

LAND AT CRABTREE LANE OPENSHAW HERITAGE STATEMENT



**Kathryn Sather & Associates
Heritage Conservation Consultants**

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Contact Address

Heritage Conservation Consultants:

Kathryn Sather & Associates
Heritage Conservation Consultants
87 Oldfield Road
Altrincham, Cheshire
WA14 4BL
Tel: 0161 941 1414
Email ksa@ksaconservation.co.uk

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Section 1 Introduction

This Heritage Statement accompanies the full planning application for the demolition of the existing buildings and the redevelopment of land to the east of Crabtree Lane, Openshaw. The proposal site is adjacent to the Grade II listed Ashton Canal Locks; Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 between Crabtree Lane and Edge Lane. This Heritage Statement should be read in conjunction with the proposed plans and elevations and other reports submitted with the planning application.

This Heritage Statement has been prepared in accordance with the NPPF and the NPPG. It has been prepared by Kathryn Sather & Associates, Heritage Conservation Consultants. This Heritage Statement aims to provide sufficient information specific to the proposal site and its immediate surroundings. To this end the statement provides a summary of the history and development of the local area, the history of the site and a description of the extant buildings on the former Crabtree Forge site. The Statement also describes the proposed works, sets out the desirability of the proposed works and assesses the impact of the proposed works upon the setting of the listed Canal Locks Number 13 and Number 14.

Section 2 Planning Policy Context

2.1 Introduction

Both national and local planning policies and guidance affect the planning policy context for the proposal site. These include the Manchester Local Development Framework Core Strategy Development Plan Document, Extant Unitary Development Plan Policies, Places for Everyone Joint Development Plan Document 2022 To 2039, NPPF Chapter 16, the NPPG and guidance from Historic England.

2.2 Manchester Local Development Framework (LDF) 2012

The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. Relevant policy includes:

Policy EN3 Heritage

Throughout the city, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are consistent with the significance of the heritage asset.

2.3 Manchester Unitary Development Plan (1995) Extant Policies

One of the objectives of this plan was 'to protect and enhance Manchester's Victorian, Edwardian and Georgian architectural and historic heritage.' Many policies have been replaced by the Core Strategy (2012) however Policy DC19 on Listed Buildings within the citywide Developmental Control Policies remain valid.

DC19.1 Listed Buildings

In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;

- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

2.4 Places For Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 To 2039 (Adopted 21 March 2024)

Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts. The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. The Places for Everyone Plan took effect and became part of the statutory development plan for each of the nine PfE authorities on March 21, 2024.

Policy JP-P2: Heritage

We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.

Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;
2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;
3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;
4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and
5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.

Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the

significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan.

Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

2.5 National Planning Policy Framework and National Planning Practice Guidance

Chapter 16 of the NPPF, 'Conserving and enhancing the historic environment', provides the policy framework for the conservation of the historic environment. The following guidance is relevant to the application site.

207. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

208. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

210. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Considering potential impacts

212. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

213. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

214. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

215. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

217. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

218. Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

219. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

2.6 Planning (Listed Building & Conservation Areas) Act 1990

Local Planning Authorities have statutory duties regarding decisions involving heritage assets. Section 66 (1) of the Planning (Listed Building & Conservation Areas) Act 1990 states: 'in granting planning permission for development which affects a listed building or its setting,' a LPA must have 'special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'

2.7 Other National Guidance Documents: Historic England

Several Historic England documents provide relevant guidance. These include *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning: 3* (2017); and *Statements of Heritage Significance: Analysing Significance in Heritage Assets Historic England Advice Note 12* (2019).

The Historic England document *The Setting of Heritage Assets* defines setting as: 'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of the asset, may affect the ability to appreciate that significance or may be neutral.'

Setting is also described as being a separate term to curtilage, character and context. Curtilage is largely a legal term referring to the extent of a property boundary, as prescribed by ownership and the character of a place depends upon a sum of all of its attributes. Setting is largely a visual term and thus the way in which an asset is experienced, can also be affected by noise, vibration, odour and other factors.

The guidance sets out a five staged process for assessing the implications of proposed developments on setting. The steps are as follows:

1: Identifying the heritage assets and their settings

The first stage of the analysis is to identify which heritage assets and associated settings are likely to be affected by the proposed development.

2: Assessing whether, how and to what degree settings make a contribution to the significance of the heritage asset

Initially, the significance of the heritage asset needs to be assessed. This assessment should be informed by both archival research and site survey. In assessing the contribution of the setting to significance, the physical surroundings of the asset should be considered, as well as the relationship with other heritage assets, the way in which the asset is experienced, the asset's associations with people and events and patterns of use. This information will provide a baseline for establishing the effects of a proposed development on the significance of a heritage asset.

3: Assessing the effect of the proposed development on the significance of the asset

The range of effects the proposals may have on the setting and the resultant degree of harm or benefit to the significance of the heritage asset can now be considered. The guidance advises on the best approach for assessing the effects of the specific proposals on the heritage assets concerned. In general,

'The assessment should address the key attributes of the proposed development in terms of its: location and siting, form and appearance, additional effects and permanence.'

4: Maximising enhancement and minimising harm

The guidance advises that adverse affects can be limited and the maximum advantage achieved if proposals liable to affect setting are considered from the project's inception. Further limitation of harm can be achieved by producing a well-designed scheme that will minimise detrimental impacts and identify opportunities for enhancement.

Steps to reduce the harm caused by proposals to the significance of a heritage asset include the relocation of a development or its elements, changes to the proposed designs, the creation of visual or acoustic screening, or management measures secured by planning conditions or legal agreements. When harm cannot be avoided, screening should be implemented, although the design of this should be in keeping with the surroundings and avoid having a further negative impact on the area.

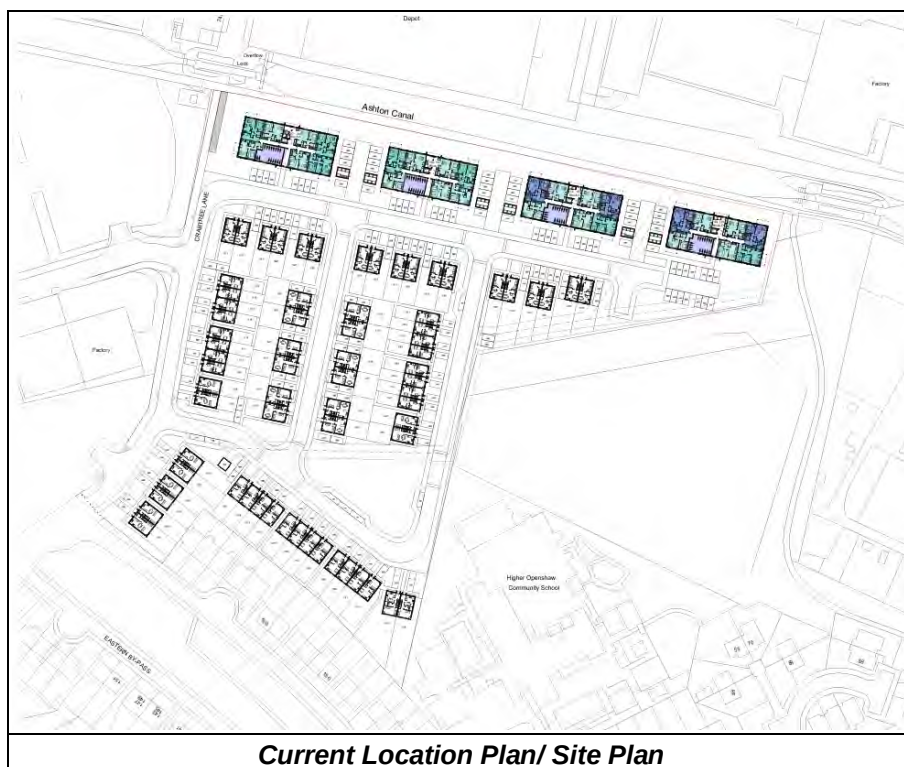
5: Making and documenting the decision and monitoring outcomes

The final phase of the process is to come to the final decision about the proposals. All of the information gathered from the previous steps must be considered. It must also be considered that all heritage assets are not of equal importance and the contribution made by their setting to their significance also varies. The capacity for a setting to accommodate change must also be considered and therefore decisions are therefore made on a case by case basis.

Section 3 Description of the Site

3.1 Location

Openshaw is a suburb of Manchester located approximately 3 miles east of the city centre. Historically Openshaw was part of the county of Lancashire and was incorporated into the city of Manchester in 1890. Clayton lies north of Openshaw with the Clayton Brook dividing the two areas. The proposal site is located to the south of the Ashton Canal and to the northeast of Openshaw's town centre. The proposal site lies adjacent to the Grade II listed Ashton Canal Locks Number 13 and 14. Openshaw historically was dominated by heavy industry which has been replaced with residential housing and commercial warehousing.



Current Location Plan/ Site Plan

3.2 The Plot and Boundaries

The proposal site comprises of land which formerly was the site of a former iron works and now is roughly divided into two areas. To the west of the site along Crabtree Lane, are several remaining buildings, semi-derelict, from the former Crabtree Forge, Manchester Region Industrial Archaeology Society (MRIAS) recorded this section of the site in 2003 (HER EGM3711). This section of the site consists of areas of hardstanding and scrub land and areas which are currently predominantly overgrown with vegetation and scattered trees. To the east is the part of the proposal site which is an area of undeveloped industrial land, most recently used as a builder's yard, which consists of a hardstanding area bounded by the canal and towpath to the north and scrubland to the south.

The north of the proposal site is bounded by Ashton Canal and towpath. Beyond the canal the area predominantly consists of commercial warehousing. To the south and west of the former Crabtree Forge site the area is characterised by residential housing and the Higher Openshaw Community School. To the east of the site there is a narrow access road which runs from the towpath to Salcomb Road, which forms part of a residential area. Beyond the narrow access road to the east there is an area which is being used for allotments.

The northwest boundary to the proposal site comprises of the north end of an existing brick-built building partially rendered and a brick wall leading east topped with metal sheeting. The wall adjoins high metal security fencing. There is an entrance located midway along the north boundary providing access to the proposal site off the towpath into the undeveloped area of hardstanding to the northeast. The northeast corner of the site is bounded by a section of brick walling and further metal security fencing.

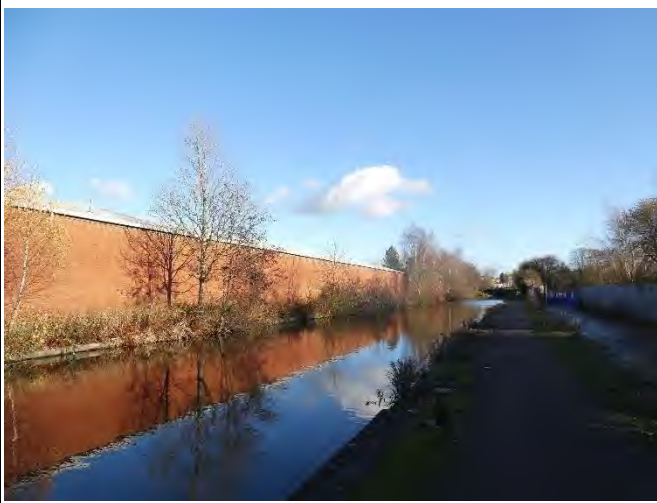
Metal security fencing encloses the northeast section of the boundary and much of the east and south boundaries. The west boundary to the proposal site is made up of the sides to existing brick buildings to the northern part, some concrete horizontal panel fencing and vertical metal security fencing to the south.



North Boundary to the Proposal Site Looking East (Along the Towpath of Ashton Canal)



North Boundary Metal Security Fencing Looking West Along the Towpath of Ashton Canal



Looking East Towards Ashton Canal Lock 14 Along the Northern Boundary



Boundary Wall and Metal Security Fence Adjacent to Canal Lock Fourteen



Boundary Wall Adjacent to the Access at the Towpath



Northwest Boundary of Proposal Site



West Boundary Along Crabtree Lane



Junction of Crabtree Lane and Eastern By-Pass



Section of Southern Boundary Adjoining the Rear Gardens of Houses Along Eastern By-Pass



South-Eastern Boundary – Division Between Undeveloped Plot and Open Area



Looking West Across the Northeast Section of the Proposal Site from Lock No. 14



Remnants of Brick Flooring at the Proposal Site

The remnants of a tramway which encircled the warehouses remains at the proposal site. The tramway and travelling crane first appear on the 1949-52 OS Map and would have assisted in the movement of heavy parts around the works.

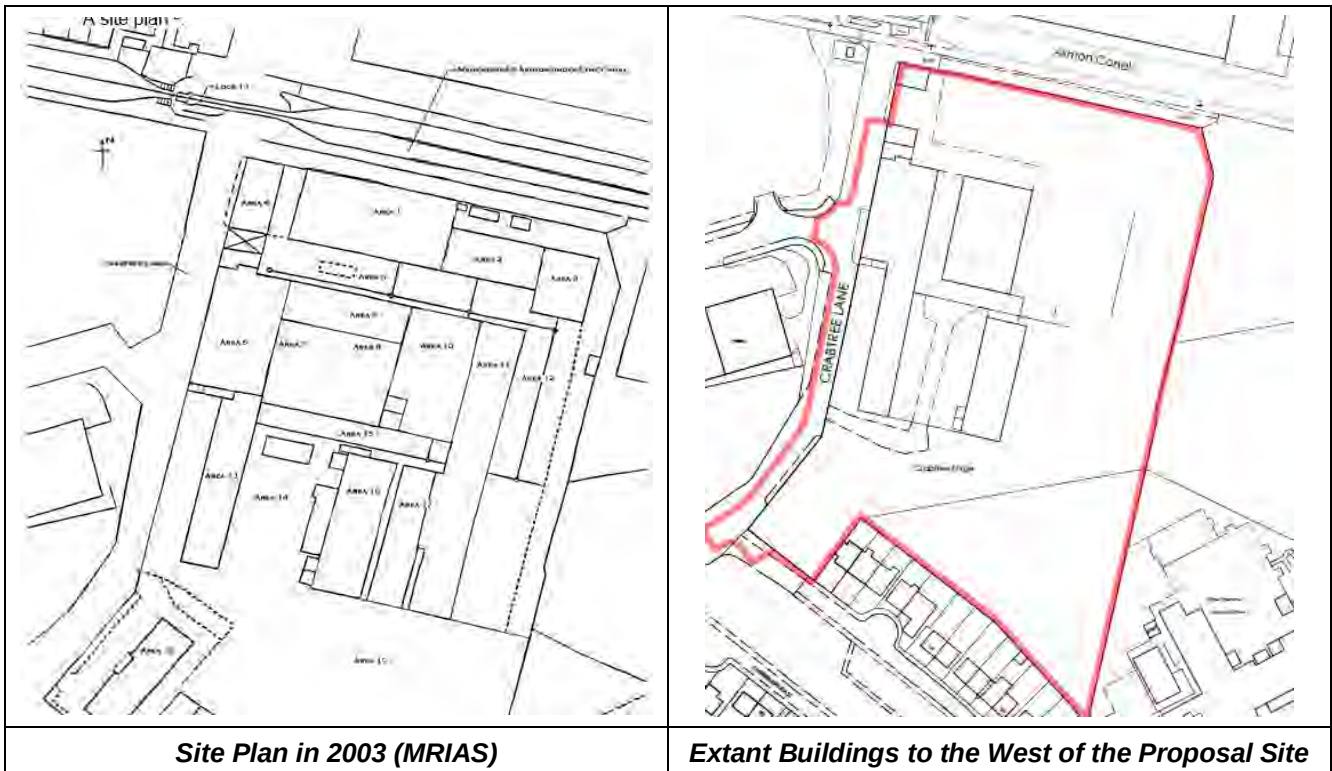


Remnants of the Tramway Looking West

3.3 Former Crabtree Forge

3.3.1 Extant Buildings

The extant buildings comprise three along Crabtree Lane: the former single storey 1920s office block in the northwest corner of the site (Area 4); the former machine shop to its south (Area 6); the receiving and stores building to the south (Area 13). Within the site is a two-bay factory area (Area 8) and to the southeast of this was a 1980s sub-station and compressor building (Area 16)

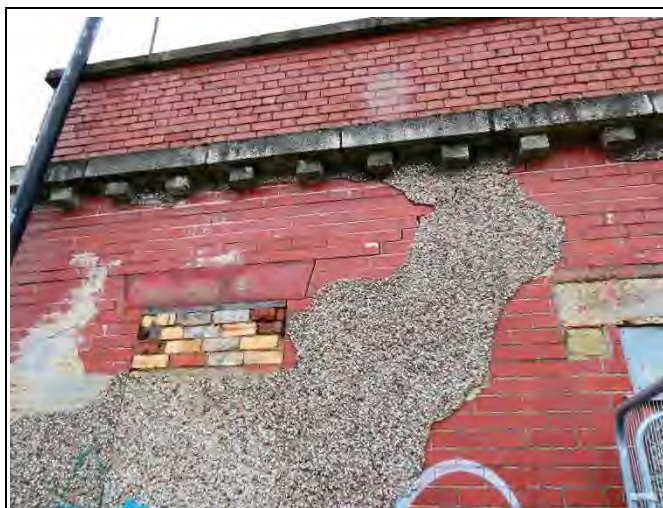


3.3.2 Buildings Fronting Crabtree Lane

Area 4

Area 4 is of brick construction, with stone detailing for a heavy dentillated frieze and copings to the parapet. The north section with the parapet is single storey. Some areas of the wall have been roughcast rendered and all the windows and doors have been bricked up, however, flat segmented arch headers with stone keystone detail and stone lintels can still be seen. South of this is a two-storey section, made up of a later inserted bay and an older section. At ground floor there is a wide opening for trucks. Timber casement window frames are visible at first floor level. The roof has collapsed. The older section of the two-storey building has a differing façade constructed out of varying brick colour with slightly protruding sections of the wall. At the ground floor on the left-hand side are brickwork dove ventilation holes with a stone lintel above. On the right-hand side there is no opening, but this may have been infilled and an iron lintel can be seen above a set of different colour bricks to the left-hand side. At the first floor there are two timber framed windows.





