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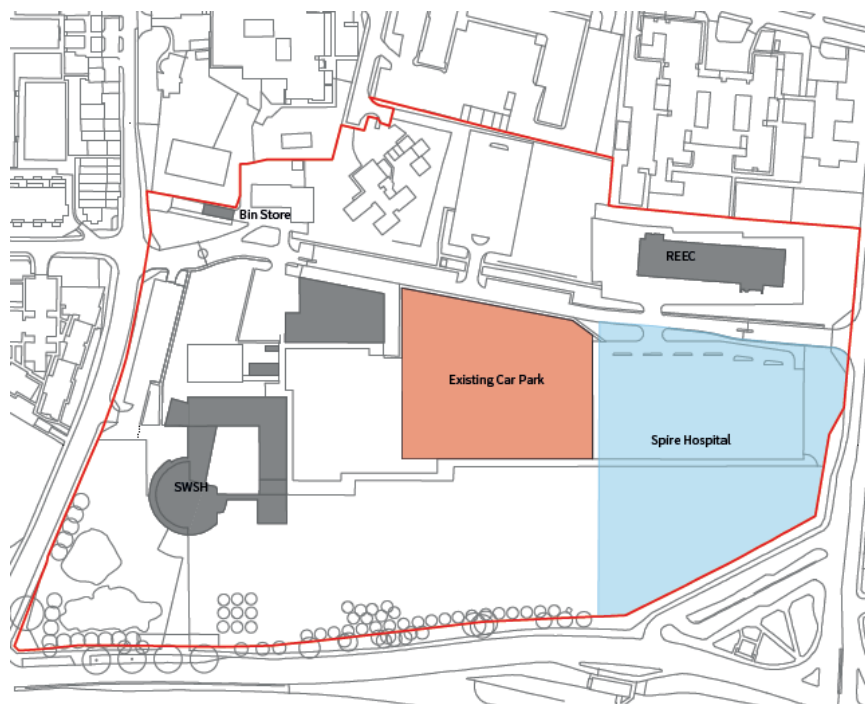
Date: 18th April 2016

Dear Chris

Historic Environment Record consultation and enquiry for the need for an archaeological desk based assessment for the proposed redevelopment at Siemens, Princess Parkway, Manchester

Thank you for consulting GMAAS on the need for an archaeological input to this proposed scheme, which falls within the red line boundary you supplied and which is shown below. GMAAS act as archaeological advisers to Manchester City planning authority and maintain the Historic Environment Record (HER) on behalf of the Greater Manchester Authorities.

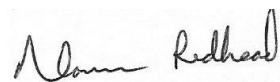
A detailed archaeological desk based assessment was prepared by White Young Green in November 2014 to inform the Spire Hospital application. This covered a similar area, although the main focus was in the area marked blue on the map below. The archaeological study examined the historic uses of the land and identified any potential for below-ground archaeological remains. These mainly related to former agricultural field boundaries.



GMAAS take the view that any archaeology, such as the field boundaries and evidence for buildings forming part of the later expansion of the hospital complex, is likely to be very fragmentary due to later landscaping and re-development and that there would be little value in undertaking archaeological investigations at this site.

GMAAS are happy to recommend that no further archaeological mitigation is needed for this development site.

Yours sincerely



Norman Redhead
Heritage Management Director (Archaeology)

Tel: 0161 295 5522

Proposed Hospital and Replacement Surface Car Park

Barlow Moor Road,
Didsbury, Manchester

Archaeology & Heritage Desk-Based Assessment

November 2014





Siemens Plc and Spire Healthcare Ltd

**Land at Princess Road/ Barlow Moor
Road, Didsbury, Manchester**

**Archaeology and Heritage Desk-Based
Assessment**

November 2014

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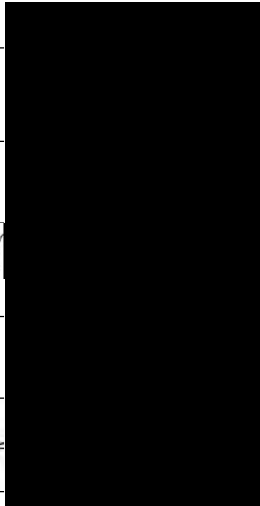
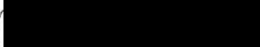
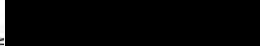
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1.0 Non-Technical Summary

