help turn disused or underused buildings into creative spaces, offices, retail outlets and housing, making heritage work better for modern life. The overall approach to accommodating the majority of Greater Manchester's identified development in brownfield sites and town centres provides opportunities for the sympathetic re-use and investment in historic buildings and areas, supports placemaking and is compatible with the Government's recent programmes of funding positive changes in town centres and high streets.

1.2.4 The scale and distribution of development required to meet the needs of Greater Manchester will also require the release of a limited amount of land from the city-region's Green Belt and safeguarded open land, however this will be subject to the delivery of appropriate transport and other infrastructure at the local level that is required to support the current and future population of those sites. The land taken from the Green Belt forms strategic 'site allocations,' which will contribute to the future growth of the city-region. Some of these sites may affect or contain heritage assets and / or below-ground archaeological potential, and therefore there is a need for early evaluation and assessment and the GMSF will ensure through strategic policies as well as site-specific policies, that harm to the significance of the heritage assets, including effects on their setting, is minimised.

1.3 GMSF and the historic environment

1.3.1 During the 18th and 19th centuries, Greater Manchester played a key role in the industrial revolution based on the exponential growth of the cotton industry, the commercial heart of which was the City of Manchester. There had been permanent settlements across Greater Manchester since well before Roman times, but the impact of that particular period on urban growth and settlement has been substantial. The collective significance of Greater Manchester's heritage is recognised nationally through the statutory designations that apply to designated and undesignated heritage assets. These are captured on the Greater Manchester Historic Environment Record (GMHER) database, which has over 18,900 entries including monuments, buildings, find spots and other designations.

1.3.2 The decisions and actions that will occur through the implementation of planning policies will impact on the value, quality and extent of the historic environment in the future. The GMSF represents an opportunity to maximise and sustain Greater Manchester's heritage, protecting and enhancing assets in a positive and constructive manner.

1.3.3 In the preparation of the GMSF, it is essential that the future needs and opportunities with regard to the historic environment be assessed as part of the overall evidence base for the plan. This paper forms part of the evidence base for the GMSF and examines evidence relating to Greater Manchester's historic environment, to identify the state of the historic environment in Greater Manchester and the key messages that the GMSF will need to address.

1.3.4 This Heritage Paper has been influenced by a range of studies related to the historic environment as well as the valuable input of officers from GMCA, Historic England, the Greater Manchester Archaeology Advisory Service (GMAAS) and the Greater Manchester Conservation Officer's Group (GMCOG), including a workshop held in July 2019. The paper is structured as follows:

- **Section 2:** A Profile of the Greater Manchester Historic Environment - describes the origins, development and character of Greater Manchester.
- **Section 3:** Heritage Assets – outlines Greater Manchester's historic environment today.
- **Section 4:** Legislation, Planning Policy and Guidance - provides an overview of relevant legislation, policy and guidance to the historic environment.
- **Section 5:** The Value of the Historic Environment – sets out why the historic environment is important to Greater Manchester, based on its economic, social and environmental value.
- **Section 6:** Issues &Trends - summarises the issues and opportunities pertaining to the historic environment as experienced in Greater Manchester.
- **Section 7:** Recommendations – concludes this topic paper, noting the different ways in which the issues raised in this paper can be addressed in the GMSF.

2 A Profile of the Greater Manchester Historic Environment

2.1 Introduction

2.1.1 This Topic Paper describes the origins, development and historic built environment of the city-region. It focusses on the City of Manchester, the commercial heart of the city-region, along with the network of towns and villages that developed across each of the ten Greater Manchester districts.

2.2 Two Cities and Ten Metropolitan Boroughs

Introduction

2.2.1 The City of Manchester is the geographical and commercial heart of the Greater Manchester city-region, with the nine other metropolitan boroughs closely encircling the centre. These nine boroughs are Salford (also a city in its own right), Trafford, Stockport, Tameside, Oldham, Rochdale, Bury, Bolton and Wigan. Each borough is a microcosm of the city-region, with a main commercial and administrative hub surrounded by a network of smaller towns and large villages. These boroughs and their constituent towns are linked by an extensive and radiating road, canal, rail and tram network, making Greater Manchester the most complex urban region in the UK outside London.

2.2.2 The following accounts give a flavour of the character of each of Greater Manchester's ten districts to highlight both the local distinctiveness of each as well as shared themes that bind them together. There are a variety of sources for more detailed reading. The Pevsner Architectural Guides (Manchester; Lancashire – Manchester and the South East; and Cheshire) are recommended (full details at https://www.yalebooks.co.uk/pevsner.asp) along with the GM Historic Landscape Characterisation project reports which can be found online at : http://archaeologydataservice.ac.uk/archives/view/gmanchester_hlc_2012/

Manchester

2.2.3 The size and shape of the Manchester is largely due to political and administrative factors. The boundary defines an area some 5 miles (8km) east – west and 14 miles (22 km) north – south. Within the city are various former townships and villages including Baguley, Bradford, Burnage, Chorlton-cum-Hardy, Clayton, Didsbury, Fallowfield, Gorton, Harpurhey, Levenshulme, Longsight, Northenden, Openshaw, Ringway, Rusholme, Moss Side, and Withington.

2.2.4 Four principal river valleys dominate the district: the Irwell, Mersey, Irk and Medlock, with the city centre being concentrated on the east bank of the river Irwell. The earliest urban development occurred in the medieval period in the Hanging Ditch/Cathedral area where there is fragmentary survival of street patterns and archaeological fabric from this time. Manchester was a regional centre for the spinning and weaving of wool, linen and flax in the late 16th and throughout the 17th century. The area was also noted for smallwares and silk. By 1750 the production of cotton fabrics had overtaken wool in importance. The hand loom cotton industry developed in the 18th century, especially in the Northern Quarter where several brick-built weaver's cottages survive. The town expanded at an astonishing rate around the turn of the 19th century and soon became the world's largest manufacturing centre and marketplace for cotton goods. A wide range of associated industries were established, such as textile finishing, engineering, and coal production, so that by the 1830s Manchester was the first and greatest industrial city in the world. The first steam powered mill was erected in 1781-2 and by 1806 there were 86 mills. Through the 19th century Manchester's role changed from being the centre of textile production to being the commercial and transhipment hub for the region, with manufacturing becoming focused in the surrounding towns such as Bolton.

2.2.5 Transport innovation, such as the Bridgewater Canal (1761), Britain's first wholly artificial waterway, and the world's first inter-city rail line from Liverpool to Manchester (1830) facilitated the movement of goods and boosted the cotton industry. Castlefield Canal Basin, the terminus of the Bridgewater Canal, with its warehouses pierced by barge holes became a model for canal basins across the country. On the east side of the city centre myriad basins sprang up around the Rochdale and Ashton Canals. Many of these have been restored in recent years to form the centre piece for new apartment developments. The world's oldest passenger railway station at Liverpool Road in Castlefield was the precursor of a massive expansion in railways, with stations and warehouses connected by dozens of new lines and viaducts. Some of the warehouses have become the focus for conversion for leisure, living and office space, such as the Great Northern Warehouse and Ducie Street Warehouse.

2.2.6 Ancoats was the world's first industrial suburb based on steam power, and was linked to Castlefield by the Rochdale Canal. It was laid out on a grid pattern as a planned industrial suburb and shows a strong element of town planning. Primarily the area is concerned with the factory system and the spinning of cotton. The mills in Ancoats are a unique grouping covering the origins, growth, development and maturity of this monument type, where innovations in technology and power systems, advances in fireproofing systems and revolutionary design in mill architecture are all represented. The mill complexes here provide a spectacular illustration of urban industrial architecture in the late 18th and 19th centuries.

2.2.7 The population of Manchester increased dramatically in the late 18th and first half of the 19th century. Workers were often housed in poor cramped accommodation such as back-to-backs or in larger houses converted to lodgings. Edge of town green field sites were transformed with grid-iron pattern terrace housing from the 1840s, such as in Hulme. Main thorough fares were lined with commercial properties and higher status dwellings whilst behind were often very poor slum areas. The city authorities improved problematic areas of housing through the introduction of piped water, toilets, public baths and laundries, and demolition of slum dwellings. After WW2 most of the terrace houses forming a ring around the city centre were demolished and residents housed in new social housing estates, sometimes further away from the centre, for example Wythenshawe.

2.2.8 Manchester's historic role as a manufacturing, distribution and financial base is reflected in its impressive Victorian and Edwardian industrial, commercial and civic buildings. Street patterns of the 18th and 19th century are preserved in the city centre, as commercial development tends to be confined to existing plots. The Manchester commercial warehouse is a very distinctive building and the architecture, interior design and size developed with the growing wealth of the merchant firms and their need to impress the customer and competitors. Commerce was supported by financial service industries such as banking and insurance, whereas civic pride was manifested in the Gothic masterpiece of the town hall. In the 20th century Manchester continued as a commercial hub, with the extensive office complex for the Co-operative near Victoria Station being a particularly important example of innovative architecture. The city developed as a focus for higher education with large university campuses evolving. Key architecture from various decades has been retained through listing, but there has been an extraordinary period of new building in recent time with many eye-catching designs.

2.2.9 Areas of early industry / commerce survive to the west and east of the city, particularly in the Northern Quarter and around former canal wharfs. Derelict industrialised areas have been regenerated, for offices, retail, apartments and, in the case of Bradford to the east of the centre, for sports stadiums and training pitches. The scale and massing of the city centre's architecture is changing with the introduction of tall buildings.

2.2.10 Before the late 19th century, settlement to the south of the Manchester city suburbs was sparse and dispersed. Northenden was the only nucleated settlement core of any significant size and antiquity away from Manchester. Beyond the city core, urban and suburban centres developed in the 19th century. Several Victorian commercial high streets are present within the district. They frequently occur as ribbon developments, Rusholme and Openshaw being good illustrations of this. Areas of 20th century planned housing estates are organised in units, each with its own commercial and institutional resources. Wythenshawe Centre is a good example of later planned commercial development.

2.2.11 Since the 18th century, parks have been a planned element of Manchester's urban landscape. With outstanding examples such as Heaton and Wythenshawe, they still form a significant element of Manchester's character in comparison with other areas (such as Bolton, Bury or Trafford). This reflects the intensely urban nature of the district. Long avenues of the late 19th century and parkways of the 20th century radiate from the city centre and of course the railways have been a strong driver for suburban development. Many fine villa residences were built on the outskirts or deep in the suburbs away from the noise and pollution of the industrial city centre; many of these were enveloped by social housing schemes in the mid- to late 20th century.

2.2.12 Manchester's present-day character is overwhelmingly urban and suburban, much more so than the other nine districts of Greater Manchester.

Bolton

2.2.13 The Metropolitan Borough of Bolton is situated in the Pennine foothills north-west of Manchester city centre and includes the towns of Farnworth, Blackrod, Horwich, Kearsley, Westhoughton and Little Lever. It comprises high moorland in the north, broad lowland valleys to the south, with an intermediate area to the west of the main urban areas. The medieval settlement of Bolton grew up overlooking the River Croal around the parish church and a rectangular-shaped market place stretching along Churchgate. A market charter was granted in 1251. A small number of isolated halls from medieval manors survive including Smithills Hall and Hall i'th' Wood.

2.2.14 Bolton has been a production centre for textiles since Flemish weavers settled in the area in the 14th century, introducing a tradition of wool and cotton-weaving. The development of cottage spinning and weaving and associated improvements to spinning technology by local inventors, Richard Arkwright and Samuel Crompton, led to rapid growth of the textile industry in the 19th century, forming the basis of huge economic and population growth.

2.2.15 Bolton became a centre for fine cotton spinning, weaving and finishing as well as coal mining and engineering, including locomotive manufacture. Streams draining the surrounding moorland provided the water necessary for bleach and dye works that were a feature of Bolton. Bleaching using chlorine was introduced in the 1790s by the Ainsworths at Halliwell Bleachworks and more than thirty bleachworks were established in the surrounding villages. Wallsuches bleachworks site at Horwich is one of the few listed bleachworks now re-purposed and converted into dwellings and apartments.

2.2.16 Important transport links contributed to the growth of the town and the textile industry. The Manchester Bolton & Bury Canal constructed in 1791, connected the town to Bury and Manchester providing transport for coal and other basic materials. The Bolton and Leigh Railway, the oldest in Lancashire, opened to goods traffic in 1828. The railway initially connected Bolton to the Leeds and Liverpool Canal in Leigh, an important link with the port of Liverpool for the import of raw cotton from America, and this was extended in 1829 to link up with the Manchester to Liverpool Line. To meet the growing demand for Locomotives the Yorkshire and Lancashire Railway established Horwich Locomotive works in 1886 and had produced its 1000th engine by 1907.

2.2.17 Bolton was a 19th-century boomtown and, at its zenith in 1929, its 216 cotton mills and 26 bleaching and dyeing works made it one of the largest and most productive centres of cotton spinning in the world. This is manifested in the quality of its surviving built heritage, including a grand neo-classical town hall and Le Mans Crescent and these form the centre piece of the town centre. Bolton was also home to a number of notable architects including Bradshaw Gass and Hope, designers of many textile mills and public buildings in the wider region, including the Royal Exchange in Manchester.

Bury

2.2.18 The Metropolitan Borough of Bury lies north of Manchester city centre and comprises the towns of Bury, Radcliffe, Prestwich, Whitefield, Tottington and Ramsbottom. Much of the Borough is situated in a valley dominated by the River Irwell, which flows in a southerly direction from the Rossendale uplands in the north. The principal town, Bury, grew significantly in the 17th century and retains the character of a Lancashire market town of the upper Irwell Valley.

2.2.19 Bury, Radcliffe, Ramsbottom and Tottington were centres of rapid expansion during the late 18th and 19th century with the weaving and spinning of cotton and wool, dyeing and bleaching, manufacturing and paper making and sandstone quarrying in the north of the borough supported by plentiful supplies of local water and coal. The towns of Prestwich and Whitefield developed during the 19th century with the building of the new turnpike in 1826 from Manchester to Bury, along which cotton merchants and industrialists from Manchester chose to build their villas.

2.2.20 The Manchester, Bolton and Bury Canal was opened in 1797 and is now managed by the Manchester, Bolton and Bury Canal Society. The railway arrived in the Borough in 1846, which today forms part of the East Lancashire Railway.

2.2.21 The Borough has a rich building typology and there is a clear distinction in the architectural character of the north and south. The north of the borough remains predominantly rural, with small hamlets and folds surviving from the pre-industrial era. Vernacular forms, styles and materials dominate, constructed of locally quarried sandstone. In

the south, the Borough is predominantly urban and of the 19th century, and its buildings are typically of brick and Welsh blue slate with sandstone dressings. Although most textile mills have now been lost, the architectural legacy of this period remains clearly visible in the Borough's townscape in the form of commercial cores, civic buildings, workers and middle class housing, churches, chapels and public parks.

Oldham

2.2.22 The Borough of Oldham is located in the Pennine hills, north east of Manchester City Centre with its town centre lying between the rivers Irk and Medlock. The Borough includes the outlying towns of Chadderton, Failsworth and Royton, the village of Lees, and Shaw and Crompton and Saddleworth parishes. There is a marked contrast between the character of the eastern and western halves of the Borough, roughly following the former Lancashire-Yorkshire county boundary.

2.2.23 Saddleworth comprises the eastern half of the borough and is upland in character. Pastoral farmland, forestry, quarries and reservoirs are dominant features of the landscape. The 18th century expansion of the textile industry was largely responsible for the development of an intricate network of dispersed farms, folds and small towns such as Greenfield, Upper Mill, Dobcross, Delph and Diggle, the latter often located close to canal basins and the intersections of main road routes. The use of locally quarried stone in buildings, walls and streetscapes is widespread, together the adoption of Pennine vernacular architectural styles. Georgian and Victorian commercial cores have largely survived within the larger settlements alongside clusters of domestic workshops and houses. Late 18th, 19th and early 20th century mills, factories and small-scale warehouses remain prevalent in valley bottoms.

2.2.24 The western half of the borough is predominantly urban in character, incorporating isolated remnants of a pre-industrial landscape of dispersed farms, folds and small halls. Unlike Saddleworth, the settlements to the west coalesced to form a large scale industrial town with brick and Welsh slate as the predominant building materials. Links with the regional canal and railway network emerged from the late 18th and 19th century, and the availability of local coal to provide steam power, supported the development of a massive concentration of large textile mills. By the late 19th century, Oldham had become the most productive cotton spinning mill town in the world. A supporting infrastructure followed, including engineering works and grid iron terraced workers housing together with the development of commercial urban cores, markets, churches, halls, public parks and prestigious civic buildings.

2.2.25 Much of this industrial environment survives today, notably Oldham's commercial core around Yorkshire Street and Union Street and many mills that have been repurposed for warehouses use or for alternative industrial purposes. Industrial buildings and settlements continue to have a significant landscape presence, with concentrations at Glodwick, Shaw, Greenacres, Werneth, North Moor, and Failsworth. Small middle-class villa suburbs are evident around Werneth Park and Alexandra Park. Well preserved examples of 20th century social and private housing estates such as Coppice, Hollins, Greenacres and Hathershaw survive in association with neighbourhood amenities such as schools, churches and small retail centres.

Rochdale

2.2.26 The Borough of Rochdale is located north east of Manchester city centre and is the least urban of all Greater Manchester districts. To the north and east it is enclosed by high level open moorland which drops in height towards the western part of the borough.

2.2.27 In addition to the town itself, the Borough's principal settlements include Middleton, Littleborough, Heywood, Wardle and Milnrow, each featuring their own individual character. Evidence of earlier scattered settlement patterns remain identifiable in throughout the Borough. The upland areas and river valleys remain rural in character with dispersed clusters of historic farmsteads, agricultural and industrial hamlets or folds. Rochdale emerged as a market town but its development, together with its satellite towns, was relatively late. The woollen industry defined the post-medieval development of the Borough, growing rapidly from the 16th century with Rochdale becoming Lancashire's principal wool town. Many halls for the local gentry and farms of yeoman farmers were constructed in local stone in the 17th century, including those at Tonge, Clegg and Handle, an indicator of growing prosperity.

2.2.28 The availability of local coal, the impact of mechanisation within the textile industry, the opening of the Rochdale Canal in 1804 and the development of railway from the 1840s resulted in a surge of growth within the town, with cotton ultimately replacing wool as the main industry. The introduction of power looms also threatened the livelihoods of those engaged in domestic hand-loom weaving. The hardship resulting from this social and economic change sparked what is often referred to as Rochdale's greatest innovation, the Co-operative movement. The Rochdale Pioneers developed the 'Rochdale Principles' to promote co-operation as a practical alternative to mainstream capitalism.

2.2.29 Rochdale town centre is sited on the River Roche and the wealth generated by the textile industry is reflected in the architectural splendour of the Town Hall, considered by Pevsner as one of the greatest town halls of England. Larger outlying towns have a diversity of built forms. Middleton is particularly notable for containing early experimental works of the Manchester based architect Edgar Wood.

Salford

2.2.30 The City of Salford includes the town centres of Salford, Eccles, Swinton, Irlam and Walkden. The southern half of the district lies upon the flood plain of the River Irwell, which flows through the city centre and westward, where it is now canalised as the Manchester Ship Canal. The topography of Salford is characterised by low hills and flat plains, and the landscape is densely urbanised on elevated land lying above the valley floors and former wetlands, such as Chat Moss to the south west.

2.2.31 The medieval town centre of Salford developed facing Manchester on the north bank of the River Irwell. It was a market town notable for domestic-based manufacture of textiles, initially woollens and linens and subsequently cotton. Improvements in transport during the 18th and 19th century provided the impetus for its rapid expansion as an industrial centre based on the cotton spinning and weaving. Local supplies of coal from the north and west of the Borough were transported to the centre via the Bridgewater Canal, opened in 1761 and subsequently the Manchester, Bolton and Bury Canal. The opening of the Manchester – Liverpool railway in 1830 was a further catalyst for growth and ultimately the Manchester Ship Canal, connecting the River Mersey to the inland port of Manchester, now known as Salford Quays. The Ship Canal was the largest navigation canal in the world when opened in 1894, transforming Salford as a thriving transport and commercial hub.

2.2.32 The rapid expansion of Salford as an industrial metropolis was reflected in progressive expansion and redevelopment of the town's historic core, dense development around the port and the ribbon development along principal roads evident at Eccles, Patricroft, Barton, Irlam and Cadishead. Some examples of prestigious civic and commercial buildings survive, particularly along Chapel Street and Salford Crescent, together with piecemeal examples of grid iron brick and slate roofed terraced housing and villa suburbs, such as Ellesmere Park, Seedley and Weaste. A concentration of large mills and engineering works were constructed along the Irwell Valley, for example at Brindle Heath.

2.2.33 Apart from a few pockets of survival, Salford's 19th century urban and suburban character has largely been eradicated and large 20th century housing estates are a dominant feature of Salford's modern landscape. The wholesale clearance of areas of former terraced housing began in the early postwar period, replaced by large developments of social housing, particularly around Ordsall, Pendleton and Lower Broughton. Some pre-19th century cottages, farms and high-status houses, such as Ordsall Hall, survive out of context set amongst later urban development. Only the street layout survives from Salford's medieval core; a higher degree of survival of historic buildings and street pattern survives at Eccles.

Stockport

2.2.34 The Metropolitan Borough of Stockport is located south-east of Manchester city centre and comprises the former urban districts of Stockport, Bredbury & Romiley, Cheadle & Gatley, Hazel Grove & Bramhall, and Marple. Its rich and varied historic environment has been shaped by its location at a transitional area between Cheshire Plain, the Pennine fringe and the Manchester conurbation. The diverse geology and topography has resulted in a wide ranging legacy of traditional building styles, materials and settlement patterns. River valleys, in particular the Mersey, Goyt,

Etherow and Tame, and transport routes, including roads, canals and railways, have had a defining influence on settlement form, distribution, and townscape together with the impact of early industrial development.

2.2.35 Stockport grew to be the Borough's pre-eminent town and commercial centre from the period following the Norman Conquest and the borough has retained a legacy of dispersed small medieval hamlets, scattered farms, cottages and halls. Even where set within the context of later suburban development, the settlements often remain identifiable as district or local centres.

2.2.36 The legacy of progressive industrialisation linked to the development of the silk, cotton and hatting industries from the late 18th century onwards can still be seen in urban and rural settings. A strong local identity and landscape character has evolved, often associated with the historic settlements and is recognisable through surviving historic buildings, street patterns and place names.

2.2.37 The development and expansion of suburbs throughout the late nineteenth and twentieth centuries, initially related to development of railway commuter hubs such as Heaton Moor, Cheadle, Cheadle Hulme, and Bramhall, reflect the rapid expansion of the wider Manchester conurbation. Nevertheless a strong urban/rural edge persists, with the rural area comprising some 40% of the Borough and characterised by a pattern of field enclosure introduced from 18th century onwards.

Tameside

2.2.38 Tameside is located approximately 4 miles to the east of Manchester City Centre and comprises the settlements of Ashton-under-Lyne, Audenshaw, Denton, Droylsden, Dukinfield, Hyde, Mossley, Longdendale and Stalybridge. Its landscape varies from the Pennine foothills and open moorland to the east to the flat lowlands to the west. The Rivers Medlock and Etherow transverse the borough east west, whilst the River Tame flows through a steep sided valley extending from Mossley in the north to Denton in the south. Together these natural features have shaped both the landscape character and historic development of the borough.

2.2.39 The character of Tameside's landscape emerged in the late medieval period through the piecemeal division of large manors and estates, the emergence of small tenant farmers and enclosure of wasteland and woodland. Ashton-under-Lyne and the village of Mottram were the only settlements of notable size by the end of this period. Although farming remained the primary source of income, evidence of fulling mills and domestic textile production including carding, spinning and weaving can also be found in surviving buildings, wills and documents of the period. The spinning and weaving of woollens was more prevalent within upland areas of the Longdendale and Tame valleys, whilst the production of linens and fustian was associated more with lowland towns such as Ashton-under-Lyne, Droylsden and Hyde. The glassmaking industry was also known to be operating in Haughton in Denton by the 17th century. The 18th and 19th expansion of textile production resulted in rapid population growth and industrialisation, with the cotton spinning mills transforming the urban landscape. Denton and Hyde also became national centres for the hat making industry.

2.2.40 Tameside owes its industrial success in part to the advancements in transport infrastructure following the construction of turnpikes during the 1730-1830s, the canal network built in the 1790s and railways from the 1830s onwards. Improved communications enabled the movement of people, materials and trade not only across Greater Manchester but established links with Yorkshire in the east and Derbyshire in the south. Although Tameside's economy was driven by textiles, hatting, agriculture and coal mining during the 18th and 19th century, other secondary industries were borne as a result, such as iron production and engineering.

2.2.41 The need to house the rising urban population is reflected in a legacy of grid iron, brick and slate terraces. Commercial centres, civic buildings, places of worship, and educational establishments (schools, technical colleges and institutes) and leisure facilities (libraries, galleries and public baths) followed, including the establishment of formal public parks and gardens. The decline of the textile industry has resulted in the demolition and redevelopment of many industrial sites within the borough; however, there are notable clusters of mill buildings and works remain along the Tame valley and canal network.

Trafford

2.2.42 The Metropolitan Borough of Trafford lies directly to the south west of Manchester city centre and is bounded by the Manchester Ship Canal to the north and west, and the River Bollin to the south. The River Mersey flows through the borough in an east-west direction, separating the historic counties of Lancashire and Cheshire. Within the borough lie the settlements of Stretford, Sale, Altrincham, Old Trafford, Partington, Carrington, Urmston, Flixton, Timperley, Hale, Hale Barns, Dunham and Warburton.

2.2.43 Trafford occupies an area of river basins, low-profiled terraces or ridges and extensive peat deposits resulting in characteristic historic mosslands. Where underlying sandstones were exposed, they were quarried in historic and modern times. This stone was used for plinths for timber-framed and brick houses in the locality, as well as in the striking boundary walls within the Victorian and Edwardian villa suburbs across the Borough.

2.2.44 The principal route through the district was the road from the legionary fortress at Chester to the fort at Manchester. This route is still in use today as Chester Road (A56), a prominent feature in the modern landscape. There are a number of medieval villages including Bowdon, Dunham, Stretford and Warburton. Of these Dunham, the baronial seat of Hamo de Mascy in 1173, had a castle and has the only deer park to have survived in Greater Manchester. Remnants of deer parks remain at Warburton, Hale and Old Trafford. In 1290, a market charter was granted for Altrincham, a medieval planned town and borough. Burgage plots have shaped the urban landscape of the town, which continued to expand during the Georgian period.

2.2.45 A predominately agricultural landscape, massive industrialisation did not occur in Trafford until the late 19th century. Horticulture, including orchards, was a defining land use and still evident today. Home textile industries, masonry, brick-making and small-scale workshops remained significant until the mid-19th century. Altrincham and Old Trafford developed extensively at this time with workers' housing and large grid iron developments. The introduction of various transport systems in the 18th and 19th centuries transformed Trafford from a rural to an urban society. The Bridgewater Canal (1759-76) established industry at Broadheath later expanded as an industrial park by the Earl of Stamford.

2.2.46 Trafford's main settlements owe much of their character to suburban growth of the 19th and 20th centuries. The construction of the Manchester, South Junction and Altrincham Railway (1849) created new suburbs for the middle classes of Manchester with the construction of villa-type houses centred around railway stations. There are many fine residences constructed from slate, sandstone, terracotta, red brick and the distinctive Bowdon 'white brick'. A number are by renowned architects including Edgar Wood, Henry Goldsmith and John Douglas.