***Decorative Stone Cornice and Parapet
Rough Cast Render - Infilled Openings***



East Elevation of Offices (Area 4)

The east elevation of the office block/ground floor passageway has a flat roof and a three-pane window with most of the wooden frame, lintel, and sill still present. There is a smaller square window opening to the left of this. The elevation juts out and rises to two storeys to the south of this with a further window opening at first and second floor level.

Area 6

This tall single-storey building is of brick with a slate roof abuts Area 4 to the south. It is two-bay in depth with a pitched gable roof and extends along the Crabtree Lane boundary, with the west elevation characterised by two brick piers between double-height now bricked up windows in a contrasting red colour. Formerly the machine shop, an iron railing tops the wall to this southern section of the elevation to Crabtree Lane. Beyond this is a further gateway with brick gate piers and ironwork gates in-situ. Here the south elevation gable wall can be seen.



West Elevation of Area 6



Entrance Gates

Area 13

South of Area 6 and set back from the gates and yard is a later rectangular building understood to have been used as a receiving and stores building. It is constructed of a brick base with corrugated metal sheeting and an iron rail atop the elevation. The south gable to this side of the building has a large rectangular loading door with up-and-over roll door and concrete lintel. A small louvred ventilation opening above this has a concrete lintel. The east elevation to Area 13 has vertical metal

corrugated sheeting above a brick lower section to the wall. A large loading door has a concrete lintel and metal roller shutter. The north section of this elevation is older with brick sections and large openings covered with metal sheeting, while its north elevation has windows at first floor, suggesting it was incorporated into an earlier building. There appears to be infilled doorway at ground floor.



South Elevation and West Elevation of Area 13



Southern Section of Area 13



South Elevation of Area 13



East Elevation of Area 13



North Elevation of Area 13

Interior

The interior is semi-derelict with some former industrial elements remaining, including a crane. The interior has been vandalised and the roof is missing which has allowed vegetation to grow throughout.



Semi-Derelict Interior of Area 13



Remnants of an Overhead Crane

Area 8 (Centre of the Proposal Site)

This double-pile rectangular brick building on a north-south axis is understood to have been used to manufacture vehicle wings and high-quality vehicle radiators. Circa 1994, a mezzanine floor had been erected on the interior of the western wall, to provide an internal office and toilets. The new metal roof is late 20th century. It has connecting industrial hardware to the further warehouse to the south. The set of gabled structures have elevations with infilled openings. On the south elevation the left-hand side warehouse has loading entrance with roller shutters. At the west elevation there is an in-situ industrial flue.



South Elevation of Area 8



South and East Elevations of Area 8



West Elevation of Area 8



North Elevation of Area 8

The interior is in a poor state of repair and has been vandalised with sections of concrete blocks still standing; the roof is still intact.



Interior

Area 16

This building at the centre of the proposal site is a large brick-built warehouse which is semi-derelict with some former industrial elements in-situ. Its north elevation is of banded brick in contrasting colours. It may have been the former substation and compressor building. There are several openings in the elevations and an iron railing at the roof edge. At the north elevation which faces the double set of warehouses there is a loading area with roller shutters.



North and West Elevation of Area 16



North Elevation of Area 16

The interior is in a poor state of repair which has been vandalised. An overhead crane is in-situ. The roof appears to be partly intact.



Overhead Crane

Building Remnant to North of Proposal Site

At the north of the proposal site is a free-standing wall which is a remnant of a former structure (possibly area 12). Most of the windows have been infilled with concrete blocks. The stone lintels and sills are still visible. The remaining elevation has cast iron rainwater hoppers fitted to the downpipes.



West Elevation

3.4 Former Connells Site

This section of the proposal site is located to the east of the extant buildings comprising of an area of undeveloped land previously used to store and distribute building materials by the company Connells. The land at this section is not level, with a slight gradient running north to south. The undeveloped land is roughly triangular in shape and consists of hardstanding across the whole plot. There is an entrance into the site from the towpath to the north. The Grade II listed Lock Number 14 is located to the northeast of the site.



Metal Entrance Gates to the North Along Towpath

The northern boundary which runs along the towpath consists of sections of brick walling with buttresses and metal sheeting/metal security fencing.



Northern Boundary Along the Towpath



High Brick Walling with Buttresses



Metal Sheetting/Metal Security Fencing

The northeast corner has partially collapsed brick walling and metal security fencing. Lock Number 14 lies close to this section of the proposal site.



Looking Towards Northeast Corner of the Site



Eastern End of the Northern Wall with Buttresses



Partial Walling and Metal Security Fencing at the Northeast Corner, Lock 14 Beyond



Looking Southwesterly Towards the Site from Lock No. 14

Brick walling continues along the boundary to the east which runs alongside the narrow path from the towpath.



Brick Walling with Buttresses

Metal sheeting with concrete posts separate the site from open land to the south.



Metal Sheetting and Concrete Posts

Fencing and concrete blocks separate the undeveloped part of the proposal site with the former Crabtree Forge and extant buildings.



Looking West Towards the Extant Buildings



Boundary at the Extant Buildings, Consisting of Concrete Blocks and Metal Security Fencing



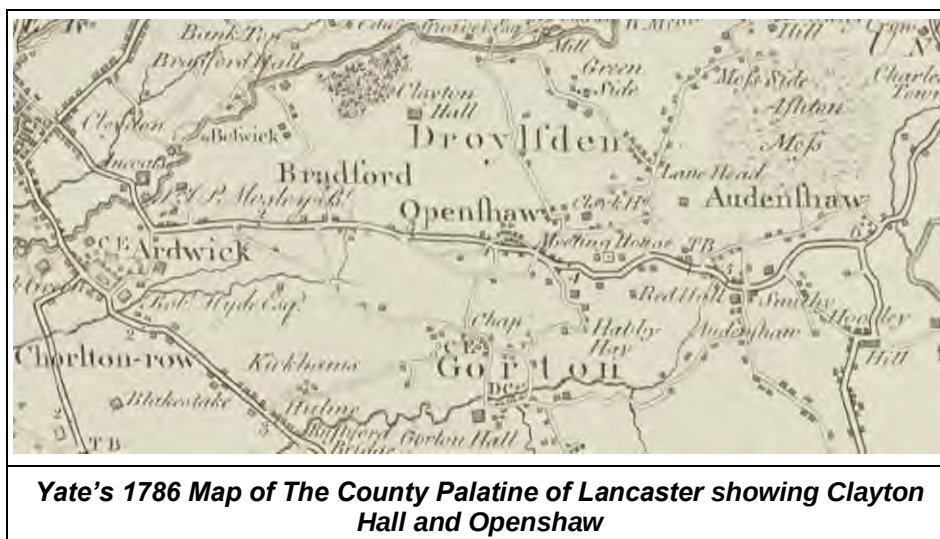
Boundary with Extant Buildings

Section 4 History of the Area and the Proposal Site

4.1 History and Development of Clayton and Openshaw

The HER shows one event at the proposal site; a building recording which was carried out by MRIAS in 2003 (EGM 3711). The HER shows no evidence of occupation of the proposal site in Neolithic and Roman times. However, regarding the wider area of Clayton and Openshaw, two desk-based assessments have been carried out in the Toxteth Street area, one in 2004 by the Archaeological Services WYAS (EGM 3650) and in 2006 by Turley Associates (EGM 3753) to investigate the effects of redevelopment in the area. They identify an area over a 1km to the east of the proposal site which is referred to as a large area of moss, known as Ashton Moss. Ashton Moss forms part of a group of twelve raised bogs and has yielded some prehistoric finds, including a single geometric microlith from the Late Mesolithic period and numerous flints finds of early Neolithic date. Further to the east, crop marks have been discovered in association with a stone axe, hammer or mace head and a bronze axe. Also mentioned in the report is the discovery of a human head radiocarbon dated to the Bronze Age, discovered 1km from Droylsden Moss. The desk-based assessments state that there are no records of any Roman period sites in the area. To the east of the site within the Droylsden/Ashton Moss there was a discovery of a bog body of Roman-British date. Roman coins and pottery have been found at Castle Farm in Droylsden.

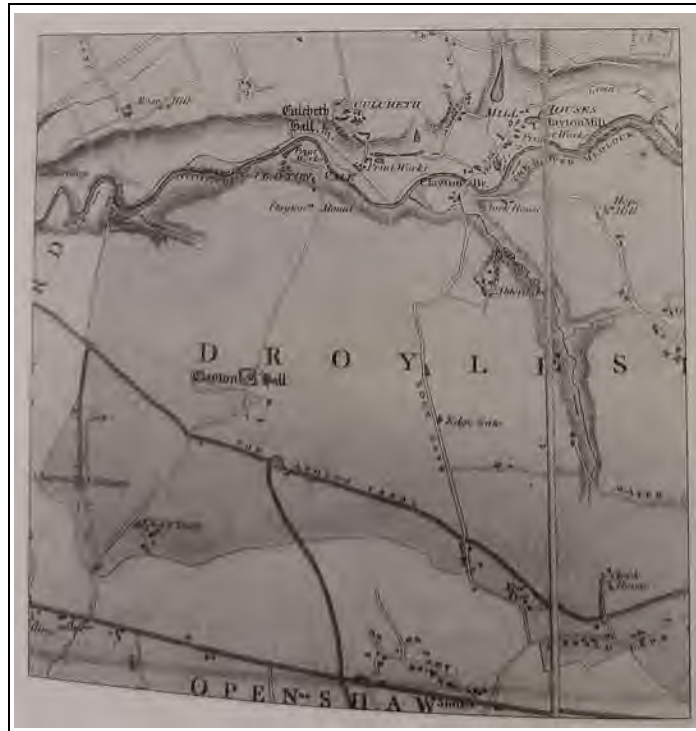
The name Clayton means 'settlement on clay' and its rural wooded landscape provided clay, sandstone, and coal.¹ Clayton lies north of Openshaw with the Clayton Brook dividing the two areas. There is evidence of medieval settlement in the area. Located to the northwest of the proposal site is Clayton Hall a Grade II* listed building which dates to the fifteenth century. The Clayton family are believed to have occupied a hall on the site from 1200 to 1540 until the Bryon family took possession, holding it as their seat until the early seventeenth. Various families resided in the hall, and in around 1621 two textile merchant brothers, George and Humphrey Chetham bought the estate. Humphrey Chetham was a large benefactor to Manchester, the founder of Chetham's Library and Hospital (later Chetham's School) in Manchester.²



Clayton and Openshaw experienced rapid industrial growth in the 18th century, transforming their areas.

¹ Cronin, Jill and Frank Rhodes, *Images of England: Clayton and Openshaw*. Stroud: Tempus Publishing Limited. 2005. 7-8.

² Cronin, Jill and Frank Rhodes, *Images of England: Clayton and Openshaw*. Stroud: Tempus Publishing Limited. 2005. 7-8



Johnson's Map of 1820

In the late eighteenth century during the industrial revolution the invention and widespread application of the steam engine in the local textile industry resulted in a high demand for iron and its mass production. Iron was also needed for the expansion of the railways and in the construction of steamships. Manchester at the time was reputed to be 'the birthplace of the steam hammer' and had two factories making wrought iron plate.³

The main roads were developed horizontally across both towns. Ashton Old Road crosses Openshaw and the road from Manchester to Saltersbrook was upgraded as a turnpike in 1731 with toll gates near Gray Mare, Gorton, and Ogden Lanes. Ashton Old Road was built as a turnpike and opened in 1826.

In parallel the development of the roads, new canals were built. The Manchester and Ashton-Under-Lyne Canal south of and parallel to Ashton New Road opened in 1797. The Manchester and Ashton-Under-Lyne Canal known today as the Ashton Canal was originally built in 1792 to serve the coal industry around Oldham, Ashton, and Hyde. The proposal site is located alongside the Grade II listed Lock Number 13 and Lock Number 14. Until the 1950s the Ashton Canal remained an important link in the cross Pennine trade between the North West's industrial heartland and the quarries in the High Peak District.

The railways followed the canals, crossing north of Clayton across the Medlock viaduct and through the south of Openshaw. Thus, the small rural village of Clayton was transformed during this period into an industrialised area of dyeworks, chemical plants, textile printworks and car production.

³ MARIAS 'Eva Brothers, Crabtree Forge'. Manchester. 2003.



***Crabtree Lane Swing Bridge 1907
Looking North Towards the Former PH The Crabtree Arms
(Now the Strawberry Duck)***

Openshaw also expanded over the same period, farming and weaving giving way to iron works, car production at Crossley Motors, locomotives at Gorton Tank, cranes at Vaughan's and tool making at Joseph Whitworth's, as well as brewing and electrical engineering enterprises.

The name 'Openshaw' means 'unenclosed woodland'⁴ and comes from the old English word *Opinschawe* an open wood or coppice. The population of Openshaw is estimated to have been around 117 in 1641 increasing to around 838 in 1831 and more than doubling up to 2280 in 1841. In the second half of the 19th century the population increased ten-fold to 23,972 in 1890 due to the area's participation in industrialisation.⁵ Openshaw was one of the townships within the manor and parish of Manchester. Detailed in the *Kelly's 1929 Directory of Manchester*, Openshaw is described as an ecclesiastical parish formed in January 1844 from the Civil Parish of Manchester and incorporated into the City of Manchester in 1890.

With the 19th century expansion of industry in Clayton and Openshaw there was extensive construction of residential housing for workers in the form of rows of terraces for the workers and more substantial housing for the middle classes. The main roads were lined with houses, shops, and public houses. Schools and churches followed. The Church of St Barnabus is mentioned in the *Kelly's 1929 Directory of Manchester* as one of the first to be erected in 1838-9. There were church schools, council board schools, the Openshaw Technical College, and Gorton Tank School for employees' children. Later, public swimming baths and a library were built on Ashton Old Road in Openshaw. For recreation, parks and open spaces were available and people could go to theatres such as the Metropole and the Alhambra in Openshaw as well as cinemas like the Carlton on Crabtree Lane and the Regal and Imperial in Openshaw. Maynes coaches provided day trips out of the area and sports clubs flourished, Clayton is where Manchester United has its roots.

⁴ MRIAS 'Eva Brothers, Crabtree Forge'. Manchester. 2003.

⁵ MRIAS 'Eva Brothers, Crabtree Forge'. Manchester. 2003.



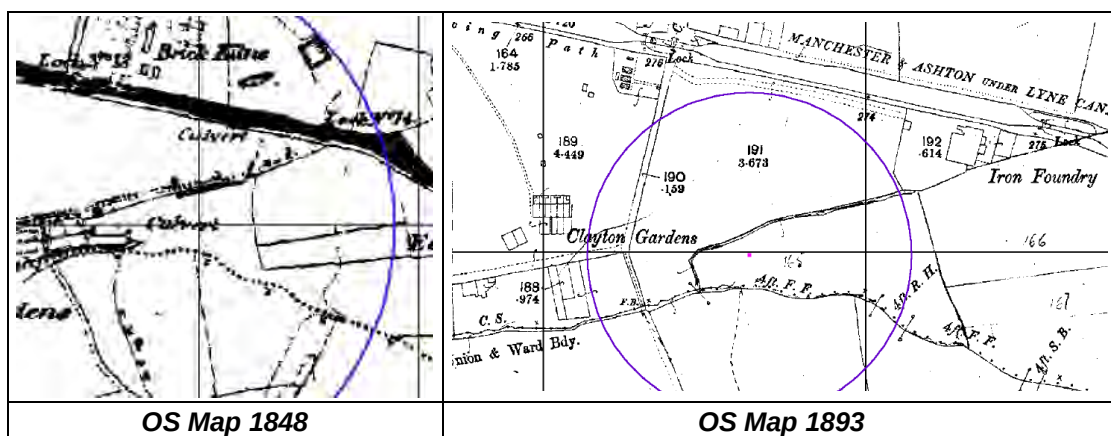
Following a profound de-industrialisation, the two areas Clayton and Openshaw were described in the 1970's as 'less than a shadow of their former self'.⁶ The area underwent a period of 'slump and clearance' resulting in the main roads being stripped of housing, retail, and industry.

By the 1960s Ashton Canal had fallen into dereliction from the lack of commercial traffic and was threatened with abandonment and infilling. However, by the late 1960s and early 1970s the canal was viewed as having potential as part of a link to the 'Cheshire Ring' which is a boating circuit which navigates six canals through countryside, bustling Manchester, and market towns such as Congleton and Macclesfield. By 1974 the Ashford Canal had reopened and to this day offers accessible green space for people to enjoy.

Since this period, Openshaw has undergone rapid demographic change and is home to a diverse range of shops and restaurants. It has been part of an east Manchester regeneration programme which has seen the £40 million investment into developing a new district centre.