A desk-based assessment has considered the potential effects of a proposed hospital development and associated car park at the Siemens Princess Road campus site in Didsbury. The development site is located within an area with limited recorded archaeological remains until the late post-medieval period. It is anticipated to have been marginal or agricultural land throughout much of antiquity and only became part of the wider Manchester area during 18th century expansion of suburban residential areas and following the arrival of the railway in the 19th century. The development site remained as agricultural land and sports fields until the late 20th century when the Siemens buildings were constructed to the north. Although identified as an undesignated heritage asset, the existing Siemens building will not be impacted by the proposed redevelopment of the site.

There is limited potential for previously unrecorded archaeological remains to be identified within the development site, which is presently defined by areas of amenity grassland, planted woodland and car parking. Any potential archaeological remains present within the site are anticipated to be of agricultural origin.

The impact on any previously unrecorded remains will depend on the location of the remains in relation to proposed construction works. It is proposed that the detailed design of the development at reserved matters is considered in relation the archaeological potential and if appropriate a programme of further works will be implemented at this stage. These works could include archaeological monitoring during construction.

The development site is located close to a number of Listed Buildings, such as the former Withington hospital to the north, the Elms to the south and Manchester Southern Cemetery buildings and Registered Park and Garden to the west. The setting of these heritage assets is confined to their immediate surroundings and therefore no significant effects on the setting of designated heritage assets have been identified as a result of the development.

2.0 Introduction

This Archaeology and Heritage Assessment has been prepared by Charlotte Dawson, Assistant Consultant, and Dr Rebecca Enlander, Graduate Archaeologist, WYG on behalf of Siemens and Spire Healthcare Ltd in connection with a full planning application, submitted to Manchester City Council, for the erection of a private hospital and conferencing facility, with associated car parking, landscaping works and the provision



of a replacement car park on land forming part of the Siemens Princess Road Campus to the east of Princess Road, Didsbury, Manchester.

2.1 Aims and Objectives

In accordance with the Institute for Archaeologists (IfA) standard definition of a desk-based assessment (Standard and Guidance for Desk-Based Assessment, 2012):

Desk-based assessment will determine, as far as is reasonably possible from existing records, the nature, extent and significance of the historic environment within a specified area. Desk-based assessment will be undertaken using appropriate methods and practices which satisfy the stated aims of the project, and which comply with the Code of conduct, Code of approved practice for the regulation of contractual arrangements in field archaeology, and other relevant by-laws of the IfA. In a development context desk-based assessment will establish the impact of the proposed development on the significance of the historic environment (or will identify the need for further evaluation to do so), and will enable reasoned proposals and decisions to be made whether to mitigate, offset or accept without further intervention that impact.

This study examines the cultural heritage potential of the proposed development site and the surrounding area. The aim of the study is to:

- Identify recorded cultural heritage sites within the site boundary.
- Identify the potential for previously unrecorded sites to be present within the site.
- Identify potential impacts and mitigation strategies where appropriate.
- Make recommendations for further work where required.

Cultural heritage within this context includes all buried and upstanding archaeological remains, built heritage sites, historic landscapes and any other features that contribute to the archaeological and historic interest of the area.

This baseline assessment considers the cultural heritage potential within the site itself, the surrounding area and wider local and regional context. This assessment does not attempt to plot and review every archaeological find and monument; rather it aims to examine the distribution of evidence and to use this to predict the archaeological potential of the study area and the likely significance of the development proposals on those remains.



3.0 Site and Development Description

The application site comprises an area of previously developed land extending to 2.5 ha. It is situated within the Siemens Princess Road Campus, a purpose built research and development centre for science and engineering innovation. The site is primarily in use as a staff car park (comprising a total of 336 spaces) and hardstanding area for pedestrians, with a small private woodland area to the west.