2.2.47 The Manchester Ship Canal was one of the greatest engineering achievements of the industrial period. Opened in 1894, it allowed sea-going vessels to dock at Manchester. The canal and its docks and wharfs are prominent features in the Trafford landscape. The Ship Canal facilitated Trafford Park being established on former ancestral parkland of the de Trafford family. Trafford Park was the first planned industrial estate in the world and the largest in Europe. Engineering was the principal industry with warehouses and shipping facilities also significant buildings.

2.2.48 Old Trafford has a long and rich history of association with sports and recreation. The area was chosen by John Dalton to establish The Royal Horticultural and Botanical Gardens in 1829 and later staged exhibitions of art treasures in 1857 and 1887. The site subsequently became the White City Amusement Park in 1907, later a greyhound racing track. Since the 19th century, Old Trafford has been home to legendary sporting venues, stadiums and teams including Manchester United Football Club and Lancashire Country Cricket Club as well as polo, tennis, curling and bowls.

Wigan

2.2.49 The Metropolitan Borough of Wigan is located within the western region of Greater Manchester and comprises two large towns, Wigan and Leigh, and a scattered series of twelve smaller townships and villages. The town of Wigan is the primary settlement, located almost equidistant between Manchester and Liverpool.

2.2.50 The topography of the borough falls from a higher sandstone plateau in the north east, cut by the broad River Douglas valley, through an undulating landscape of fields, brooks and woods with the ancient Astley and Bedford

Moss-lands remaining to the south east of the Borough. The land is relatively low lying and overlain in clay which may account for the large number of moated hall sites and canals in the borough. Many of the moated sites are now scheduled monuments.

2.2.51 The town of Wigan sits above a bend in the River Douglas and its site has been identified as being the former Roman settlement of 'Coccium'. The town received its market charter in 1246 and its medieval street pattern and burgage plots remain visible in the townscape of the town centre. Pottery, clockmaking and a variety of workshop based industries developed through the 16th and 17th centuries, consolidating its regional importance. During the Civil War it was the location for the Battle of Wigan Lane in 1651.

2.2.52 The abundance of high quality, close-to-surface coal, its regional links via the Bridgewater and Leeds-Liverpool canals and early adoption of the railway fuelled the growth of two main industries, textile manufacture and coal mining. This is evident in much of the Borough's surviving built heritage, including a number of important textile mill complexes and the last surviving pit-head in Lancashire at the Lancashire Mining Museum at Astley Green. The most well-known heritage site is Wigan Pier, a former canalside coal-jetty made famous in the music halls and referenced by George Orwell in the title for his 1937 book and social commentary on a working-class industrial town – 'The Road to Wigan Pier'.

2.2.53 Urban development followed in the wake of canals, railways and industry. Leigh rose to particular prominence from the early 19th century, taking advantage of the water transport connections afforded by the canal network. It became a centre for early silk spinning and was the home of Thomas Highs, an inventor of cotton spinning and carding machinery. Latterly large textile mills and coal mines dominated the towns of the borough along with the red-brick and blue-slate terraced workers housing that characterise much of industrial Greater Manchester.

2.2.54 The urban density of Wigan is relatively low compared to other Greater Manchester districts and is 60% rural, with northern and southern areas of the borough remaining largely agricultural in character and, compared with other districts, Wigan exhibits a high level of survival of historic rural buildings. Whilst the coal mining destroyed large areas of the Borough's landscape, substantial areas of former blighted land has been successfully reclaimed for recreational use or farmland.

2.3 Origins and Development

2.3.1 The following is a brief summary of the key aspects of Greater Manchester's early historical development. Fuller descriptions for each borough can be found in the district reports for the Greater Manchester Historic Landscape Characterisation project:

http://archaeologydataservice.ac.uk/archives/view/gmanchester_hlc_2012/

2.3.2 Useful overviews and specific settlement or area studies can be found in the Greater Manchester Past Revealed series at:

https://diggreatermanchester.wordpress.com/publications/

Topography and geology

2.3.3 The landscape character of Greater Manchester has greatly influenced historic settlement and economic activity. The Manchester Embayment is formed by a crescent of hills to the north, east and south-east. The western side runs out into the plains of Cheshire, former low-lying wetlands such as Chat Moss, and the Mersey basin. Water runs off the hills through several river catchment systems: Croal/Irwell to the north, Roch/Irk/Medlock to the east and Mersey/Bollin in the south and west. The fast-flowing tributaries feeding these river systems created the all-important water power for early textile mills, and later fed into the canal reservoirs and water supply reservoirs that are dotted across the uplands. Geology has also been a crucial determinant of human activity. The heavy glacial clays that dominate much of Greater Manchester were a challenge to early farmers and, along with large tracts of wetland, probably account for the sparse nature of settlement up until the 18th century. However, these soils often overlaid coal measures which provided a huge resource for economic impetus in the 18th and 19th century, facilitating the development of steam power and metal working industries, as well as providing fuel for the burgeoning industrial towns and villages. Studies of upland landscapes show that historically the valley floors were

used for some arable agriculture making use of the alluvial soils, whilst the valley sides were reclaimed for pasture for intensive sheep farming. Geological resources were exploited in these valleys as well: iron ore was smelted, coal seams were mined, and stone was quarried for building material. The sandstone buildings of the Pennine foothills differ markedly from the brick buildings of the lower-lying parts of Greater Manchester where clay was the principal building material; witness the contrast in Oldham between buildings in Saddleworth to the east of the Borough and those of towns in the west.

2.3.4 The first human activity in Greater Manchester can be traced back to the early Mesolithic in the post-glacial period from around 10,000 to 5,500 years ago. This was a time of hunter-gatherers in a heavily wooded landscape. Early clearance of trees on higher ground encouraged game to graze in open spaces, making hunting easier. Camp sites were established which have left archaeological remains in the form of hearths and scatters of flint tools. The narrowest crossing point of the central Pennines, on the east side of Oldham and Rochdale boroughs, has the highest concentration of Mesolithic sites in the country, perhaps reflecting that cross-Pennine tribal groups met here to trade and hunt.

2.3.5 On the hills to the north and east of the Manchester embayment, clearance of tree cover led to podsolisation so that drainage was impeded and blanket peat developed to give the characteristic moorland seen today, although much of the peat has been denuded by drainage, peat cutting and fires. Where fires have removed the peat, as at Windy Hill in Rochdale, Mesolithic camp sites have been revealed.

2.3.6 The Neolithic period (3500 to 2OOO BC) saw the first farmers in a more settled environment. However, evidence for this period is scant in Greater Manchester. Hunter gatherer traditions appear to continue in the uplands, but on better drained soils some evidence of early settlement is found, one such site being discovered by archaeologists during construction of Manchester Airport Second Runway in 1999. The first evidence for religious activities occurs at this time, with a Neolithic hengiform monument being identified near Radcliffe Cemetery in Ainsworth.

2.3.7 Around 4,000 years ago in the early Bronze Age, archaeological evidence suggests a time of extensive farming and settlement, with over 50 burial sites (in the form of earth mounds or stone cairns) dating to the early Bronze Age. Many of these are Scheduled Monuments and most survive on the foothills of the Pennines. Examples include Horwich Mound (Bolton), Brown Low and Ludworth Intakes (Stockport), a bowl barrow near Delph (Oldham) and a cairn at Hollingworth Moor (Tameside). At Shaw Cairn, Cobden Edge (Stockport), a long-lived burial cairn with stone kerbs was re-excavated in the early 2000s to reveal a central cist which contained a Bronze Age amber necklace, one of only a handful from the whole of Britain. Here was a very high-status burial. Evidence for the settlements of these early farmers is harder to come by, but two important sites were excavated at Manchester Airport Second Runway and a middle Bronze Age roundhouse and storage structure at Cutacre Open Cast site south of Bolton.

2.3.8 The landscape of Greater Manchester would have been challenging for early farmers, with predominantly poor, heavy clay soils, extensive areas of wetlands and upland peat. The area was probably sparsely populated for much of the Prehistoric period, but the archaeological record has been constrained by over 50% of the land being built over. Despite this, archaeologists have made great strides in recent decades in understanding the nature and location of early settlers.

2.3.9 The middle to late Iron Age (AD 500 to 50 BC) saw small settlements occupying defended promontory sites overlooking rivers and streams. Several examples have been scheduled as nationally important monuments. One such lies near Great Woolden Hall, Salford, where two ditches protect a nucleated family settlement of several hut circles located on a terrace overlooking the river Glazebrook. This site dates from around 200 BC and runs through in the Roman period to c AD 200, as does another defended promontory site at Castlesteads (Bury). Mellor Old Vicarage, Stockport, is a good example of an upland prehistoric settlement site. Here a long-running, award winning, community archaeology project revealed remains of a Bronze Age enclosure ditch which continued into the Iron Age. Around 500 BC a larger inner ditch was cut across the lower part of the saddle-shaped hilltop to defend an enclosure of round houses with spectacular views out across the Manchester embayment. The site carried on to the end of the Roman period and finds showed cross-Pennine trading. Low lying wetlands, such as Chat Moss, Ashton Moss and Red Moss, together with Wilmslow Moss just outside Greater Manchester, have yielded evidence for human

sacrifices from the Bronze Age to early Roman period, whilst a tradition of 'Celtic' stone heads across the central Pennines also points to early religious beliefs.

Roman road and forts and vici

2.3.10 When the Romans arrived in the Greater Manchester area in the AD 70s they will have encountered a landscape dotted with farmsteads where much of the woodland had been cleared for arable and pastoral practices. Many of these late Iron Age settlements continue through into the Roman period. However, Romanisation appears to have been fleeting with most rural sites and the civilian settlement outside the fort at Manchester abandoned in the 3rd century AD. Greater Manchester has three Roman fort sites: Manchester (Mamucium), Wigan (Coccium), and Castleshaw near Delph, Oldham. Manchester was the hub of a road network and the fort continued through the Roman period to the end of the 4th century but probably in a much-reduced form in its later stages. At its peak, when the timber fort was re-faced in stone around AD 200, Manchester had a civilian settlement of perhaps 2000 inhabitants. Archaeological evidence, including various religious practices and pottery forms, suggests a cosmopolitan and diverse community drawn from around the empire. A variety of timber framed building types, including courtyard buildings, market booths, two-cell dwellings and inns have been found, along with open-sided metal workshops. Archaeological evidence across a number of sites excavated ahead of development works has found that the Roman civilian settlement declines steeply in the first half of the 3rd century AD. At the Roman Gardens in Castlefield can be seen the 1984 reconstructions of three civilian building foundations along with the fort North Gate, rampart, wall, defensive ditches, and road. In 1986 the western defences and foundations of a granary were reconstructed along Ducie Street. Recent archaeological investigations on the west side of the river Medlock, alongside Chester Road, have revealed a variety of ditches and pits and a fine Roman altar of the late 2nd century AD, dedicated by Aelius Victor who came from the north Rhineland.

2.3.11 Excavations in Wigan in 2008 found the complete plan of stone built Roman bath house together with fort ditches and a section of barrack block. It is believed that this was a cavalry fort in use from the late 1st to late 2nd century AD. The nature of the civilian settlement at Wigan is not yet known. At Castleshaw the fort and later fortlet (which shared the same site) were short-lived, spanning around 50 years until the mid-AD 120s. This fort was built to guard the main trans-Pennine highway between the legionary fortresses of Chester and York. Areas of extra-mural activity on the south, north and east side of the fort and fortlet have been identified by community-led hinterland survey project. Palaeoenvironmental analysis shows that the Romans grew spelt wheat crops and created herb-rich pastures for their horses and draught animals, but after abandonment native trees and grasses quickly re-established themselves.

2.3.12 Roman roads have been well-studied in Greater Manchester, and recent development in digital resources such as LIDAR have helped define the location and extent of the road system. The road approaching Castleshaw fort is the best preserved in Greater Manchester but archaeological excavations ahead of development in the Wigan and Salford areas have produced good evidence for the gravel road connecting Wigan to Manchester and also for the south to north road linking Warrington to Ribchester via Wigan. Roman roads influenced later road alignments and several are still in use today, such as Deansgate and Chester Road in Manchester and Watling Street through Affetside, Bury. Pollen analysis from soils buried under Roman roads has revealed that heather was burnt off before laying road foundations. Manchester was a nodal point for a Roman road network, with key routes to York, Chester, Ribchester, and Buxton.

Early medieval period

2.3.13 Little is known of the period spanning the end of Roman era to Domesday. The only possible evidence for buildings from this time comes in the form of possible 5th century AD sunken floored structures lying over the infilled ditches in front of Manchester fort's north gate. An early Saxon burial urn was found near Chethams and a Saxon burh (defended settlement) is recorded at Manchester in 919. The location of this is not confirmed but is thought to be at Chethams and the Cathedral site. South of Manchester, the late Saxon Nico Ditch runs in a gentle curve across the landscape from Ashton Moss, Tameside, to Hough Moss near Chorlton-cum-Hardy. Two sections, at Platt Fields, Manchester and Denton Golf Course, Tameside, are scheduled. This was probably a territorial boundary and in places still fulfils this role, for instance marking the boundary between Reddish and Levenshulme. Otherwise evidence for this period is dependent on place names, cross fragments, a burial urn, and occasional coin and other

metal finds. Most of the towns and villages of Greater Manchester can trace their origin to Saxon or Viking place names, often reflecting distinctive landscape features or farmsteads. However, the population must have been sparse and the laying waste of the north by King William 1 in 1069-70 had a devastating effect. The Domesday survey in 1086 records, for instance, that Bramall, Stockport, was far more prosperous at the time of Norman Conquest than it was twenty years later at the time of the survey.

Later medieval period

2.3.14 This period, from 1100 to the early 16th century, saw the population and economy expand as some towns established markets and borough status. The economy was agriculture based but with a growing emphasis on textile manufacturing. Market charters were granted to Salford (1228), Rochdale (1241), Bolton (1251), Stockport (1260), Manchester (1282), Ashton-under-Lyne (1413), Farnworth (1426) and Bury (1440). In addition, Borough Charters were granted to Salford (c1230), Bolton (1253), Stockport (c1260), Altrincham (1290), and Manchester (1301), creating urban communities whose citizens or burgesses received plots of land in return for yearly rents to the lord of the manor. These settlements usually grew up around a church, although residents from Salford ('willow by the ford') had to cross over the river Irwell to pray at St Mary's, Manchester. A deed of 1487 refers to a Manchester burgage plot being occupied by a three or four-storeyed courtyard building which contained a hall, parlour and chamber, with a garden and stables within the courtyard. There are very few timber framed buildings left from this period but often the modern street pattern reflects the medieval arrangement, for instance the triangle of land formed by Greengate, Gravel Lane and Chapel Street in Salford. Rare examples of timber buildings survive at Staircase House and Underbank Hall (Stockport), the Wellington Inn (Exchange Square, Manchester), Old Man and Scythe (Churchgate, Bolton), and the Two Tubs (The Wylde, Bury). Older settlement cores may well have earlier timber framed structures embedded in later, brick cladding such as at the Old Market Place, Altrincham.

2.3.15 Manors established in the late medieval period have influenced the landscape and land divisions through to recent times, for instance Smithills, Bolton, where the form of the manorial estate is well preserved. 19th century township boundaries often reflect medieval manors and have shaped many of the administrative boundaries we see today. Whilst most ancient manor houses were demolished in the late 19th and 20th centuries, timber-framed or stone-built examples form some of the area's earliest and finest domestic buildings. These include Bramall Hall (Stockport), Baguley and Wythenshawe (both south of Manchester), Chethams College (Manchester city centre), Hopwood (Middleton), Clayton (east Manchester), Smithills (north of Bolton), Ordsall and Wardley (both in Salford), Stubley Old Hall (Littleborough), Taunton (north of Ashton-under-Lyne), Dearden Fold and Brandlesholme (both in Bury) and the Old Rectory (Middleton). Around 90 moated sites from the late medieval period are known from Greater Manchester. These were constructed for several reasons: to indicate high status, provide security, good drainage on often poorly drained clay soil, and to provide fish. The best survivals, 11 in number, are scheduled monuments with a preponderance in Wigan which reflects the heavy boulder clay of this area. Good examples occur at Clayton and Peel (both in Manchester), Torkington and Peel (both in Stockport), Gidlow and New Hall (both in Wigan). Most moated sites have long since lost the manor house but occasionally halls survive on the moat platform, although often highly modified in later centuries, such as Arley (Bolton), Morley (Wigan). Timperley Moat (Trafford) is not scheduled but has seen a long running excavation by the local archaeology society (STAG) which has shown Saxon origins. The moated site is now landscaped and interpreted, whilst a regionally important finds assemblage is held in the nearby society HQ.

2.3.16 Castles in Greater Manchester tended to be short-lived and small in scale. In 1173 several castles are mentioned as being held by rebel barons against King Henry 2nd, these being Dunham Massey (Trafford), Stockport and Ullerwood (near Manchester Airport). Other 12th century castles are known at Chethams (Manchester), Castleton (Rochdale), Watch Hill (Trafford) and Buckton (Tameside). Most of these early castles were constructed of earth and timber and placed at strategic locations such as river crossings. Royal court pipe rolls reference repairs to Manchester castle in the 1180s and the site of this was probably overlooking the confluence of the rivers Irk and Medlock where Chethams College is now situated, whilst the earthwork motte and bailey at Watch Hill (Trafford) guarded the crossing over the river Bollin. Archaeological excavation has confirmed the 12th century date of Watch Hill which is a scheduled monument. Buckton near Stalybridge is one of the best surviving excavated castles and is also scheduled. It appears to have been erected by Ranulf of Chester during the Civil War of King Stephen's reign in the

1140s. Foundations of the rectangular gatehouse were excavated, along with 12th century pottery on the road surface in the gateway. A massive curtain wall foundation and deep, wide ditch are evidence of the high status of the builder, but it is thought the castle was never completed. Two much later castles, of 15th century date, were constructed at Radcliffe and Bury. It would be more accurate to call these fortified manors rather than castles. Both had royal 'licences to crenellate' (fortify) and were probably erected to protect against Scottish raiding parties. Bury council undertook a Millennium project to reveal and consolidate some of Bury Castle's remains off Bolton Street in the town centre, including the revetted southern arm of the moat and foundations of the great tower house. A recent Heritage Lottery Project for Bury Council facilitated the exploration and conservation of Radcliffe Tower and associated manorial complex, and the laying out of a heritage garden for the local community.

2.3.17 Most of the medieval churches in Greater Manchester saw significant changes in the 19th century, often due to wealthy industrialists/land owners funding major repair schemes or rebuilds. Medieval fabric survival therefore tends to be fragmentary. Significant examples of 12th to 16th centuries architecture can be seen at St Mary (Cheadle), St Mary (Radcliffe), St Chad (Rochdale), St Leonard (Middleton), St Mary (Prestwich), St Mary (Stockport), St Mary (Eccles), St Mary (Deane), St Peter (Bolton), St Mary Bolton, St Michael (Flixton), St Michael (Ashton), St Wilfred (Northenden), St Mary (Manchester) and St Werburgh (Warburton). The latter has early timber-framing, whilst St Lawrence (Denton) is a remarkable survival of a complete timber-framed church, built in 1531, whilst Chadkirk Chapel (Marple) also has 16th century timber work albeit more fragmentary. Some of the larger manorial halls had their own chapels. These seldom survive but rare examples can be seen at Smithills and Bramall Hall. At Dukinfield (Tameside) the now ruinous Old Hall Chapel was once used by the Duckenfield family as it was attached to the adjacent manorial hall. This was demolished in the mid-20th century and excavated by Greater Manchester Archaeological Unit in the 1980s.

2.3.18 Perhaps the most significant medieval survival in Greater Manchester is the early 15th collegiate complex at Manchester Cathedral and Chethams. The college of priests was established in 1421 on the site of the manor house, which in turn replaced the 12th century castle on the spur of land overlooking the Irk and Irwell rivers confluence. In the 17th century Chethams became a college and library. Despite extensive 19th century work, the medieval form and fabric is remarkably intact with highlights including a cloister and open hall. Just to the south is the fine Perpendicular church which once had a series of chantry chapels – these being removed after the dissolution to create an extraordinarily wide nave. The other medieval element is Hanging Bridge, a scheduled monument, which is mainly early 15th century but with some earlier fabric. The bridge spanned Hanging Ditch which provided protection to the church and manor house. Although infilled in the post medieval period, the line of the Ditch is preserved in the modern street pattern and forms an important reminder of Manchester's early origins.

Landscape

2.3.19 In the late medieval period the landscape was dotted with isolated halls and farmsteads set against a background of open field systems, pasture meadows and large tracts of woodland. Some of the wealthier lords had deer parks. Philips Park north of Prestwich retains a long stretch of bank and ditch forming the remnants of the medieval deer park boundary (park pale) built for the Pilkingtons of Stand Hall. Most manorial halls had water-powered corn mills which were an important source of revenue: under the custom of mill soke, tenants of the manor were required to grind their corn at the mill for a fixed proportion of their grain. In later centuries corn mills were often converted into textile mills, although a fulling mill on the river Irk near Manchester, referred to in the late 13th century, shows that harnessing of water power for textile manufacture began at a very early date. The remains of Hopwood Corn Mill, Middleton, have been exposed by excavation and, although 18th century in date, give a good feel for the size and composition of a medieval corn mill. The classic arable open field system and ridge & furrow of the medieval period is little in evidence due to changing agricultural practices and subsequent 19th/20th centuries development. Marginal land was improved on a large scale to provide common upland pasture for cattle and sheep. This can be seen around Affetside, north west of Bury, where the now enclosed fields were linked by packhorse-ways and drover's roads which survive as sunken lanes (hollow-ways).

2.3.20 The Pennine foothills retain banks and ditches indicative of medieval field enclosures, with the Castleshaw valley (Saddleworth, Oldham) retaining 13th century (Cistercian) banks for cattle ranching. Elsewhere, lowland mosses were gradually shrinking as they were reclaimed for pasture by drainage or slowly removed by 'turbary' (the right to extract

peat for fuel). Iron working was an important part of the local medieval economy, and many valleys, where there was wood for charcoal and iron ore, would have been exploited by iron smelters. At Holcombe (Bury) acquisition of land by the ministry of defence in the early 20th century fossilized the farming landscape so that the original field boundaries, trackways, farmstead ruins, water powered mill sites and remains of medieval iron smelting have been preserved. This type of relict landscape is replicated across the Pennine hills where water authorities constructed reservoirs at the end of the 19th century and early 20th centuries and depopulated the water catchment areas.

2.3.21 Medieval villages and hamlets rarely survive in Greater Manchester due to industrial period and modern urban expansion and industrialisation but nevertheless are often readable within present day settlement patterns, whether in street patterns, street names or surviving isolated historic buildings. Warburton village in Trafford retains its early, rural character and archaeological survey has revealed 16 to 17th century timber-framing inside several of the brick exterior cottages. Meadowcroft Fold, Pilsworth (Bury) is one of the few examples of a deserted medieval village, dating back to the 12th century. Archaeologists have found remains of structures and iron smelting.

2.4 Early Building Materials and Building Types

2.4.1 In medieval times, building materials for high status buildings generally comprised sandstone for walling, and lead and sandstone flags for roofing. A wider range of buildings employed timber for building frames, woven timber and plaster wall infill panels and thatch for roofing. In Pennine areas where sandstone and millstone grit was abundant, it was sometimes used for lower status buildings. From the 17th century, brick became fashionable, at first for high status buildings, but eventually for most building types. From the late 18th century, Welsh blue slate for roofing became increasingly available as transportation became more cost-effective. In the 19th century, factory-produced materials became available including faience, terracotta, large sheet glazing, asphalt and sheet metal, augmented from the end of the 19th century by structural steel, concrete and flat roof membranes. However, the predominant building materials in the city-region are red brick, blue slate and sandstone, the latter more common in the Pennine areas (the Strategic Stone Study provides an analysis of building stone found in Greater Manchester[1]).

2.4.2 Surviving buildings of the medieval period are comparatively few in number and generally of high status. They include parish churches, bridges and houses of the gentry. Examples include the parish churches of Ashton-under-Lyne, Cheadle, Eccles, Manchester, Middleton, Prestwich, Radcliffe, Standish, Stockport and Warburton. Medieval gentry houses include Firwood Fold, Smithills Hall and Hall i' the Wood in Bolton, Baguley Hall in Manchester, Ordsall Hall and Wardley Hall in Salford and Bramhall Hall in Stockport. The Collegiate Buildings at Manchester of 1421 are recognised by Pevsner as the finest college buildings of their date in England.

2.5 Transport Infrastructure 1700 – 1900

2.5.1 Innovations and developments in transport helped to facilitate the burgeoning trade and movement of goods and resources. Of key importance was the city-region's extensive canal system, superseded by the even more extensive railway system. Greater Manchester is home to the world first true canal (Bridgewater Canal), first intercity railway and the oldest surviving railway passenger station and warehouse at Liverpool Road.

2.5.2 Whilst the Manchester and the surrounding towns had an extensive road network, the transportation of goods was both difficult and expensive. Packhorse trains operated regular services between towns and cities, employing tens of thousands of packhorses (about 1,000 packhorses a day passed through Clitheroe before 1750). The businesses that operated packhorse services were known as carrying companies – Pickfords was an example – but costs were high and volume limited. From the 18th century, roads were improved, new turnpikes constructed and local wagon traffic increased. In the late 19th century, there were tens of thousands of carthorses in Manchester, and urban stables and smithies were numerous. The railway and canal companies had extensive stabling facilities in their yards and depots. Public street transport expanded from horse-drawn buses to trams, allowing new working class suburbs to grow up within an increasing radius.

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[1] Minerals UK: https://www.bgs.ac.uk/mineralsUK/buildingStones/StrategicStoneStudy/EH_atlases.html

2.5.3 Between 1730 and 1900 a series of major innovations led to an extensive and sophisticated transport infrastructure that progressively and dramatically increased the volume of traffic, reduced the cost of transportation and stimulated the growth of the regional economy.

2.5.4 In 1712, the engineer Thomas Steers made proposals to make the Mersey and Irwell navigable from Manchester to Liverpool, and the navigation was completed to Quay Street in 1736. The Bridgewater Canal, the first modern canal in Britain running cross-country without relying on the course of streams or rivers, was constructed between 1759 and 1765, bringing coal to Manchester from Worsley in Salford. By 1773, it had been extended to connect with the River Mersey at Runcorn. A national boom in canal building followed and included the Rochdale Canal (constructed 1798 – 1804), the Manchester, Bolton and Bury Canal (1791 – 1808), the Ashton and Peak Forest Canal (1796 – 1800) and Leeds-Liverpool Canal (which opened in 1881 and has connections to the Bridgewater Canal in 1820). Canal termini – secure areas accommodating wharves and carriers' warehouses - were established at Castlefield and Piccadilly. Wharves and warehouses survive here and elsewhere in the city-region, for example Portland Basin in Ashton-under-Lyne. Bridges and boathouses also survive along the routes along with extensive original canal banks and lock systems. These were constructed of sandstone ashlar and handmade brick, and were considerable feats of engineering.

2.5.5 Pressure for further improvements, primarily for goods but increasingly for passenger traffic, led to the development of the Liverpool – Manchester Railway. Constructed between 1826 and 1830 this was the world's first railway connecting major urban centres. As with canal construction there followed a major boom in railway construction, developing over subsequent decades into a national network connecting cities, towns and villages. Major railway stations were constructed at Manchester Piccadilly (1842), Manchester Victoria (1844) and Manchester Central (1880). Massive freight yards and warehouses were built close to the passenger stations and this pattern was repeated in the surrounding towns. The surviving built legacy of the railways includes station buildings, warehouses, bridges and associated civil engineering works variously pioneering new technologies in masonry, iron and steel; the original 1830 Liverpool Road departure station and warehouse still survive. The cast and wrought iron bridges of Manchester are exceptional.