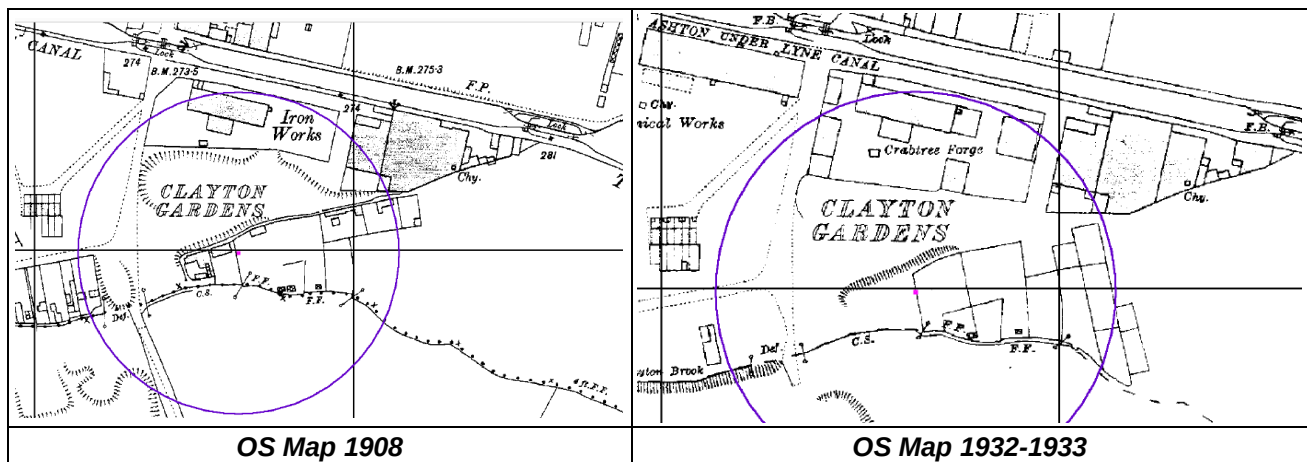
4.2 History and Development of the Proposal Site

Locks 13 and 14 of The Manchester and Ashton Canal are depicted on the OS Map of 1848. At this time the proposal site is undeveloped. The OS Map of 1893 depicts an Iron Foundry (HER No. 9792.1.0) located at the northeastern corner of the plot adjacent to Lock Number 14. The Iron Foundry is considered to date from the 19th Century to the early 20th Century.



⁶ MRIAS 'Eva Brothers, Crabtree Forge'. Manchester. 2003.

Between 1893 and 1908 the area to the west is developed, adjacent to Lock Number 13. By 1932 this area is named Crabtree Forge (HER 17336.1.0).



The 1895 Kelly's *Directory of Manchester* lists Clayton Foundry Co. Limited, Engineers at Crabtree Lane.⁷



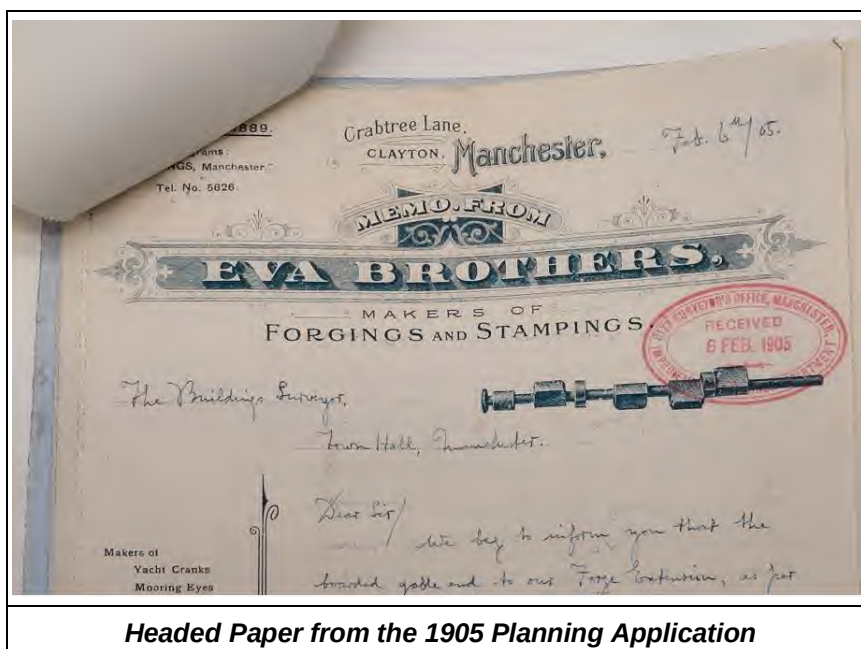
The Grace's Guide to British Industrial History contains an excerpt from a newspaper article into 'a dreadful' accident at the Clayton Foundry in 1899 which resulted in the death of 11 men. *The Whitstable Times and Hearne Bay Herald* later reported on the Inquest and printed a letter of apology from the owners of the Clayton Foundry in 1890.

In *The Grace's Guide to British Industrial History*, an excerpt from *The Manchester Courier and Lancashire General Advertiser* (Tuesday 12th April 1904) with regards to an upcoming sale lists the

⁷ Kelly's *Directory of Manchester* 1895. Kelly's Directories Ltd. London.

Clayton Foundry as situated near Crabtree Lane, Clayton 'alongside the Great Central Railway Company's Canal'.⁸

In the 1903 *Slater's Manchester, Salford, and Suburban Directory (Part 1)* *Eva Brothers* (Forging Manufacturers) are listed at Crabtree Lane along with *Clayton Electrical Ltd.* By 1909 the company *Eva Brothers* (Blacksmiths) is the only iron works listed at Crabtree Lane. *Eva Brothers* are listed as applicants on a planning application to the Town Hall in Manchester in 1905 to alterations/extension to the *Crabtree Forge*.



Headed Paper from the 1905 Planning Application

The Grace's Guide to British Industrial History lists *Eva Brothers* of Crabtree Forge, Crabtree Lane, Clayton. Archibald William Eva was born in 1876, son of a Cornishman, later James and Joseph were born and the family in 1885 established a forge in Grey Mare Lane Bradford (a district to the west of Clayton). According to MRIAS the *Eva Brothers* relocated to the site at Crabtree Lane 1898, and the site was 'probably used to house furnaces and forge hammers'.⁹ On the 6th July 1909 the newspaper *The London Gazette* details that 'carrying on business as Forge Masters at Crabtree Lane, Clayton, Manchester, under the style or form of "Eva Brothers was ended".¹⁰ The partnership of the five brothers who created *Eva Brothers* was dissolved and the brothers; Archibald, Victor, Arthur, and Frank continued the business under the same name. There is some suggestion that the *Eva Brothers* became a limited company in 1914.

From the interwar period to the post-war period the OS maps document the expansion of the site from the foundries located along the north of the site, parallel to the canal to a number of buildings on the southern half of the enlarged site. By the 1950s *Eva Brothers Ltd* was the 'largest tool makers in the world' exporting most of their products.¹¹ They went on to acquire other companies based in the Birmingham area. *Crabtree Forge* underwent extensive expansion at the site at this time.

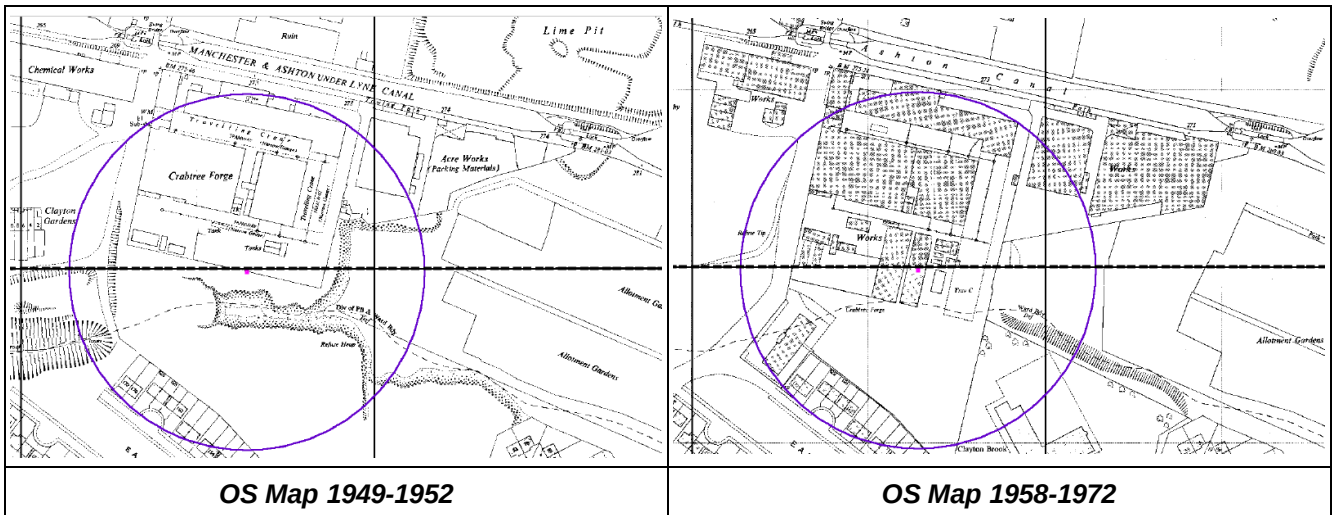
The OS map of 1949-1952 depicts the area to the northeast as Acre Works Packing Material.

⁸ *Grace's Guide to British Industrial History*. Web 11 October 2021: [https://www.gracesguide.co.uk/Clayton_Foundry_Co_\(Manchester\)](https://www.gracesguide.co.uk/Clayton_Foundry_Co_(Manchester))

⁹ MRIAS 'Eva Brothers, Crabtree Forge'. Manchester. 2003.

¹⁰ *Grace's Guide to British Industrial History*. Web 11 October 2021: [https://www.gracesguide.co.uk/Clayton_Foundry_Co_\(Manchester\)](https://www.gracesguide.co.uk/Clayton_Foundry_Co_(Manchester)).

¹¹ *Grace's Guide to British Industrial History*. Web 11 October 2021: [https://www.gracesguide.co.uk/Clayton_Foundry_Co_\(Manchester\)](https://www.gracesguide.co.uk/Clayton_Foundry_Co_(Manchester)).



Applications and plans accessed through the Manchester Libraries Information and Archives detail alterations and extensions from 1950 through to 1958 to the Crabtree Forge. These works included alterations and extensions to the works offices and canteen area, repairs to the roof of the machine shop and foundry, construction of a weighbridge, oxygen plant store and a metallurgical laboratory to the foundry.

By the 1960s *Eva Brothers Ltd* continued to be located at Crabtree Lane but changed their name to *Eva Industries* as their holding company, however, *Eva Brothers Ltd* continued to be part of *Eva Industries*.



Advertisement from 1960



Ashton Canal Lock No. 13 at Crabtree Lane Swing Bridge Mid-19th C© Peter Stockdale



**Crabtree Lane 1963 - Adjacent to Lock Number 13
© Manchester Libraries**



**Crabtree Lane 1963 - Looking South from the
Other Side of the Ashton Canal © Manchester
Libraries**



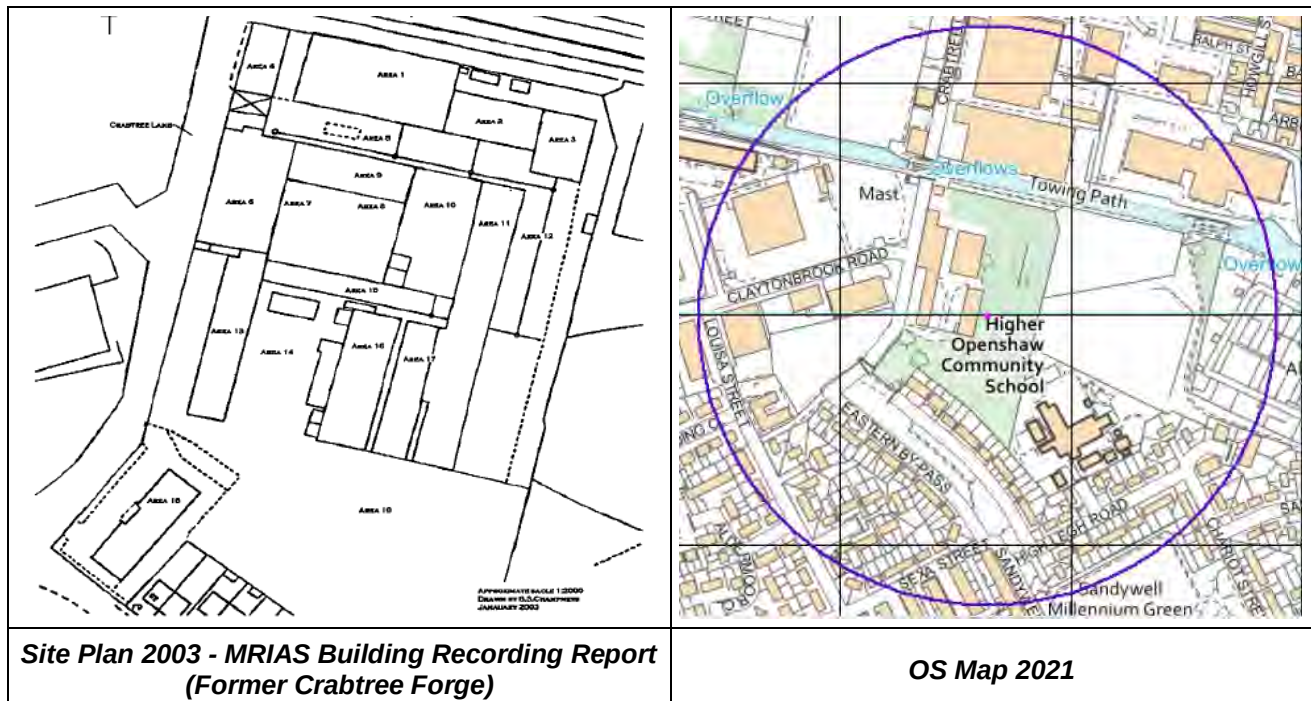
**Crabtree Lane 1964 -Eastern-By-Pass
© Manchester Libraries**



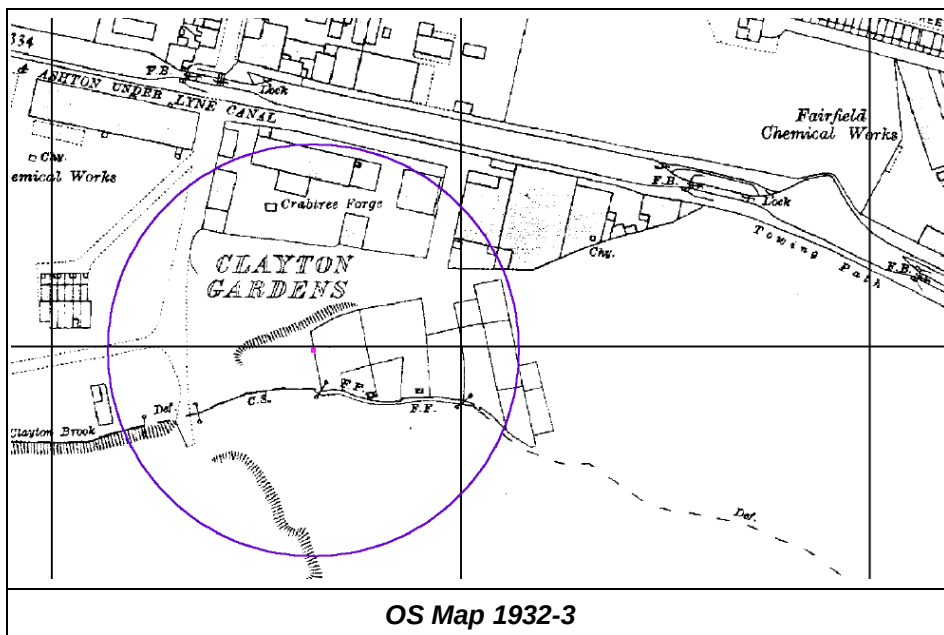
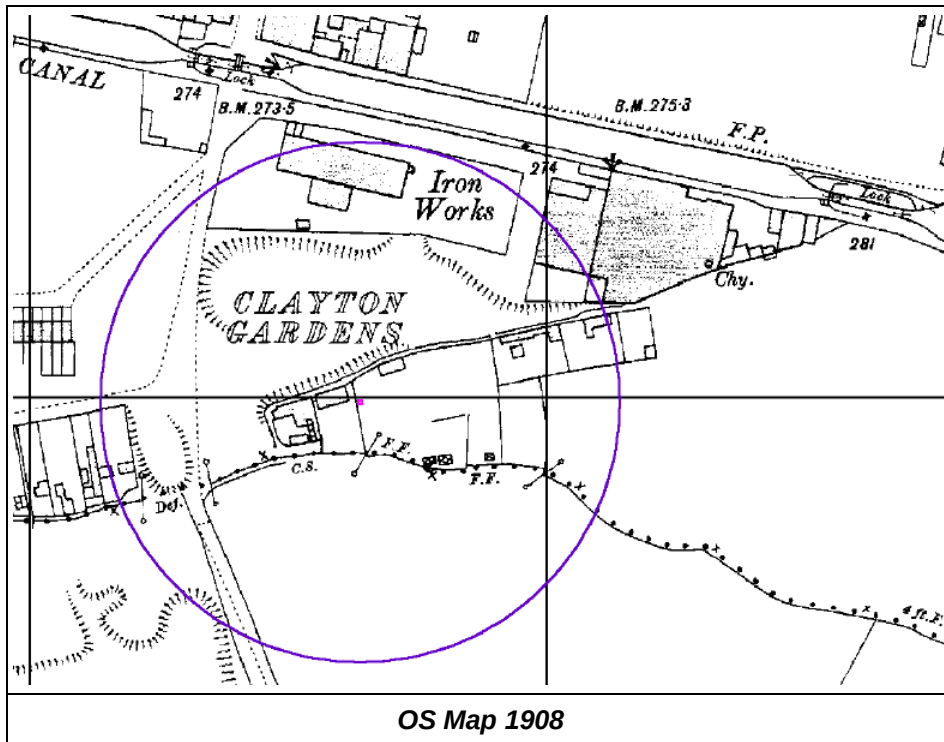
**Crabtree Lane 1964 - Eastern-By-Pass
© Manchester Libraries**