In general terms, the site is bordered by open space, the Sir William Siemens House and associated Service Building to the north, the privately adopted Siemens Road to the east and Barlow Moor Road (the A5145) to the south. The Southern Cemetery Bus Station and Princess Road (the A5103) are located to the west of the site, with the Manchester Southern Cemetery beyond. The main vehicular and pedestrian access to the site is currently taken from Barlow Moor Road.

A site location plan is shown on the Proposed Site Layout Plan, enclosed in Appendix A. Photographs of the site can be seen in Appendix B.

The assessment has been prepared to support a full planning application for the development of a hospital (Use Class C2) and ancillary conferencing facility with associated car parking, landscaping and the provision of a surface car park to replace the existing facility for continued use by Siemens PLC. The retained Siemens buildings are located to the northwest. A proposed development plan has been included in Appendix A.

4.0 Methodology

4.1 Assessment Methodology

Impact assessment has been carried out through the consideration of baseline conditions in relation to the elements of the scheme that could cause cultural heritage impacts. Baseline conditions are defined as the existing environmental conditions and in applicable cases, the conditions that would develop in the future without the scheme. In accordance with best practice this report assumes that the scheme will be constructed, although the use of the word 'will' in the text should not be taken to mean that implementation of the scheme is certain.

No standard method of evaluation and assessment is provided for the assessment of impact significance upon cultural heritage, therefore a set of evaluation and assessment criteria have been developed using a combination of the Secretary of State's criteria for Scheduling Monuments (Scheduled Monument



Statement, Annex 1), Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07 and Transport Analysis Guidance (TAG Unit 3.3.9, Heritage of Historic Resources Sub-Objective). Professional judgment is used in conjunction with these criteria to undertake the impact assessment. The full assessment methodology can be seen in Appendix C.

4.2 Sources Consulted

A study area of 1km radius centred on SJ 833 921 has been examined to assess the nature of the surrounding cultural heritage sites and place the recorded sites within their context.

This study has taken into consideration the historical and archaeological background of the proposed development area. The sources consulted were:

- Greater Manchester Historic Environment Record (HER);
- National Record of the Historic Environment (NRHE)
- English Heritage and Local Planning Authority for designated sites;
- Historic mapping;
- Manchester Archives and Local Studies Centre, Manchester Central Library; and
- Appropriate documentary sources and archaeological journals.

A site walkover survey was undertaken on 2nd September 2014 to assess the site for previously unrecorded heritage remains and suitability for potential evaluation and mitigation measures.

Consultation was undertaken with the Greater Manchester Historic Environment Record, English Heritage and the Manchester Archives and Local Studies Centre for the provision of data for this report.

5.0 Legislation and Planning Policy Context

5.1 Ancient Monuments and Archaeological Areas Act 1979

Scheduled Monuments are designated by the Secretary of State for Culture, Media and Sport on the advice of English Heritage as selective examples of nationally important archaeological remains. Under the terms of Part 1 Section 2 of the Ancient Monuments and Archaeological Areas Act 1979 it is an offence to



damage, disturb or alter a Scheduled Monument either above or below ground without first obtaining permission from the Secretary of State. This Act does not allow for the protection of the setting of Scheduled Monuments.

5.2 Planning (Listed Buildings and Conservation Areas) Act 1990

The Act outlines the provisions for designation, control of works and enforcement measures relating to Listed Buildings and Conservation Areas. Section 66 of the Act states that the planning authority must have special regard to the desirability of preserving the setting of any Listed Building that may be affected by the grant of planning permission. Section 72 states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas.

5.3 National Planning Policy Framework 2012

The National Planning Policy Framework (NPPF) sets out the Government's national planning policies including those on the conservation of the historic environment. The NPPF covers all aspects of the historic environment and heritage assets including designated assets (World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Conservation Areas, Registered Parks and Gardens and Registered Battlefields) and non-designated assets. The NPPF draws attention to the benefits that conserving the historic environment can bring to the wider objectives of the NPPF in relation to sustainability, economic benefits and place-making (para 126).

The NPPF states that the significance of heritage assets (including their settings) should be identified, described and the impact of the proposal on the significance of the asset should be assessed. The planning application should include sufficient information to enable the impact of proposals on significance to be assessed and thus where desk-based research is insufficient to assess the interest, field evaluation may also be required. The NPPF identifies that the requirements for assessment and mitigation of impacts on heritage assets should be proportional to their significance and the potential impact (para 128).