2.5.6 Still the pressure for improved transport continued. In 1882, the idea of linking Manchester to the sea and providing port facilities for ocean going ships was proposed. Constructed between 1887 and 1894, the 36-mile long canal was the largest navigation canal in the world. The newly created Port of Manchester (actually located in Salford), alongside the rapidly developing Trafford Park, became Britain's third busiest port, and again led to a huge boost in the region's economy.

2.6 Urban Development 1700 – 1900

2.6.1 The medieval centres of Manchester and the other towns were generally organic in their layout, responding to local topography and growing over time from the key generators of roads, rivers, and bridges. By 1700, Manchester was expanding in a planned manner. The second church in the town, St Ann's (1709 – 12), was built in a classical revival style on the site of the town's annual fair on Acresfield, at the head of a new square lined with gentry houses. New streets of houses for both gentry and professional people were developed, for example along King Street. These houses were generally in a plain Georgian idiom, red brick, symmetrical, sometimes with expressed quoins and segmental window heads. The old Market Street Lane was widened to a site known as Daub Holes, this given by the Lord of the Manor Sir Oswald Mosley as the site of a new Infirmary with public gardens (1755) and re-named Piccadilly. Gridiron development of houses, churches and institutional buildings grew along Oldham Street to the north-east and Mosley Street to the south-west. The land was sold in parcels by prominent landowners, the parcels often sub-divided several times. Both rich and poor lived in the town centre, the poor in small, low quality housing on cheap and often insalubrious sites. The gentry gradually erected private institutional buildings such as libraries and assembly rooms. Towards the end of the century, and into the early 19th century, a Greek revival style in fine-jointed sandstone ashlar was popular for these cultural temples.

2.6.2 There was great pressure on land, and towards the end of the 18th century when noisy and smoky factories and warehouses gradually encroached into residential areas those who could afford to move to new suburbs such as Ardwick Green.

2.6.3 From the beginning of the 19th century as the pace of development accelerated, factories and warehouses were established along the routes of the new canals. The cotton spinning mills were enormous plain brick structures, often employing innovative iron frames and fireproof brick vaults. Vestigial pediments or bell cotes, the latter signalling the times of shifts, sometimes lightened them. Towards the end of the 19th century ever-larger spinning and integrated textile mills employing steel frames were constructed, especially in the surrounding textile towns. There were iron foundries and engineering workshops, some on a vast scale producing railway locomotives and carriages, machine tools, static steam and gas engines. These industrial buildings and bulk warehouses used a stripped classical style, sometimes on a monumental scale.

2.6.4 The radial road network connecting central areas to suburbs became the principal location for shops, which lined these routes with increased concentration of premises at major road intersections. Behind these radial roads were vast areas of terraced housing laid out in seemingly endless lines. Front doors opened directly onto the streets, and all except the smallest back-to-backs had rear yards with outside lavatories. Terraces often had general grocery stores or pubs on the corner sites, and were separated at the rear by narrow service entries. The standard of construction and accommodation varied but was generally good. There was pride in the appearance of these houses and the communities they created were strong. Professionals and gentry also lived in terraced houses, these on a grander scale, with the more affluent living in villas with gardens. New developments were constructed further from the city centre in the surrounding villages, for example in Chorlton on Medlock and Victoria Park. The locations were influenced by the acceptable length of a carriage or tram journey.

2.6.5 The first pubs were little more than private houses with one room open to the public for the sale of beer. Soon, the traditional small pub was established – beer was cheapest in the vault, slightly more expensive in the lounge where accompanied ladies were allowed and take-home supplies offered at the off-sales counter. More affluent people would drink and eat at taverns and hotels.

2.6.6 More religious buildings of an increasing number of denominations were established. Churches were far more than places of worship – they offered Sunday Schools, classrooms, social spaces for dances and concerts. They often had companies of boy scouts or church lads brigade, these with their own bands for Sunday parades. Before the state made provision, simple education was provided by churches and in ragged schools, whilst medical care was offered by infirmaries and voluntary hospitals, these funded by private donations and subscriptions. Produce markets, courts, prisons and gasworks also became larger and more numerous.

2.6.7 In 1837 a young Charles Barry, who had designed the Greek Revival Royal Manchester Institution (now the City Art Gallery), completed a new member's library and reading room promoting adult education and called The Athenaeum. He based his design on the Italian Renaissance palazzo, and this style and imagery were taken up with great enthusiasm by the mercantile textile traders, bankers and insurance companies. The palazzo style textile warehouses, which were emporia for marketing, quality control and export, were built in great numbers along Princess Street, Portland Street and Piccadilly, with similar style banks and insurance offices nearby. They became the 19th century classic commercial building.

2.6.8 The region has always been a fertile bed of ideas and this has sometimes led to new building types. As the industrial revolution developed, employers realised that they needed an increasingly skilled workforce. This led to the establishment of working men's educational institutions known as Mechanics' Institutes. During the 19th century, many of these institutions became technical colleges offering daytime and evening course. The Manchester Mechanics Institute of 1824 was the genesis of Manchester University. Similarly, beginning at the end of the 18th century, groups of people who were determined to secure wholesome food for the working population at reasonable prices established the joint ownership principles eventually known as the Co-operative Movement. This was formally established by the Rochdale Pioneers in 1844. The original premises survive and the movement grew, producing the ubiquitous Co-Op stores in most towns, especially in the north-west region. The substantial headquarters of this movement remain in Greater Manchester and include several impressive buildings in Manchester City Centre.

2.6.9 As municipal government strengthened, improvements in sanitation included fresh water supplies, drainage, washhouses and bathhouses. Similar improvements were made in street paving and lighting and the provision of

buildings for education and healthcare was made. Towards the end of the 19th century, councils were empowered to build public housing, schools, and libraries and also to develop public parks, including sports grounds and playing fields. Gardening and horticulture for those without gardens was provided by municipal allotments that were rented out a low cost.

2.6.10 This period saw an increasing growth in leisure time for the working classes and a consequent increase in sporting activities. Greater Manchester has a rich and diverse sporting heritage greater than that of many countries, sports being enjoyed by both participants and observers. Sporting activity begins in childhood and is deeply embedded in local culture. Its history goes back at least to medieval times and is evidenced regionally in records of archery, early forms of football, running, wrestling, and bowling, much centering on annual fairs.

2.6.11 During the 19th century, there was a rapid growth in organised sports and leisure facilities such as gymnasia, Lads' Clubs, boxing, bowls, tennis, running, athletics, cricket, football, rugby and golf clubs, many with interesting surviving grounds and pavilions. Amateur football clubs were established with Saturday and Sunday fixtures. In 1888 the English and Welsh Football League, the oldest in the world, was founded in Manchester and football is now the most popular sport globally. Other spectator sports include rugby, cricket, athletics, greyhound racing and motorbike speedway. Municipal authorities played an important part in the provision of sporting and leisure facilities building sports pitches and swimming baths. Public parks included tennis courts, bowling greens, boating lakes, bandstands and conservatories. Private companies built snooker and billiard halls, ice rinks and also large sporting and leisure parks such as Belle Vue and White City. The built legacy, whilst often much altered, is widespread and spans all types and scales of stadia, buildings and grounds.

2.6.12 Municipal pride was expressed in a new generation of public buildings including town halls, museums and art galleries, these producing buildings of high architectural quality in both classical revival and gothic revival styles. There was rapid development in buildings for public gathering and entertainment – lecture halls and auditoria, concert halls, theatres and music halls. New retail developments included department stores and glazed shopping arcades. As the century developed, architectural expression and quality of construction became richer, reflecting the wealth and confidence of the period. This was even expressed in a new generation of large and opulent pubs, some with dining rooms, billiard rooms and bowling greens.

2.6.13 Development in the towns surrounding Manchester followed this pattern on a varying scale depending on the size of the settlement and the strength of the local economy. Although most buildings became soot-blackened by over a century of intensive coal burning, by the end of the 19th century, Britain had some of the finest towns and cities in Europe.

2.7 Urban Development from 1900

2.7.1 The Edwardian period excelled its recent predecessor in the grandeur of its architecture. The Edwardian baroque style included the use of steel frames, without which buildings of their size would be difficult to achieve, and the widespread use of terracotta and faience. The enormous textile packing warehouses along Whitworth Street in Manchester are excellent examples. Large banks and insurance offices, for example on Upper King Street and Spring Gardens, continued this opulent display, as did many town halls and other public buildings in the surrounding towns.

2.7.2 The First World War was a major watershed in the economy and development of the region. Gradually, overseas markets were lost and production of many types of goods began to move overseas. The Second World War effectively bankrupted the country. Industrial facilities, which had been starved of investment for years, now became redundant on a vast scale. Workers' housing was also dilapidated and no longer met acceptable or expected standards.

2.7.3 Following the end of the First World War visions of a better and more egalitarian country began to be realised. There was a boom in both public and private sector suburban housing, which followed the principles of the Garden City and Arts and Crafts movements in a simplified and affordable manner. Mostly located on greenfield sites, they included the provision of new schools, libraries, churches, pubs and shops. In 1920, town planner Patrick Abercrombie identified Wythenshawe as the most suitable undeveloped land for a housing estate close to the city,

and 2,500 acres (1,000 ha) of land were purchased. Developed progressively over the following 40 years, it is the largest example of its type in the city-region. Elsewhere there was expansion in modern industries including mechanical and electrical engineering, chemicals, pharmaceuticals, aircraft and automobiles.

2.7.4 The end of the Second World War saw even more radical ideas in reconstruction and redevelopment emerge. There was a widespread yearning to sweep away the dirty and outmoded buildings of the past and create bright modern towns and cities. The 1950s and 1960s were years of great optimism, and some buildings of high quality were produced by both public and private sector architects. The architectural department of, for example, Lancashire County Council, then responsible for much of the then metropolitan county, produced many good schools and libraries, and there was a new wave of church building. The built legacy of the 19th century was erroneously regarded as work of little architectural or cultural merit.

2.7.5 Local authorities were given powers to compulsory purchase large areas of towns, move out existing residents and businesses, demolish properties and redevelop the cleared areas in accordance with current planning and architectural policies. Such area redevelopment included large social housing projects and partnerships with property development companies to produce American-style shopping centres. Whilst vast areas of slum housing were cleared, many buildings and areas of great quality were lost, including fine market halls, civic and institutional buildings and much housing in need of only upgrading. Much of the redevelopment proved to be poor in both social and architectural outcomes, especially large social housing estate and town centre developments. The optimism of the 1950s and 60s was not to last.

2.7.6 Beginning in the late 1960s there was a rapid and dramatic collapse in the city-region's industries. This was most severely felt in textile manufacture, heavy engineering and bulk chemical production. The Port of Manchester declined and was eventually closed. Vast tracts of cities and towns lay empty and cleared and many industrial buildings were abandoned. East Manchester (large parts of Ancoats, Bradford, Beswick, Clayton, Gorton and Openshaw) effectively became a wasteland. Many thought that the scale of decline was so great as to be irreversible. Building types that had been instrumental in the region's success such as foundries, light and heavy engineering works, chemical factories and pithead structures were almost totally lost. Tall masonry chimneys that had been the regional icon of the Industrial Revolution were demolished at an alarming rate, especially in the former textile boroughs, making the few that survive of even greater significance.

2.7.7 From the 1970s concerted efforts involving local government, the universities, cultural and media industries, the finance and insurance sectors and central government started to put in place the building blocks that would eventually lead to re-invention and renewal. It is perhaps telling that the first steps were taken by building on the area's surviving historic fabric in areas such as Castlefield, which was established as the country's first urban heritage park in 1989. This led to important projects to preserve and display heritage, which helped stimulate economic regeneration.

2.7.8 Government-sponsored Urban Development Corporations spearheaded the regeneration of Greater Manchester's historic waterways and the redundant former port area, now re-named Salford Quays. Visionary projects led to a massive expansion in university and college campuses, and in the provision of student housing. The construction of a new stadium to host the 2002 Commonwealth Games (this building on an earlier bid to host the Olympic Games) became the nucleus of the regeneration of East Manchester. As late as 1970 there was virtually no private housing in Manchester City Centre, so perhaps most amazing of all has been the re-introduction of private sector housing into central areas. This continues to grow at an exponential rate.

2.7.9 The decline of the coal industry wrought significant changes to the natural and built environment, particularly in Wigan, and left a legacy of heritage assets, including pit head gear and engine houses. Many of these have been adapted through land reclamation into sites for recreation and leisure as well as environmental sites / nature reserves. There are good examples of these across most GM boroughs. Many mineral lines and railways have been adapted to new uses including the Leigh-Salford-Manchester Bus Rapid Transit (guided busway) and cycle routes.

2.8 Residential development

2.8.1 In the 18th and early 19th centuries, ribbon development occurred along the principal roads, and new towns began to grow up at key locations and around existing hamlets. Growth accelerated in the late 19th century and there was a dramatic explosion in residential development after the WWI. From the mid-20th century onwards, there was an exponential increase in the loss of rural land to new housing estates. The biggest of these was Wythenshawe in Manchester district, at the time one of the largest social housing schemes in Europe. Almost all of this was built onto previously undeveloped farmland. Residential land currently forms 28% of the city-region.

2.8.2 The growth of residential suburbs since the 19th century is one of the defining features of British modernity. Originally the invention of the upper middle classes, a suburban home became an aspiration that crossed class boundaries until each of the major settlements became encircled by a suburban belt that eventually comprised the majority of the urban area. Suburban growth depopulated urban cores, facilitated residential distance from places of work, encouraged social segregation (often overstated but in sharp contrast to the residence patterns of the pre-industrial city), and spread new status indicators such as housing types and architectural styles. Suburbs are as old as urban living, yet their development over the past two hundred years has been described as “the single greatest change in the living habits of the English people since the industrial revolution” (Burnett, 1986).

2.8.3 The original suburban ideal was a residential settlement with a rural character linked to the city by transport systems but separated from it by open country. They began life as the upper middle-class villa of the 19th century and culminated in the garden suburbs of the 20th century. The self-contained, single-family house, semi-detached or detached and standing in its own gardens, front and back, became during the first decades of the 20th century, the distinctive modern style of urban housing. The garden suburb model of suburbia spread beyond the UK to become the almost universal form of urban growth in North America, Australia and other former British colonial territories, and to influence urban design in a host of other countries.

2.8.4 Greater Manchester has witnessed all the stages of residential suburban growth from the earliest developments along turnpike roads and those serviced by omnibus routes from the 1820s, to the first suburban commuter railway lines and the emergence of the railway suburb, to the influential garden suburb ideal and the triumph of semi-detached suburbia in the 1930s, and ultimately to the overwhelmingly residential character of the modern metropolitan districts. Greater Manchester also provides ample physical evidence of the repeated redevelopment of earlier privately built suburbs and the significant impact of social housing on the urban landscape, especially over the past 50 years.

2.8.5 It is important that historical research on the origins and development of suburbs be linked to relevant conservation strategies. During the 20th century many ‘historic suburbs’ fell into neglect or were lost to later development. Whilst the ‘gentrification’ of some of the inner suburbs of London since the 1960s has saved architecturally interesting streets and areas, elsewhere the picture is less secure and the architectural significance of the suburban environment is less well understood.

2.9 Industrial Greater Manchester

2.9.1 The late 18th and 19th century industrial growth of Manchester and its hinterland into the world’s leading manufacturing centre has been well chronicled. This was based on the textile industry, particularly cotton, facilitated by natural resources such as fast-flowing streams, plentiful water supply and a damp climate, as well as abundant coal for power. However, technological advancement, improved communications to a national and global market, and cheap, plentiful labour were also crucial.

2.9.2 Manchester started as a great textile-manufacturing centre, with domestic weaving and cotton spinning in the late 18th and 19th centuries, but then became a warehousing and distribution centre; the architecture of areas such as the Northern Quarter still reflects this historic change in focus. Transport and engineering developments were key to supporting the textile industry, as were warehousing and trans-shipment centres. All of this has left a huge and often visible imprint on the landscape. Whilst much has been swept away, there is still considerable legibility of these historic industrial character types.

2.9.3 In Bury district, 23% of former textile mill sites have been redeveloped for residential use, whilst 38% are now used for commerce or light industry. Only four of the residential sites appear to include a significant mill building that has been retained and converted.

2.9.4 Much of Oldham was historically dedicated to the wool industry, especially in the east (Saddleworth). The landscape included weavers' cottages, improved pasture for intensive sheep rearing, early water-powered mills for fulling and scribbling, and hamlets or folds that were dedicated to weaving. In 1800, 96% of the population of Saddleworth were engaged in the woollen industry. Much of the evidence for this is still visible in the landscape, not only in the buildings with their characteristic long rows of mullioned windows to provide light for loom working, but also in the surrounding rural landscape (intake of marginal moorland, enclosure, field systems for pasture, mill ruins and water power systems). As cotton spinning came to predominate, formerly small villages such as Shaw experienced dramatic industrial expansion in the late 19th century as the industry rose to world importance in this area. By 1910, 76% of the industrial sites recorded by the Historic Land scape Characterisation (HLC) for Oldham were related to the textile industry, and in 1913, there were 337 textile mills in the district. A similar pattern is evident in neighbouring boroughs, especially Rochdale where there are 443 HLC records of textile-related industry as a previous land use type, equating to 6.41km2. Bury and Bolton saw similar textile related industrial growth with a particular focus in these districts on the river valleys.

2.9.5 Moving to the south-eastern crescent of the Greater Manchester area, Stockport and Tameside's landscapes have also been transformed by industrialisation, much of it relating to textile manufacture. In Stockport district, the historic silk industry of north-east Cheshire prevailed in the 18th century before giving way to cotton spinning. Samuel Oldknow's industrial legacy in Marple and Mellor is a significant part of the modern landscape and includes a massive cotton mill site and associated waterpower system, housing for workers and managers, infrastructure in the form of roads, canals and warehouses, and other industrial sites such as limekilns and coal mines.

2.9.6 Tameside's records of textile industries number 285 and cover an area of 3.98km2. There were 274 mill sites, reflecting the industrial development of woollen weaving and spinning followed by the rise of cotton processing. The Tame Valley saw a particularly dense concentration of textile mills, initially attracted by waterpower but later powered by steam.

2.9.7 Tameside and Stockport share a significant hatting industry, with Tameside having 50 sites. A few hat works survive today, and in places like Denton, these have made an important contribution to the modern landscape, including associated workers' housing.

2.9.8 Salford grew in the 18th century as a centre for wool and linen, and later cotton together with dyeing and bleaching. Only a handful of textile mills survive today, although the footprints of some demolished mills and finishing works remain as brownfield sites.

2.9.9 Trafford stands out as being quite different in industrial character to the other districts of Greater Manchester in that it has very little historic textile industry and coal mining, although there were two velvet works in Altrincham. Its industrial importance leant more towards engineering and chemical works.

2.9.10 Engineering is a very significant industry in Greater Manchester, supporting in particular textile manufacturing and transport industries, but it has seen a massive decline. Some of the heavy engineering works were historically very important, such as Nasmyth's Bridgewater Foundry in Eccles, which is now mostly demolished and awaiting new development.

2.9.11 Historically Wigan had noteworthy iron, pewter, brass, nail and bolt industries that are generally invisible in today's landscape, other than exceptional sites such as the now redundant Grade II Listed Collier Brook Bolt Works in Atherton.

2.9.12 A pattern seen across much of Greater Manchester's landscape is one where former industrial sites have been demolished, but the surrounding infrastructure has survived. This includes workers' housing, shops and institutes (such as schools, churches and chapels), but also communications routes. This has made these 'brownfield' sites attractive for new, low-cost housing developments.

2.9.13 Many former industrial sites have reverted to semi-natural vegetation or have been landscaped as part of regeneration schemes. Wigan stands out in terms of the scale of treatment to former coal-working sites, which had a strong negative impact on the landscape. Most of these have been successfully transformed into green spaces or economic sites.

2.9.14 Greater Manchester's once giant engineering, chemical, glass, textile and gas works have been almost completely lost. Many former sites have seen intensive remediation of contaminated ground to make them fit for new development. This usually involves removing all buried remains, which often have considerable archaeological potential and value. Many of these sites have had archaeological investigations as part of the planning regime and in some cases the results have been published, either in booklet form (Greater Manchester's Past Revealed Series) or as thematic books (such as Miller & Wild, 2007 or Nevell, 2008).

2.10 Transport Infrastructure as a Continuing Generator

2.10.1 Three transport systems demonstrate both the tradition of forward thinking and the ongoing significance of effective transport infrastructure in the city-region's economic success.

2.10.2 Up to the outbreak of the First World War transport infrastructure was almost wholly provided by railways and tramways, with a declining role for the old narrow canals. From 1918 there began the significant development of motorized road transport leading to ever-increasing highway improvements. Of greatest significance in the post-war era was the construction of the region's extensive motorway network, culminating in the Manchester Ring Motorway (M60), which was completed in the early 2000s and passes through eight of the ten boroughs. The region has the best motorway network outside London.

2.10.3 Manchester's first airport operator, Manchester Aerodrome Ltd, was formed in late 1910 and the first known use of Trafford Park airfield was on 7 July 1911. Various alternatives were used during the following years until, in the mid 1920s, it was realised that the city needed a permanent airport. In 1934, the Council voted narrowly in favour of Ringway as the preferred site and in May 1937 the first airplane landed. The airport developed substantially from the end of the Second World War and is now the third busiest airport in the UK. The airport is owned and managed by the Manchester Airports Group, a holding company owned by the Australian finance house IFM Investors and the ten metropolitan borough councils of Greater Manchester.

2.10.4 Following various studies and options assessments, a scheme to develop a light rail system for Greater Manchester was adopted in 1988. The first services between Bury Interchange and Victoria began in April 1992. The network now has 93 stops along 62 miles (100 km) of standard-gauge track making it the largest light rail system in the United Kingdom. It consists of seven lines which radiate from Manchester City Centre to termini at Altrincham, Ashton-under-Lyne, Bury, East Didsbury, Eccles, Manchester Airport and Rochdale.

2.11 The Surviving Built Heritage

2.11.1 As outlined above, the decades immediately following the end of the Second World War saw a huge growth in building activity in which historic buildings counted for little. Gradually from the 1960s, and largely as a result of nationwide public campaigns, it was realised that the surviving historic built environment was of social, cultural and economic significance and that understanding, explaining and protecting this valuable legacy was in the public interest. The impact of this change in development philosophy is evidenced in several areas of planning practice – statutory protection, economic benefit, environmental sustainability, cultural enrichment and wellbeing. This important new discipline is called Architectural Conservation, and is based on the identification and understanding of the special significances of each heritage asset in the formulation of proposals for their management or change.

2.11.2 The Ancient Monuments Act of 1882, amended in 1900 and 1913, provided protection to the most ancient structures, generally standing archaeological remains and ancient buildings no longer in use. The listing of buildings of special architectural or historical interest was established in the Town and Country Planning Acts of 1944 and 1947. The first survey, then under the Ministry of Housing and Local Government, was limited in its scope. It took nearly 25 years and produced 120,000 entries on the lists. Post-1800 buildings were given little attention. More extensive surveys with wider criteria and listing themes were instigated in 1968, 1980 and 1989, giving a current

total of about 500,000 buildings nationally. Listed status confers protection on those buildings and added scrutiny on proposals to alter or demolish them, which must be rigorously justified and include appropriately designed alterations. The current primary legislation is the Ancient Monuments & Archaeological Areas Act 1979. There are now over 20,000 scheduled monuments, but only 42 in Greater Manchester, for which industrial monuments are severely under-represented.

2.11.3 The protection of whole areas of identifiable architectural and historic interest and character was introduced in the Civic Amenities Act of 1967, revised in 1990. The identification of designed landscapes of special interest was formalised in the Register of Parks and Gardens through the National Heritage Act of 1983. Inclusion on the register does not confer statutory protection but is a material consideration in planning policy. The successful restoration of waterways has also been very important.

2.11.4 The protection of historic buildings from unnecessary alteration or demolition led to the question of what to do with disused buildings and how to justify the cost. Gradually planners, building owners, architects and property surveyors have become increasingly knowledgeable in the fields of architectural conservation and adaptive re-use. Careful alteration can render historic buildings eminently functional and therefore of economic value. Redundant textile mills, warehouses, civic buildings and churches have found new uses as housing, offices, hotels, museums, galleries and performance venues. The historic and architectural character of these buildings adds a special cachet making their re-use commercially and socially attractive. In some special cases where public benefit warrants, financial subsidy may be required, for example through the National Lottery Heritage Fund. Historic buildings and areas have proved themselves to be highly effective catalysts in the regeneration of declining areas.

2.12 Buildings at Risk

2.12.1 Despite its acknowledged importance, elements of the historic built environment remains at risk of disrepair, underuse or vacancy. Current threats come from ignorance or insensitivity on the part of those involved in maintenance and development, or from the pressure to disproportionately maximise financial return from development where potential site value exceeds existing building value. The siting of taller buildings close to historic buildings and conservation areas can raise particular challenges to avoid harm to their setting or protect views of key landmarks.

2.12.2 Nevertheless, it is the case that some historic buildings pose very difficult problems due to their location away from areas of economic activity, long-term neglect by owners or because of their construction and layout making re-use extremely difficult. Where the condition of higher status Grade I and II* listed buildings and conservation areas seriously declines they are added to the Historic England's Heritage At Risk Register. The Register highlights their vulnerability, enables ongoing monitoring and promotes consideration of solutions to find viable solutions, sometimes including grant assistance.

2.12.3 Certain building types may come under risk when social and cultural practices change. There has been a staggering decline in church membership leading to the redundancy and closure of hundreds of churches. Many architecturally and historically important churches that display the highest standards of design and construction are kept open by the small but dedicated groups of members who provide time and funding on an entirely voluntary basis. Unlike other European countries, government provides no financial support for these organisations. At the other end of the spectrum, a substantial number of public houses have closed over the past decade in response to changes in licencing laws and drinking habits. Internet sales have seen the drastic decline in traditional shopping, making an increasing number of retail premises and even whole high streets empty.

2.12.4 Some historic buildings pose very difficult problems if their unique construction and layout make re-use extremely difficult. This category includes textile-weaving sheds, large single-storey buildings with insubstantial glazed roofs. These, together with former engineering workshops, do not easily convert to residential use, which has provided viable futures for many other types of historic building. Redundant factory chimneys may be valued as local landmarks but individually may be of little or no commercial or financial value. The condition of such buildings can decline to the point where they are placed on Historic England's Heritage at Risk Register to highlight and monitor

their plight and see whether any special solutions can be found. If not, they are certain to be lost, most commonly by arson.

2.12.5 The historic built environment is highly valued by most civilizations and cultures around the world. It forms part of a sense of local identity and distinctiveness, enabling people to know who we are and where we come from; it can help demonstrate and explain a lot about how communities and cultures flourish and adapt to change. Its importance in public enjoyment and wellbeing have been recognised over the years in a number of surveys. A poll conducted by MORI in 2000 on public attitudes to the historic built environment concluded that 98% felt it to be a vital educational asset and a means of understanding personal history, origins and identity, 88% felt it important to the national economy and 85% felt it important in regenerating towns and cities. A 2014 poll concluded that it had a positive impact on personal happiness and wellbeing.