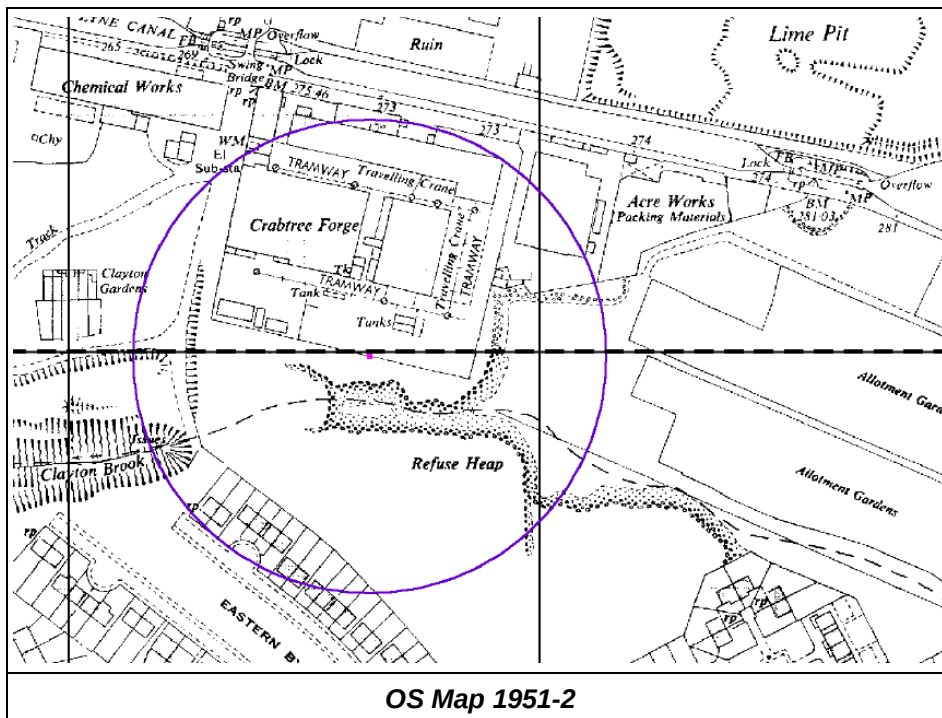
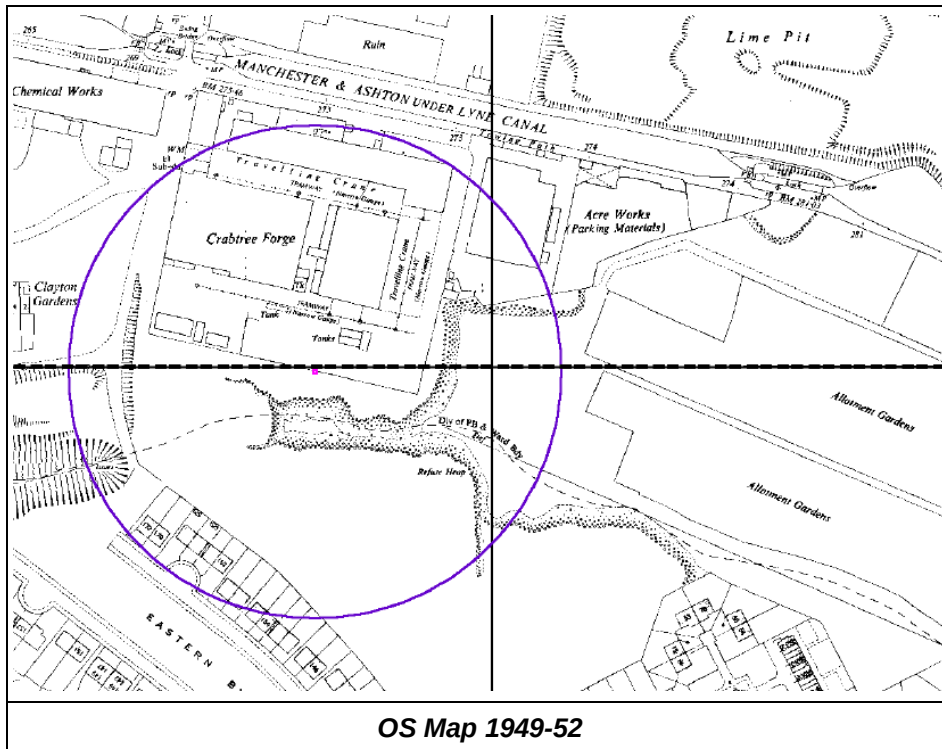


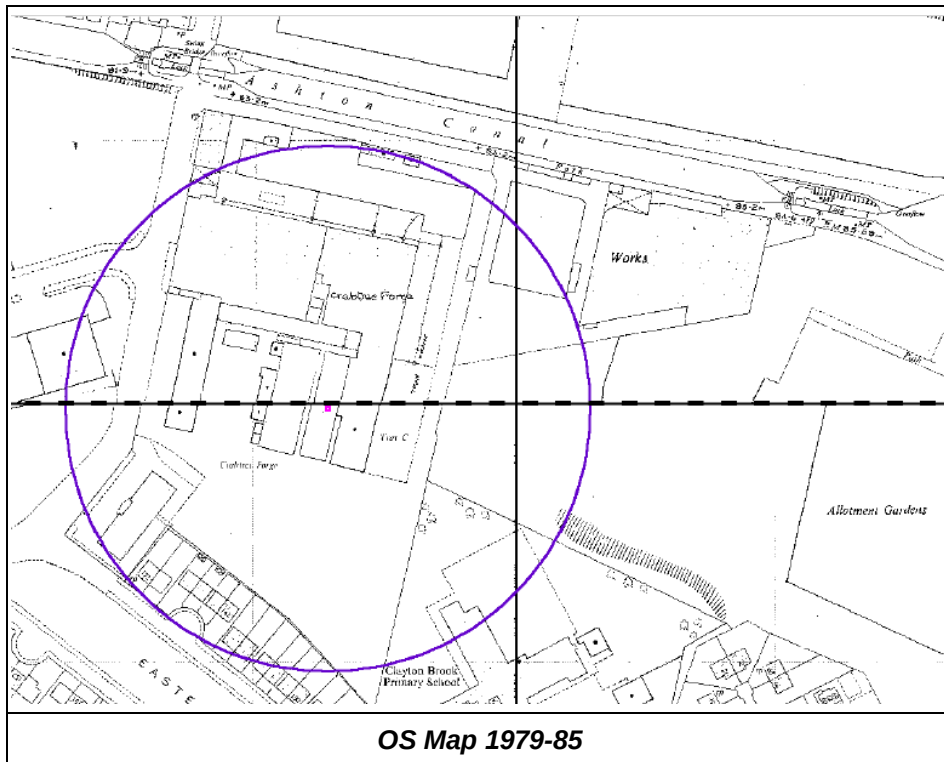
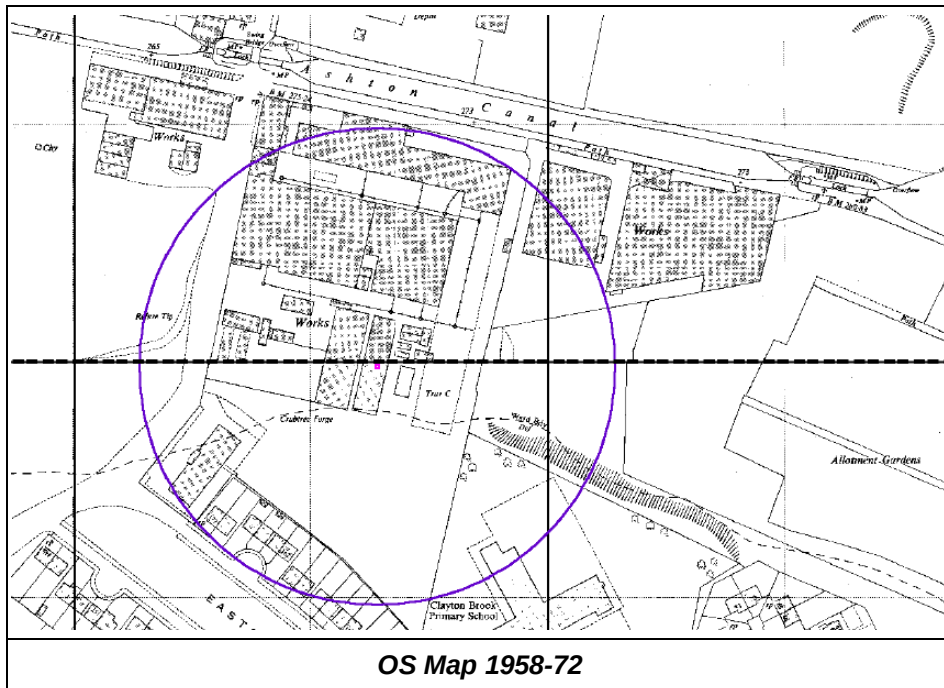
There were two planning applications made to Manchester City Council, one in 1975 and another in 1980. *Eva Brothers Ltd* is listed on both applications as the applicants residing at Crabtree Forge. In 1975 *Eva Brothers Ltd* requested construction of a single storey building to form toilets and shower facilities and in 1980 requested installation of an additional petrol pump at the site for company vehicles. *Crabtree Forge Works* were taken over by *Eyre Forgings* in 1990 and continued to manufacture forgings at the site for the MOD, Vickers and car parts for Rolls Royce in Derby and Francis Shaw in Manchester.

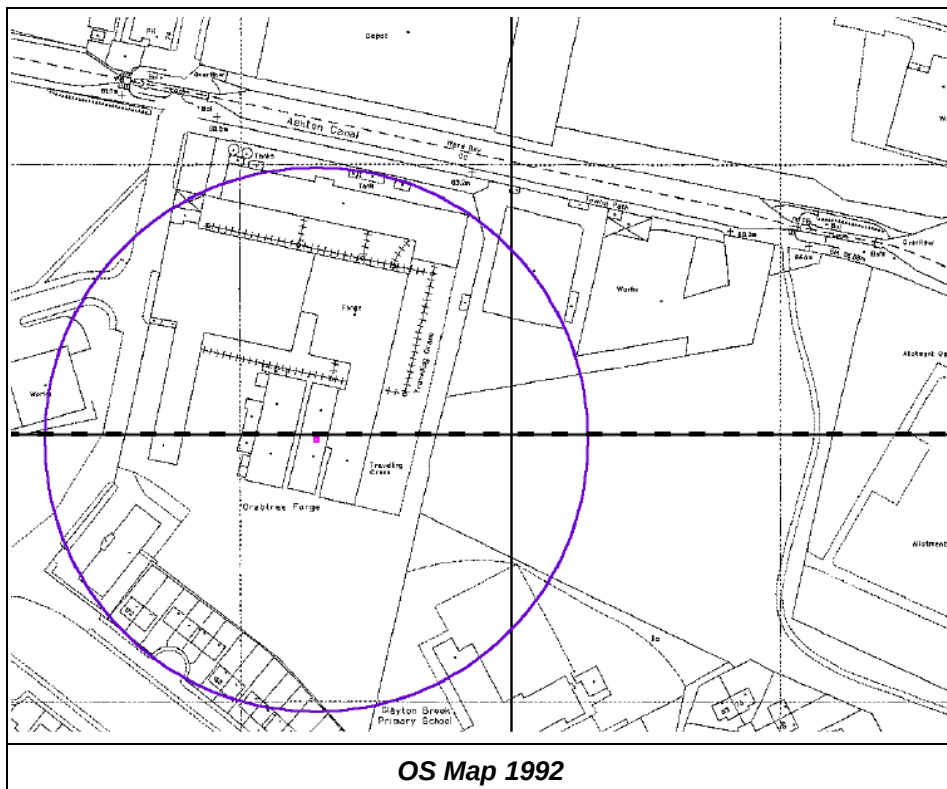
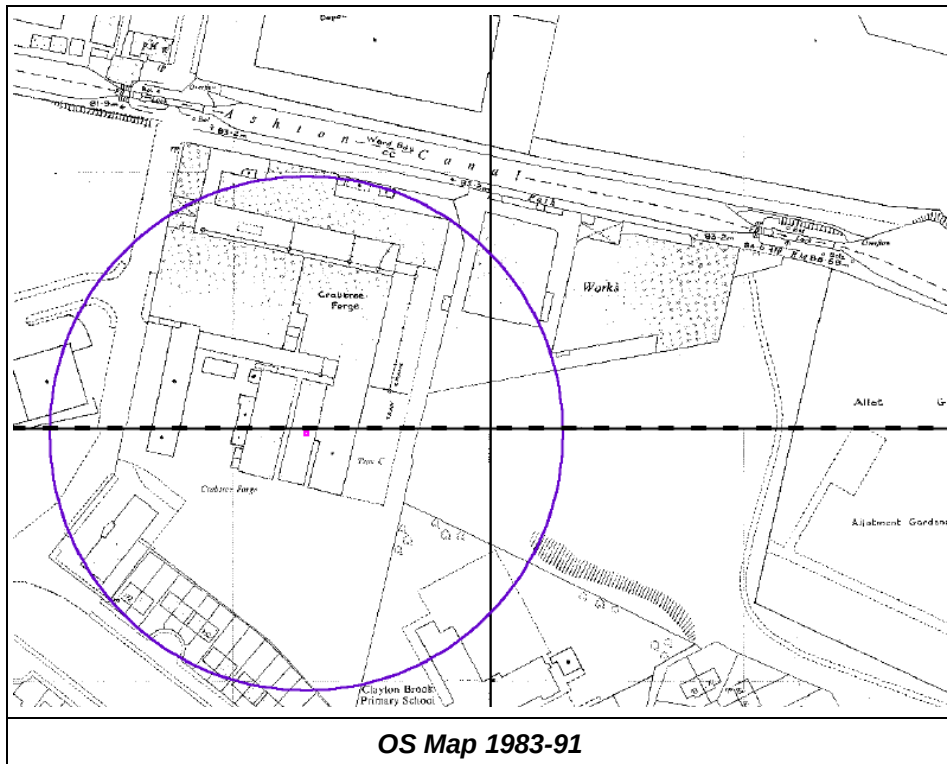


The site eventually closed in 2005 and is no longer in use. A comparison of the 2003 recording and the 2021 OS map shows that many of the buildings have been demolished. Those remaining are in a poor state of repair, and the area is overgrown with trees and shrubs. The proposal site has currently six extant buildings and the in-situ buildings relate to the former Crabtree Forge. The northeast section of the proposal site continued as an industrial site into the early 21st century.



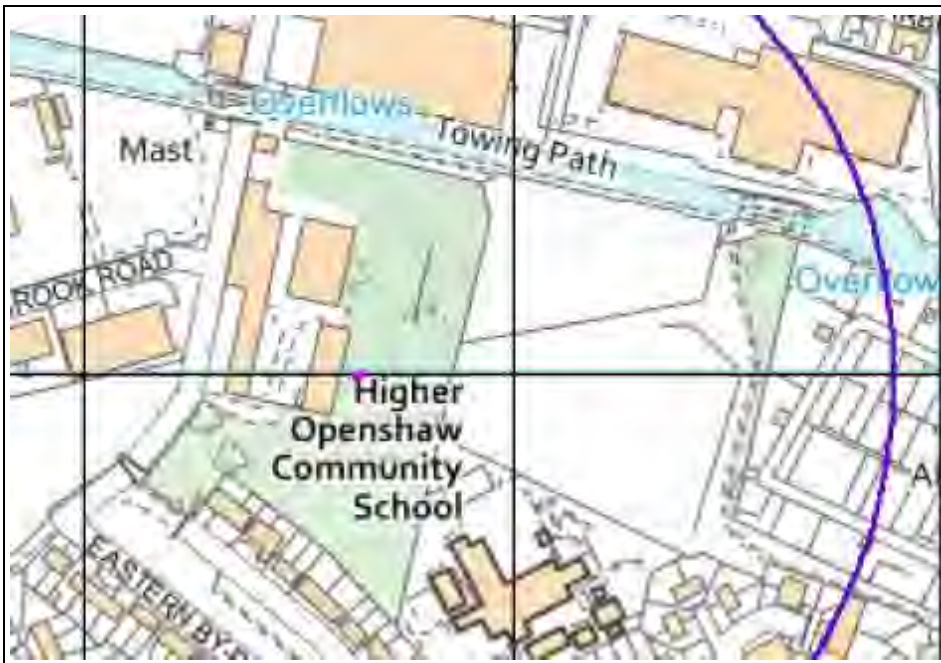








Aerial Photograph 2000



OS Map 2021



Current Location Plan

Section 5 Significance of Ashton Canal Locks Numbers 13 and 14

5.1 Method of Assessment

This section contains a statement of significance for the Grade II listed Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Ashton Lock Number 14 between Crabtree Lane and Edge Lane. The significance of the assets has been assessed with reference to the values outlined in Historic England's *Statements of Heritage Significance: Analysing Significance in Heritage Assets* (2019). These values are archaeological interest, historic interest, artistic and architectural interest. The July 2021 'Principles of Cultural Heritage Impact Assessment in the UK' document, published jointly by ClfA, IHBC and IEMA, sets as a prerequisite the need to identify the significance of the asset, through an analysis of what is valued about the asset, leading to a statement of cultural significance and to place this in a framework which communicates its relative importance, relating this to the level of protection that the asset merits in planning policy and cultural heritage legislation. In the summary, this is related to a framework for importance based on the English listing categories. The framework for assessing the level of significance of the assets is very high for Grade I, high for Grade II*, medium for Grade II/Conservation Areas and low for non-designated heritage assets.

5.2 Identification of the Heritage Assets Near to the Proposal Site

Canal Lock Number 13 at Crabtree Lane Swing Bridge

Locks 13 dates from 1792-99 and controls the water level of the Ashton Canal in the section adjacent to the northwest of the proposal site. It is built of large blocks of millstone grit, with a narrow chamber seven feet in width between two pairs of wooden gates (double gates at the lower end and a single gate at the upper), and with a covered overflow channel on the north side. Stone staircases flank the lower lock entry. It is the eleventh in a flight of thirteen similar locks, all in working order.