The NPPF sets out the approach local authorities should adopt in assessing development proposals within the context of applications for development of both designated and non-designated assets. Great weight should be given to the conservation of designated heritage assets and harm or loss to significance through alteration or destruction should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World



Heritage Sites, should be wholly exceptional (para 132). Additional guidance is given on the consideration of elements within World Heritage Sites and Conservation Areas (para 138).

Where there is substantial harm to or total loss of significance of a designated heritage asset a number of criteria must be met alongside achieving substantial public benefits (para 133). Where there is less than substantial harm the harm should be weighed against the public benefits of the development (para 134). Balanced judgements should be made when weighing applications that affect non-designated heritage assets (para 134). The NPPF also makes provision to allow enabling development (para 140) and allowing development which enhances World Heritage Sites and Conservation Areas (para 127).

Where loss of significance as a result of development is considered justified, the NPPF includes provision to allow for the recording and advancing understanding of the asset before it is lost in a manner proportionate to the importance and impact. The results of these investigations and the archive should be made publically accessible. The ability to record evidence should not however be a factor in deciding whether loss should be permitted (para 141).

5.4 Local Policy and Guidance

5.4.1 Manchester City Council Core Strategy, Adopted July 2012

The Manchester City Council Core Strategy was adopted in 2012 and contains two policies pertaining to cultural heritage and this development:

- EN1 Design Principles and Strategic Character Areas; and
- EN3 Heritage.

5.4.2 Manchester City Council UDP Saved Policies (Saved July 2012)

A review of the Unitary Development Plan was undertaken in 2012 following which several policies were saved including three relevant to cultural heritage and this development:

- Policy 18 Conservation Areas;
- Policy 19 Listed Buildings; and
- Policy 20 Archaeology.

The full text of all these policies can be seen in Appendix D.



6.0 Baseline Data

6.1 Designated Sites

There are no World Heritage Sites, Scheduled Ancient Monuments, or Registered Battlefields within the study area. There are 18 Listed Buildings within the study area all of which are Grade II Listed. The nearest Listed Buildings to the proposed development site are Withington Hospital (principal block) (LB1220295) which was built in 1854, and associated entrance lodges, piers, screen and gates (LB1197895). These are located to the north east of the proposed development site. To the south east of the development site is The Elms (LB1254973) an early to mid 19th century house, now converted into a nursing home. The effects on the setting of these assets are discussed in more detail in Section 10. The remaining Listed Buildings are clustered within the Manchester Southern cemetery and within the village centre of West Didsbury.

There is one Grade II Registered Park and Garden: Manchester Southern Cemetery (RPG1001656) to the west of the development site. This was opened in 1879 and then extended in the 20th century. Within the cemetery there are several multi-denominational chapels which are Listed, as well as the gateway, entrance lodge and registrars' office (all Grade II). The chapels are linked by an elliptical drive and at the centre is a monument to Commander Alcock, pilot of the first aircraft to make a non-stop trans-Atlantic flight.

Within the study area there are two Conservation Areas, located to the east of the development site. Albert Park is located closest to the development site. This area was rural until the mid 19th century and from the 1860s onwards it began to develop an urban character, spurred on by the opening of Palatine Road. During the late 19th century, the area bounded by Palatine Road, Barlow Moor Road and Lapwing Lane was developed with housing, along five parallel roads, mainly three-storey pairs of semi-detached properties and slightly less grand than those fronting Palatine Road. In keeping with this form of urban development, schools, a town hall and churches were also constructed to serve the growing community.

Blackburn Park Conservation Area, situated towards the far east of the study area, is an area of largely residential housing. The houses are large family residences, with spacious gardens located along tree lined avenues. The area once formed part of the Parkfield House estate, belonging to the Blackburn family. The land was gradually sold in the mid 19th century as development plots, before the sale of 2/3rds of the land between 1880 and 1905, that was prompted by the arrival of the railway. The Conservation Area also contains other features typical of a residential suburb, such as churches and a library.