2.12.6 In the 1960s who would have thought that Greater Manchester would become a national and international tourist destination? It is now the third most-visited city in the UK with over 1.3 million visitors bringing substantial investment and expenditure into the local economy. Whilst there are many reasons for this, history and built heritage is certainly an important element. Today there are 42 ‘Manchesters’ around the world – a tribute to the city-region’s importance and fame.

2.12.7 Greater Manchester has a rich and diverse history and built heritage including distinctive townscapes, thousands of listed buildings and hundreds of conservation areas. History is a process of change but change has to be carefully and thoughtfully managed – this is the fundamental principle of conservation. History tells us where we come from, what makes our region special and globally significant. It also guides us into the future.

3 Heritage Assets

3.1 Introduction

3.1.1 A broad overview of Greater Manchester's Historic Environment was provided in Section 2. This section provides a summary of Greater Manchester's heritage assets, which contribute to the distinctive character and identity of Greater Manchester. It then quantifies and describes the types of heritage assets (including designated and non-designated) to be found in the city-region.

3.2 Heritage Assets Typologies

3.2.1 The heritage asset types common to Greater Manchester are provided below. The list is not exclusive but includes the typical elements of the historic environment that contribute most to the character and uniqueness of Greater Manchester:

- **Industrial:** Greater Manchester contains a wide range of industrial built heritage throughout the city-region. By the 1830s, Manchester was without doubt the first and greatest industrial city in the world. Bolton has been a production centre for textiles since Flemish weavers settled in the area in the 14th century, introducing a wool and cotton-weaving tradition. Oldham has been among the first ever industrialised towns, rapidly becoming the most productive cotton spinning mill town in the world. The built legacy of the industrial period mainly relates to the textile industry, but includes a wider range of building types including mills, commercial buildings, chimneys, civic buildings, churches and associated housing, parks and gardens and model villages. In addition to the textile industry, other industrial related activities have left their mark including coal and lime extraction, brewing, hat making, glassworks, chemical and locomotive manufacture. The world's first planned industrial estate was also established in Greater Manchester, at Trafford Park in 1896.
- **Transport infrastructure:** Continuing advances in transport and communication were a key driver in the economic development of the city region, including the following:

  Historic roads (e.g. the Roman road from Manchester to Ribchester running through Radcliffe, Bury).

  Water related infrastructure, including historic bridges (some of medieval origin), boathouses, canals such as the Bridgewater Canal, Britain's first wholly artificial waterway, Rochdale Canal (constructed 1798 – 1804), the Manchester, Bolton and Bury Canal (1791 – 1808) and the Ashton and Peak Forest Canal (1796 – 1800)), canal termini (e.g. at Castlefield and Piccadilly), wharves and warehouses (e.g. Portland Basin in Ashton-under-Lyne) and extensive original canal banks and lock systems.

  Railway infrastructure, most particularly associated with the world's first intercity passenger line, the Liverpool to Manchester Railway, constructed between 1826 and 1830. The built legacy of the railways includes station buildings, warehouses, bridges and associated civil engineering works.

  Ports, the Port of Manchester (constructed between 1887 and 1894 and mostly lying in Salford), had become one of the largest port authorities in the world.

  Airport, Manchester's first airport operator, Manchester Aerodrome Ltd, was formed in late 1910 and the first known use of Trafford Park airfield was on 7 July 1911.
- **Places of social, political and cultural reform and improvements**: Including sites relating to historical events, institutions and commercial enterprise such as the first and second world wars, Peterloo, the suffragette movement, the Anti-Corn Law League and the Co-operative movement.
- **Sports and leisure:** This heritage type includes public houses, swimming baths, billiard halls, cinemas and sport facilities such as stadia, buildings and grounds. The English and Welsh Football League, the oldest in the world, was founded in Manchester in 1888.
- **Places of worship:** Including churches, chapels and other buildings, serving all denominations including medieval buildings such as Manchester Cathedral and those built to serve the rapidly expanding population of the 19th century.

- **Large hall residences and their associated open spaces:** The typology includes manorial and timber framed structures and moated sites.
- **Dwelling houses:** Including workers housing, villa estates and suburban growth and model villages.
- **Below ground and above ground archaeological sites:** from pre-history to the modern period.
- **Open spaces:** Public and private parks and gardens, including those surrounding historic buildings and squares, markets and landscape infrastructure such as railing gates, walls and monuments.
- **Farmsteads and agricultural buildings.**
- **Conservation Areas:** There are 245 conservation areas in Greater Manchester. These conservation areas vary greatly in their nature and character and range from town and city centres to suburbs, industrial areas, cemeteries and extensive residential areas.

3.2.2 The built legacy of the heritage typologies described above is either nationally designated / scheduled, locally designated or non-designated. The following sections provide more detail on the designated and non-designated heritage within the city-region, where data has been available.

3.3 Heritage Assets Designation

3.3.1 A heritage asset is a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the Local Planning Authority (including local listing)[2].

3.3.2 Table 3.1 presents a breakdown of Historic England's records for heritage assets in the ten Greater Manchester districts and the city-region as a whole (it should be noted that these entries may comprise more than one property).

Greater Manchester Districts	Listed Buildings				Scheduled Monuments	Registered Parks and Gardens	Conservation Areas
	Grade I	Grade II*	Grade II	Total	Total	Total	Total
Bolton	3	17	335	355	4	6	26
Bury	5	10	227	242	4	1	14
Manchester	15	81	745	841	5	7	35*
Oldham	0	13	533	546	2	3	36
Rochdale	5	21	325	351	3	4	29
Salford	5	13	210	228	3	2	15**
Stockport	7	24	359	390	6	2	37
Tameside	2	21	307	330	4	1	9
Trafford	6	11	242	258	1	3	21
Wigan	1	31	319	351	12	1	23
GM	**49**	**242**	**3,602**	**3,893**	**43**	**30**	**245**

Table 3.1: Greater Manchester Designated Heritage Assets (Source: Historic England)

* Cathedral Conservation Area boundary located party in Manchester and partly in Salford, is counted once and included in Manchester figures.

** Barton-upon-Irwell Conservation Area boundary located party in Salford and partly in Trafford, is counted once and included in Salford figures.

[2] NPPF, Annex 2: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

3.4 World Heritage Sites

3.4.1 World Heritage Sites are sites, places, monuments or buildings of 'Outstanding Universal Value' to all humanity - today and in future generations. The World Heritage List includes a wide variety of exceptional cultural and natural sites, such as landscapes, cities, monuments, technological sites and modern buildings.[3] There are 31 World Heritage Sites[4] nationally, none of which are in Greater Manchester.

3.5 Listed Buildings

3.5.1 A listed building (or structure) is one that has been designated as being of special architectural or historic interest.[5] Listed buildings are graded I, II* and II and are all nationally significant. Grade I assets are of outstanding interest and Grade II* are particularly important buildings or structures of more than special interest. Together they amount to 8% of all listed buildings in England. The remaining 92% are of special interest and are listed Grade II.[6] Within Greater Manchester there are 3,892 listed assets, of which 49 are Grade I, 241 are Grade II* and 3,602 are Grade II[7].

3.5.2 Table 3.1 provides a breakdown of the city-region's listed buildings by Grade and local authority area. Manchester has the greatest number of listed assets in total and by each grade. Oldham has the second highest number of assets in total and Grade II. Figure 3.1 illustrates the geographical distribution of listed assets across Greater Manchester. Clusters of listed assets are noticeable in the following locations:

- City Core – the commercial centres of the cities of Manchester and Salford.
- Town Centres – the main town centres of Wigan; Bolton; Bury; Rochdale; Oldham; Ashton-under-Lyne; Stockport; and Altrincham, as well as secondary centres such as Leigh.
- Suburbs – smaller centres and their adjacent neighbourhoods including Brierfield; Bradshaw; Prestwich; Worsley; Marple and Didsbury.0
- Rural edge – the rural edges of Greater Manchester: the south Pennine foothills; Peak District; and Dunham Massey and Warburton civil parishes.

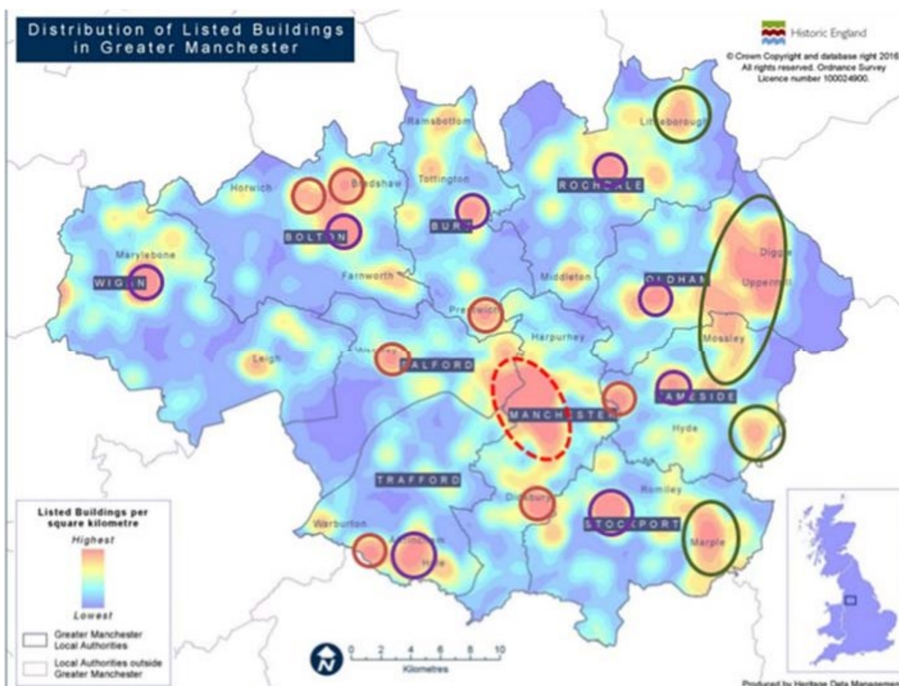

Figure 3.1: Distribution of Listed Buildings in Greater Manchester (Historic England) – concentrations of listed buildings highlighted as noted in para 3.5.3

[3] Historic England: https://historicengland.org.uk/advice/hpg/has/whs/
[4] UNESCO: https://whc.unesco.org/en/statesparties/gb
[5] Planning (Listed Buildings and Conservation Areas) Act 1990 (S1): http://www.legisaltion.gov.uk/ukpga/1990/9/contents
[6] NHLE: https://historicengland.org.uk/listing/the-list/
[7] Heritage Counts 2015: http://hc.historicengland.org.uk/

3.5.3 Historic England maintains the National Heritage List for England (NHLE)[8] including a register of listed assets' land use typologies, which is set out in table 3.2. The 'domestic' typology makes up the largest proportion of listings across Greater Manchester and in all but one of the ten districts, accounting for 26% of all assets. The 'commercial' type forms the second largest group and accounts for 15% of all assets and the largest proportion in Manchester. Other important typologies include 'religious, 'agricultural' and 'transport,' which account for 13%, 12% and 9% of all assets respectively.

	Agriculture & subsistence	Civil	Commemorative	Commercial	Communications	Defence	Domestic	Education	Gardens parks & urban spaces	Health & Welfare	Industrial	Monument	Recreational	Religious ritual & funerary	Transport	Unassigned	Water supply & drainage
Bolton	29	10	17	**36**	2	1	**91**	20	6	3	24	7	5	**49**	25	28	2
Bury	**31**	4	18	13	1	1	**73**	4	6	0	3	6	4	**53**	10	12	3
Manchester	20	25	28	**270**	5	4	**109**	40	13	12	43	11	38	**91**	82	45	5
Oldham	**101**	4	11	**52**	3	0	**233**	8	3	2	28	4	8	40	27	14	8
Rochdale	**73**	4	15	29	0	0	**103**	7	13	0	12	8	7	**47**	30	1	2
Salford	3	5	23	**26**	2	1	**53**	6	7	2	6	7	11	**36**	23	13	4
Stockport	**68**	4	21	**48**	2	3	**76**	11	7	5	9	6	6	37	**68**	9	10
Tameside	**42**	8	19	16	1	0	**111**	11	4	1	15	6	5	**53**	32	3	3
Trafford	**44**	4	20	27	0	0	**70**	5	15	0	4	8	3	**36**	12	4	6
Wigan	44	12	11	**54**	4	0	**83**	10	3	3	18	15	10	**49**	24	8	3
GM	455	80	183	**571**	20	10	**1,002**	122	77	28	162	78	97	**491**	333	137	46

Table 3.2: Listed Building Typologies in Greater Manchester (Historic England) – top three typologies for each district listed in bold

3.5.4 The register also assigns a period for each listed asset. The greatest proportion of listed assets (87%) relate to the Post-Medieval period, which also covers the period of industrialisation during the 18th and 19th centuries:

- Roman period (43 - 410) - 1 asset
- Medieval period (410 - 1540) - 67 assets
- Post Medieval period (1540 - 1901) - 3,365 assets
- 20th Century period (1901 - 2000) - 452 assets
- Period unspecified - 7 assets

3.6 Scheduled Monuments

3.6.1 Scheduled Monuments are designated by the Secretary of State for Culture, Media and Sport, with the advice of Historic England and are designated because of their national importance. Scheduled monuments include single archaeological sites and complex archaeological landscapes. Scheduled monuments are not graded (like listed buildings for example). They cover human activity from the prehistoric era, such as burial mounds, to 20th century military and industrial remains. There are 43 scheduled monuments within Greater Manchester (see Table 3.1 and Figure 3.2), which represents a massive under-representation of archaeological resource across Greater Manchester.

3.6.2 Wigan has the greatest number of Scheduled Monuments (12). There are only six scheduled industrial monuments within Greater Manchester despite the key importance of the city region as one of the world's most important areas for the industrial revolution. It is also noted that NPPF p 56 footnote 63 requires some non-designated archaeological assets to be treated as scheduled.

[8] Historic England: https://historicengland.org.uk/advice/hpg/heritage-assets/nhle/

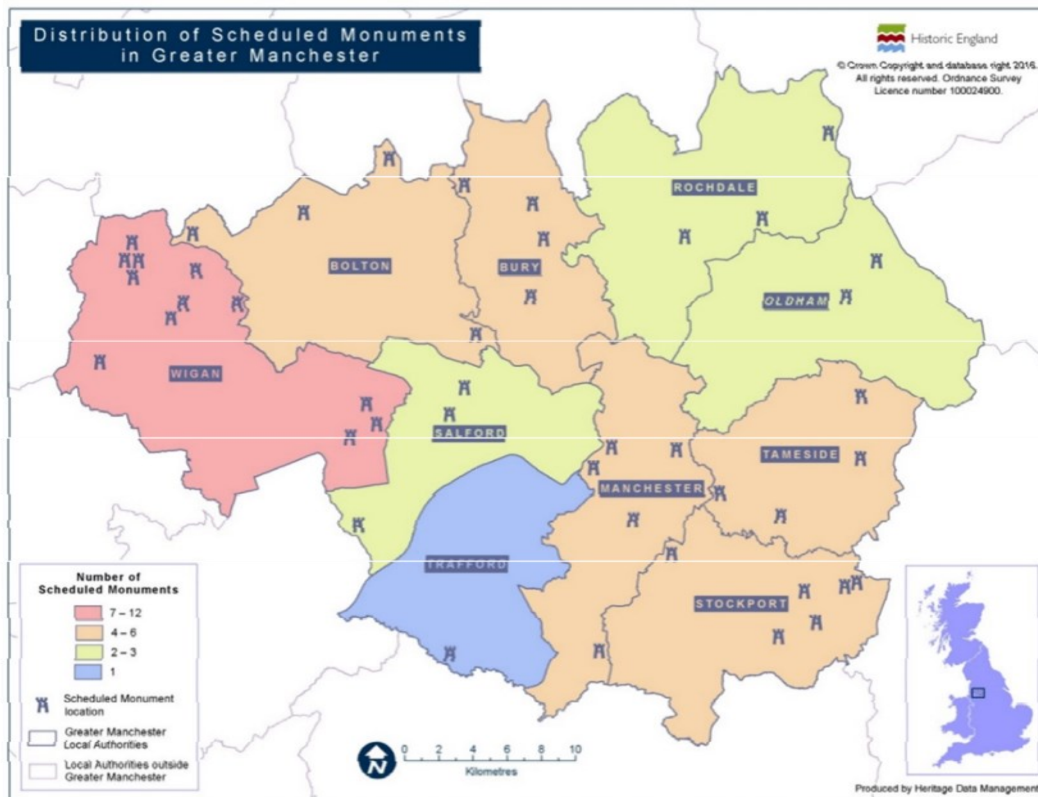

Figure 3.2: Distribution of Scheduled Monuments in Greater Manchester (Source: Historic England)

3.7 Registered Parks and Gardens

3.7.1 The Register of Parks and Gardens[9] classifies designated parks and gardens using the same designations as other heritage assets. These registered landscapes are graded I, II* or II and include private gardens, public parks and cemeteries, rural parkland and other green spaces. They are valued for their design and cultural importance and are distinct from natural heritage designations such as Area of Outstanding Natural Beauty (AONB) and Sites of Specific Scientific Interest (SSSI).

3.7.2 Table 3.1 shows that Greater Manchester has a total of 30 Registered Parks and Gardens, which includes three Grade II* and 27 Grade II assets. Wigan has a significant proportion of the total (40%).

3.8 Registered Battlefields

3.8.1 Historic England's Register of Historic Battlefields[10] was established in 1995. Its aim is to protect and promote those sites where history was made through military engagement that can be securely identified on the ground. There are 46 registered battlefields nationally, none of which are in Greater Manchester.

3.9 Conservation Areas

3.9.1 Conservation areas are designated by local authorities and are areas of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance.[11] They can range from town and city centres to suburbs, industrial areas, rural landscapes, cemeteries and residential areas. They provide a backcloth to national and local life and are a crucial component of local identity. There are 245 conservation areas in Greater Manchester (table 3.1).

[9] Historic England: https://historicengland.org.uk/advice/hpg/heritage-assets/nhle/
[10] NHLE: https://historicengland.org.uk/listing/the-list/
[11] Planning (Listed Buildings and Conservation Areas) Act 1990: http://www.legislation.gov.uk/ukpga/1990/9/contents

3.9.2 Figure 3.3 shows the distribution of conservation areas across Greater Manchester's districts. Conservation areas also tend to cluster in the same areas of the city-region as listed buildings (namely the City Core, Town Centres, Suburbs and the rural edge).

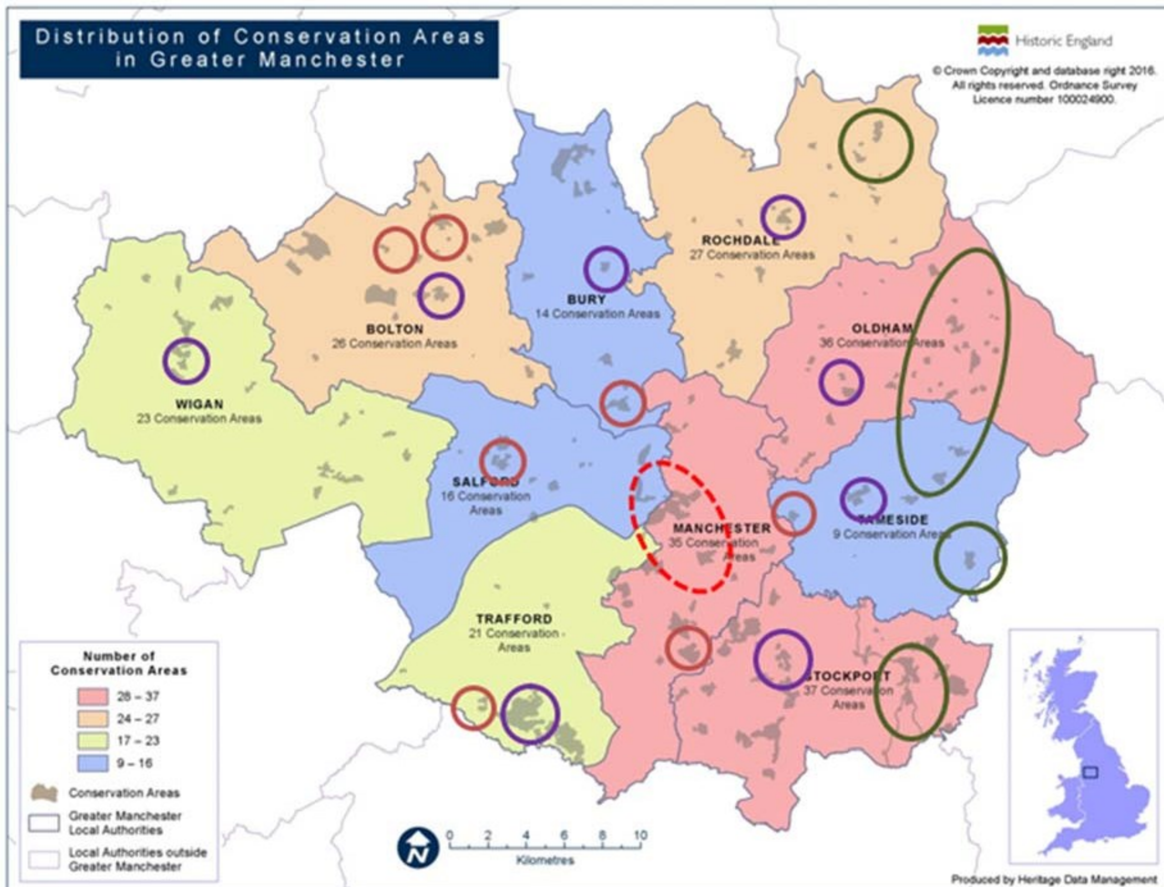

Figure 3.3: Distribution of Conservation Areas in Greater Manchester (Historic England)

3.9.3 Out of 245 Conservation Areas, 47% have a conservation area appraisal, outlining the character and significance of the area, however only 19% of the conservation area appraisals are up-to-date (produced within the last five years). Only 24% have a management plan that puts forward proposals to deal with their enhancement and repair. These documents are an important part of the historic environment evidence base and can help identify opportunities for enhancement of conservation areas and managing development pressure.

3.10 Non-designated Heritage Assets and Archaeology

3.10.1 Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as 'locally listed'. [12]

3.10.2 The NPPF definition of heritage assets13 includes both designated and non-designated assets and highlights the importance of the latter to the historic environment. Other sites and structures form a vital part of the wider historic environment resource of the Greater Manchester area and contribute significantly to its character and sense of place, however they are not formally designated or protected. Information on many of these sites is available from a variety of sources including local lists, the Greater Manchester Historic Environment Record (HER), conservation area appraisals, urban characterisations and local studies.

3.10.3 Greater Manchester has a wealth of archaeological features, including pre-historic, Roman, medieval and industrial. As scheduling is discretionary, many archaeological sites of potential importance are not designated and around

[12] Historic Environment Guidance: https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#non-designated
[13] NPPF Annex 2 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

95% of archaeological sites have no statutory protection. The NPPF[14] recognises the importance of non-designated archaeology of national significance, giving it the same protection as scheduled sites. It recognises that non-designated heritage assets should also be explored further together with opportunities to increase the understanding of the local environment[15] through the dissemination of results from investigations for the benefit of the local and wider community.

3.10.4 The NPPF identifies that local planning authorities should either maintain or have access to a historic environment record. The Greater Manchester HER contains a dataset of over 18,000 entries including archaeological sites, designated and non-designated historic buildings, landscapes and find spots. It is maintained by GMAAS (Greater Manchester Archaeological Advice Service) and includes the following resources:

- GM HER database with over 18,900 entries (see table 3.6);
- Around 54,000 Historic Landscape Characterisation records linked to MS Access software and MapInfo GIS;
- 3,067 'grey literature' (unpublished) archaeology reports including desk based assessments, evaluations, excavations, watching briefs, and historic building surveys;
- Circa 95,000 digital images in photographic archive;
- Paper archive from archaeological sites and projects around Greater Manchester, including the Greater Manchester Textile Mills Survey, GM Historic Parks and Gardens Survey, Relict Industrial Landscape Survey and North West Wetlands Survey.
- A library with local history and archaeology publications; and
- GMAAS staff's expertise on Greater Manchester's archaeology.

	Building / Standing Structure	Find Spot	Landscape Incl. Hedgerows	Listed Building	Monument	Place	Total
Bolton	196	55	8	352	502	58	1,171
Bury	390	61	9	245	830	99	1,634
Manchester	208	116	7	849	1,550	80	2,810
Oldham	222	149	6	542	430	84	1,433
Rochdale	221	202	7	354	893	78	1,755
Salford	689	54	16	237	949	25	1,970
Stockport	1,266	88	13	393	1,861	130	3,751
Tameside	288	94	5	328	673	107	1,495
Trafford	122	169	18	261	575	45	1,190
Wigan	250	33	10	358	937	89	1,677
GM Total	3,839	1,021	99	3,919	9,200	795	18,873

Table 3.6: Break-down of Historic Environment Records by district and type. Note discrepancy between HER and Historic England data (table 3.1).

3.10.5 The quality and coverage of the HER data varies, however, as it has been built up in an ad-hoc way. Some areas of Greater Manchester have good coverage and reliable data due to previous enhancement surveys, whereas others have not been studied:

- Stockport is the district with the most up-to-date and best HER coverage;
- Trafford and Bury have good coverage from enhancement surveys in the 1990s (and more recently for buildings in Bury) but generally could do with updating;
- Manchester has reasonable coverage, but needs reviewing to better represent its remarkable industrial period heritage;

[14] NPPF, footnote 63: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf
[15] NPPF, Para 199:https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

- The HER coverage in Bolton, Rochdale, Oldham and Tameside is good in a few places but inadequate in many areas, and enhancement is strongly recommended; and
- Wigan and Salford had surveys in the 1980s but the quality of entries and accuracy of grid references is very uneven, whilst industrial heritage is under-represented. These districts are in great need of an update survey.

3.10.6 GMAAS has also undertaken a number of research projects that provide a great source of information about the historic environment across Greater Manchester, some of which are referenced in this report:

- Monuments Protection Programme;
- English Heritage national surveys e.g. hospitals, chapels, workhouses, farms etc;
- Local publications on archaeology / history;
- Defence of Britain;
- Greater Manchester Textile Mill Survey;
- North West Wetlands Survey;
- Greater Manchester Historic Parks and Gardens Survey;
- Manchester Glass Industry;
- Greater Manchester Textile Finishing Works, and
- Specialist knowledge held by local heritage groups and individuals.

3.10.7 There is no formal local listing of buildings or structures covering the whole of Greater Manchester and only Salford and Stockport have an adopted list that is publicly available.

3.10.8 Salford's adopted local list of heritage assets includes 278 individual heritage assets, comprising approximately 628 individual buildings or structures. These figures represent the correct position in November 2013, however it should be recognised that the number of assets on the list might be subject to change[16].

3.10.9 There are 464 buildings of local architectural or historic interest in Stockport. Additions to the local list are being made as part of a phased local list review[17].

3.10.10 Wigan and Trafford council also have aspirations to compile a list of buildings of local interest, however these lists are not publicly available at the current time.

3.10.11 Non-designated heritage assets may be identified as part of the planning application process. The NPPF policy para 197 provides a degree of recognition in the determination of proposals, requiring local planning authorities to consider the effect of an application upon their significance. Most conservation area appraisals will highlight buildings that contribute positively to the conservation area. Non-designated heritage assets may also be identified through the neighbourhood planning process, providing an opportunity for local communities to identify potential local assets that are of historic value and hold local community significance.