Canal Lock Number 14 Between Crabtree Lane and Edge Lane

Lock 14 dates from 1792-99 and controls the water level of the Ashton Canal in the section adjacent to the northeast of the proposal site. The lock has been renovated and is built of large blocks of millstone grit, the lock as wooden gates and a narrow type chamber, 7 feet wide, with an overflow channel on the north side. To the west there are stone staircases flanking the lower entry and double gates with a single gate at the upper end. The lock is twelfth in a series of 13 similar locks, all of which are in good working order.



5.3 Significance of Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 Between Crabtree Lane and Edge Lane

Historic Interest

- The locks were built by the Manchester and Ashton-Under Lyne Canal company between 1792-9, as part of a sequence of thirteen locks required to address the gradient of the land. Originally constructed to carry coal to Manchester and later connected to the Rochdale Canal, enabling transport to connect with the Bridgewater Canal, it illustrates the evolution of early man-made transport links through the area, and the importance of transport to the development of the city, east-west trade and industry.
- The structures have retained historic fabric that provides evidence illustrating historic building and engineering techniques and development.
- The locks were associated with Manchester's early growth during the industrial revolution.

Architectural and Artistic Interest

- The locks are an example of early canal design and the associated engineering solutions on a large scale to address changes in land levels.

Summary

As Grade II listed structures, restored and in working order, Lock 13 and Lock 14 are of national importance. They are of historic significance, illustrating the successful engineering of man-made waterways to connect industrial sites and transport raw and finished materials through an environment which changed from rural to industrial. As Grade II listed structures, Lock 13 and Lock 14 are of national importance and according to heritage impact assessment guidance would be afforded a level of medium significance.

Section 6 Contribution of the Proposal Site to the Setting of Heritage Assets

6.1 Introduction

Due to proximity, the proposal site could affect the setting of the heritage assets described above. When assessing the contribution to the setting of a heritage asset, Historic England guidance recommends considering the physical surroundings of the listed structure and how the listed structure is experienced.

6.2 The Physical Surroundings of the Listed Structures

Lock 13 on the Ashton Canal is located at a junction with Crabtree Lane. Lock 14 lies along the canal to the east midway between Crabtree Lane and Edge Lane. The proposal site lies to the southeast of the Canal Lock 13 and to the southwest of Lock 14, an overgrown and derelict industrial site, with brick walls closest to Lock 13 on the east side of Crabtree Lane. The boundary of the proposal site closest to Lock 14 is made up of metal security fencing enclosing the former Connel's site. Directly south of Lock 14 is an area of overgrown shrubs and trees with the allotments to the east of this. On the west side of Crabtree Lane is the modern Clayton Industrial Estate, characterised by modern industrial buildings and warehouses, surrounded by parking and outdoor storage areas, surrounded by metal fencing. Crabtree Lane retains its setts in many areas and a line of cast-iron bollards marks the junction with the canal. There is no vehicular access today to the north side of the canal. Northeast of Lock 13, on the northwest side of the canal, is the public house Strawberry Dock (formerly the Crabtree Arms) with its parking area to the rear. North and east of this are modern warehouses which lie to the north of Lock 14. To the north Crabtree Lane joins with the A662. To the south it joins the East By-Pass, an area with more residential buildings

6.3 How the Listed Structures are Experienced

The way in which the setting of a heritage asset contributes to the experience of the heritage asset can help establish the contribution made by the setting. In addition to visual considerations, the way it is experienced may include other environmental factors, land uses and understanding of any historical relationship between the asset and surrounding elements. Furthermore, this may change over time.

Lock 13 and Lock 14 originally were located in a more rural area which was developed for industrial usage in the 19th century. By the mid-20th century, the immediate area was not only derelict, but the canal was in danger of being filled in and the surrounding area's industry was in severe decline. Since then, the locks and the canal have been repaired and linked into a recreational network of paths and waterways and the adjacent historic public house has found a new lease of life. Today Lock 13 and Lock 14 are experienced by users, those travelling on the canal, as well as by walkers following the towpath. The wider surroundings are experienced as post-industrial, comprising light industry, warehouses and retail, with residential areas in walking distance, with Crabtree Lane a cul-de-sac from both north and south. There may have been a relationship between the previous mid-to-late 19th century iron works shown on the 1893 OS map with coal being supplied from the canal, but the subsequent development of the site did not have a direct relationship with the canal for supply or distribution.

6.4 Contribution of Individual Site Elements

The 19th century foundries which formed the core of the site's history have all been cleared. Everything on the site today postdates 1908. There does not appear to have been any loading facility between the foundry and the canal during the 20th century, suggesting that there is no functional association between the site with its existing buildings and the listed structures. The corner building closest to the late 18th century Lock 13 dates from the interwar period, as does the rest of Area 4 and Area 6 (identified on the MRIAS site plan dated 2003). Other buildings date from the interwar period to later in the 20th century. While the 1920s building in the northwest corner of the site was well-designed, subsequent alterations to the building and its adjacent sections and their derelict, damaged and graffitied condition, offset this potential contribution to the setting. Rather it seems of the era of the canal's mid-century decline, from which it has now emerged with an evolving post-industrial character. The assessment, the conclusions of which are set out below, is based upon site analysis and archival research. These elements have been assessed on their contribution to the setting or to the cultural significance including archaeological interest, historic interest, artistic and architectural interest. There are five levels of significance, high, medium, low, neutral and negative.

High Level of Significance:

The element makes a critical contribution to the setting of the listed structures.

Medium Level of Significance:

The element makes an important contribution to the setting of the listed structures.

Low Level of Significance:

The element makes a moderate contribution to the setting of the listed structures.

Neutral Significance:

The element does not have an impact on the setting of the listed structures.

Negative Significance:

The element detracts from the setting of the listed structures.

Element	Significance
North and west elevations of Area 4 closest to canal with associated boundary walls	Neutral
Area 6	Neutral
Area 13	Negative
Area 8	Negative
Area 16	Negative
Wider site	Neutral

Section 7 Description of the Proposed Works

7.1 Overview

The proposed works seek to develop land to the east of Crabtree Lane, Openshaw. The proposal site is adjacent to the Grade II listed Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge as well as Grade II listed Ashton Canal Lock Number 14 to the northeast of the proposal site. The proposed works seek to demolish the remaining industrial buildings currently at the site and to utilise the concrete yard to the east of the industrial buildings. In their place, four apartment blocks (124 units) will be constructed to the north of the proposal site on the site of the former large foundry buildings and the concrete yard, and housing (70 dwellings) will be constructed on the remainder of the site, along with associated car parking and landscaping. The site will be accessed from two points off Crabtree Lane, in the location of the former access points to the forge and associated industrial site.



Proposed Site Plan

7.2 Site

The surrounding area and overall context of the area is varied and has changed significantly over time. The Ashton Canal and the two listed locks to the north originally passed through a rural area, which then became one of heavy industry, then post-industrial dereliction while the canal itself has changed from being an important transport route for industry to a recreational asset. The surrounding

area to the north and south has also largely been redeveloped for both light industrial, commercial and retail uses to the north and east, existing terraced housing to the south, Openshaw Community School to the southeast and undeveloped land to the east. The proposal site itself has been closed since 2005; it is overgrown, many buildings have been demolished and the remaining buildings are derelict.

7.3 Design and Materials

The proposal is to construct 4, four-storey apartment blocks (31 units per block) to the north of the site facing Ashton Canal along with associated car parking between the blocks and landscaping. The remainder of the site to the south will contain housing stock. There are different types of proposed house designs:

- two-bedroom two storey terraced houses.
- three-bedroom two storey terraced and semi-detached houses.
- four-bedroom three storey and two storey semi-detached houses.

The properties will be laid out in a series of short north-south streets to provide clusters of homes all with convenient access to the landscaped open spaces around the site. A main east-west street to the north of the site is connected to the south via a loop road giving easy access for refuse vehicles to the development. The proposed buildings will be constructed out of light red, dark red and dark brown brick, with grey or brown tile roofs and grey window surrounds.

Apartment Blocks

The proposal seeks to construct 4, four-storey (31 units per block) apartment blocks to the north of the site facing Ashton Canal. The apartments will consist of one- and two-bedroom units, associated parking and landscaping. The colour palette of the materials and the scale and massing of these buildings reflects that of the former industrial buildings of the original forge. The scale of the apartment buildings will allow for a transition between the industrial waterside to the residential streets behind with architectural details taken from industrial buildings including arched openings and panels of brick detailing around windows so they appear larger. Rainwater goods are set within projecting brick courses and the entrances to the apartment buildings feature metal surrounds – all echoing the industrial past of the area. Saw tooth parapets reference the historic warehouses along the canal and balconies provide private external amenity space.

Block A





Proposed West Elevation



Proposed East Elevation



Proposed South Elevation

Block B



Proposed North Elevation



Block C





Proposed West Elevation



Proposed East Elevation



Proposed South Elevation

Block D



Proposed North Elevation



Housetypes

Most of the housetypes will be made from either red brick or darker red brick bricks to reflect the materials found in the area. This will be juxtaposed with the dark brown brick found in the houses in the central street, creating a sense of place. The variation in height of the townhouses allows for a transition between the larger apartment buildings alongside the canal and three-storey townhouses behind, to two storey townhouses transitioning to the residential areas to the south. The architectural detailing continues from the apartment buildings to the townhouses with the use of arched canopies over the entrances and parapet gabled eaves. Brick window cills and soldier course window heads add detailing and texture.





Ashburn 4 Unit Terrace T2 Proposed Front Elevation



Devoke Semi-Detached T1 Proposed Front Elevation



Devoke Semi-Detached T2 Proposed Front Elevation





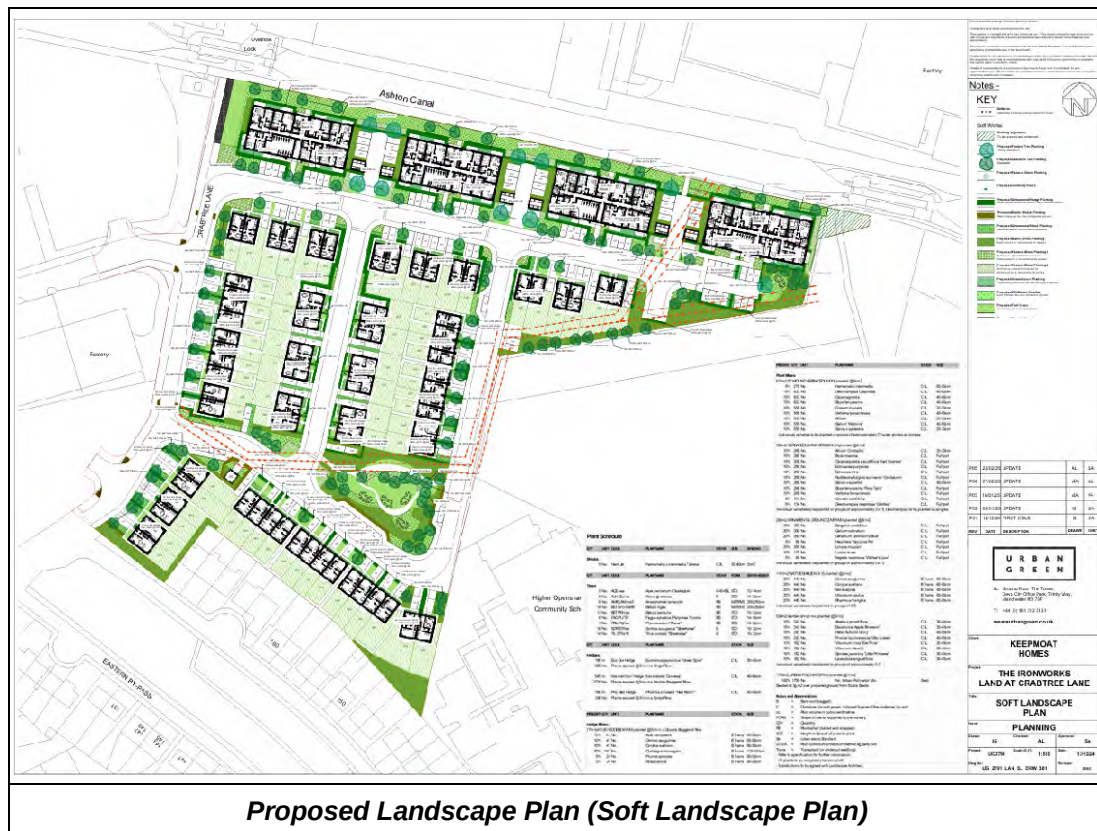
7.4 Landscaping and Boundary Treatments

A landscaping plan has been prepared by *Urban Green*. The key landscaping design features are:

- Planted front gardens with street trees and shrubs for attractive and inviting routes and frontages;
- Naturalistic open spaces for recreation, with hard and soft landscape features;
- Ornamental planting for aesthetic value, sensory interest, and year-round structure;
- Native and wildlife-friendly planting for biodiversity and wildlife value, offering habitat, foraging, and pollinating opportunities;
- Feature paved surfaces and hard landscape elements to frame key junctions and create focal spaces;
- Boundary vegetation to provide screening and soften the development into the surrounding environment.

The proposal seeks to create a soft landscaping scheme which will blend the new housing development into the surrounding area. The proposed housing will have rear gardens and private space to the front. Front gardens will incorporate a lawned area. Trees and shrubs will be planted to improve visual interests in the street scene. All of the private pathways from the driveways and patios on site will be laid in precast concrete flag paving with reclaimed sett paving to pedestrian thresholds. Two green public spaces will be created, one to the south of the site and one to the northeast. Buff coloured self-binding gravel surfacing will be laid to the pathways in the community open spaces which will include timber play features, play boulders, benches and pergolas.





7.5 Access and Parking

There are two access points proposed for the housing development. To the north, where the large opening in Area 4 was in the past, an access point is proposed off Crabtree Lane, giving vehicular and pedestrian access to the apartment blocks and the housing to the north of the site. To the south a second access point where the main previous access to the site was located will be vehicular and pedestrian access to the south of the development. The proposal includes a variety of parking solutions on site to reduce the impact of traffic on the street scene. Parking will be available adjacent to the apartment blocks and in front of or to the side of the houses. Roads are to be constructed within the development allowing access to the houses throughout the site. The primary vehicular and pedestrian routes to the proposal site will be black tarmacadam with precast concrete block paving to feature at junctions, with private driveways in precast concrete permeable block paving.

Section 8 Impact of the Proposed Works on the Heritage Assets

8.1 Methodology

The proposed works at the site of the former Crabtree Forge have the potential to affect the setting of Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and the setting of Lock Number 14 between Crabtree Lane and Edge Lane. The impact of the proposed works on the setting and significance of the heritage asset is assessed following Historic England guidance.

The following assessment identifies the impact of the proposals on the setting of the heritage assets. The potential impact on the heritage assets is assessed using Historic England guidance including: *Statements of Heritage Significance: Analysing Significance in Heritage Assets*. Relevant case law is also considered in assessing the impact of the proposals.

The impact of the proposed works has also been assessed using a cultural heritage impact assessment methodology based upon the ClfA/ IHBC/ IEMA guidance, Principles of Cultural Heritage Impact Assessment in the UK of July 2021, a methodology commonly used to assess heritage impact which is endorsed by several professional heritage organisations. This methodology sets out three stages of evaluating the consequences of change:

- Understanding change (a factual statement of how a proposal would change a cultural heritage asset or its setting, including how it is experienced).
- Assessing impact (an assessment of the degree to which any change would impact cultural significance).
- Weighting the effect (a conclusion regarding whether an impact matters, reflecting the importance of the affected cultural heritage asset).

A brief explanation of the HIA methodology is set out in Appendix 4.

8.2 Impact of the Proposed Works on the Setting of Heritage Assets

8.2.1 Identification of the Heritage Assets Affected

There are two listed structures affected by the proposals, Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 Between Crabtree Lane and Edge Lane. The following assessment of the impact of the proposed works follows established Historic England guidance on assessing the setting of heritage assets. The proposed works that may affect the setting of Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 Between Crabtree Lane and Edge Lane comprise the demolition of the remaining derelict industrial structures of the former Eva Brothers forge, construction of four apartment blocks (124 units) adjacent to the canal and the construction of 70 houses in differing designs to the south of the site, together with parking, internal roads and landscaping.

8.2.2 The Location and Siting of the Development

The new apartment buildings have been sited and designed to reflect the scale and massing of the former (now demolished) 19th century forge buildings parallel to the canal at the north of the site. The housing is of lower height and sits to the south of the apartment blocks, with limited line of site to and from the listed canal locks and replacing a variety of 20th century industrial and office buildings. Access routes into the site off Crabtree Lane have been located at previous access points to the site. The new apartment buildings will form part of the views of Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 Between Crabtree Lane and Edge Lane, replacing the current derelict and overgrown appearance of the industrial site and re-introducing the large structures which formally framed the view. The proposals will not physically or visually isolate the heritage assets.

8.2.3 The Form and Appearance of the Development

The proposed apartment buildings reflect the massing of the previous foundry buildings while bringing a new and appropriate use to the site. Just as the canal has found a new, recreational use in the post-industrial era, changing the site to residential use is not inappropriate, nor is the variety of housing proposed for the southern section of the site. The choice of materials and the colour palette will create a cohesive quality to the site, reflecting its former unity of purpose, which will not compete with the heritage asset.

8.2.4 Wider Effects of the Development

The proposed new structures will change the general character and land use of the proposal site, from a derelict industrial plot with buildings of different sizes and orientation, to one with residential usage and structures of different sizes and orientation. The relationship between the land use of the former forge and industrial site and the listed structures is not of historic significance as the foundries have been demolished, which may at their earliest time have been supplied by coal from the canal, but not in later periods.

The construction period may temporarily increase noise, odour, vibration and dust near the heritage assets, but planning conditions should be able to keep these to an acceptable level. The addition of new building in the empty plot will not cause a material impact to the setting of the heritage assets by an increase in noise or vibration. The new residents of the development site will bring additional pedestrian footfall to the canal towpath, and the two locks will be able to be experienced and appreciated by additional people.