Further details of the designated assets can be seen in Appendix E and illustrated on Figure 2.



6.2 Archaeological and Historic Background

The Historic Environment Record and National Record of the Historic Environment hold details for ten recorded heritage sites (excluding designated sites). Details of the sites can be seen in the table in Appendix E and their locations can be seen on Figure 2. Bracketed numbers within the text refer to the identifier in the Appendix E table and Figure 2.

6.2.1 Prehistoric (to 43 AD)

Across Britain, the main evidence for the Palaeolithic period are stone tools, and typically, 'sites' are recognised from lithic scatters, often found within river gravels and terraces. The geography of known remains is often highly regionalised, as sediments from the period have often been destroyed or reworked by natural processes. Additionally, glaciation during the Lower and Middle Palaeolithic meant that much of the northwest of Britain was inhospitable, with short interglacial periods which may have resulted in periodic exploitation of the region. Archaeological evidence from the Late Upper Palaeolithic period (c 11,000 to 8000 BC) is rare in north west Britain, but does represent the presence of communities in the region during the final stages of the Palaeolithic period (Hodgson and Brennand 2006, 23). However, activity in the Greater Manchester area for this early period of prehistory is largely absent, with some limited discreet clusters of material including potential Aurignacian flint flakes and implements from Windy Hill, Rochdale. There is a general paucity in evidence for the Palaeolithic period from the region.

Like the preceding Palaeolithic period, the Mesolithic is characterised by seasonal transhumance processes, and sites are principally recognised from concentrations of lithics, as the temporary settlements used by these hunter gatherer communities left little trace in the landscape. It is very rare to find *in situ* evidence for Mesolithic settlement sites and few organic or structural remains have been identified in the region. Palaeoenvironmental evidence is more widespread, particularly from upland contexts (indicating woodland management through episodic burning), coastal zones and raised beach deposits. Additionally, a large number of Mesolithic sites are known from across the Pennines, typically consisting of surface assemblages of varying sizes (Hodgson and Brennand 2006, 25-7).

Throughout the region, a range of prehistoric sites survive, dating from the Neolithic onwards. The Neolithic was a period of increasingly permanent human occupation, although seasonal mobility and the exploitation of wild resources continued throughout the period. Mortuary monuments, along with the introduction of pottery and domesticates, and arable farming practices mark the beginning of the Neolithic period, and the construction of large ceremonial monuments arguably marks a clear change in ideology from the preceding Mesolithic period. Common Neolithic ceremonial monuments in northern Britain include long barrows and



hengings, while ring barrows are common from the late Neolithic onwards; the period also broadly marks the increased use of lowland sites.

Faunal assemblages are rare in the region; however, present evidence suggests that cereals played less of a role in the Pennine fringe areas than other parts of Britain, and that there may have been a greater emphasis on wild resources and animal management (Hodgson and Brennand 2006, 31). Additionally, excavated settlement structures are rare and domestic activity is principally known from surface finds. Research in the wider region indicates that there was extensive occupation of upland areas in the early Bronze Age, but a deteriorating climate in the late Bronze Age pushed settlement back into the lowland areas. There is also widespread evidence for woodland regeneration in the lowlands (Hodgson & Brennand, 2006, 31) and therefore the river valley may also have become much more wooded in this period.

Known settlement sites dating to the early Bronze Age are rare in the region and the problem is compounded by the continued occupation of many domestic sites from the Neolithic to the Iron Age, making Bronze Age levels difficult to identify securely (Hodgson and Brennand 2006, 34). However, known sites include evidence from Oversley Farm, Manchester Airport (Garner 2001), where excavations revealed at least two circular buildings and associated pits filled with 'midden' deposits.

By the Iron Age period, the British landscape saw increasing evidence for field systems and defended sites, reflecting the increased stratification of society and division of the landscape during the Late Bronze Age period. Hillforts and enclosed hilltop settlements are a visible indication of an increasingly hierarchical society. In many regions, the Iron Age also marks a period of much stronger evidence for Continental influence, and the period is also marked by evidence for the appearance of iron technology in the archaeological record. While these changes are reflected throughout much of Britain, there is a regional issue regarding the Iron Age in the North West, with the area often cited as a 'black hole'. There is evidence for an initial lack of anthropogenic activity within the environmental record, although during the later Iron Age there are increased rates of deforestation and evidence for cereal cultivation (Hodgson & Brennand, 2006, 51 and Winchester, 2006, 37). However, although the study area has produced no identified evidence of Iron Age date, there is a growing body of excavated settlement evidence from Greater Manchester.