3.10.12 Historic England has produced best practice guidance on the production of local lists[18]. It provides a toolkit to help encourage a consistent approach to the identification and management of a local list. There is also an opportunity to co-ordinate existing information to increase greater understanding of the historic environment and the HER.

[16] Salford Council: https://www.salford.gov.uk/media/386288/salford_local_list__november_2013.pdf
[17] Stockport Council: https://interactive.stockport.gov.uk/shed/
[18] Historic England: https://historicengland.org.uk/images-books/publications/good-practice-local-heritage-listing/

4 Historic Landscape Characterisation

4.1 Introduction

4.1.1 The Greater Manchester Urban Historic Landscape Characterisation (HLC) project has identified in today's Greater Manchester a number of historic landscape character types. The project was undertaken by Greater Manchester Archaeological Unit and outlines potential data that could be used for the future management of the historic environment in Greater Manchester.

4.2 Broad character across Greater Manchester in the present day

Residential

4.2.1 Residential use is one of the main Historic Landscape Character types in Greater Manchester, dominating the central and southern areas of the conurbation in an almost continuous block and spreading out into Bolton to the north-west and Oldham to the north-east. The towns of Rochdale and Bury also include large, discrete residential areas. Smaller settlements are found throughout the edges of the city-region, in the eastern parts of Stockport, Tameside and Oldham districts, in the eastern parts of Trafford and across the district boundary in Salford, and also in Bury and Bolton districts, with the relatively large area of Heywood forming a discrete block in Rochdale. A few of the smaller settlements on the higher ground to the east are in a linear form, particularly in Oldham and Tameside. In Wigan, the residential pattern looks somewhat different. Here, although there is a significant amount of residential land around the largest town of Wigan, there are a higher number of medium-sized discrete settlements that are separated from the conurbation spreading out westwards from Manchester and across the district of Salford.

Ornamental

4.2.2 The main central residential block is divided in some places by ornamental and recreational land, particularly a large band between two of the residential zones of Manchester district, extending north-westwards into Trafford. Small and medium sized ornamental sites can be found throughout the residential areas, with larger sites generally on the edges. Other than the wide band in Manchester district and Heaton Park, also in Manchester, the largest areas of ornamental land occur in Wigan, including several within the open area encircled by the main settlements.

Commercial and Industrial

4.2.3 Greater Manchester's residential land is centred around Commercial and Industrial areas, representing town centres, including Manchester, Stockport, Ashton-under-Lyne, Oldham, Rochdale, Bury, Bolton, Leigh, Wigan, Swinton, Salford and Altrincham. Towns tend to have a central commercial zone with a peripheral band of small industrial sites, and extensive residential zones forming an outer ring. Larger industrial sites occur at some distance from the town and city centres, often between or at the edges of residential areas. Many of the larger commercial sites throughout the city-region can be found in zones alongside these Industrial sites. Away from the main urban centres, small commercial cores are dispersed throughout suburban residential areas.

Communication

4.2.4 The largest communication sites in Greater Manchester are Manchester International Airport and Woodford Aerodrome, at the southern edges of Manchester and Stockport districts respectively. Barton Aerodrome in Salford district is also a large site. Other important modern communications features in the landscape are the M60 motorway, forming an outer ring encircling the Manchester city area and an extensive infrastructure of canals, railways and tramways.

Extractive

4.2.5 Most of the extractive land recorded in the present landscape lies in the northern part of the city-region, with very little in the districts of Trafford, Manchester and Stockport. Some small and medium sized extractive sites can be found in the moorland areas around the eastern and northern edges of the city-region. A few larger ones are apparent in the non-moorland parts of the northern and western districts. These include two adjoining sites on the

eastern edge of Bury district (one extending slightly into Rochdale), a medium sized site at the south-eastern edge of Bolton district, two large sites on the Wigan / Salford border, and several further sites in the central and western parts of Wigan. There is also a relatively large site to the north-east of the town of Oldham.

Horticultural

4.2.6 Few horticultural sites of a significant size are apparent in the modern landscape. Sites that stand out include an area to the west of Ashton-under-Lyne in Tameside, bisected by the M60 motorway (at Ashton Moss), and some sites on the mossland fringes in Salford and Trafford. Smaller sites can also be seen within and close to residential areas, including small clusters in Wigan and Bolton districts and some larger sites at the edges of Trafford's suburbs. Most of these will be allotment sites – over 84% of horticultural HLC records were for allotments.

Military

4.2.7 The only significant area of military land in the present-day landscape is at Holcombe Moor, in the northern part of Bury district. Although each of the other districts have a small amount of Military land, no other site has such an impact on the landscape at scale.

Enclosed land

4.2.8 Enclosed land (fields) tends to be found toward the edges of Greater Manchester. To the east, it lies between Residential areas and the unenclosed moorland. It can also be found between settlements, including along the borders between many of the Greater Manchester districts. In Wigan, enclosed land is dispersed throughout the district to a greater extent than is generally found elsewhere. Manchester district has almost no enclosed land.

Water bodies

4.2.9 Water bodies are mainly concentrated in the north-eastern part of the city-region, in Rochdale and Oldham districts. These are mainly reservoirs connected with drinking water supply and occur within enclosed land and moorland areas. Some are linear features, presumably shaped by the contours of former valleys that have been flooded. Elsewhere, the Audenshaw, Godley and Brushes reservoirs in Tameside and Heaton Park Reservoir on the border of Bury and Manchester districts are also large features. Other reservoirs are dotted through Wigan, Bolton and Bury, but there are very few substantial water bodies in the districts of Manchester, Salford, Stockport, Tameside and Trafford.

Woodland

4.2.10 Woodland is generally found as linear features within the more rural parts of most of the districts, particularly Stockport, Tameside, Oldham, Bury and Bolton. This reflects a tendency for woodland to remain or to regenerate as cloughs along the steep sides of narrow valleys. Regeneration of woodland on former industrial sites has been a significant landscape element in some districts. Larger blocks of woodland are also found in some of the other districts, and particularly in former mossland areas in Salford and Wigan.

4.3 Rural landscape of Greater Manchester

4.3.1 Created by the local government boundary reorganisations of 1974, the county of Greater Manchester was made up of parts of the old counties of Cheshire and Lancashire along with small elements from Derbyshire and West Yorkshire. Although thought of as predominantly urban, until the advent of the Industrial Revolution, Greater Manchester was essentially rural and well over 35% of the area can still be considered as such. The rural landscape of the now city-region is one of great contrasts, focused on one of the most intensely urban areas of Britain. The cities of Manchester and Salford and some of the towns have early origins as part of a medieval landscape. Today, the central city zone is surrounded by industrial centres, residential commuter belts and suburbs that merge with those of surrounding towns. Medieval villages, consisting of nucleated settlements of farms and cottages set within a communally farmed landscape of open fields, are still identifiable within the landscape, for example there are four medieval villages recognised in Trafford.

4.3.2 All these sit within countryside that ranges from open uplands to the north and east to bleak featureless farmland on the drained mosses of the central and western lowlands. Patches of more undulating land with irregular fields are interspersed through these landscapes.

4.3.3 Scattered farms and hamlets are found throughout the countryside and these are interspersed with woods and fields, divided by hedges and drystone walls. This diversity is a reflection of a complex and long history with little if any land within Greater Manchester that has not been managed at some stage in its past.

4.3.4 Much of the current land usage is dictated by topography, which is in turn dictated by the underlying solid and drift geologies. Greater Manchester encompasses part of the Mersey Basin and to the west the land is generally flat as it runs towards the coast. The districts of Wigan, Manchester, Salford and Trafford fall mainly within this area. Mossland developed on much of the flatter wet ground, especially in the hollows formed by the retreat of the ice at the end of the last ice age about 12,000 years ago. The mosses were once a defining characteristic of the land to the south and west, but are now mostly drained; these areas are interspersed with ridges of sand and gravel and low sandstone outcrops. To the north is the curving range of the Rossendale Hills, whilst to the east lies the main north–south range of the Pennines, with its fringes within the city-region. Bolton, Bury, Rochdale, Oldham, Tameside and to a lesser degree Stockport all have elements of these uplands.

4.3.5 In the mid-19th century, the rural landscape still made up over 80% of the city-region. It was essentially post medieval in character with some pockets of medieval fields surviving.

4.3.6 Rural land is not distributed evenly across the city-region. Enclosed lands are primarily located in the flatter western and southern districts with further large areas on the lower Pennine fringes to the north and east. Unenclosed land is predominantly on the uplands beyond these fringes, where it survives as moorland. Oldham and Rochdale are the most rural districts. These are the two districts with the highest percentages of unenclosed land due to their large moorland areas, and both have significant areas of enclosed land.

4.3.7 Considerable areas recorded as ornamental, parkland and recreational HLC types sit on the fringes of the urban zones, buffering and adding to the character of the rural land that lies beyond the suburbs. Country Park is another ornamental HLC type that often includes areas of derelict land associated with industry or extraction. In Bolton district, Moses Gate Country Park includes the former sites of chemical works, a paper mill, sewage works and collieries. In Wigan, large areas of open water created by mining subsidence, known locally as ‘flashes’, are a distinctive part of the landscape. Many are now used for recreation, including water sports, and are managed as nature reserves. Pennington Flash forms the main element of a country park.

4.3.8 Inclusive of the Ornamental and Recreational area types and some potentially derelict land, 40% of the city-region is made up of either rural or undeveloped land. This is perhaps not a statistic that is currently well known, as the intensely urban nature of Greater Manchester’s towns and cities counters the fact that they are surrounded by a rural landscape and have green spaces within them.

4.3.9 Golf courses cover approximately 2% of the total land in Greater Manchester. They are fairly evenly distributed across the city-region, although Bolton and Stockport have the most in terms of area at 5.05 and 5.03km2 respectively – about twice as much as the average of the other districts. Many golf courses were previously Enclosed or Unenclosed land although several, such as Hindley Hall Golf Course in Wigan, were created from Private Parkland.

4.3.10 Some historic Ornamental and Recreational sites, such as areas originating as Private Parkland and Deer Park, may have retained a similar character for hundreds of years and still be maintained as open space. This is particularly so for the private parks or portions of parkland estates that have been donated to townspeople or purchased by local authorities for the creation of a public park, a not uncommon occurrence in the later 19th and early 20th centuries. Examples include Heaton Park in Manchester district, Farnworth Park in Bolton, Queens Park in Rochdale and Oakwood Park in Salford. Although maintaining an element of rural character, many of these sites now form islands within urban and suburban settings.

4.3.11 The site of Royton Hall in Oldham is now a small area of open green space (characterised as Urban Green Space). Although the hall was demolished in 1939, below-ground archaeological remains are still present and it was recently the site of a community excavation.

4.3.12 Private Parkland was recorded in the current landscape at only a few sites in Greater Manchester and covers just 2.93km2, less than a quarter of a percent of the whole. The largest single site, Winstanley Park in Wigan, accounts for almost two thirds of this land.

4.3.13 There is only one Deer Park still in this specific use in Greater Manchester and thus recorded as a current HLC type. This forms part of the Dunham Massey estate, at the south-western edge of Trafford district.

Horticulture

4.3.14 This includes allotments, which are a feature of urban and suburban areas. However, most allotment sites derive from previous agricultural land and were intended to provide a connection with the land for industrial workers only one or two generations removed from agricultural labouring. Allotments can also be considered as undeveloped land, which has implications for the survival of below-ground archaeological remains.

Enclosed land

4.3.15 By the end of the 20th century, the dominant surviving HLC type for enclosed land was piecemeal enclosure, making up 11% of Greater Manchester (approximately 142km2). This type is characterised by small irregular fields with boundaries that often follow natural features such as streams, gullies and contours. The Enclosed land of Bolton, Bury, Oldham and Rochdale is mostly made up of Piecemeal enclosure and the same is true of Tameside and Stockport, although to a lesser degree. Although they still have significant areas of farmland, Salford, Trafford and Wigan have relatively little surviving Piecemeal enclosure. Manchester district has very little Enclosed land; although 68% of what survives is Piecemeal enclosure, this covers an area of just 1.87km2.

Wetland areas

4.3.16 By far the largest wetland area is in Salford where it covers some 15.4km2, about 16% of the whole district and about two-thirds of the district's Enclosed land. No other district has anything approaching this amount. Almost all of the drained wetland in Salford forms part of the extensive Chat Moss complex, part of which falls within the modern district of Wigan immediately to the west.

Unenclosed land

4.3.17 After Enclosed land, the second major component of the rural land of Greater Manchester is Unenclosed land. This covers approximately 75.71km2, some 6% of Greater Manchester, with moorland accounting for almost all of this in the current landscape (74.32km2). Oldham is the district with the greatest extent of moorland, with some 31.37km2 (22% of the area covered by Oldham).

Woodland

4.3.18 A total of 45.41 km2 in the city-region is covered by woodland, equating to some 3.6% of the total land in Greater Manchester. Although the Greater Manchester area was once densely wooded and included parts of royal hunting forests, by the post medieval period much of the woodland had been cleared to provide arable land and grazing for cattle and sheep that dominated the rural economies.

Rural buildings

4.3.19 Although characterised as residential, the buildings that played an integral part in the economies that depended on the land are an inherent aspect of the current rural landscape. They are also a significant element of the archaeological resource encapsulated within that landscape. The historic landscape character types considered here comprise farm complexes, estate houses and folds. Estate houses included lodges and cottages for staff on large estates. Only 97 sites were recorded in the present landscape of Greater Manchester and 55 as a past type, although others may well have been present but situated within larger character polygons such as public parks. Folds comprise small clusters of dwellings with a cottage industry element, such as weaving, as well as an agricultural element.

4.3.11 Agricultural buildings are evenly spread across the city-region except on the high moors and in the historic cores of the towns and cities. Folds are found mainly on the eastern and northern sides of Greater Manchester with particular concentrations in the districts of Oldham and Rochdale.

Archaeological potential

4.3.21 The features that make up the current rural landscape frequently have historic origins that add to the character and enjoyment of the landscape. Fields, woodland, parkland and open land all have their roots in the past. They retain elements such as boundaries, standing earthworks and buildings that define their original use. Developed and agricultural land also have the potential to preserve below and above-ground archaeology that relates to past land-uses no longer clearly visible in the current landscape. This is particularly applicable to the fragile evidence for prehistoric, Romano-British and early medieval settlement.

4.3.22 For instance, prehistoric settlement evidence has been excavated at Oversley Lodge Farm, which lies on the southern edge of Manchester district adjacent to the airport, on a promontory site overlooking the river Bollin, known as Watch Hill. Other early settlement sites have been found in rural locations across the region. The most significant of these are at Great Woolden in Salford where an Iron Age ditched enclosure was found and at Mellor in Stockport where there are remains of a large defended site of the same period.

4.3.23 Another significant archaeological resource preserved in the rural landscape is encapsulated in the peat deposits that occur on parts of both the uplands and the lowlands.

4.3.24 Many farm complexes and other rural buildings from various periods survive within an essentially 18th and 19th century rural landscape, but they have not previously been systematically identified and mapped across Greater Manchester.

5 Legislation, Planning Policy and Guidance

5.1 Introduction

5.1.1 It is important that the GMSF takes in account primary legislation and national planning policy for the historic environment, which is set out in this section.

5.2 Legislation and Planning Policy Context

Planning (Listed Building and Conservation Areas) Act 1990

5.2.1 The Planning (Listed Building and Conservation Areas) Act 1990 is the primary legislation for heritage protection in England. It provides Local Planning Authorities with the mechanism for the protection of built heritage. The Act identifies a number duties and powers including:

- The listing of buildings;
- Authorisation of works affecting listing buildings;
- Designation of conservation areas;
- General duties of Local Planning Authorities (LPAs); and
- Enforcement.

5.2.2 The GMSF should have regard to Local Planning Authorities (LPA) legislative duties to ensure that proposals that could affect heritage assets have due regard to the preservation and enhancement of their special interest or significance including setting (note different wording between the Act and policy).

Ancient Monuments and Archaeological Areas Act 1979

5.2.3 The Ancient Monuments and Archaeological Areas Act 1979 is a key piece of legislation concerned with the protection of archaeology and ancient monuments in England. It provides advice on the designation (scheduling) of Ancient Monuments. It also defines the process for applying for consent for works and operations and other issues including grants, access and compensation.

Historic Buildings and Ancient Monuments Act 1953

5.2.4 The Historic Buildings and Ancient Monuments Act 1953 makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields).

Planning and Compulsory Purchase Act 2004

5.2.5 The Planning and Compulsory Purchase Act 2004 provides guidance on a variety of matters, including the need for local planning authorities to review elements of their areas that may affect development or the planning of development. This can include elements such as built environment, heritage, local character, landscape and the location and size of settlements. The GMSF should ensure that matters that affect the characteristics of an area are taken into due consideration in its strategy, policies and allocation of sites and are reviewed as necessary.

National Planning Policy Framework 2019

5.2.6 The NPPF identifies that heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites, which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. (Paragraph 184)

5.2.7 Chapter 16 is clear that conserving and enhancing the historic environment and seeking positive improvements to it is a key element in the achievement of sustainable development.

5.2.8 The development plan must include strategic policies to address each local planning authority's priorities for the development and use of land in its area. These strategic policies can be produced in different ways, depending on the issues and opportunities facing each area. (Paragraph 17). They can be contained in:

- Joint or individual local plans, produced by authorities working together or independently (and which may also contain non-strategic policies); and / or
- A spatial development strategy produced by an elected Mayor or combined authority, where plan-making powers have been conferred.

5.2.9 The NPPF stipulates that the preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals. (Paragraph 31)

5.2.10 Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account: (Paragraph 185)

- The desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- The desirability of new development making a positive contribution to local character and distinctiveness; and
- Opportunities to draw on the contribution made by the historic environment to the character of a place.

5.2.11 The NPPF also seeks to support development that makes efficient use of land, taking account of the desirability of maintaining an area's prevailing character and setting, or of promoting regeneration and change, along with other criteria such as identified need for other uses and typologies, local market and viability and capacity of infrastructure (Paragraph 122).

5.2.12 As well as the historic environment, the NPPF has a dedicated chapter to achieving well-designed places. Good design is one of the core principles of sustainable development, is indivisible from good planning and should contribute positively to creating better places. It is important that it secures improvements to places that will enhance the quality of life of those who live and work there. Good design should also take account of the individual character and roles of different places within the plan area, which recognises the different places that are important to people. This can also include:

- Establishing a strong sense of place;
- Responding to local character and history and the identity of local areas and materials;
- High quality and inclusive design for both buildings and spaces; and
- The use of good architecture and landscaping to create visually attractive places. (Paragraph 127)

5.3 National Guidance

5.3.1 The NPPG provides further guidance on plan-making concerning the historic environment. It states that plans' positive strategies can include the delivery of development that will make a positive contribution to, or better reveal the significance of, the heritage asset, or reflect and enhance local character and distinctiveness with particular regard given to the prevailing styles of design and use of materials in a local area. Historic England has also published advice on a number of different topics that assist with the management of the historic environment. This is not an exhaustive list and further information can be found by visiting Historic England's website.

The Historic Environment in Local Plans (Good Practice Advice Note 1) (2015)

5.3.2 This good practice advice note provides information to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the National Planning Policy Framework (NPPF) and the related guidance in the National Planning Practice Guide (NPPG). It supports the implementation of national policy and in accordance with the NPPF, it emphasises that all information requirements and assessment work in support of plan-making and heritage protection needs to be proportionate to the significance of heritage assets affected and the impact on the significance of those heritage assets. At the same time, those taking decisions need sufficient information to understand the issues and formulate balanced policies through a robust evidence base.

Managing Significance in Decision-Taking in the Historic Environment (Good Practice Advice Note 2) (2015)

5.3.3 Development proposals that affect the historic environment are much more likely to gain the necessary permissions and create successful places if they are designed with the knowledge and understanding of the significance of the heritage assets they may affect. This document expands on the NPPF and the related guidance in the Planning Practice Guidance (PPG). This includes assessing the significance of heritage assets, using appropriate expertise, historic environment records, recording and furthering understanding, neglect and unauthorised works, marketing and design and distinctiveness.

The Setting of Heritage Assets (Good Practice Advice Note 3) (2015)

5.3.4 The NPPF makes it clear that the setting of a heritage asset contributes to the significance of an asset. Setting is not fixed and can evolve over time as surroundings change, resulting in changes to understanding and the appreciation of significance. Contributions of setting to significance can be both positive and negative. This document provides advice in accordance with the NPPF, emphasising the need to provide enough information (no more than necessary) to support applications for planning permission and listed building consent to be able to understand the issues proportionate to the significance of the heritage assets affected and the impact on the significance of those heritage assets.

The Historic Environment and Site Allocations in Local Plans (Historic England Advice Note 3) (2015)

5.3.5 The identification of potential sites for development within a Local Plan is an important step in establishing where change and growth will happen across areas, as well as the type of development and when it should occur. This document is intended to offer advice to help ensure that the historic environment plays a positive role in allocating sites for development. It offers advice on evidence gathering and site allocation policies, as well as setting out in detail a number of steps to make sure that heritage considerations are fully integrated in any site selection methodology.

Historic England Technical Advice Note: Historic England Energy Efficiency and Historic Buildings (2015)

5.3.6 The advice is aimed at preventing conflicts between energy efficiency requirements in Part L of the Building Regulations and the conservation of historic and traditionally constructed buildings. It also provides strategic advice on implementing measures, highlighting the various stages and issues that need to be considered when reducing energy use and thermally upgrading existing buildings.

Historic England Flooding and Historic Buildings (2015)

5.3.7 Although most historic structures are inherently durable and are relatively resistant to flooding compared with much modern construction, they are still vulnerable. Many of these buildings are not only at risk from flood damage but also damage from inappropriate remedial works carried out by contractors who have little understanding of historic fabric. The advice note includes types of flooding, being prepared for flooding, dealing with a flood, minimising flood damage in old buildings and further advice on grants and loans, sources of flood advice and other useful information.

Historic England Streets for All Advice for Highway and Public Realm Works in Historic Places (2018)

5.3.8 This advice together with the Streets for All regional documents, provides updated practical advice for anyone involved in planning and implementing highways and other public realm works in sensitive historic locations, including highways engineers, planners and urban and landscape designers. It looks at making improvements to public spaces without harm to their valued character, including specific recommendations for works to surfaces, street furniture, new equipment, traffic management infrastructure and environmental improvements. The Streets For All North West specifically discusses the importance of the public realm, landscapes and historic settlements in the north-west and includes a Greater Manchester focused example - Altrincham High Street.

Heritage Works: The Use of Historic Buildings in Regeneration (2013)

5.3.9 Heritage Works outlines the case for heritage-led regeneration and reviews the different methods that contribute towards delivering successful schemes. The study includes a practical systematic guide on how to bring forward

heritage-led regeneration projects, identifying common pitfalls and ways of overcoming or avoiding them. It is a useful resource and checklist for best practice in heritage-led regeneration.

Building in Context: New Development in Historic Areas (2001)

5.3.10 Building in Context was published jointly by the Commission for Architecture and the Built Environment (CABE) (now the Design Council) and English Heritage (now Historic England). Its purpose is to stimulate a high standard of design when development takes place in historically sensitive contexts. It uses a series of case studies to demonstrate where good development has happened, responding well to the historic character of what is already there, and has related the new building to its surroundings. It also offers a toolkit for training local authority members and staff.

5.4 Local Policy and Studies

5.4.1 Local policies for the management of the historic environment for each GM Borough will be set out in Local Plans for each district. Further information on these can be found by visiting individual Local Authority websites. Highlighted below, are some high level resources of relevance to the historic environment of Greater Manchester at a strategic level.

Conservation in Greater Manchester (2002)

5.4.2 This report on the conservation of the built heritage of Greater Manchester was prepared for the Association of Greater Manchester Authorities by the Greater Manchester Conservation Officers Group. The report describes the evolution of Greater Manchester, components of Greater Manchester's historic environment, the value of conservation and development trends of the historic environment.

Greater Manchester Urban Historic Landscape Characterisation Project (GMUHLC) (2012)

5.4.3 The Greater Manchester Urban Historic Landscape Characterisation Project[19] was carried out by Greater Manchester Archaeological Unit, by staff now at the Greater Manchester Archaeological Advisory Service. It was part of the national characterisation programme co-ordinated by English Heritage (now Historic England) and was funded principally by English Heritage with contributions from the ten Greater Manchester local authorities. The study provides a better understanding of the cultural and historic urban landscape of Greater Manchester and contributes to the evidence base for the GMSF. It provides an important tool in helping to manage the historic landscape resource, including the variety of unique assets and character that exists. It also establishes a baseline for further studies and for identifying the potential for archaeology or other historic assets that would merit further investigation or designation.

5.4.4 The study created a range of datasets that can be used to contribute towards a better understanding of the GMSF plan area. In particular it highlighted:

- The extraordinary pace of suburban growth, especially social and private housing estates since 1965;
- Historic development of communications networks that have had a great impact on the landscape, not just in themselves but also in the way in which they have acted as a catalyst for industrial and suburban growth; these include turnpikes, canals, trams and railways, roads, stations, airports and modern trams;
- The rapid expansion of industrial land use in the 19th century followed by equally rapid decline of transitional manufacturing during the second half of the 20th century;
- How local authorities have dealt with the challenge of replacing new economic regenerators and recreational space, the land previously occupied and often scarred with heavy manufacturing and extraction industries;
- A remarkable level of survival of field systems, especially in upland valleys and the Wigan area; but poorly understood and in many cases vulnerable to degradation; and

[19] Archaeology Data Service: https://archaeologydataservice.ac.uk/archives/view/gmanchester_hlc_2012/downloads.cfm

- Significant archaeological sites and historic landscapes that reflect the history and character of the Greater Manchester area generally lack recognition and appropriate levels of protection.

Greater Manchester Landscape Character and Sensitivity Assessment (2018)

5.4.5 This report includes a Landscape Character Sensitivity Assessment across all 10 districts as well as an overall assessment of the whole of the Greater Manchester. The assessment informs the overall development strategy of the GMSF and provides an evidence base for the landscape character / sensitivity of Greater Manchester, which takes account of changes in land use, pressures for change including characterisation of the landscape and identification of sensitive and non-sensitive areas. The assessment seeks to contribute towards the development of the GMSF by bridging the Natural England National Character Area profiles, North West Regional Character Framework and character assessments undertaken by individual districts. It also considers cross boundary matters, in particular views from the Peak District National Park and Natural Improvement Area (NIA) and identify anomalies and discontinuities as well as potential enhancements and improvements, and provides guidance and advice to help shape the scope of more detailed area specific assessments where required.

North West Research Framework for the Historic Environment

5.4.6 Greater Manchester's archaeological resource has been described and put in a regional context through the publication of the North West Archaeological Research Framework (2006). A sister volume set out a regional research framework that informs commercial and other archaeological projects in Greater Manchester. Historic England has recently commissioned a review of the research framework to update it with key archaeological discoveries over the last ten years. This project, which will run for two years, will have a broader scope so that it encompasses the historic built environment as well as archaeology and is available online https://archaeologynorthwest.wordpress.com/about/

Greater Manchester Culture Strategy

5.4.7 The GMCA has recently published its first culture strategy, which provides Greater Manchester with an exciting opportunity to refine and articulate the long-term ambitions for culture, heritage and the creative industries in the city-region, for the next five years, where the individual strengths of all ten districts, can come together for the benefit of everyone. The aspiration is to create a place where artists and cultural organisations are supported in order to deliver high quality culture that makes the city-region a leading centre for culture regionally, nationally and internationally and to ensure that Greater Manchester is the best place in the world to create, participate in and engage with culture and heritage.