8.2.5 The Permanence of the Development

The proposed new buildings will become a permanent element within the setting of Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 Between Crabtree Lane and Edge Lane.

8.3 Summary of Impact

The significance of the designated heritage assets, Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 Between Crabtree Lane and Edge Lane, is based upon historic interest and architectural interest. The setting today of Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 Between Crabtree Lane and Edge Lane is characterised by its recreational use and experienced by walkers on the towpath, boaters and those at the historic public house, now named the Strawberry Duck. The wider setting has altered significantly from the post-war period and is largely surrounded by modern structures which have replaced former industrial structures. The significance of the heritage assets will not be harmed by the development of the apartment blocks and houses on the derelict site of the former foundry and adjacent industrial site.

The impact of the proposed development is summarised in the following heritage impact assessment, following heritage impact assessment methodology (which is described in Appendix 4). Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 Between Crabtree Lane and Edge Lane, are listed as Grade II; are therefore of national significance and, according to the heritage impact assessment guidance, assessed as a heritage assets of medium value. The proposals would constitute a negligible magnitude of change to the historic structures and their setting. Following the heritage impact assessment methodology, a change of a negligible magnitude to a heritage asset of medium value would constitute a neutral/ slight impact which could be either beneficial or adverse. This assessment finds that the works to Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 Between Crabtree Lane and Edge Lane, constitute a slight positive impact.

8.4 Heritage Impact Assessment Table

The following table sets out the proposed works, identifying the significance of the listed structures and potential impact on the settings of the listed structures, magnitude of the change, the weight of impact of the proposed works and proposed mitigation if required.

PROPOSED WORK	SIGNIFICANCE OF THE HERITAGE ASSETS	MAGNITUDE OF IMPACT OR CHANGE	WEIGHT OF EFFECT/ IMPACT OF WORK & PROPOSED MITIGATION
Demolish the remaining industrial buildings at the site.	Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge, Grade II listed: Medium Ashton Canal Lock Number 14 between Crabtree Lane and Edge Lane, Grade II listed: Medium	Negligible: Slight changes to the settings that makes a negligible magnitude of change to their cultural significance.	Neutral Impact: The remaining buildings all date from the 20 th century as the original 19 th century forges which lined the canal near the lock have already been demolished. The buildings have been unused since 2005 and are derelict. No mitigation is necessary.
Construct 4, four-storey apartment blocks (31 units each) to the north of the site with associated car parking and landscaping.	Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge, Grade II listed: Medium Ashton Canal Lock Number 14 between Crabtree Lane and Edge Lane, Grade II listed: Medium	Negligible: Slight changes to the settings that makes a negligible magnitude of change to their cultural significance.	Slight Positive Impact: The colour palette, scale and massing of the four buildings will reflect the massing of the former foundry buildings which lined the north of the site, adjacent to the canal and the lock while bringing the area adjacent to the towpath back to life and into use.
Construct housing (70 dwellings) with associated car parking and landscaping.	Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge, Grade II listed: Medium Ashton Canal Lock Number 14 between Crabtree Lane and Edge Lane, Grade II listed: Medium	Negligible: Slight changes to the settings that makes a negligible magnitude of change to their cultural significance.	Neutral Impact: The orientation, scale and design of the housing is varied, as were the industrial buildings they replace. Lower in height than the apartment blocks, they will be at best peripheral to the setting of the locks from the canal.
Construct access roads off Crabtree Lane.	Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge, Grade II listed: Medium Ashton Canal Lock Number 14 between Crabtree Lane and Edge Lane, Grade II listed: Medium	Negligible: Slight changes to the settings that makes a negligible magnitude of change to their cultural significance.	Neutral Impact: The positioning of the access roads replicates former access to the site.

Section 9 Conclusions

9.1 History, Development and Usage

Dating from the 1790s, the Manchester and Ashton Canal and Lock 13 can be seen on the OS Map of 1848, north of the proposal site. By 1893 an Iron Foundry was shown in a triangular plot to the north-east of the site. To the south the open ground is labelled Clayton Gardens. In 1895 *Kelly's Directory of Manchester* lists *Clayton Foundry Co. Limited, Engineers* at Crabtree Lane. By 1903 *Slater's Manchester, Salford, and Suburban Directory (Part 1)* list *Eva Brothers* (Forging Manufacturers) at Crabtree Lane along with *Clayton Electrical Ltd.* By 1909 the company *Eva Brothers (Blacksmiths)* is the only iron works listed at Crabtree Lane and the OS Map of 1908 depicts a rectangular building labelled Iron Works adjacent to Lock Number 13; the site did not extend far to the south. According to the building report carried out by MRIAS in 2003, the Eva Brothers relocated to the site at Crabtree Lane 1898, and the site was 'probably used to house furnaces and forge hammers'. The name *Crabtree Forge* appears at the site on the OS Map for 1932-3, by which time two further forge buildings had been added adjacent to the canal.

By the 1950s *Eva Brothers Ltd* was the 'largest tool makers in the world' exporting most of their products. *Crabtree Forge* underwent extensive expansion at the site to the south at this time, incorporating the area previously identified as Clayton Gardens. These works included alterations and extensions to the works offices and canteen area, repairs to the roof of the machine shop and foundry, the construction of a weighbridge, oxygen plant store and a metallurgical laboratory to the foundry. By the 1960s *Eva Brothers Ltd* continued to be located at Crabtree Lane but changed their name to *Eva Industries* as their holding company, however, *Eva Brothers Ltd* continued to be part of *Eva Industries*. *Crabtree Forge Works* were taken over by *Eyre Forgings* in 1990 and continued to manufacture forgings at the site. The site eventually closed in 2005. At some point the original forge buildings were demolished and today the remaining buildings are in a poor state of repair, and the area is overgrown with trees and shrubs.

Ashton Canal by the 1960s had fallen into dereliction from the lack of commercial traffic and was threatened with abandonment and infilling. However, by the late 1960s and early 1970s the canal was viewed as having potential as part of a link to the 'Cheshire Ring' which is a boating circuit which navigates six canals through countryside, bustling Manchester, and market towns such as Congleton and Macclesfield. By 1974 the Ashton Canal had reopened and boasts to this day as offering accessible green space for people to enjoy. Following a profound de-industrialisation, the two areas Clayton and Openshaw were described in the 1970s as 'less than a shadow of their former self'. The area underwent a period of 'slump and clearance' resulting in the main roads being stripped of housing, retail, and industry.

9.2 Significance of Ashton Canal Locks Numbers 13 and 14

As Grade II listed structures, restored and in working order, Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 Between Crabtree Lane and Edge Lane are of national significance. Two of a flight of 13 locks, they are of historic significance, illustrating the successful engineering of man-made waterways through an area of changing levels, in order to provide transport of raw materials and links between east and west. With reference to heritage impact guidance, these listed structures would be afforded a significance level of medium.

9.3 The Proposed Works

The proposed works seek to develop land to the east of Crabtree Lane, Openshaw. The proposal site is adjacent to the Grade II listed Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge as well as Grade II listed Ashton Canal Lock Number 14 to the northeast of the proposal site. The proposed works seek to demolish the remaining industrial buildings currently at the site and to utilise the concrete yard to the east of the industrial buildings. In their place, four apartment blocks (124 units) will be constructed to the north of the proposal site on the site of the former large foundry buildings and the concrete yard, and housing (70 dwellings) will be constructed on the remainder of the site, along with associated car parking and landscaping. The site will be accessed from two points off Crabtree Lane, in the location of the former access points to the forge and associated industrial site.

9.4 Impact of the Proposed Works on Canal Locks Numbers 13 and 14

The proposed works have the potential to impact on the setting of the listed structures. The setting today of Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 Between Crabtree Lane and Edge Lane is characterised by its recreational use and experienced by walkers on the tow path, boaters and those at the historic public house. The wider setting has altered significantly from the post-war period and is largely surrounded by modern structures which have replaced former industrial structures. The significance of the heritage assets will not be harmed by the development of the apartment blocks and houses on the derelict site of the former foundry and adjacent industrial site. This assessment finds that the proposed works at Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge and Lock Number 14 Between Crabtree Lane and Edge Lane, constitute a slight positive or neutral impact. Therefore, there is no harm to the heritage assets.

Section 10 Sources

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Maps and Plans

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- OS Map Scale 1:10,000 2021
- OS Maps Scale 1: 2,500 1893, 1908, 1932-3, 1951-2
- OS Maps Scale 1:1,250 1949-52, 1958-72, 1979-85, 1983-91, 1992
- Aerial Photograph 2000

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- Archaeology Data Service
- Greater Manchester Historic Environment Record
- Manchester Libraries, Information and Archives

Manchester University Digital Collections
National Heritage List for England
National Monument Record Excavation Index

Internet Sources Consulted

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<https://www.gracesguide.co.uk>
Date accessed 17/01/2025.

Pennine Waterways, 'Photo Archives of the Ashton Canal'.
<http://www.penninewaterways.co.uk/ashton/ac51.htm>
Date accessed 20/01/2025.

Appendix 1: Listing Descriptions

Name: Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge

List Entry Number: 1279582

Location: Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge

District: Manchester (Metropolitan Authority)

Grade: II

Date first listed: 06-Jun-1994

Details: MANCHESTER SJ89NE ASHTON CANAL, Beswick and Clayton 698-1/5/521 Lock No.13, at Crabtree Lane swing bridge GV II

Canal lock. c.1792-1799, for Manchester and Ashton-under-Lyne Canal Company; renovated. Large blocks of millstone grit, wooden gates. Narrow type (chamber 7 feet wide), with covered overflow channel on north side, stone staircases flanking lower entry, double gates at lower end and single gate at upper end. Eleventh in a series of 13 similar locks, all in working order.

Listing NGR: SJ 8867798128

Name: Ashton Canal Lock Number 14 between Crabtree Lane and Edge Lane

List Entry Number: 127737

Location: Ashton Canal Lock Number 14 between Crabtree Lane and Edge Lane

District: Manchester (Metropolitan Authority)

Grade: II

Date first listed: 06-Jun-1994

Details: MANCHESTER SJ89NE ASHTON CANAL, Beswick And Clayton 698-1/5/522 Lock No.14, between Crabtree Lane and Edge Lane

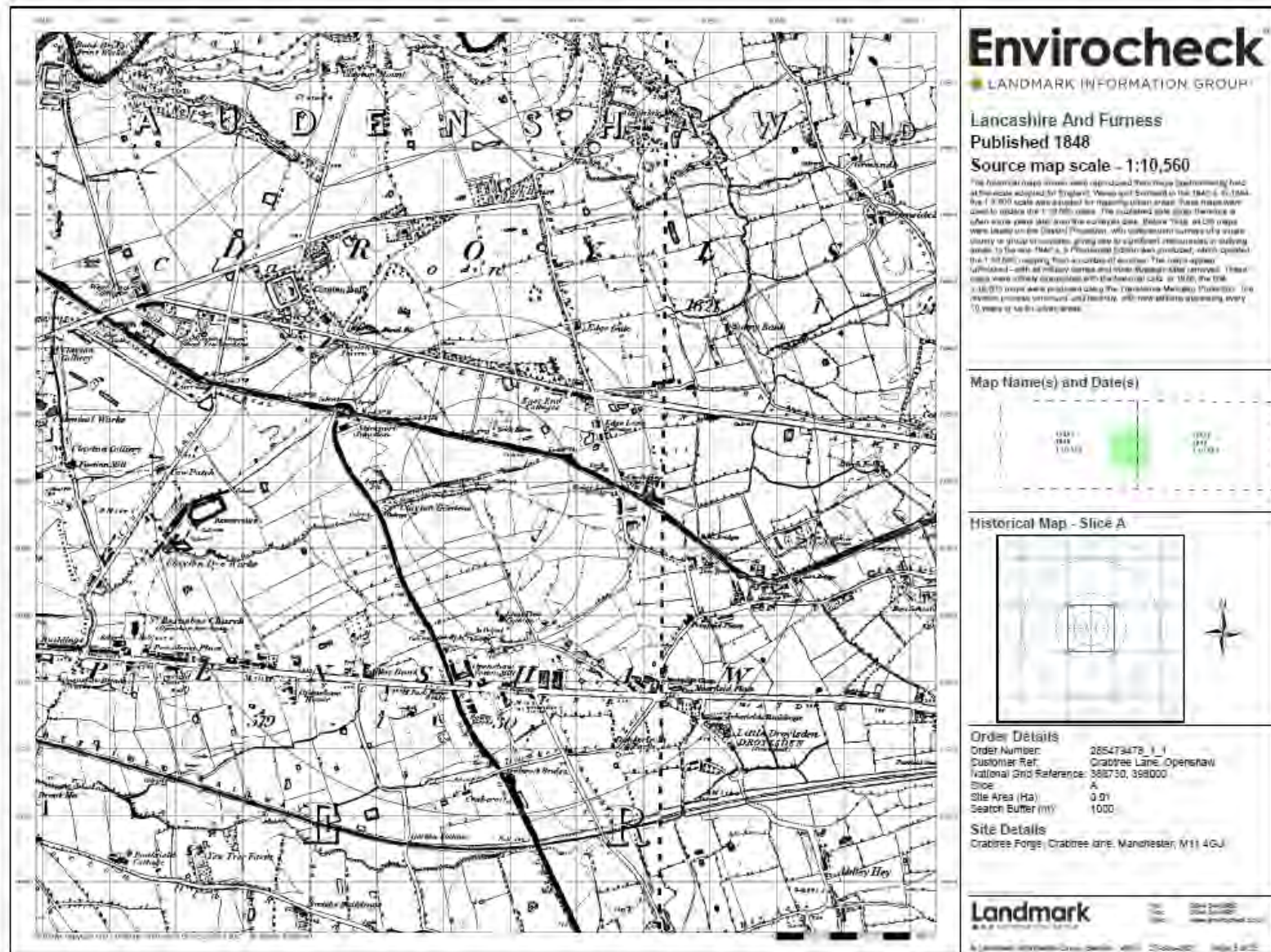
Canal lock. c.1792-1799, for Manchester and Ashton-under-Lyne Canal Company; renovated. Large blocks of millstone grit, wooden gates. Narrow type (chamber 7 feet wide), with overflow channel on north side, stone staircases flanking lower entry, double gates at lower end and single gate at upper end. Twelfth in a series of 13 similar locks, all in working order.