6.2.2 Roman/ Romano-British (43-450 AD)

Roman sources record the study area under the control of the *Brigantes* tribal group. However since these tribes may have been a Roman construct it is uncertain whether this grouping would have existed or identified itself as such during the Iron Age (Hodgson and Brennand 2006). The tribe of the *Brigantes*, meaning 'upland people' stretched from Derbyshire virtually to Hadrian's Wall, was under direct military



control. It is possible that the Manchester area was the homeland of a tribal sub-group, the *Setantii* (Bryant and Walker 1986, 5).

The Greater Manchester area was occupied by the late 1st century AD and essentially functioned as a second wave frontier military settlement, controlling routes and resources to the north. A Roman fort and associated *vicus* settlement was established overlooking the confluence of the Medlock and Irwell within Castlefield in c. AD 78 (in the modern city centre), and became a hub of the regional transport network. The position of the fort was also along the line of the Roman road between Chester and York. There is evidence that the fort and surrounding settlement were abandoned in the mid 2nd century but rebuilt by c. 160AD, before several phases of subsequently abandoned and redevelopment by the mid-3rd century (the fort was in use into the early 4th century) (Philpot 2006, 62-65). Roads radiated from the fort to the south-west leading to Northwich and the south-east to Buxton (Ordnance Survey 2011). The study area lies between these two roads.

Although the majority of settlement and industry is anticipated to have been focussed around the fort, vicus and roads and there are no recorded sites of Roman period within the study area, it is probable there would have been at least some utilisation of the area during this period. A Roman coin find spot has been recorded within the Blackburn Park Conservation Area, which although probably a casual loss, indicates a Roman presence. Any Roman utilisation of the area is most likely to have been based around agricultural uses.

6.2.3 Early Medieval (c.450-1066 AD) and Medieval (1066-1540 AD)

There are no recorded sites of early medieval date within the study area. Following the decline of the Roman Empire the north-west of England is believed to have fractured into numerous small kingdoms. These gradually began to be subsumed into the Northumbrian kingdom to the north and east and Mercia to the south. The river is again the probable boundary (Newman, 2006a) and therefore the study area may have remained in a marginal position although continuation of small scale settlement and agricultural use cannot be ruled out.

Within central Manchester, promontory earthworks and an Anglo-Saxon *burh* are thought to have been established between the Rivers Irk and Irwell (probably preserved in the lines of the modern Toad Lane, Hanging Ditch, Cateaton Street and Smithy Bank) and within the Roman fort at the confluence of the rivers Medlock and Irwell, respectively. A further earthwork, Nico Ditch, runs between Ashton-under-Lyne and Stretford in Greater Manchester for approximately six miles. While the ditch may have been a defensive



fortification, it is possible that it may have functioned as a political boundary marker, representing the southern extent of Northumbria (Newman and Brennand 2006, 93).

Medieval evidence in central Manchester was largely focused around the castle, along the confluence of the Rivers Irk and Irwell, where the castle was documented in 1184, as well as the site of the manor house of the Greley family by the 13th century. Fortified houses were also a feature of the northwest of England and examples from Greater Manchester include Bury Castle and Radcliffe Tower.

The medieval period is when documentary evidence for settlement in the area is first identified. The settlements of Didsbury, Withington and Chorlton cum Hardy are all mentioned in documents of 13th century date (Farrer and Brownbill, 1911). Didsbury was centred to the southeast of the study area and formed part of the manor of Withington held as a portion or hamlet. The earliest documentary reference is the granting of land to allow the building of a chapel in 1235AD (St Oswald's, later St James') and a water mill was recorded in a charter of 1260AD (Didsbury Conservation Area Appraisal).