6 The Value of the Historic Environment

6.1 Introduction

6.1.1 The historic environment is an asset of enormous economic, social and environmental value. It makes a very real contribution to quality of people's lives in Greater Manchester and the quality of its places. In 2018, Historic England published two important bodies of evidence demonstrating the importance of heritage to society (Heritage and Society[20]) and the economy (Heritage and the Economy[21]). The documents are based on a wide range of sources including major household panel surveys, systematic literature reviews, bespoke evaluation studies and public opinion surveys. Summaries of these reports are referred to in this chapter, supplemented by additional local information where available.

6.2 Environmental Value

6.2.1 The historic environment is widely celebrated by people for its aesthetic value, its beauty and character. National legislation protects many historic assets because they are considered to be of special architectural or historic interest and contribute positively to the environmental quality of places. It is the environmental characteristics of the historic environment that fosters distinctive, interesting and enjoyable places that are valued by society. This is associated with the economic value of the historic environment reflecting the large number of economic activities that occur within it, are dependent on it or attracted to it.

History

6.2.2 The historic environment provides a unique record of the development of Greater Manchester from pre-historic times to the present day. Of particular significance are the mills, warehouses, commercial buildings and workers' communities that reflect their historic significance and provide examples of the evolution of building design. They provide physical evidence of the role of the city-region in the 19th and 20th centuries as the cotton-manufacturing centre of Britain (which is of worldwide significance). Conservation of the historic environment ensures that significant buildings, monuments and sites are protected and maintained for future generations.

Variety

6.2.3 Historic buildings and spaces contribute to the diversity of the city-region, reflecting variations in geography, use and status, which forms distinct places with a strong local identity. This variety includes isolated moorland farmsteads, early mills and workers' terraces in wooded river valleys, agricultural villages, market towns, canals, railways, textile complexes, ornate commercial buildings, city squares, Victorian suburbs and parks.

6.2.4 The distinctiveness created by the historic environment can become lost in areas where the historic urban fabric is fragmented, broken or concealed due to inappropriate and insensitive developments or by the presence of redundant land and buildings.

Quality

6.2.5 The most distinctive historic built environments of Greater Manchester are often the result of a combination of physical characteristics (both intentionally designed or as a consequence of natural factors e.g. topography) – elements including architectural detail, street layout, methods of construction, landmark buildings and structures such as railway viaducts, waterways and dramatic moorland settings. The characteristics of their design in terms of scale, massing, layout, proportions and detailing can provide a yardstick for quality in the context of new development.

Materials

6.2.6 The materials used for buildings and street surfaces in historic areas are important and are of good quality. The first industrial settlements and prestigious buildings such as churches, banks and town halls were often constructed of local sandstone and gritstone, which gave them a solid, durable appearance. In the late 18th century and especially

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[20] Historic England: https://historicengland.org.uk/research/heritage-counts/heritage-and-society/
[21] Historic England: https://historicengland.org.uk/research/heritage-counts/heritage-and-economy/

in the 19th century, brick and Welsh slate became increasingly available and used. At the end of the century, terracotta and faience were popular for commercial buildings. During the 20th century, because of improved transport, a variety of building materials from all over Britain were used, particularly for high value town centre buildings, including Portland Limestone and polished granite.

Sustainability

6.2.7 The historic environment has an important role to play in assisting the city-region in meeting the challenges of climate change. By promoting the inherent sustainability of historic buildings and their surroundings and by learning from them, the city-region can make real progress in helping to mitigate and adapt to climate change. The historic environment has potential to play a critical role in sustainable development, which is at the heart of all spatial planning, as reflected within the NPPF.

6.2.8 Resources used in construction include a variety of building materials and energy to extract, process and transport them. Modern buildings are more costly in environmental terms because building materials are transported long distances, construction processes use a great deal of energy, yet they have shorter useful lives and greater carbon footprint than traditional properties. The longer a building is used, therefore, the more efficient it is in the use of energy and natural resources. Existing buildings contain huge amounts of 'embedded' energy, used in the original production, transportation and assembly of vast amounts of material now constituting in the fabric. The overwhelming amount of this material has many years' useful life remaining. Sometimes replacement buildings are justified, but in many cases, conversion and adaption represents the most sustainable approach to avoid expending additional costs and energy in dismantling and then replacement.

6.3 Social Value

The historic environment is enjoyed by millions

6.3.1 In England 99.3% of people live less than one mile from a listed heritage asset. It represents not only a daily presence but also acts as a tangible connection to the past, telling the story of local places and the nation collectively.

6.3.2 The Visit England survey of visits to visitor attractions in England, including visits to historic properties, reported in 2016 over 71.5 million visits to historic properties and over 1.6 million school visits to historic properties[22]. In 2016/17, almost three quarters (74.8%) of adults in England had visited a heritage site at least once during the year[23].

6.3.3 In Greater Manchester, visitor numbers to the city-region's three historic properties totalled 313,850 visitors in 2017, up 37% from 2012. Dunham Massey Hall (Trafford) was the most visited historic property in Greater Manchester in 2017. The Museum of Science and Industry, which is housed in a number of listed buildings, was the most visited attraction overall in Greater Manchester (5th in the North West).[24]

6.3.4 Membership to heritage organisations continues to grow in England with the National Trust, English Heritage and Historic Houses Association's Membership reporting annual membership increases of 5%, 11% and 11% respectively between 2016 and 2017.[25]

Members of the public deeply value the historic environment

6.3.5 Public perception values conservation because of its positive contribution to the area in which they live, work and spend their leisure time. England's heritage inspires passion, intrigue and fascination. This stems from a deep emotional connection we have to the past, helping us to make sense of our place in the world and creating a sense of belonging and attachment to places:

- A YouGov survey of 1,731 adults in England in 2018 found that 71% agreed with the statement, 'I am interested in the history of the local area where I live'. In the same survey 87% agreed with the statement

[22] BDRC, 2017: https://content.HistoricEngland.org.uk/content/heritagecounts/pub/2017/heritage-indicators-2017.pdf
[23] DCMS, 2017: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/655949/Taking_Part_Focus_on_Heritage.pdf
[24] Visit Britain, 2018: https://www.visitbritain.org/sites/default/files/vb-corporate/Documents-Library/documents/England-ocuments/most_visited_free_nw_2017.pdf
[25] Historic England, 2017 t: https://content.HistoricEngland.org.uk/content/heritagecounts/pub/2017/heritage-indicators-2017.pdf

that 'finding new uses for historic buildings is better than demolishing them', with only 2% disagreeing with this statement[26].

- The Department for Digital, Culture, Media and Sport (DCMS) Taking Part household survey found that 94.2% of adults in England agreed or strongly agreed with the statement 'it is important to me that heritage buildings or places are well looked after'[23].
- A survey of more than 5,000 adults in England found that 38% of the public have taken action to protect a local historic building or local place from damaging change or from becoming derelict or disused, with action including signing a petition, joining a membership group, fundraising/donating for local heritage and attending a public meeting about local heritage[27].

The historic environment is important for our health and wellbeing

6.3.6 There is a growing evidence base and recognition that the historic environment has a role to play in maintaining and improving our mental and physical health. The contribution is made by a wide range of historic assets, but in particular, historic parks and gardens play a significant role, by providing peaceful spaces for visitors and tourists to contemplate and relax. Sports England's recent studies have found parks and gardens to have potential to play a role in enhancing health and wellbeing of the individuals as well as communities at large.

6.3.7 Other ways heritage assets can contribute to health and wellbeing are village / rural tourism as well as canal tourism, usually linked to the historic routes and tracks being used by walkers and cyclists. Canal tourism within the Greater Manchester conurbation makes a particular contribution to heritage tourism and the health and wellbeing of the community, as well as visitors and tourists.

- Analysis of the Taking Part Survey demonstrates that visiting heritage sites a few times a year or more is a significant predictor of life satisfaction, happiness and anxiety. People who visited heritage sites reported higher life satisfaction and happiness scores than those who did not, and reported lower anxiety[28]. Conversely, evidence from Understanding Society, a major household longitudinal survey, demonstrates that people who participate less often in heritage-related activities have lower life satisfaction and poorer physical and mental health[29].
- A recent study assessing the impacts of archaeological excavation on wellbeing found that personal, practical and voluntary involvement in archaeological excavations has the potential to positively influence wellbeing and personal happiness[30]. Greater Manchester has taken a national lead on community archaeology and has been a prime mechanism for engagement in the city-region, for example 'Dig Greater Manchester'[31].
- From October 2013 to December 2016 IWM North and Manchester Museum delivered a volunteering, training and placement programme across 10 heritage venues in Greater Manchester. Over 75% of volunteers reported a significant increase in wellbeing after a year; almost 60% reported long-term sustained wellbeing improvement over 2-3 years; 30% gained employment or other new opportunities for getting into work; and for every £1 invested, the programme generated £3.50 in social and economic value. The final evaluation report also concluded that, 'in the Manchester context, the project has demonstrated that heritage spaces can be highly effective settings for tackling social needs and supporting essential local services to unlock sustained long-term improvements in public health, wellbeing, as well as in employability.'[32]

6.3.8 Heritage led regeneration programmes can further help with the potential of health and wellbeing enhancements. Improvements to historic environments help to increase a sense of pride in the area and can be beneficial in reducing crime, which subsequently has impact on the amenity and health and wellbeing of the individuals and the

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[26] YouGov, 2018: https:// content.historicengland.org.uk/content/docs/research/ quality-of-places.pdf
[27] Historic England, 2015: https:// HistoricEngland.org.uk/whats-new/news/enthusiasm-forheritage-surges
[28] DCMS, 2015: https://www.gov.uk/government/statistics/taking-part201415-focus-on-reports
[29] NatCen, 2018: http://natcen. ac.uk/our-research/research/culture-sport-and-wellbeing/
[30] Sayer, F. 2015. 'Can digging make you happy? Archaeological excavations, happiness and heritage.' Arts and Health: An International Journal for Research, Policy and Practice, 7 (3). pp. 247-260. ISSN 1753-3015
[31] https://www.researchgate.net/publication/269108925_Archaeology_for_All_Managing_Expectations_and_Learning_from_the_Past_for_the_Future_-_the_Dig_Manchester_Community_Archaeology_Experience
[32] Envoy Partnership, 2017: https://volunteeringforwellbeing.org.uk/wp-content/ uploads/2017/03/IF_VOLUNTEERING_FOR_WELLBEING_ REPORT_2013-16_SROI_IWM.pdf

community as a whole. A recent workshop with various GM Stakeholders as part of the evidence base gathering for the GMSF Heritage Paper (July 2019) suggested that in some areas such as Moston, crime levels had dropped following improvements to the historic environment.

The historic environment creates a strong sense of place

6.3.9 'Sense of place' is a term used to describe the ways in which people attach meaning and values to specific locations. It is a characteristic applied to places where the environment evokes positive feelings such as belonging, identity and pride. Historic buildings give an important sense of place and identity to the different districts of Greater Manchester. Special buildings in older areas such as schools, churches and town halls act as historic and visual landmarks. Their permanent nature is reassuring as they provide continuity and stability.

- In a recent survey of 1,731 adults in England, two-thirds (66%) agreed with the statement that 'Historic buildings are a source of pride in the local area where I live'26.
- In 2009, English Heritage commissioned Newcastle University's Centre for Urban and Regional Studies (CURDS) to review the link between the historic environment and sense of place. The review concluded that the historic environment contributes towards a distinctive sense of place and a sense of continuity, which can support a greater sense of people's self-esteem and place attachment[33].
- A 2010 study into the impact of historic environment regeneration found that people who live in areas with more heritage assets are likely to have a stronger sense of place. Adults and young people who live in areas with more heritage assets or cite a local building or monument as special are more likely to have a stronger sense of place (after controlling for other socio-economic factors that impact on sense of place). 92% of respondents to the on-street survey in areas that had seen significant historic environment led regeneration felt that the heritage projects had raised pride in the local area and 93% said that it had increased their sense of place[34].

6.3.10 The regeneration of Oldham Town Hall is a good example of historic environment led regeneration, which has helped in increasing a sense of pride and place locally, bolstering the Town Centre's family-friendly credentials, attracting more affluent customers into the Town Centre and laying the ground for an 'after-work' culture in the Town Centre and revitalised evening economy. Previously, the vacant Old Town Hall discouraged people from venturing further down Yorkshire Street. The new development, which contains a cinema and restaurants, has helped rebrand the Town Centre and create 'civic pride' – as evidenced by comments on social media[35].

Figure 5.1: Oldham Town Hall (BDP), regeneration of the Grade II listed Town Hall to a cinema

[33] Centre for Urban and Regional Development Studies, Newcastle University, 2009: https://content. HistoricEngland.org.uk/content/heritage-counts/pub/sense_of_place_web.pdf
[34] AMION and Locum Consulting, 2010: https://content. historicengland.org.uk/content/heritage-counts/pub/ImpactHE-Regeneration
[35] Oldham Council

6.3.11 Another example is the ambitious £6 million programme of regeneration on Altrincham High Street centred on the spine of the medieval town, which was placed on Historic England's register of Conservation Areas at Risk because of the poor condition of its public realm and empty shops. The programme began with the creation of a Public Realm Strategy, followed by detailed public consultation that was in turn underpinned by research into the character of the town's surviving historic fabric. One of the aims of the project was to redress the balance between vehicles and pedestrians. As a result, a new street design incorporating stone paving now extends through the town centre up to the Lower Market and renowned Altrincham Market House. The transformation of the space has already attracted new uses, increasing property values and the prosperity of surrounding businesses. Street trees and robust furniture provide a human scale to the public spaces. The Grade II listed Market House is now home to some of the locality's finest food and drink traders and has set an exemplar for town centre regeneration[36].

Figure 5.2: Altrincham town centre (localgov.co.uk), enhanced public realm and regeneration of the market now an exemplar of town centre regeneration

The historic environment influences how we perceive places

6.3.12 The local diversity of styles and materials, the quality of its craftsmanship and the compelling sense of longevity makes historic buildings and structures an attractive part of the built environment. Its presence in our rural and urban landscapes has an attractive power that draws people and has a positive impact on their quality of life.

- In a recent survey of 1,731 adults in England on the quality of the built environment, the majority of respondents (58%) agreed with the statement that 'the age of a building makes a difference to the way I perceive its quality and design'. 84% of adults agreed that 'better quality buildings and public spaces improve people's quality of life'26 .
- The Heritage Lottery Fund's (HLF) report 2'0 Years in 12 Places' summarises research into what people think about heritage and the local projects HLF have supported. 93% of 4,223 people surveyed said that local heritage has an impact on their quality of life; 80% of people they surveyed think local heritage makes

[36] Historic England: https://historicengland.org.uk/images-books/publications/streets-for-all-north-west/heag149e-sfa-north-west/

their area a better place to live; and 56% of adults surveyed said that their local area's heritage is important for their personal sense of identity[37].

- In 2014, The Prince's Foundation conducted a review of 26 projects to understand what people want from new housing developments. The report identifies 'a desire for a strong sense of place and neighbourhood' and a 'desire to respect historic form, style and materials' as being amongst the most popular considerations in the design of new housing, (85% and 84% respectively)[38].

The historic environment brings people together

6.3.13 The historic environment has an important role in bringing people together, whether it is through providing attractive places to meet and relax together or by forming a common cause. Greater Manchester has a rich history of community engagement in the area's archaeology, such as Dig Greater Manchester,[39] which has involved thousands of adult volunteers and school children in exploring their local heritage and the Greater Manchester Archaeology Federation[40].

- Research suggests that incorporating community elements into heritage led projects can enable people to feel more connected to the people and the places around them, and result in increased wellbeing and personal happiness30 .
- A 2013 survey of 2,001 people on the role of community organisations and heritage properties found that 69% of UK adults believe that heritage buildings and sites are important to their local community, equivalent to approximately 35 million people[41].
- An evaluation of heritage-led regeneration projects found that over 90% of people living in areas where significant heritage-led regeneration had taken place, agreed that investment in the historic environment had resulted in a nicer place in which to live, work and socialise34.

6.3.14 Museums collect, conserve, and communicate heritage through exhibitions and displays. Both National and local authority museums often boast an eclectic collection or exhibition, incorporating social history, art and artefacts specifically relevant to the local area, whereas national museums hold collections to be considered of national importance. Both national and local museums play an important role in bringing people together in appreciating the value of the heritage and historic environments. An example in the context of the Greater Manchester is the Science and Industry Museum in Manchester City Centre, which was the most visited attraction in Greater Manchester in 2017.

6.3.15 To help people engage with collections and protect them for the future, Arts Council England encourages all museums to meet an agreed standard for accreditation. Table 4.1 below shows a list of accredited museums, art galleries and collections in Greater Manchester (true as 2012).

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[37] Heritage Lottery Fund, 2015: https://www.hlf.org.uk/about-us/research-evaluation/20- years-heritage
[38] The Prince's Foundation, 2014: http://www.housing-communities. org/Housing-Communities_DIGITAL.pdf [Accessed June 2018]
[39] Dig Greater Manchester: https://diggreatermanchester.wordpress.com/
[40] http://www.algao.org.uk/localgov/community/case_studies/GM_federation
[41] Cebr, 2013: https://cebr.com/reports/impact-of-communityorganisations/

Accredited Museums, Art Galleries and Collections in Greater Manchester in 2012		
Astley Cheetham Art Gallery	Manchester Museum	Salford Museum and Art Gallery
Bolton Museum and Art Gallery	Museum of Manchester Regiment*	Smithills Hall
Bolton Steam Museum	Museum of Science and Industry (MOSI)	Staircase House
Bramall Hall	Museum of Transport, Greater Manchester	Stockport Air Raid Shelters
Chadkirk Chapel	Museum of Wigan Life	Stockport Art Gallery
Chetham's Hospital and Library	National Football Museum	Stockport Story Museum
Gallery Oldham	NMSI, The Science Museum	Tameside Central Art Gallery*
Greater Manchester Police Museum	Ordsall Hall Museum	The Fusilier Museum
Hall I'Th' Wood Museum	People's History Museum	The Lowry
Hat Works, The Museum of Hatting	Platt Hall, The Gallery of Costume	The Rutherford Gallery*
Heaton Hall	Portland Basin Museum	Touchstones Rochdale
Imperial War Museum North	Rochdale Arts and Heritage Store and Resource Centre	Trencherfield Mill
Manchester City Art Gallery	Rochdale Pioneers Museum	Vernon Park Museum (Stockport Museum)
Manchester Jewish Museum	Royal Northern College of Music Collection of Historic Musical Instruments	Whitworth Art Gallery
Manchester Metropolitan University Special Collections	Saddleworth Museum and Art Gallery	Wythenshawe Hall

Table 5.1: Accredited Museums, Art Galleries and Collections in Greater Manchester in 2012 (Source: Heritage Counts).

*Currently closed.

The historic environment inspires learning and understanding

6.3.16 Cultural engagement can help shape reflective individuals, facilitating greater understanding of themselves and their lives, increasing empathy with respect to others, and an appreciation of the diversity of human experience and cultures[42].

- Research published in 2015 on the impact of the Heritage Lottery Fund's national heritage investment programme over the last 20 years revealed that 83% of residents, who had visited heritage sites or projects in their area, agreed that visiting had helped them understand more about the history of their area. The findings also suggest that local heritage sites and projects can broaden horizons as 67% of visitors agree that visiting has made them have a better understanding of other people's cultures37.
- Heritage Schools is a Historic England initiative funded by the Department for Education to help school children develop an understanding of their local heritage and its significance. Evidence from the programme evaluation shows that learning about local heritage inspires creativity and results in children who are increasingly proud of where they live. The evaluation of the 2016-17 Heritage Schools Programme surveyed participating teachers and cultural partners and several reported impacts for participating pupils. 99% agreed learning about local heritage improved pupils' sense of place; 97% agreed learning about local heritage improved pupil's sense of pride; 89% of teachers surveyed agreed that their pupils have an increased knowledge and understanding of local heritage; and 92% of teachers agreed that their pupils are more connected to the place they live in[43].

6.3.17 In the absence of written records, the material record, particularly archaeological deposits, provides the only source of evidence about our past. This is connected to the evidential value of historic environments, which derives from the potential of a place to yield evidence about past human activity through the physical remains of past human activity. These are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them, and their evidential value is proportionate to their potential to contribute to people's

[42] Crossick, G. and Kaszynska, P. 2017: http://www.ahrc.ac.uk/ documents/publications/cultural-value-project-final-report/
[43] Historic England, 2017 b: https://HistoricEngland.org.uk/servicesskills/education/heritage-schools/teacher-survey/

understanding of the past. [44] The historic environment also provides a tangible link to social, economic, political and human history, helping to create a better understanding of contemporary society and contributing to effective education and learning.[45] In the Greater Manchester context, this includes links to the Co-operative movement, World War I and II, social reform, Emily Pankhurst, Peterloo among others.

6.3.18 A Greater Manchester example of how the historic environment can contribute to learning and understanding is the 'Cotton, Curry and Commerce' book and history project spanning three generations, made possible by the Lottery Heritage Fund. It is the culmination of a two-year Heritage Lottery Funded project celebrating the contribution made by the Oldham Asian Business Association (ABA) and Asian businesses to the economic life of Oldham. The project was the result of a partnership between the Oldham Asian Business Association and Oldham Local Studies and Archives supported by the Heritage Lottery Fund and the Oldham Business Leaders Group (OBLG). The project aimed to collect memories, reminiscences and archives from the Asian business community in order to create a unique resource for the exploration of the history and development of Asian business in Oldham. These resources were then used to publish a book celebrating the achievements of Asian entrepreneurs in Oldham, and the contribution of Asian businesses to the economy of Oldham. The story of 'Cotton, Curry & Commerce' is told through a collection of case studies including 22 oral history recordings from members of the Asian business community, migrant pioneers, subsequent generations of Asian entrepreneurs, business leaders and politicians active in Oldham to explore 50 years of change from the 1960s onwards. The archives of the Asian Business Association (catalogue reference M166), the oral history recordings (catalogue reference M185), and the book are available at Oldham Local Studies and Archives[46].

6.3.19 Contributions are still being made to understanding the region's archaeological history through the activities of GMAAS (including a range of publications) and local archaeology groups and societies. In Greater Manchester, an example is the well-regarded Greater Manchester Past Revealed Series, which presents the results of large-scale archaeological projects in an illustrated booklet. Other means of dissemination are information boards, guided tours and public open days, web based information and landscape interpretation.

6.4 Economic Value

6.4.1 Heritage makes a significant contribution to the UK economy, providing jobs and output across a number of industries. The Heritage sector's total estimated GVA contribution to the UK's GDP was £13.1 billion in 2016, equivalent to 0.75 per cent of UK`s total GVA. The heritage sector has had a total estimated employment of 196,000 in 2016, equivalent to 0.67 per cent of the workforce of the entire UK. [47]

6.4.2 For every £1 of GVA generated by the heritage sector in England, an additional £1.21 of GVA is supported in the wider economy through indirect and induced multiplier impacts of the sector. Indirect impacts are generated in the supply chains supporting the heritage sector, whilst induced impacts are generated when the direct and indirect (supply chain) employees spend their earnings on domestic goods and services. Once these impacts are taken into account, England's heritage sector had an estimated aggregate GVA impact of £29 billion in 2016.

6.4.3 The same logic applies to the heritage sector`s estimated employment multiplier of 2.34, so that for every job created in the heritage sector, an additional 1.34 jobs are supported in the wider economy, again through these indirect and induced multiplier impacts. Accounting for these wider multiplier impacts and adding them to the direct employment contribution, produces an aggregate employment impact of the heritage sector of approximately 458,640 jobs in 2016.[48]

Heritage shapes peoples' perceptions of place

6.4.4 Heritage plays an important part in shaping peoples' perceptions and authentic experiences of a place. Places that are aesthetically pleasing have an attractive power that encourages people to congregate there. Historic

[44] Historic Environment: https://historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/conservationprinciplespoliciesandguidanceapril08web/
[45] IHBC: https://www.ihbc.org.uk/skills/resources/IHBC-Valuing-Historic.pdf
[46] Oldham Council: http://cottoncurryandcommerce.co.uk/
[47] Historic England: https://historicengland.org.uk/content/docs/research/heritage-sector-england-impact-on-economy-2018/
[48] Historic England: https://historicengland.org.uk/content/docs/research/heritage-sector-england-impact-on-economy-2018/

environments are popular places to live, work, and spend leisure time in because they are generally attractive with a wealth of architectural detail lacking in modern developments. They are also familiar and have a lasting quality.

- One of the strongest arguments for investing and promoting the historic environment is its importance in affecting perceptions of how attractive a place is to visit. It is also an important factor in determining where people chose to live (74%) and work (63%)34.
- The GREAT Britain campaign showcases the best of what the UK has to offer to inspire the world and encourage people to visit, do business, invest and study in the UK. The campaign identifies heritage as one of 12 ‘unique selling points’ of the UK. It is estimated that for every £1 spent on the GREAT campaign, overseas visitors spend £23 in Britain[49].
- People spend more in their local economy after investment in the historic environment. In areas that had received investment in the historic environment, approximately one in five visitors in a survey of 1,000 stated they spent more in an area after investment in the historic environment than they did before. One in four businesses stated that the historic environment investment had directly led to an increase in business turnover34.

6.4.5 Heritage assets also improve the overall appeal of places by providing an environment for a diverse leisure and retail experience. Examples in Greater Manchester include the renovation of Altrincham market, which has created an appealing venue for independent businesses. The re-opening of the River Roch and associated new public realm in Rochdale, which has formed a new focal point for events and markets. Manchester’s Castlefield has also brought back to life a previously neglected area, attracting new residents and businesses.

Heritage is an important ‘pull’ factor in business location decisions

6.4.6 Distinctive and characterful working spaces are a ‘pull’ factor for businesses. Historic buildings form unique settings for a variety of activities such as business, entertainment, eating out and shopping. They are often more appealing than modern buildings and can offer accommodation for small businesses that is smaller, more flexible and cost-effective.[57]

- The density of heritage assets is highly and positively related to the concentration of firms in a local economy including creative industries. A recent study into the role of culture and sport in place shaping found that the greater the density of cultural and heritage assets, the better the performance of the creative industries and the greater the level of specialisation towards the creative industries. Heritage density is also positively and strongly related to the overall movement of businesses into an area, which suggests that such assets are important ‘pull’ factors which influence business location decision[50].
- A very high proportion of creative industries based in historic buildings are start-ups, with over 60% established between 2010 and 2013[51].
- One in four businesses in a survey of over 100 agreed that the historic environment is an important factor in deciding where to locate[33].

6.4.7 There are many good examples of historic buildings being renovated for new business uses within the city-region, including the regeneration of Manchester’s Northern Quarter, Castlefield and Ancoats areas, as well as Abney Hall (Cheadle) and Islington Mill (Salford). The regeneration of Oldham’s Old Town Hall demonstrates how heritage regeneration projects can have a positive influence on economic prosperity. A recent study on the economic impact of the development highlighted that nearby businesses had experienced a notable uplift in trade, opening hours had extended, new complementary businesses had located nearby and that the project had influenced existing businesses to stay in the Town Centre and to invest in refurbishments within a year of the completion of the project[52].