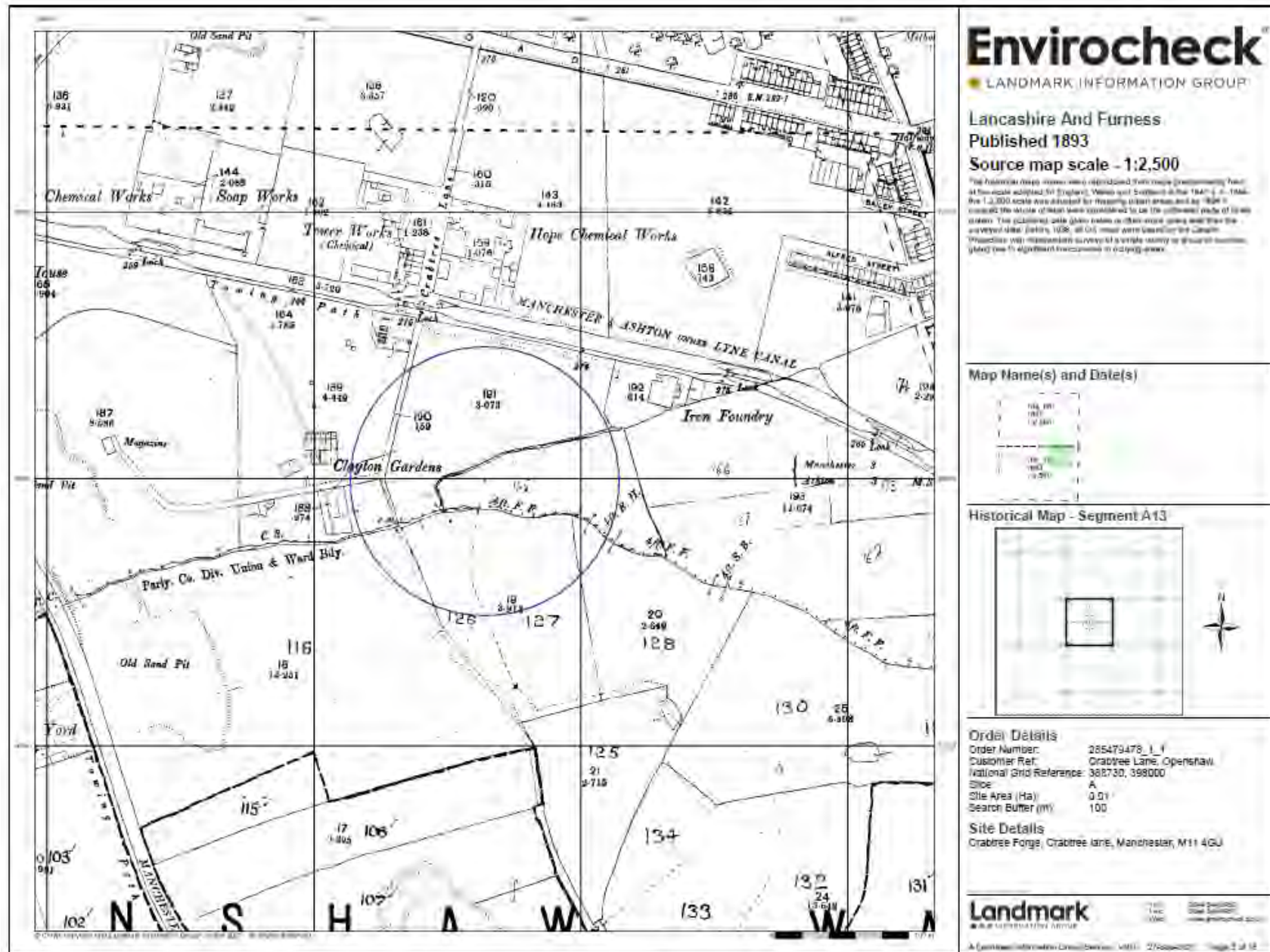
Listing NGR: SJ 8892198074

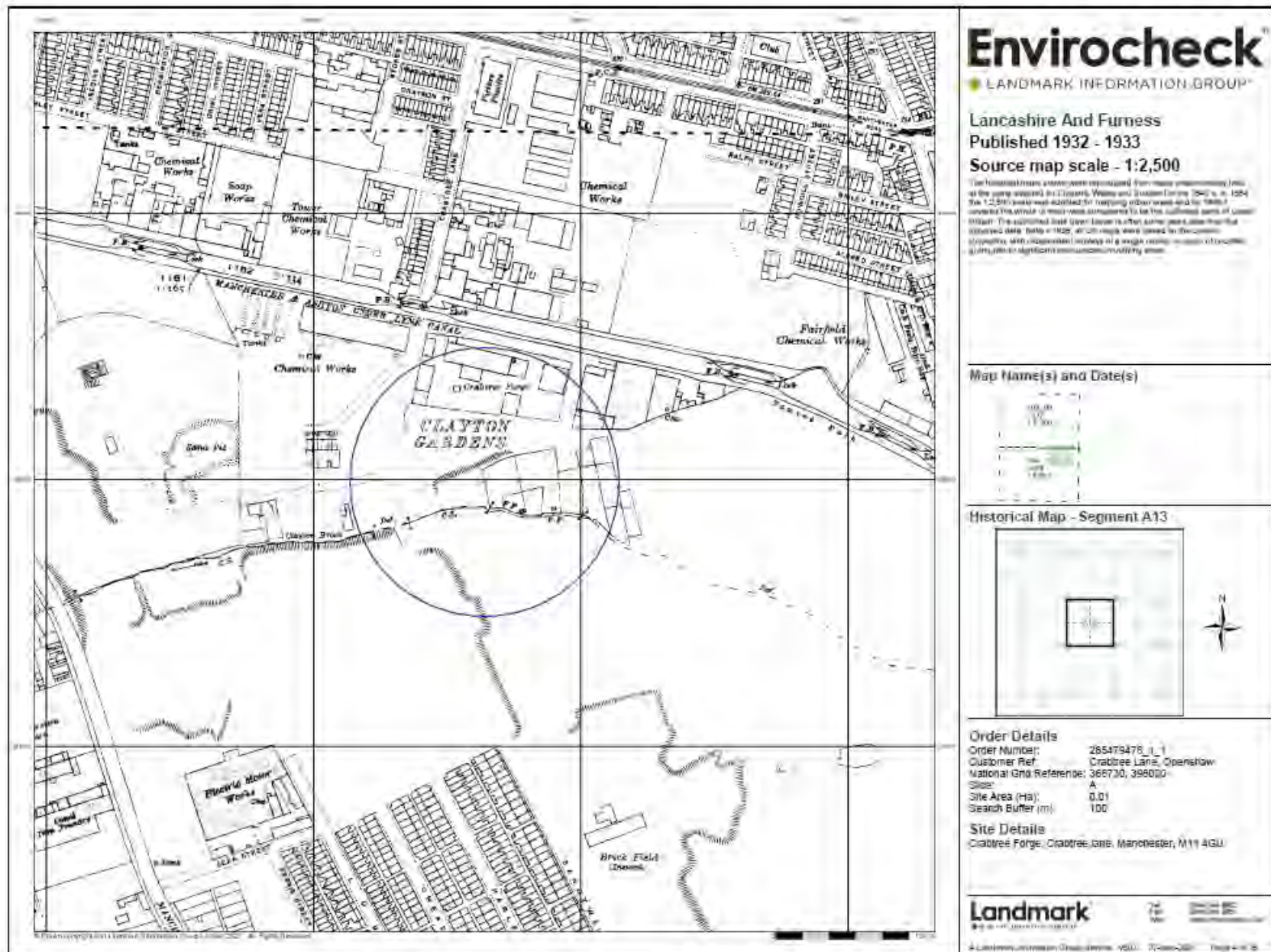
Appendix 2: Occupants of Proposal Site

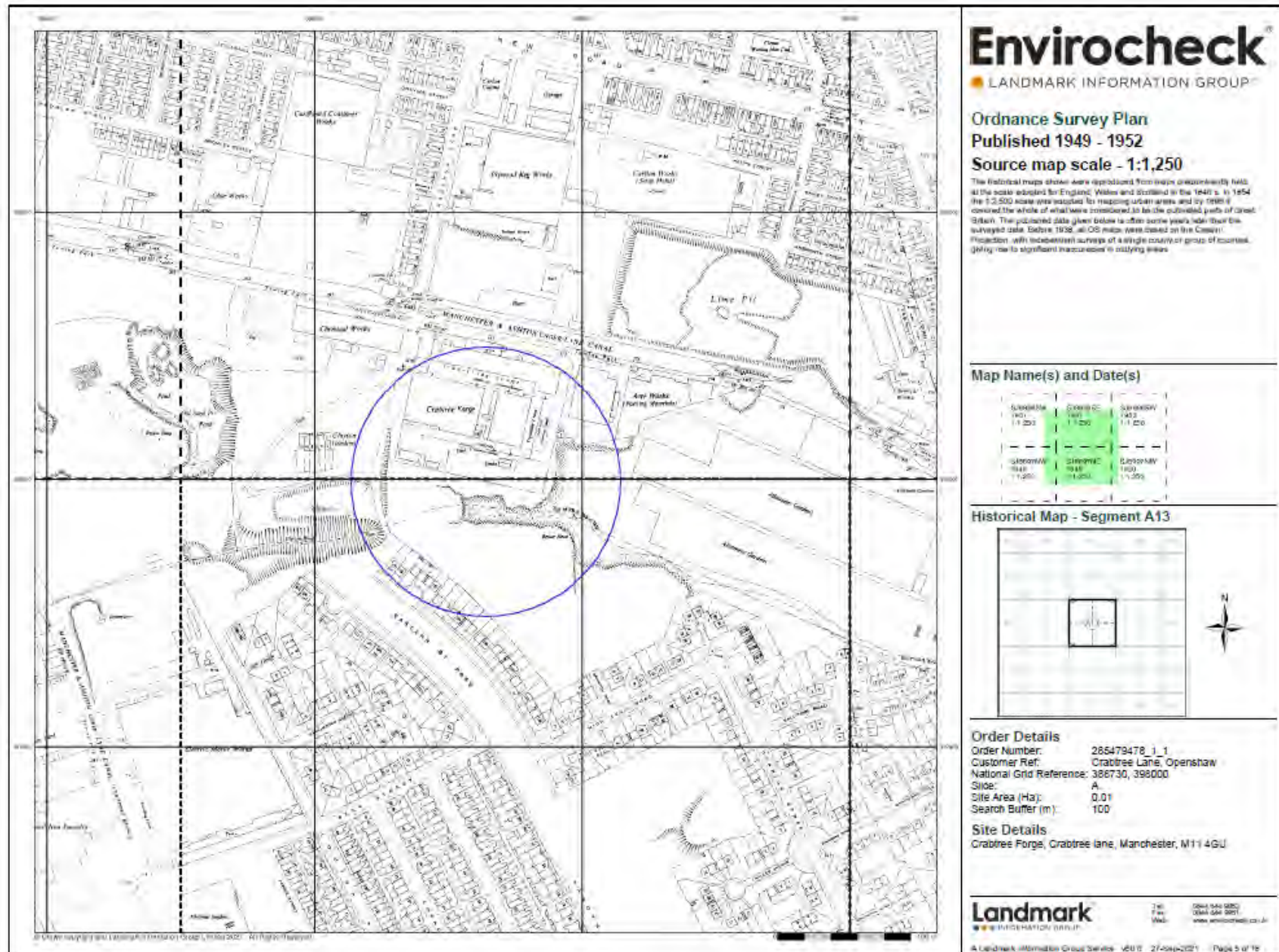
Source	Name	Entry details
1895 Kelly's Directory of Manchester	Clayton Foundry Co. Ltd, Engineers	Crabtree Lane
1895 Kelly's Directory of Manchester	Eva Brothers, blacksmiths	62 Gray Mare Lane, Bradford
1903 Slater's Manchester, Salford, and Suburban Directory Part 1	Clayton Electrical Co. Limited. Electrical engineers	Crabtree Lane
	Eva Bros, forging manufacturers	Crabtree Lane
1903 Slater's Manchester, Salford, and Suburban Directory Part 2	Eva Brothers, forging manufacturers	Office, 26 Crabtree Lane, Clayton
	(The) Engineering & Electrical Construction Co. Limited, electrical power and light engineers, iron founders and machinists	Crabtree Lane, Clayton
1909 Slater's Manchester, Salford, and Suburban Directory Part 1	Eva Brothers, blacksmiths	Crabtree Lane
1909 Slater's Manchester, Salford, and Suburban Directory Part 2	Eva Brothers, forgemen	Crabtree Lane, Clayton "Forgings Manchester"
1929 Kelly's Directory of Manchester, Salford, and Suburbs	Eva Brothers Ltd, blacksmiths	Crabtree Lane