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[49] VisitBritain (2016): https://www.visitbritain.org/ visitbritainvisitengland-reports-year-record-growth-tourism
[50] TBR (2016): https://assets.publishing.service.gov.uk/ government/uploads/system/uploads/attachment_data/ file/639028/CASE_Placeshaping_Report_-_The_role_of_culture__sport_and_heritage_in_place_shaping_.docx
[51] Heritage Lottery Fund (2013): https://www.hlf.org.uk/new-ideas-need-old-buildings
[52] Oldham Council: Economy Directorate, People and Place

6.4.8 The Grade II* listed Ashton Old Baths is another example of historic buildings (formerly identified on Historic England's HAR) being successfully renovated for new business uses. This incredible structure wasn't just a place to bathe – in fact, by 1975 when the Baths eventually closed, the building had been reinvented as an orchestra venue, a restaurant, and even an indoor tennis court. Standing empty for over 40 years, Tameside MBC and Oxford Innovation stepped in with a new vision for the remarkable space. In 2014, work began to transform the iconic landmark into a vibrant and thriving digital hub with workspace for businesses in the surrounding Greater Manchester area. With an impressive new timber structure built at the heart of the building's original walls, the Baths' history of reinvention, innovation and creativity continues to being enjoyed.[53]

Figure 5.3: Ashton Old Baths (www.ashtonoldbaths.co.uk), rejuvenation of a Grade II* building to new workspace

Heritage generates demand and a property price premium

6.4.9 With 5.1 million pre-1919 buildings in England, traditionally built properties make up 21% of the housing stock in England. 'Period' properties and historic features are highly sought after and residential property values can be enhanced by Listed Building and Conservation Area status. This is largely because historic buildings with original external and internal features, generous space standards and distinctive social cachet are a symbol of quality, seen as inherently valuable as period homes. Equally, the conversion of other types of historic buildings such as mills and warehouses provides greater opportunity for self-expression.

- Proximity to a listed building is associated with additional value and this value is greater than the premium associated with a newly built home. A study of six cities in England, which included Manchester, found that proximity to a listed building increased property prices by between 4.4% and 10.3%. The study concludes that beauty, a sense of place, and confidence that heritage will not be destroyed bring real and predictable value[54].
- There is a 9% price premium for homes in conservation areas. Research analysing 1,088,446 house sales between 1995 and 2010 showed that properties in conservation areas sell for 23% more on average than

[53] Ashton Old Baths: www.ashtonoldbaths.co.uk
[54] Boys Smith, N. Venerandi, A. and Toms,.K. (2017) *Beyond Location*. Create Streets. Summary available at: http://dev. createstreets.com/projects/create-streets-latest-report-beyond-location-published/

other houses. Even when location, property features and other factors affecting house prices are adjusted for, a premium of around 9% was still found[55].

- Listed properties generate a higher level of total return on investment compared to non-listed properties. A 2011 analysis of the Investment Property Databank (IPD) Index (a leading real estate industry data source for commercial property) shows that at the All Property level, the IPD Listed Property Index has generated a higher level of total return than the IPD Index for three, five, 10 and 30 year time periods[56].
- One of the strongest arguments for investing and promoting the historic environment is its importance in affecting perceptions of how attractive a place is to visit. It is also an important factor in determining where people chose to live (74%) and work (63%)[57] .

Heritage, breathing life into our towns and cities

6.4.10 Built heritage is a huge resource helping to shape how towns, cities and rural areas look and feel. The unique and distinctive nature of heritage adds value to places and has formed the cornerstone of many successful regeneration projects within the city-region creating significant benefits for local economies and communities. The conversion of large commercial premises in Manchester City Centre into apartments, for example, has brought new life into the city centre, creating activity in areas previously deserted at the end of the working day.

- The returns on heritage-led regeneration projects outstrip costs. A 2017 ex-post evaluation of the economic impact of six case studies from HLF's Heritage Grants Programme (2002-2007) demonstrated a net GVA of £8.4m generated annually and 135 direct / indirect jobs supported annually. Over the 10 years, this equated to £84m GVA across just six projects. The combined grant awarded for these six projects was £27.5m, which is a return of over three times what was originally invested. In addition, there were temporary economic benefits of £3.1m net GVA and 70 net jobs during the construction phases[58].
- Investing in the historic environment generates economic returns for local places. On average, £1 of public sector expenditure on heritage-led regeneration generates £1.60 additional economic activity over a ten-year period34.

6.4.11 The 'Discovering the Underbanks' project, is a Heritage Lottery Funded (HLF) project aimed at transforming Stockport's historic high street into a vibrant destination for businesses and visitors, whilst also telling the area's stories to new audiences. The scheme will includes improvements to property and the local area, skills training and community events designed to bring people into the area. The scheme was awarded Stage 1 of a Townscape Heritage grant in 2017 and a detailed Stage 2 application to HLF was submitted in 2018. The application has been approved and the project has commenced[59].

The opportunity costs of not investing in heritage

6.4.12 Heritage-led regeneration is of particular value in areas of high economic and social deprivation. Run down derelict historic areas can be transformed into vibrant places in which people wish to live work and spend their money.

- With 5,290 designated heritage assets 'at risk' in 2017, there is untapped economic potential. Research from 2017 examined the opportunities provided by vacant and underused textile mills in West Yorkshire and the North West. The research demonstrated that there were approximately 542 underused or vacant mills in Greater Manchester. Applying standard office floor space densities to the total amount of net vacant floor space in West Yorkshire, Greater Manchester and Lancashire's textile mills illustrates the potential to generate 283,000 new net additional jobs (equivalent to £12.4bn of Gross Value Added per annum) or 52,000 new homes.**Error! Bookmark not defined.**

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55 Ahlfeldt, G. Holman, N. and Wendland, N. (2012): https://content.historicengland.org.uk/content/docs/ research/assessment-ca-value.pdf
56 Colliers International (2011): https://content. historicengland.org.uk/content/docs/research/encouraging-investment-industrial-heritage-at-risk-main-report.pdf
57 Amion consulting and Locum Consulting (2010) Impact of Historic Environment Regeneration
58 Heritage Lottery Fund (2017): https:// www.hlf.org.uk/ten-years-impact-heritage-grants-programme-2002-2007
59 Stockport Council: https://www.stockport.gov.uk/rediscovering-the-underbanks

- There are unrealised opportunities for new businesses in underused or vacant heritage assets. Businesses that occupy listed buildings generate £13,000 extra GVA per business per year. This extra GVA is the amount above that generated by an equivalent number of businesses in non-listed buildings.51
- While there is a 9% premium on properties in conservation areas, this advantage falls by 4 percentage points (or to 5 %) in conservation areas that are classified by local authorities as being 'at risk'.55

Heritage construction and development

6.4.13 There are over 5.1 million pre-1919 residential properties in England, representing over a fifth (21%) of all dwellings in England[60]. The on-going need to repair, maintain and restore these historic buildings creates strong dependencies between heritage and the construction and development sectors, often requiring specialist heritage skills, knowledge and expertise.

- Heritage construction and development contributes £6.6bn in GVA; there are 94,000 construction workers involved in heritage related activities, including building finishing and specialised activities such as bricklaying and stone setting, carpentry and cleaning of exteriors; there are 5,000 people employed as archaeologists in England; and 29,000 architects, building and civil engineers and chartered surveyors involved in heritage related activities.[61]
- In 2017, the Heritage Lottery Fund (HLF) reported the findings of an impact evaluation of grants distributed between 2002 and 2007. The assessment found 60% of a sample of projects led to the creation of new jobs and 22% reported regeneration impacts – by enhancing the character and distinctiveness of their local areas through the renovation, restoration and improvement of heritage assets, places have become more inviting and have attracted further investment.58
- A major survey of archaeological services in the UK estimates that commercial archaeology generated a total of £228m revenue in 2016-17.[62]

Heritage tourism

6.4.14 Heritage is an important part of the tourism industry in England, attracting millions of domestic and international tourists each year. England's heritage creates additional spending through tourism in two ways. Some tourists visit the UK primarily to visit heritage attractions, while others take part in heritage activities during trips that are made for other purposes, potentially extending trips and generating additional spending as a result.[63] This in turn supports millions of jobs and contributes to national and local economic growth. Heritage tourism represented 2% of the UK's gross domestic product (GDP) in 2011; this is the direct, indirect and induced effect of both built heritage and natural heritage tourism.[64] On a regional level, the total gross value added and jobs supported by heritage tourism in the North West region in 2015 was £1.4bn and 30,300 respectively[65].

- Two-thirds (34%) of domestic tourists cited being able to visit a historic building or monument as their 'sole reason' or a 'very important reason' why they took their domestic holiday or short break. This increases to 63% for day visitors[66].
- Heritage tourism is more popular in Britain, compared with most of Europe. 35% of UK citizens "totally agree" that the presence of cultural heritage influences their choice of holiday destinations. This is the fourth highest proportion of the survey respondents from the 28 EU countries[67].

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[60] Valuation Office Agency (2017): https://www.gov.uk/ government/statistics/council-tax-stock-of-properties-2017
[61] Centre for Economics and Business Research (2018): https://historicengland.org.uk/content/docs/research/ heritage-sector-england-impact-on-economy/
[62] Landward Research (2017)://www.archaeologists.net/sites/default/ files/Archaeological%20Market%20Survey%202016-17%20 101117.pdf
[63] Historic England (2018): https://historicengland.org.uk/content/docs/research/heritage-sector-england-impact-on-economy-2018/
[64] Oxford economics (2013) The Economic Impact of the UK Heritage Tourism Economy
[65] Oxford economics (2016) The Impact of Heritage Tourism for the UK Economy.
[66] TNS (2015): https://www.visitbritain. org/sites/default/files/vb-corporate/Documents-Library/ documents/England-documents/valuing_activities_-_final_ report_fv_7th_october_2015_0.pdf
[67] European Commission (2017): https://ec.europa.eu/ commfrontoffice/publicopinion/index.cfm/ResultDoc/ download/DocumentKy/80882

- Over three quarters of visitors to historic attractions in England were local visitors in 2016, including both day trips and longer stays. The proportion of domestic visitors has been increasing steadily since 2008, suggesting that holiday trends in England are changing towards staying within the UK.[68]

6.4.15 The ten Greater Manchester districts invest more than £24.3m per annum in culture and heritage, directly supporting Greater Manchester theatres, galleries and cultural organisations and residents' creative activity[69]. The city-region is now a significant tourist destination, and many museums and galleries are often located in historic buildings.

6.4.16 Industrial heritage is also a major tourist attraction in the city-region. Visitors are attracted to Greater Manchester by the unique built environment created by the textile industry, mills, commercial and public buildings, waterways, railways and docks and by the facilities provided in diverse historic buildings. Many of these have been imaginatively adapted to new uses for example the Royal Exchange theatre in Manchester's former Cotton Exchange and the G-Mex Concert and Exhibition Centre in the former Central Station. Particular tourist attractions include the East Lancashire Railway, which originates in Bury, the Portland Basin in Tameside, Wigan Pier and the Country parks associated with rivers and canals, for example Heaton Park, Dunham Massey and the reclaimed Coral Irwell Valley.

Heritage volunteering

6.4.17 Volunteers are vital to the day-to-day running of many heritage organisations. They dedicate significant amounts of time, knowledge and expertise in a wide range of high skilled and low-skilled roles. These activities range from fundraising, outreach, events and exhibitions staffing, specialist conservation work, to governance roles and trusteeship.

- Heritage volunteering in numbers: 616,000 heritage volunteers in England, 2015/16; 5.7% of all volunteers in England, 2015/16; £520m estimated economic value of heritage volunteering based on national minimum wage in England, 2016.61

6.4.18 In addition to being beneficial to wellbeing, volunteering can help in skills development and support future employability. The Council for British Archaeology launched the Community Archaeology Bursaries Project in 2011, providing year-long work placements for 51 community archaeologists across the UK, until 2015.[70] Community archaeology in the UK is thriving. It enables a wide range of people to get directly involved in the preservation, investigation and enjoyment of their local heritage in a constructive and meaningful way, whilst also developing skills needed to work closely with the growing body of individuals who work in the field of archaeology.

[68] BDRC (2018): https:// historicengland.org.uk/content/heritage-counts/pub/2018/ visitor-attractions-trends-england-2017/
[69] Greater Manchester's Strategy for Culture and Creativity
[70] Council for British Archaeology, Community Archaeology Bursaries Project: https://new.archaeologyuk.org/community-archaeology-bursaries-project

7 Issues & Trends

7.1 Introduction

7.1.1 This section summarises the issues and opportunities pertaining to the historic environment in Greater Manchester. It has been informed by a workshop held in July 2019 with officers from GMCA, Historic England, the Greater Manchester Archaeology Advisory Service (GMAAS) and the ten GM districts.

7.2 Heritage at Risk

Introduction

7.2.1 Launched in 2008, the Heritage at Risk (HAR) Programme identifies sites that are most at risk of being lost because of neglect, decay or inappropriate development. Table 6.1 below shows a comparison between the total number of heritage assets and heritage at risk across Greater Manchester. It should be noted that not all designated assets are covered in HAR, for example most Grade II listed buildings are not included, therefore the below comparison is not like with like,

	Listed Buildings		Scheduled Monuments	Registered Parks and Gardens	Conservation Areas
	Buildings and Structures Entries	Place of Worship Entries	Total	Total	Total
GM Heritage At Risk[71]	25	60	1	0	18
GM Designated Heritage Assets[72]	3,892		42	30	245

Table 6.1: Greater Manchester Heritage at Risk (Source: Historic England GM Heritage Assets / Historic England NW Heritage at Risk Register 2019)

Listed Buildings

7.2.2 As shown in the table 6.1 above, 85 listed assets within Greater Manchester are included in the HAR register. Whilst this accounts for a relatively low proportion of listed buildings overall (some 2%) it is to be noted that there is no data on the state of Grade II listed buildings / structures other than places of worship. Since Grade II listed buildings make up the greatest proportion of listed buildings in the city-region, this represents a significant gap in the evidence base. Further research would help to increase the understanding of the state of the historic environment within Greater Manchester and the opportunities for conservation and enhancement. There is also a need to correlate this information with different typologies to get a clearer understanding of heritage at risk.

Conservation Areas

7.2.3 Of Greater Manchester's 245 conservation areas, 18 (7%) are at risk, as shown in Table 6.2[73].

District	At Risk	Vulnerable	Low / Not at Risk	Information Missing	District's Total
Bolton	2	15	9	0	26
Bury	2	6	4	2	14
Manchester	0	4	31	0	35
Oldham	1	20	15		36
Rochdale	2	8	15	4	29
Salford	4	7	4	0	15
Stockport	1	9	27	0	37
Tameside	1	3	5	0	9
Trafford	3	5	13	0	21
Wigan	2	5	16	0	23
Greater Manchester	**18**	**82**	**139**	**6**	**245**

Table 6.2: Greater Manchester Conservation Areas at Risk (Source: Historic England)

[71] Historic England Heritage at Risk Register NW: https://historicengland.org.uk/images-books/publications/har-2018-registers/nw-har-register2018/
[72] Historic England Database
[73] Heritage Counts 2018 https://historicengland.org.uk/research/heritage-counts/indicator-data/

7.2.4 Salford has the highest proportion of conservation areas at risk, with four of 15 Conservation Areas (27%) being included in this category. Manchester is the only district with no conservation area at risk. As presented in Table 6.2, an additional 82 (33%) conservation areas are classified as 'vulnerable.' Table 6.3 identifies that 29 conservation areas (12%) have 'high' vulnerability.

District	Low	Medium	High	Information Missing	District's Total
Bolton	0	14	12	0	26
Bury	0	10	2	2	14
Manchester	26	8	1	0	35
Oldham	0	35	1	0	36
Rochdale	3	22	0	4	29
Salford	0	5	10	0	15
Stockport	37	0	0	0	37
Tameside	8	1	0	0	9
Trafford	11	10	0	0	21
Wigan	13	7	3	0	23
Greater Manchester	**98**	**112**	**29**	**6**	**245**

Table 6.3: Greater Manchester Conservation Areas Vulnerability (Source: Historic England)

7.2.5 As shown in Table 6.4, 123 (50%) of the total Conservation Areas are in fair condition, with 56 (23%) in optimal condition, 50 (20%) in poor condition and 10 (4%) in very bad condition.

District	Optimal	Fair	Poor	Very Bad	Information Missing	District's Total
Bolton	9	13	3	1	0	26
Bury	2	7	3	0	2	14
Manchester	16	17	2	0	0	35
Oldham	9	20	7	0	0	36
Rochdale	5	8	10	2	4	29
Salford	8	2	3	2	0	15
Stockport	0	28	8	1	0	37
Tameside	1	3	4	1	0	9
Trafford	2	12	5	2	0	21
Wigan	4	13	5	1	0	23
Greater Manchester	**56**	**123**	**50**	**10**	**6**	**245**

Table 6.4: Greater Manchester Conservation Areas Condition (Source: Historic England)

7.2.6 As shown in Table 6.5, there is a trend of improvement for the city-region's conservation areas. Whilst 150 (61%) of conservation areas have had no significant change in their condition, 61 (25%) have been improving and seven have improved significantly. Barton-Upon-Irwell in Trafford is the only conservation area that has deteriorated significantly. The condition of following 11 conservation areas has also deteriorated: Bury Town Centre (Bury); Rowlands / Brookbottoms (Bury); Oldham Town Centre, (Oldham); Cliff (Salford); St Augustine's (Salford); Houldsworth (Stockport); Church Lane (Stockport); Hillgate, (Stockport); George Street (Trafford); Empress (Trafford); and Tyldesley Town Centre (Wigan).

District	Deteriorating Significantly	Deteriorating	No Significant Change	Improving	Improving Significantly	Unknown	Information Missing	Total
Bolton	0	0	21	4	1	0	0	26
Bury	0	2	6	3	1	0	2	14
Manchester	0	0	19	14	2	0	0	35
Oldham	0	1	26	9	0	0	0	36
Rochdale	0	0	14	9	2	0	4	29
Salford	0	2	9	3	1	0	0	15
Stockport	0	3	23	4	0	7	0	37
Tameside	0	0	7	2	0	0	0	9
Trafford	1	2	10	6	0	2	0	21
Wigan	0	1	15	7	0	0	0	23
GM	**1**	**11**	**150**	**61**	**7**	**9**	**6**	**245**

Table 6.5: Greater Manchester Conservation Areas Trends (Source: Historic England)

Scheduled Monuments

7.2.7 Oldknows Lime Kilns in Stockport is the only Scheduled Monument at risk in Greater Manchester[74], however, 10 assets (24%) have been identified as being vulnerable as shown in table 6.6. A total of 30 (73%) Scheduled Monuments within the Greater Manchester conurbation are at low risk or not at risk at all.

District	At Risk	Vulnerable	Low / Not at Risk	Information Missing	Total
Bolton	0	1	2	0	3
Bury	0	1	3	0	4
Manchester	0	1	4	0	5
Oldham	0	0	1	1	2
Rochdale	0	0	2	0	2
Salford	1	0	3	0	3
Stockport	0	1	5	0	6
Tameside	0	3	1	0	4
Trafford	0	1	0	0	1
Wigan	0	2	9	0	12
GM	**1**	**10**	**30**	**1**	**42**

Table 6.6: Greater Manchester Scheduled Monuments at risk (Source: Historic England)

7.2.8 Table 6.7 shows a breakdown of the Scheduled Monuments in Greater Manchester, across various condition types. Three assets have been identified to be in a generally unsatisfactory condition with major localised problems: Buckton Castle (Tameside); Cross base on Standish Wood Lane (Wigan); and Peel Hall Moated site (Manchester). An additional six monuments (14%) are identified as Generally Satisfactory but with significant localised problems.

District	Optimal / Generally Satisfactory	Generally Satisfactory but with minor localised problems	Generally Satisfactory but with Significant localised problems	Generally unsatisfactory with Major localised problems	Information Missing	Total
Bolton	1	2	0	0	0	3
Bury	1	2	1	0	0	4
Manchester	1	3	0	1	0	5
Oldham	1	0	0	0	1	2
Rochdale	0	1	1	0	0	2
Salford	1	2	0	0	0	3
Stockport	4	2	0	0	0	6
Tameside	0	2	1	1	0	4
Trafford	0	1	0	0	0	1
Wigan	3	5	3	1	0	12
GM	**12**	**20**	**6**	**3**	**1**	**42**

Table 6.7: Greater Manchester Scheduled Monuments' condition (Source: Historic England)

7.2.9 The majority of monuments are either in a stable or improving condition (see Table 6.8), however, the condition of seven assets has been identified as declining. These are Winstanley moated site and five fishponds, Market cross in the marketplace to the west of St Wilfrid's Church, Cross base on Standish Wood Lane and Haigh Sough mine drainage portal in Wigan; Affetside Cross at Affetside in Bury; Peel Hall moated site in Manchester; and Post-medieval glassworks in Tameside.

District	Declining	Stable	Improving	Not known	Information Missing	Total
Bolton	0	2	1	0	0	3
Bury	1	3	0	0	0	4
Manchester	1	4	0	0	0	5
Oldham	0	1	0	0	1	2
Rochdale	0	1	0	1	0	2
Salford	0	3	0	0	0	3
Stockport	0	6	0	0	0	6
Tameside	1	1	0	2	0	4
Trafford	0	0	1	0	0	1
Wigan	4	8	0	0	0	12
GM	**7**	**29**	**2**	**3**	**1**	**42**

Table 6.8: Greater Manchester Scheduled Monuments trends (Source: Historic England)

[74] Heritage indicators 2018: https://historicengland.org.uk/content/heritage-counts/pub/2018/hc2018-heritage-indicators/

Heritage at Risk – Conclusion

7.2.10 In headline terms, Greater Manchester has a relatively small proportion of heritage assets on the Heritage at Risk register; some 2% of listed buildings, 7% conservation areas, 2% of scheduled monuments and no Registered Parks and Gardens are on the list. However, the register only includes Grade II listed buildings that are places of worship, however, and since Grade II listed buildings make up the highest proportion of listed buildings in the city-region (almost 93%) and cover a much wider range of building typologies, there is currently a considerable gap in the evidence base. There is no mechanism in place to monitor the condition of Grade II buildings outside London and consequently the condition of the greater majority of the city-region's designated heritage assets is simply an unknown quantity.

7.2.11 Condition information on conservation areas is more comprehensive and perhaps provides a useful yardstick in terms of the state of the historic environment within the city-region:

- Conservation areas 'at risk' represent 7% of the Greater Manchester total but the proportion is much higher in some districts, notably Bury (14%), Salford (29%) and Trafford (14%).
- Conservation areas classed as 'vulnerable' represent 33% of the Greater Manchester total and in many districts the proportion of conservation areas that are 'at risk' or 'vulnerable' is higher than those that are not 'at risk,' namely Bolton (68%), Bury (57%), Oldham (58%) and Salford (71%).
- In Manchester 24% of conservation areas are in a poor / very bad condition, with Oldham (26%), Rochdale (41%), Salford (36%), Tameside (56%), Trafford (33%) and Wigan (26%) having above average concentrations of conservation areas in a poor / very bad condition.
- 23% of the Greater Manchester's conservation areas are in optimal condition.
- Overall, there is a trend that the condition of the city-region's conservation areas is improving (29%) rather than deteriorating (5%), but the deterioration of conservation areas is above average in Bury (14%), Salford (13%), Stockport (8%) and Trafford (14%).

7.2.12 Buildings or areas that are under-used and in a poor or deteriorating condition can be associated with socio-environmental degradation including crime, vandalism, fly tipping and the consequent decline in the significance and character of an area. In Greater Manchester, the Fire and Rescue Service's records show there have been over 50 significant textile mill fires since 2010, with 20 registered as deliberate[75]. There is a need across the city-region to protect heritage assets at risk and promote a reduction in the number of entries on the register by exploring opportunities for regeneration and the repair and occupation of heritage assets or appropriate management. Officers attending the GM Heritage Topic Paper stakeholder consultation also identified the need for a more up-to-date 'at risk' register at the city-region level to inform strategy, policies and site allocations and a more rigorous approach in registering heritage assets that are at risk as a result of neglect, decay or inappropriate development or are vulnerable to becoming so. Up to date information will help to ensure that the districts can better manage the historic environment.

7.3 Vulnerability of certain building typologies

Industrial heritage

7.3.1 England's textile mills, once the workshop of the world, were the original Northern Powerhouse of the UK. What remains today of this industrial heritage is fundamental to the history, culture and landscape of northern England. A survey undertaken in 2011 found that the percentage of listed industrial buildings at risk was three times greater than the national average for listed buildings at risk[76]. Historic England subsequently commissioned the University of Salford in 2017 to prepare The Greater Manchester's Historic Textile Mills Buildings At Risk County Assessment Report.

[75] Historic England: https://historicengland.org.uk/whats-new/in-your-area/north-west/prevent-heritage-arson/
[76] Historic England: https://historicengland.org.uk/advice/heritage-at-risk/industrial-heritage/

7.3.2 The report shows that Greater Manchester's historic mills are rapidly being lost with many more standing empty and neglected. Since the last study undertaken in 1980s, 45% of Greater Manchester's historic mills have been lost, with only 6% (33) of textile-mill complexes retaining all the structural elements of the original power system (the figure does not necessarily include those mills that have internal engine and boiler houses, a layout typical of early 19th century mills).

7.3.3 In total, 209 of the 540 textile manufacturing sites in Greater Manchester (representing 39% of the total stock) are in good condition, with another 223 (41% of the total stock) in fair condition. Another 83 sites (15%) are in poor condition and 25 (5%) are in very bad condition. An estimated 28% of the total stock of textile mills in the city-region as a whole are considered to be 'Vulnerable' to change or loss, a figure that varies between the different boroughs. Approximately 40% of the total stock of textile mills in the boroughs of Tameside and Stockport are considered 'Vulnerable.'

7.3.4 Mills are fundamental to the history and culture of not only Greater Manchester but also much of the North West region. They were the powerhouses behind the industrial revolution, shaping the landscape and creating evocative skylines in the towns and cities of the region. Vacant and underused mills are at risk of being lost forever; re-purposing them for modern day use is an effective means of securing their long-term sustainability and reinforcing local identity. The re-use case studies illustrate that mills offer quality spaces that can attract commercial, residential and leisure occupiers, leading to successful business investment. Within Greater Manchester area, Oldham Council has taken the ownership of the future of the borough's historic mills by commissioning a Mill Strategy to help identify priority mills and actions plans for these historic assets.

7.3.5 Notwithstanding mills, there is a wider diversity of industrial heritage (often non-designated) to consider. Stockport has a comprehensive HER, which allows an understanding of the levels of survival for key industrial site types. The key industrial sites within Stockport include 30 hat works (18 left), 22 silk mills (3 left), 93 cotton mills (25 left), 23 cotton weaving mills (10 left), 11 dye works (5 left), 11 bleach works (4 left), 4 print works (1 left), 4 woollen mills (2 left), 15 engineering works (8 left), 14 weaver's cottages (9 left), 3 tram depots (all gone), 5 gas works (1 left), 11 water wheels, 7 coal mines and 5 lime kilns.

Public, civic and communal buildings

7.3.6 Public, civic and communal buildings include a wide variety of buildings associated with law and local government, as well as buildings designed for cultural uses and entertainment activities. Like many other heritage assets – designated or non-designated – many public, civic and communal buildings can be at risk of substantive change or loss.