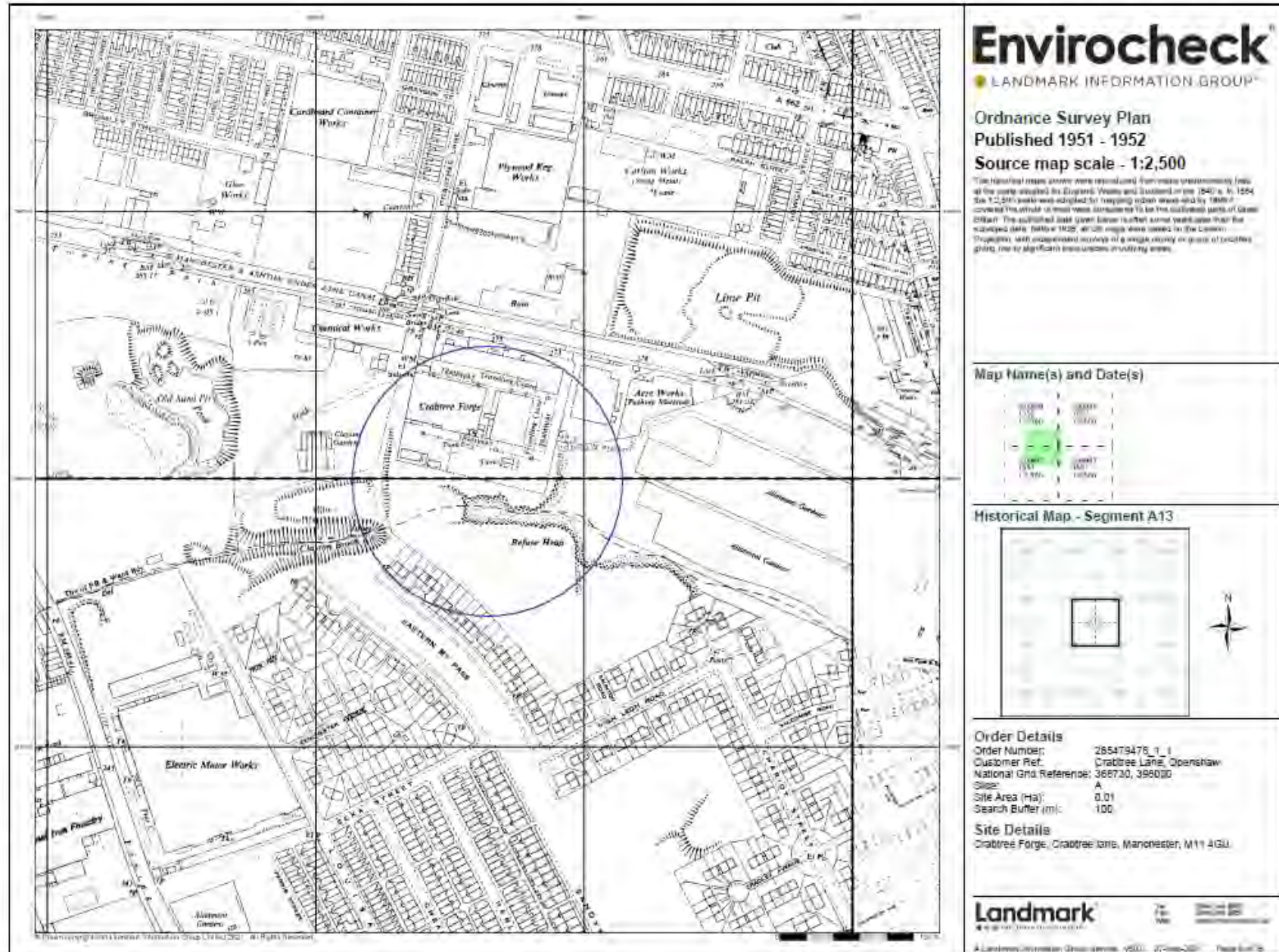
Appendix 3: Historic Mapping

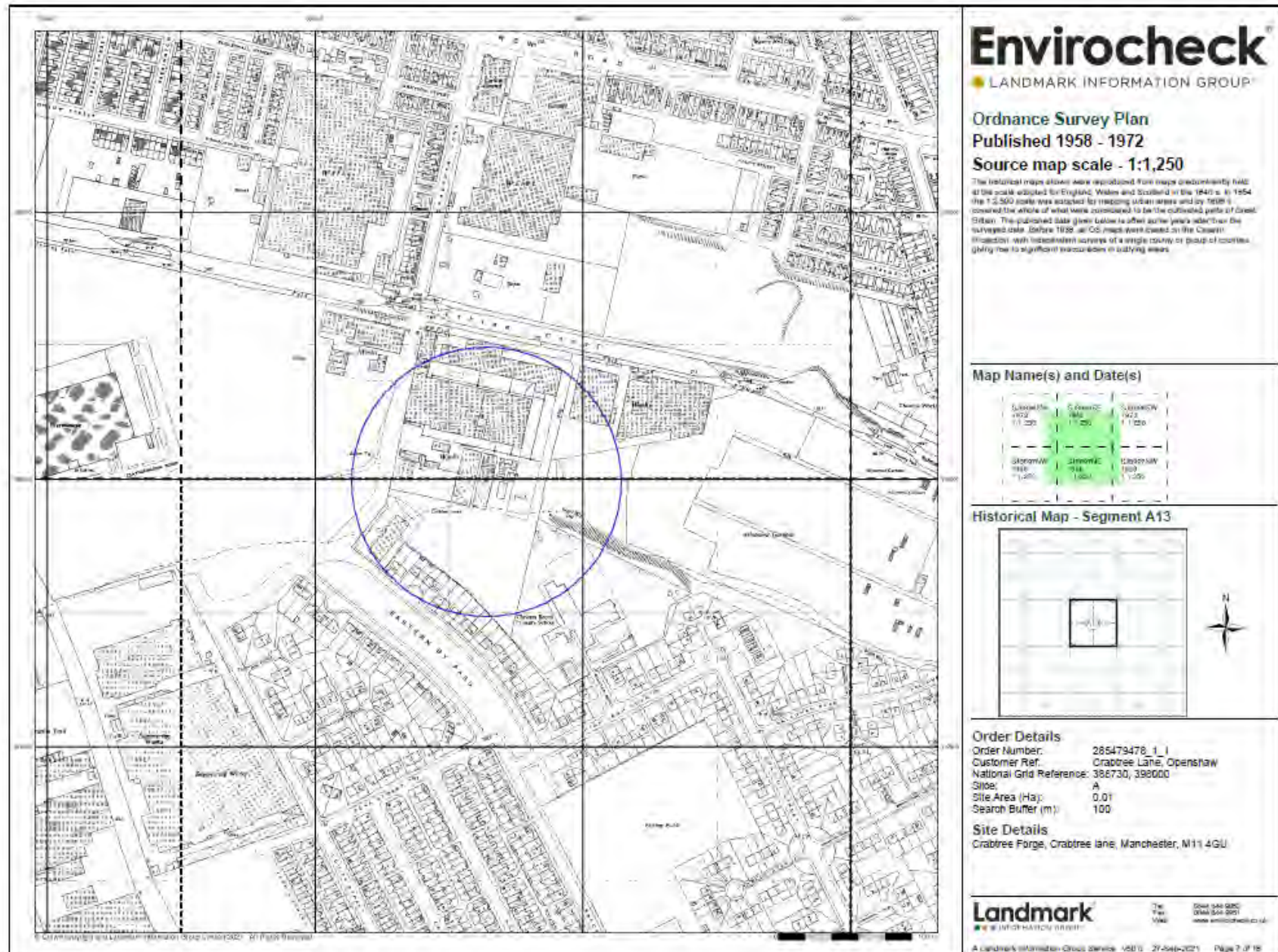


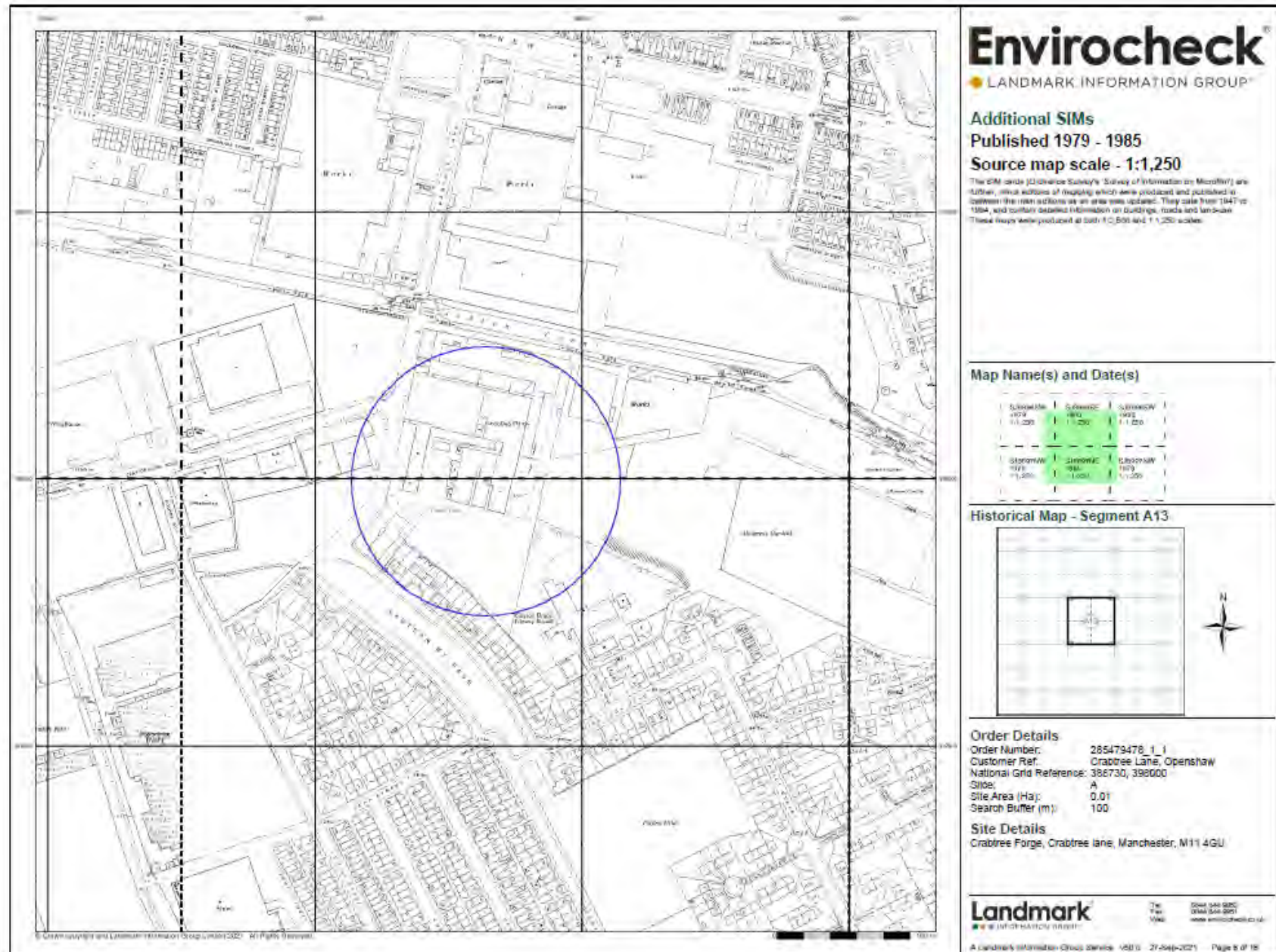


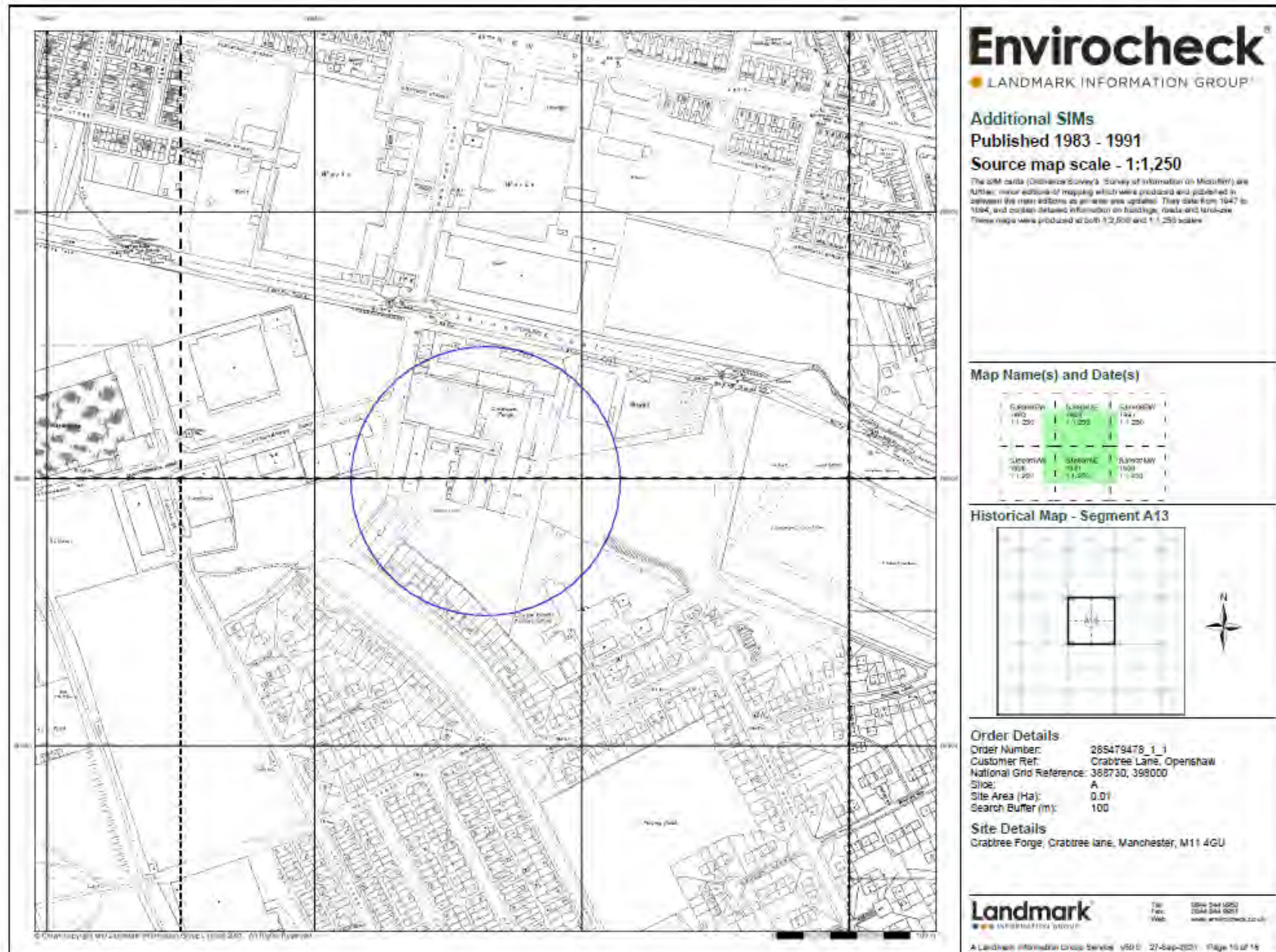


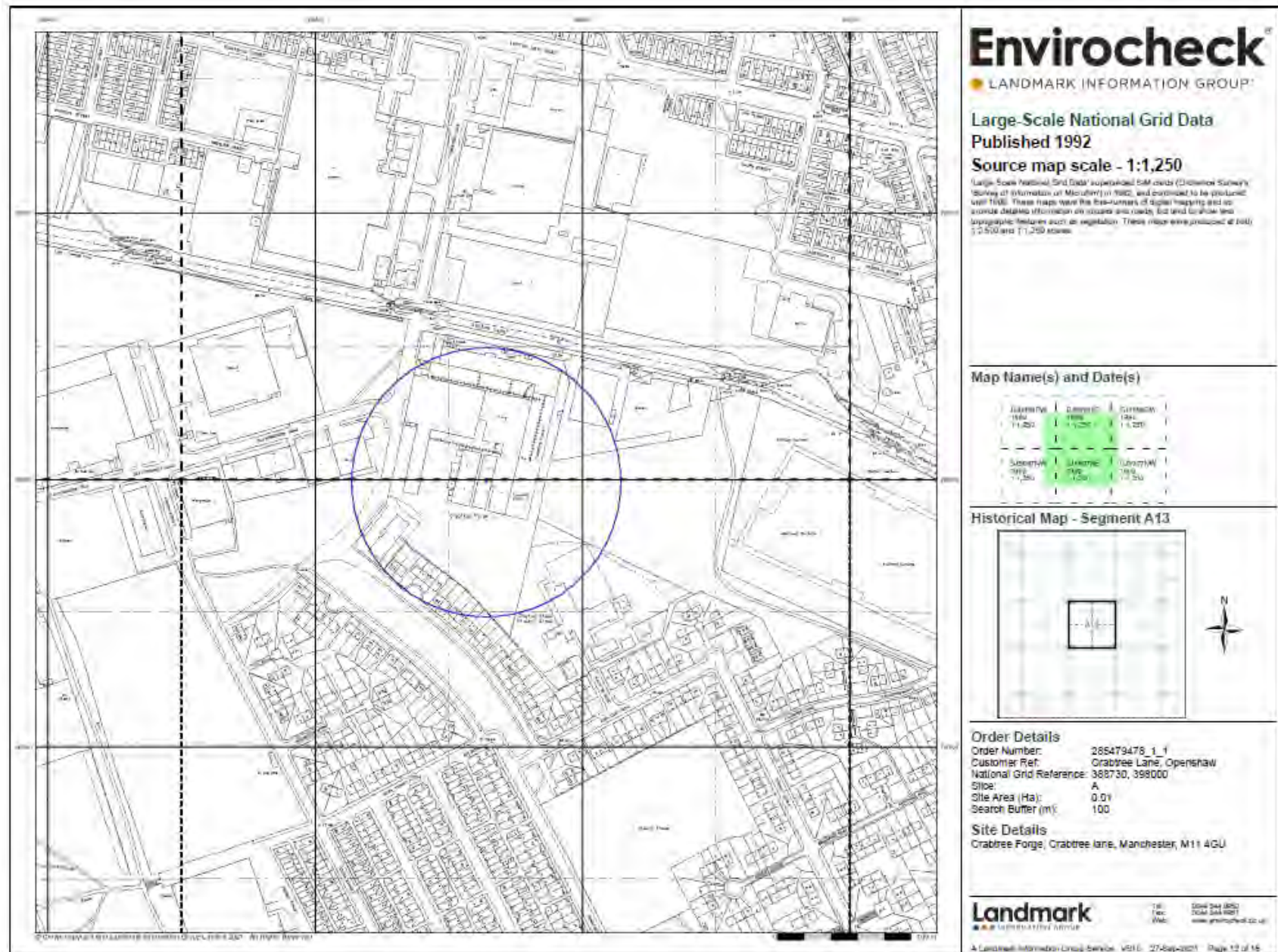




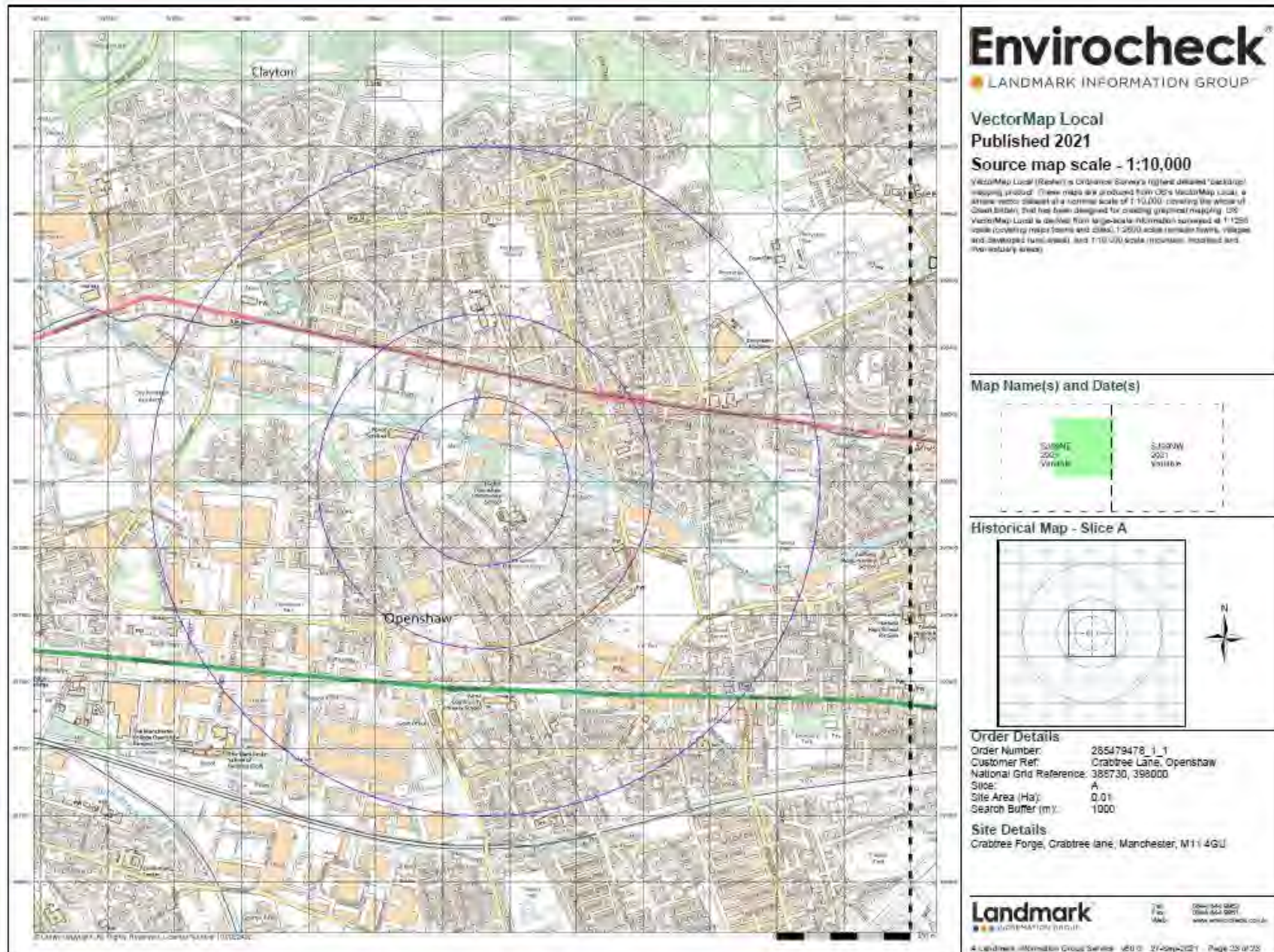












Appendix 4: Heritage Impact Assessment Methodology

The impact of the proposed works has been assessed using a cultural heritage impact assessment methodology based upon the ClfA/ IHBC/ IEMA guidance, *Principles of Cultural Heritage Impact Assessment in the UK* of July 2021, a methodology commonly used to assess heritage impact which is endorsed by several professional heritage organisations. Relevant paragraphs are extracted below.

Cultural Heritage Impact Assessment

1.4 Cultural Heritage Impact Assessment ('CHIA') is concerned with understanding the consequences of change to cultural significance. At a fundamental level, CHIA is used to make informed decisions about the sustainable management of cultural heritage assets.

1.7 This document provides guidance for cultural heritage practitioners in regard to the principles of CHIA. These are:

- A. understanding cultural heritage assets; and
- B. evaluating the consequences of change.

A. UNDERSTANDING CULTURAL HERITAGE ASSETS

A.2 The process of gaining this understanding is split into three stages:

- Description: Research and investigations leading to a factual statement that establishes the nature of the asset.
- Cultural significance: Analysis of what is valued about the asset, leading to a statement of cultural significance.
- Importance: A conclusion regarding the level of protection that the asset merits in planning policy and cultural heritage legislation.

Attributing importance

A.17 Importance is scaled (unlike cultural significance) and requires the competent practitioner to make a judgement regarding the merits of different cultural heritage assets. It is therefore appropriate to refer to 'high', 'medium' or 'low' importance or any other simple scale that offers a form of gradation.

B. EVALUATING THE CONSEQUENCES OF CHANGE

B.3 The process of evaluating the consequences of change falls into three stages:

- Understanding change: A factual statement of how a proposal would change a cultural heritage asset or its setting (including how it is experienced).
- Assessing impact: An assessment of the degree to which any change would impact cultural significance.
- Weighting the effect: A conclusion regarding whether an impact matters, reflecting the importance of the affected cultural heritage asset.

Assessing impact

B.7 An impact is a change in a cultural heritage asset or the experience of an asset in its setting that affects its cultural significance. This impact could be a positive or negative outcome. It is not a measure of the reach or extent of the proposal. Therefore, it is essential that the CHIA presents an understanding of how the proposed change relates to cultural significance and not the cultural heritage asset in its entirety.

B.9 The magnitude of the impact on cultural significance needs to be assessed. A distinction needs to be drawn as to whether the change will result in only a 'small' impact on, say, just one component of cultural significance or whether the change would have a greater impact on the totality of cultural significance. The terms 'large', 'medium' or 'small' are acceptable or any other simple scale that offers a form of gradation easily articulated in a written report.

Weighting the effect

B.10 The effect is the measure that brings together the magnitude of the impact and the cultural heritage asset's importance. This is a critical stage of the assessment process as this determines the weight that should be given to the matter in either influencing the design of the proposal or, ultimately, in the test as to whether the proposal will be acceptable and permitted.

B.12 In relative terms, impacts on the cultural significance of assets of higher importance will be given greater weight than those of lower importance. For instance, a proposal that results in the total loss (i.e. the largest magnitude of adverse impact) of a cultural heritage asset of low importance would be an effect that should be given considerably less weight by the decisionmaker than the total loss of an asset of high importance.

B.13 A simple graded scale of effects should be defined and applied (as recommended for impact magnitude, above). However, decisions regarding the acceptability of a proposal will often require the effect to also be articulated within the parameters of the relevant legislative or policy tests that use their own specific language and terminology. For instance, in Environmental Impact Assessment ('EIA') an impact can result in significant or nonsignificant effects.