7.3.7 The law and government buildings category includes buildings such as town halls, law courts, and police and fire stations, all of which were built in large numbers in the nineteenth and twentieth centuries as the role of the towns and settlements expanded. Many of these buildings are architecturally ambitious and were designed to project pride in public service provision, with considerable resources being devoted to their construction. In their size, design and planning, they reflect the growing complexity of public administration, and their ubiquity provides a constant reminder of the role of elected local authorities. These buildings can usually possess considerable community value, and play a key role in local townscape. Sometimes the various functions such as law courts, assembly rooms, concert halls and administrative quarters were combined in a single structure or alternatively separately housed, but perhaps grouped together to form a municipal enclave.[77]

7.3.8 The second category includes buildings used for cultural and entertainment activities, such as cinemas, museums, galleries, libraries, theatres and dance halls. What unites these buildings are the factors of pleasure, escapism and self-improvement. Considerable architectural effect was often deployed, which today is reminder of past patterns of culture and leisure. Such buildings can be regarded with great attachment by the community, and their closure, alteration or demolition can prompt considerable concern.[78]

[77] Historic England: https://historicengland.org.uk/images-books/publications/dlsg-law-government-buildings/heag113-law-and-govt-lsg/
[78] Historic England: https://historicengland.org.uk/images-books/publications/dlsg-culture-entertainment/heag109-culture-and-entertainment-lsg/

7.3.9 Whilst it is true that historically, architecturally and communally Greater Manchester's public, civic and communal buildings hold great value, there are a number of factors, which expose the vulnerability of this typology in the twenty-first century. Changes in the administration of public services, particularly the amalgamation of local authorities and the increasing centralisation of services into the main district and city centres, has meant that in the smaller centres many civic buildings are increasingly becoming redundant. Fuelled by budgetary pressures and the need to deliver more effective and efficient services, more people are accessing local government services online and there is less need for a physical presence in all but a few main locations. Where a physical presence is required, the cellular layout and institutional feel of many older civic buildings, higher running costs, maintenance liabilities and changing accessibility requirements mean that many services are tending to cluster in new build multi-use community hubs where better integrated and customer-focussed services can be delivered.

Public houses

7.3.10 A report by the Office for National Statistics, notes a steep decline in the number of pubs in all the city-region districts since 2001, ranging from 8% (Manchester City) to 42% (Rochdale)[79]. Public houses have closed in huge numbers across the country in recent decades, especially in urban and suburban areas. Research carried out by the Campaign for Real Ale (CAMRA) in 2012 showed that 18 pubs were closing each week, which although an improvement from the record of 52 pub closures in 2009, is still a great concern. Contributing factors include:

- Social change and a broader range of social entertainment;
- The smoking ban, introduced in England in 2007;
- Relatively higher increases in taxation (e.g. taxes on beer have increased by 42% since 2008);
- Discounted alcohol sales by supermarkets and other shops; and
- The high and rising value of pub sites for redevelopment, especially in urban and suburban areas.

7.3.11 Following pub closures there has been a steady stream of conversions, with many historic features and fittings being lost in the process. It is especially common to find that former pubs are converted to restaurants, convenience stores and supermarkets; something which currently does not requires planning permission. In numerous other cases, pubs have simply been demolished, their grounds often providing ample space for residential blocks, supermarkets or nursing homes.

7.3.12 Historic England's 'The Urban and Suburban Public House in Inter-War England, 1918-1939' assesses the level of threat to pubs across the country and seeks to increase the understanding, awareness and protection of this building type. The White Swan Hotel on Worsley Road, Swinton in Salford has been assessed as part of this study, as one of the notable public houses in Greater Manchester. Since 1820, there has been a White Swan public house on the site of the present building. The pub formed part of a group of buildings on either side of the road at Swinton, a medieval settlement, which saw a large phase of growth following the industrial revolution. [80]

7.3.13 Historic England has recently started a project on England's post-war pubs to complement the inter-war pubs project. The project focuses more on raising levels of understanding and appreciation. Pubs of this period are especially vulnerable, however, findings from the study are not yet available on Historic England's website. [81]

Parks and gardens

7.3.14 More than 1,600 parks and gardens in England are designated as being of national importance[82]. These are included in the 'Register of Historic Parks and Gardens of Special Historic Interest in England'. They make a special contribution to the historic environment of our countryside and towns and are considered heritage assets like listed buildings or scheduled monuments under the NPPF.

7.3.15 There are 102 registered parks and gardens on the Heritage at Risk Register, representing 6.1% of the total number of registered parks and gardens in England. The Heritage at Risk Register includes all grades (Grade I, Grade II*

[79] ONS: https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/articles/economiesofalesmallpubscloseaschainsfocusonbigbars/2018-11-26
[80] Historic England: https://historicengland.org.uk/research/current/discover-and-understand/urban-public-realm/the-english-pub/
[81] Historic England: https://historicengland.org.uk/research/current/discover-and-understand/urban-public-realm/the-english-pub/
[82] Historic England: https://historicengland.org.uk/advice/heritage-at-risk/landscapes/registered-parks-and-gardens-at-risk/

and Grade II) of registered historic parks and gardens. There are also individual park and garden features on the Heritage At Risk Register. These include listed buildings such as garden walls, lodges, follies and temples. These complex landscapes often require significant monetary investment so that they can be removed from the Heritage at Risk Register. Historic England's grant funding as well as that from other funding bodies such as National Lottery Heritage Fund and Natural England (through the Countryside Stewardship scheme) delivers repair solutions for parks and gardens.

7.3.16 There are many issues and challenges facing historic parks and gardens. Their historic character and fabric can be easily harmed by:

- New construction – for example buildings, building extensions, roads and transport infrastructure, quarrying and mineral workings;
- Changes in the setting or views;
- Changes in farming and woodland management;
- Changes to the treescape, hedges, fences and boundaries;
- Changes to the water table, and pollution;
- Neglect or abandonment leading to overgrown trees, shrubs and scrub, lost features and views, silted-up lakes;
- Inappropriate wildlife habitat schemes;
- Poor maintenance of garden buildings and structures, walls, paths and steps;
- Poorly designed visitor developments;
- Unsustainable growth in visitor numbers and events, and temporary structures - marquees, temporary tracks and additional access points, visitor facilities;
- New garden or landscape design interventions; and
- Intrusive lighting, smells and noise.

Rural heritage

7.3.17 A key component of our countryside is our rural heritage of traditional farm buildings, small villages, field boundaries, ancient monuments, woods and parkland. These are not only important in their own right, but they also deliver further tangible benefits for rural communities. They underpin the beauty, diversity and 'sense of place', which attracts inward investment and tourism, and the active conservation of historic places creates skilled employment, often in areas where jobs are scarce. Yet our rural heritage is under great pressure. The changing economics of farming has caused the loss of hedgerows, archaeological features, parkland, water meadows and historic field systems, and the obscuring of cultural landscape remains by encroaching scrub. The functional redundancy of traditional farm buildings has led to disinvestment and dereliction. Much rural heritage has been lost over the last 100 years.[83] For that reason, what remains has been eligible for funding under the rural development programme (RDP), and – where funding has been available – it has been effective. Too often, however, artificial EU boundaries have treated rural heritage separately from the wider environment in which it sits, excluding it from integrated approaches to land management, and limiting funding, efficiency, and effectiveness.

7.3.18 The scale and distribution of development required to meet the needs of Greater Manchester will require the release of a limited amount of land from the city-region's Green Belt and safeguarded open land in semi-rural areas. Some of these sites may affect or contain heritage assets and / or below-ground archaeological potential, and therefore there is a need for early evaluation and assessment (being undertaken as part of the GMSF evidence base) to ensure through strategic policies as well as site-specific policies, that harm to the significance of the heritage assets, including effects on their setting, is minimised. There is also a need to ensure that where possible, the development of the site allocations will act as a catalyst, presenting opportunities to tackle any heritage at risk and better reveal the significance of heritage assets through sensitively designed development.

Non-designated heritage

7.3.19 It is important to recognise that non-designated assets are particularly vulnerable. Over and above their general responsibility to understand and seek to conserve nationally designated heritage assets, local planning authorities

[83] Heritage Alliance: https://www.theheritagealliance.org.uk/wp-content/uploads/2017/10/Looking-after-our-landscapes-post-Brexit.pdf

are encouraged to identify specific heritage assets in their area through a local list. Local lists help to distinguish buildings or sites of interest, which can provide a catalyst for their care and intervention through a more thorough Heritage At Risk Register. Local lists therefore give local authorities more power to manage challenges and initiate improvements. Currently only Salford and Stockport maintain a local list.

7.4 Historic Environment Record (HER)

7.4.1 As mentioned in section 3, the quality and coverage of the data in the HER (Historic Environment Record) is patchy, as it has been built up in an ad hoc way. Some areas of Greater Manchester have good coverage and reliable data due to previous enhancement surveys, whereas other areas have not been studied. There is also a growing backlog of archaeological reports, including desk based assessments, evaluations, excavations, landscape studies, historic building surveys and watching briefs – in total about 1,000 reports that have not been entered into the database.

7.4.2 These reports (referred to as grey literature) hold a wealth of information on historic settlements and sites across Greater Manchester and are an invaluable resource for local communities to understand and take pride in the historic character of where they live. Entering this information into the database should be undertaken at an early stage, as it is an important component of the evidence base. Dependent on resourcing, the availability of the data as an online accessible resource should be explored.

7.5 Conservation and economic viability

7.5.1 Change is often vital to facilitate the optimum viable use of heritage assets, so they can continue to receive investment but there are a range of challenging factors that can affect the scope and economic viability of adaptation from structural condition to geographical location. Industrial site, for example, may be located in sensitive locations such as proximity to river courses and may carry other additional costs, such as land remediation, which may also effect viability. Agricultural buildings may be located on greenbelt land where restrictive planning policies apply. A situation can often occur where the cost of converting a heritage asset is greater than the value it would have on completion of the works, especially in more marginal areas where adaptive reuse can be stymied by local market conditions.

7.5.2 In order for development to become viable, some form of funding is required to meet the ‘conservation deficit’ either in the form of a grant or ‘enabling development.’ The Heritage Lottery Fund can be a source of grant funding and the designation of heritage assets, such as conservation area status, can be a focus for attracting and channelling grant aid. Schemes can be established to grant aid the repair and reinstatement of original features, through Townscape Heritage and Heritage Action Zones funds, for example. There may also be scope for funding through other initiatives. Phase 1 funding for the Future High Street Fund (FHSF), which aims to help high streets adapt to and meet the challenging expectations of today’s retail sector, has been awarded to five locations within Greater Manchester: Wigan, Stretford (Trafford), Stockport, Oldham and Farnworth (Bolton). GMCA are working with Phase 1 FHSF bids to ensure that heritage and culture are embedded in phase 2 proposals.

7.5.3 The Greater Manchester Mayor’s Town Centre Challenge is also an opportunity. The initiative introduced in 2017 reinforces the trend to support town centres through regeneration and is being undertaken in the context of increasing concern about the future of town centres across the whole of the country. The new drive to regenerate town centres across Greater Manchester is a response to their decline and the need to plan positively with new homes and non-retail offers. The initiative aims to regenerate smaller town centres across the city-region, so that they are cost-effective locations for businesses, housing and leisure. The initiative will be supported by new Mayoral powers to establish Mayoral Development Corporations, the use of Compulsory Purchase Orders (CPOs) and Mayoral grants to kick-start developments.[84]. Since the announcement of the initiative to date, nine town centres across Greater Manchester have been nominated including Stockport, Farnworth (Bolton), Leigh (Wigan), Prestwich (Bury), Stalybridge (Tameside), Swinton (Salford), Royton (Oldham), Rochdale and Stretford (Trafford).

7.5.4 Heritage Action Zones (HAZ) are other sources of funding. In May 2019, Historic England launched a £44 million fund, which will allow local authorities to find new ways to champion and revive historic high streets through the

[84] GMCA: https://www.greatermanchester-ca.gov.uk/news/new-drive-to-regenerate-town-centres-across-greater-manchester/

High Streets Heritage Action Zones scheme. Rochdale is the only district in the city-region with a Heritage Action Zone, centred on Drake Street - the historic route from the railway station to the Town Hall. The vision for the Rochdale Heritage Action Zone (HAZ) is to transform a failing, retail dominated street into a vibrant area of mixed-use development that acknowledges and celebrates heritage[85].

7.5.5 In the absence of grant funding, 'enabling development' is another method of bridging the conservation deficit. Historic England defines enabling development as 'development that would be unacceptable in planning terms but for the fact that it would bring public benefits sufficient to justify it being carried out, and which could not otherwise be achieved.' While normally a last resort, it is an established and useful planning tool by which a community may be able to secure the long-term future of a place of heritage significance, and sometimes other public benefits, provided the balance of public advantage lies in doing so. The public benefits are paid for by the value added to land as a result of the granting of planning permission for its development. [86] There is a danger, however, that the scale and demands of enabling development can sometimes effect the overall integrity of a heritage asset. The integrity of the historic environment depends on coherent, consistent and sustainable long-term management, based on a thorough understanding of significance both as a whole and in its respective parts. Enabling development must therefore avoid 'detrimental fragmentation of management of the significant place'[87] and be sympathetic to the character of the historic environment through the appropriate use of materials and high standards of design. Where there is potential to harm the integrity of heritage assets, there is a need to explore alternative development strategies, such as the scope for land assembly to provide additional development capacity to offset refurbishment costs.

7.6 Conservation areas

7.6.1 Greater Manchester is made up of many areas each with their own sense of place, local character and distinctiveness, which are particularly important at a local level. Therefore, it is crucial that new development reflects and enhances the built environment and avoids the creation of homogenous places that become undesirable to live and invest in.

7.6.2 The historic environment, when well managed, can be a valuable source of prosperity, wellbeing and community cohesion.[88] The Sunday Times' Best Places to Live included four Greater Manchester neighbourhoods, and whilst heritage does not feature as one of judging criteria, the neighbourhoods (Altrincham, Ancoats, Levenshulme and Ramsbottom) all clearly have a strong sense of place that is partly a product of their historic environment. The revitalisation of neglected heritage, such as Altrincham's market hall and Levenshulme's south station have played a positive role in creating new social and business opportunities, which have enhanced the image of their respective settlements and provide precedents for the regeneration of other Greater Manchester communities.

7.6.1 The NPPF emphasises the importance of local character and identity[89]. Conservation Area designation imposes a duty on the Local Authority to preserve or enhance its character. This involves a dual approach of drawing up policies to control alterations such as shopfronts, signs and shutters, in order to prevent the erosion of its appearance, and carrying out enhancement works such as repaving, new street furniture and landscaping. Conservation areas can result in an improved environment, thereby enhancing confidence in a local area, creating a positive cycle of increased footfall and private investment.

7.6.2 A good understanding of what makes a conservation area special, as well as active management once it is designated is key to its ongoing success. Local Planning Authorities are required by the Planning (Listed Buildings and Conservation Areas) Act 1990 to determine areas and to formulate and publish proposals for the preservation and enhancement of conservation areas,[90] which forms the basis for Conservation Area Appraisals and Management Plans. Less than half of Greater Manchester's conservation areas have a Conservation Area Appraisal (47%) with

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[85] Historic England: https://historicengland.org.uk/services-skills/heritage-action-zones/regenerating-historic-high-streets/
[86] Historic England: https://historicengland.org.uk/images-books/publications/enabling-development-and-the-conservation-of-significant-places/
[87] Historic England: https://historicengland.org.uk/images-books/publications/enabling-development-and-the-conservation-of-significant-places/enablingwebv220080915124334/
[88] Historic England Places Strategy https://historicengland.org.uk/content/docs/planning/he-places-strategy-2019/
[89] NPPF Para 58: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf
[90] Historic England: https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/heag-268-conservation-area-appraisal-designation-management/

only 19% being 'up to date' (produced within the last 5 years) and only 24% have a CAA Management Plan. These documents are an important part of the historic environment evidence base, helping to identify opportunities for enhancement and to manage development pressure.

7.6.3 There is the opportunity to address existing conservation areas, through ensuring that there is up-to-date information, which will help increase the understanding of the historic environment in Greater Manchester and highlight any trends and issues within these areas. It is recognised that there is a resource issue due to the lack of local authority conservation staff to deliver this, however, there is the opportunity to explore the potential to engage with the local community and amenity groups to undertake this work.

7.7 Heritage, growth and design

7.7.1 The GMSF makes the case for developing brownfield land in order to help address the need for housing. This has the potential to impact on historic fabric, in particular through the adaptation of historic buildings and the impact of development on the setting of heritage assets. It is important to reconcile the need for economic and housing growth with the protection and enhancement of the historic environment. Whilst it is recognised that Greater Manchester will need to ensure that there is a long-term plan to deliver its high level of growth, it is important that this is balanced with the requirement that cultural and heritage assets are preserved for future generations.

7.7.2 The redevelopment of underused brownfield sites and optimising site capacity provides the potential for transformational change that can revitalise historic townscapes. There is not a 'one-size-fits-all' approach and attention should be focused on solutions that positively respond to the special character and qualities of each individual area, requiring an emphasis on good design. Tall buildings can be a way of accommodating more units on a small site area, if designed sensitively. When proposing higher storey developments in historic contexts, it is vital to ensure they create a positive relationship with the surrounding area.

7.7.3 In addition to development, there is also a need to ensure that transport infrastructure and highway engineering does not negatively affect the historic environment. HS2 is a particular challenge. A good example is the Ordsall Chord, a series of new bridges and viaducts in one of the most important sites in the history of the railway, adjacent to Liverpool Road Station, which was the first passenger railway station in the world. The project of great importance to the north of England has linked Victoria and Piccadilly for the first time and is intrinsically linked to the whole northern programme that will bring faster and more frequent trains between all the major cities in the north and the communities of Greater Manchester.

7.7.4 Town centres are another example of areas that need to capitalise on their heritage assets in order to remain successful. In the challenging economic landscape of today, heritage can provide a means of driving economic and social regeneration as well as providing a competitive advantage or ready-made selling point. Proposals for the enhancement of historic buildings in town centres and high streets – if carefully integrated in the wider context – can play an important role in regeneration schemes, creating a brand for the area, resulting in significant benefits for the local economy and community alike. The Greater Manchester Town Centre Challenge as previously touched upon has a focus on regeneration of town centres in the city-region. When paired with the potential of the GMSF to direct development to the right place - including re-using heritage assets in urban built areas through residential-led regeneration schemes – can provide an opportunity for sustainable growth.

7.7.5 The 'Transforming Places Through Heritage' programme, which is part of the Heritage Action Zone Initiative and available to Heritage Action Zones or places that have secured funding through the Future High Streets Fund, supports projects that will contribute to the transformation of High Streets and town centres, helping them become thriving places, strengthening local communities and encouraging local economies to prosper. The programme is aimed at individual heritage buildings in, or transferring to, community ownership and support charities and social enterprises to develop projects with the potential to bring new life to High Streets by creating alternative uses for redundant or underused historic buildings in town centres[91] . The programme can also play a role in bringing good growth to the urban areas where heritage environment has a powerful presence.

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[91] http://ahfund.org.uk/england

7.7.6 In considering development in historic environments, the need for development should be balanced against protecting / enhancing the historic environment, keeping in mind that good growth stems from an approach where heritage and development are considered as complementing rather than competing factors that contribute to the enhancement of place.

7.8 Heritage, sustainability and climate change.

7.8.1 Climate change is one of the most pressing issues facing Greater Manchester, threatening the health and prosperity of the city-region. Effective spatial planning and development has a crucial role in responding to this challenge through climate change mitigation (measures taken to reduce the greenhouse gases that exacerbate climate change in an attempt to limit future change) and climate change adaptation (measures taken to adapt to climate change that's already inevitable). Climate change will be a key driver of future change, but the overall quality, diversity and distinctiveness of our historic environment needs to be recognised as it evolves and responds to new pressures.

7.8.2 It is recognised that the building stock is probably the largest single user of energy and therefore can make a significant contribution to cutting greenhouse gas emissions and assisting Greater Manchester in becoming a carbon neutral city by 2038. Taking into consideration the extent of the historic environment across Greater Manchester, improving the energy efficiency of existing buildings needs to be applied with particular care and sensitivity. Two principal areas of risk when upgrading older buildings is that such measures can cause unacceptable damage to their character and appearance or effect structural performance. This is reflected in Part L of The Building Regulations (2010), which contains some exemptions for historic buildings as well as circumstances where special considerations should apply. The Part L1B of the Building Regulations exempts ‘listed buildings’, ‘building in conservation areas’ and ‘scheduled ancient monuments’ from energy efficiency requirements where compliance would unacceptably alter the character and appearance of buildings.

7.8.3 Historic buildings vary greatly in the extent to which they can accommodate change without loss of their significance. These considerations will influence the extent of change that is appropriate to improve energy efficiency. When alterations for energy conservation are proposed, regard should be given to ensuring that the building and the impacts of the proposals are well understood, and that impacts are avoided, minimised or mitigated. It is also good practice to look for opportunities to better reveal or enhance the significance of heritage assets, through enhancing other aspects of significance through recording, disseminating and archiving important elements of the assets affected[92].

7.8.4 Helping the historic environment to be resilient in the face of climate change involves understanding potential risks and identifying possible adaptations, but there can be tensions around possible solutions and their impact on the integrity of the historic environment. An example is changes to the management of the water environment including sustainable drainage systems (SUDS), changes in land management and alteration of the physical characteristics of a water system.

7.8.5 According to UCL Institute for Sustainable Heritage, the most effortless way of adapting to the impact of climate change such as floods, intense rainfall, high winds and draught is by streamlining current monitoring, management and maintenance practices to enhance the stability of the historic environment. Preventive maintenance and emergency preparedness are also recommended. Moreover, two important foci of the purposeful adaptation of the historic environment to climate change are modifying drainage and rainwater goods in historic buildings and the discreet provision of irrigation and water storage in parks and gardens. Opportunities need to be found to roll out and integrate these measures into existing or planned initiatives in buildings, archaeology, parks and gardens.[93]

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[92] Historic England: https://historicengland.org.uk/images-books/publications/energy-efficiency-historic-buildings-ptl/heag014-energy-efficiency-partll/
[93] UCL Institute for Sustainable Heritage: https://www.ucl.ac.uk/bartlett/heritage/research/projects/project-archive/climate-change-and-historic-environment

8 Recommendations

8.1.1 The evidence base presented within this Topic Paper demonstrates the rich diversity of Greater Manchester's historic environment. By examining heritage assets, exploring existing legislation and policy and identifying issues and trends this paper has also revealed opportunities for the GMSF to better preserve and enhance the historic environment in Greater Manchester.

Ensure the framework sets out a positive strategy for conservation, enhancement and enjoyment of the historic environment

8.1.2 A greater appreciation of Greater Manchester's historic environment and its value should be weaved into the narrative of the GMSF, recognising the valuable contribution it has in sustainable development, placemaking, prosperity, social well-being and community cohesion. Acknowledging the cross-cutting nature of heritage, the historic environment should cascade through the GMSF and policy framework, but in a manner that is proportionate to a strategic plan:

- The framework's 'Context' chapter should include reference to Greater Manchester's historic environment in order to highlight the significance of the historic environment and its value to the city-region.
- The framework's 'Objectives' chapter should include reference to the conservation and enhancement of the historic environment (including landscape character), designated and non-designated heritage assets and their setting.
- There is need for the plan to have supportive planning policies that promote the conservation and enhancement of the historic environment, making best use of Section 5 (Heritage Value) and Section 6 (Trends) as justification for strategic policies. This includes potentially amending policies where necessary, responding to the constraints and opportunities to support the conservation of the historic environment through appropriate management and integration with new development or regeneration, as well as setting out new policies to guide development so that it respects Greater Manchester's character and distinctiveness.
- The framework should ensure that the selection of site allocations is based on a clear understanding of the significance of designated and non-designated heritage assets. Where some degree of harm cannot be avoided, justifications should be clearly stated and evidenced within the context of the framework. There is also need for site-specific policies to set out relevant criteria against which the potential impact of harm can be minimised or mitigated in order to speed up the implementation process. It is therefore recommended that the specific policies for site allocations and the supporting text provide clear reference to the historic environment and specific heritage assets and their significance where they are present on site. The level of detail required in a site allocation policy will depend on various aspects including the significance of the heritage asset and its setting, nature of the development proposed and the size and complexity of the site. However, it needs to be detailed enough to provide information on what is expected, where it will happen on the site and when development will come forward including phasing. Mitigation and enhancement measures identified as part of the site selection process and evidence gathering are best set out within the policy to ensure that these are implemented.
- The framework is required to ensure that it clarifies through its strategic policies that the protection and enhancement of the historic environment should be proportionate to the significance of the assets / areas affected.

Recognise the value of the historic environment in achieving a sustainable and resilient city-region

8.1.3 Whilst the GMSF must provide a long-term plan to deliver high levels of growth, it is important to reconcile the need for economic and housing growth with the protection and enhancement of the historic environment. The historic environment is a precious non-renewable resource that has environmental value (history, variety, quality, materials, and embodied energy), social value (health and wellbeing, sense of place, education) and economic value (as a 'pull' factor, regeneration, construction, tourism). Recognising that the city region's heritage assets make a significant

contribution to sustainability objectives there is scope to embed the conservation of the historic environment into Chapter 5: A Sustainable and Resilient Greater Manchester.

Appreciate the distinctive character of Greater Manchester and how it can be a valuable source of prosperity, wellbeing and community cohesion

8.1.4 Greater Manchester has a rich and diverse history and built heritage including distinctive townscapes, thousands of listed buildings and hundreds of conservation areas. Together the historic environment contributes to the variety and interest of the city-region, forming distinctive and desirable places to live, work and visit. This should be acknowledged in 'A Prosperous Greater Manchester' (Chapter 6) for the ability of the historic environment to offer high quality and unique accommodation and positively influence placemaking and regeneration. The historic environment should also be referenced in 'A Greater Manchester for Everyone' (Chapter 7) for its links to inclusion, retail and leisure, education, health and sport / recreation.

Complement the conservation and enhancement of heritage with the promotion of high quality design

8.1.5 High quality design plays an instrumental role in protecting and enhancing the special character of the historic environment. GMSF policy on design (principally Policy GM-E 1 'Sustainable Places') needs to recognise the distinctive challenges of the historic environment and the role of design. Whilst there is a need to protect the special character and individuality of an area, there is also an opportunity to add a new layer of history through architectural flair and innovation.

Highlight heritage at risk

8.1.6 Where buildings, structures and conservation areas are included in the Heritage at Risk Register and other designated or undesignated heritage assets are identified as being at risk, every effort should be made to ensure their protection through sustainable reuse and development. There is scope for the GMSF to provide a policy response by highlighting the vulnerability of the city region's heritage assets, including specific building typologies (particularly related to Greater Manchester's industrial heritage) and environmental factors (e.g. flood risk) and the need for a co-ordinated heritage management and investment strategy for the city region. This could include the need for a review of GM heritage asset designations, particularly those relating to the industrial revolution - Greater Manchester was instrumental in the emergence and development of the industrial revolution but this is not reflected in the level of designation of key sites.

Ensure an up to date evidence base for the purposes of monitoring and review

8.1.7 The Historic Environment Record (HER) is an invaluable record of GM's heritage, but the quality and coverage of the data is inconsistent due to limited resources. There is also a need to record and monitor Greater Manchester's Heritage at Risk, especially assets not covered by Historic England's Heritage at Risk Register. Opportunities to enhance the quality of this resource and improve accessibility (including digital) should be promoted in the revised GMSF to raise the profile of the evidence base and assist in future monitoring. Similarly there is potential in forming partnerships with other organisations to assist in future monitoring of the evidence base as part of a broader heritage strategy. This could include links to museums, tourism, high street initiatives, community involvement and formal and informal education to promote further survey and research, which would also help develop a better understanding of the social value of heritage within Greater Manchester.