The manor of Withington also included the adjacent hamlets or townships of Didsbury, Chorlton with Hardy, Burnage, Levenshulme, Rusholme, and Moss Side. The tenure has been traced back to the early 12th century (Farrer and Brownbill, 1911), but it was subsumed towards the end of the 13th century into the Barony of Manchester becoming a sub-manor (Withington Conservation Area Appraisal).

The study area would have been located between the settlements of Chorlton cum Hardy, Withington and Didsbury; therefore, it is anticipated that it is most likely to have been used for agricultural purposes. Research in the wider region has indicated that areas of dispersed agricultural settlement shown on the first edition OS mapping, including the present study area, generally reflect areas of dispersed medieval settlement (Newman, 2006b). There are no recorded sites of medieval date within the study area.

6.2.4 Post Medieval (1540-1750 AD), Industrial (1750-1900 AD) and Modern (1900-present)

There are documentary records from the early post-medieval period which identify the changing ownership of lands and estates in Withington, Didsbury and Chorlton cum Hardy (Farrer and Brownbill, 1911). These records indicate that, in common with much of the country at this time, the lands were initially held by a limited number of families, but were gradually sold and sub-divided; whilst ownership was still concentrated in a small number of families, much of the land had moved from the original manorial inheritances.

The study area lay sufficiently distant from the centre of Manchester that it was not subject to rapid industrialisation in the later post-medieval period, retaining a rural character until the late 18th century. Until



this period Didsbury remained a small village based on an economy of agriculture and handloom weavers' cottages.

From the late 18th century and during the 19th century, the wealthy merchants and businessmen of Manchester sought to build large villas and country houses in suburbs such as Didsbury, removing themselves from the growing pollution and squalor of industrialised central Manchester (Didsbury Conservation Area Appraisal). The focus of post-medieval development in the immediate landscape was to the southeast of the study area, forming the core of the Didsbury, Albert Park and Blackburn Park Conservation Areas. West Didsbury, where the development site and study area are located, remained largely agricultural. A similar pattern is recognised in nearby Withington, where the construction of Palatine Road in 1860 improved the communications with the centre of Manchester (Withington Conservation Area Appraisal).

With the arrival of the railways in the late 19th century, improved transport and communication networks with the centre of Manchester acted as the major stimulus for the urban growth of these settlements, catering for ordinary workers, rather than just the wealthiest businessmen. The arrival of the railway was the catalyst for the sale of much of the Blackburn estate between 1880 and 1905 (Blackburn Park Conservation Area Appraisal, NRHE499291). The establishment of the range of housing, businesses and ancillary infrastructure such as the hospital (LB1220295) and cemetery (RPG1001656) is reflective of this growth. All of the remaining recorded sites within the study area are built heritage assets which date to the post-medieval and modern periods, and are typical of this type of urban settlement. These include the residential houses and villas (e.g. the Elms LB1254973, Oak Bank LB1279558, Metropolitan Hotel NRHE1551792), municipal buildings (e.g. bank LB1200800, town hall LB1291512, workhouse NHRE1441162) and leisure facilities (e.g. bowls and tennis club NRHE1430209, golf course NRHE832797).

Sir Williams Siemens House is the headquarters for the energy and automation division of Siemens (NHRE1245427); it was built in 1989-90 and demonstrates the changing character of the area in the modern period. It is discussed in more detail in Section 9.

7.0 Historic Mapping Survey

A selection of historical maps were viewed at Manchester Archives and Local Studies Centre, and from an Envirocheck data search, in order to establish a chronology for development within the site and its immediate environs. A selection of historic maps can be seen in Appendix F. Although the Manchester Archives was visited twice and mapping pre-ordered, due to a recent relocation of the mapping stores, many of the maps were unavailable or could not be located.



The earliest mapping examined at Archives was Johnson's Map of Manchester dated to 1820. This depicts the development site as open space bounded by a number of roads. A small building is visible at the junction of Moor Lane with the northeast to southwest aligned road. This is anticipated to be the farmstead of New Barns depicted on first edition Ordnance Survey map. The development site lay outside the area depicted on an 1830 estate map for Thomas William Tatton in Withington and Didsbury. Further estate maps and the tithe map were all unavailable.

The 1848 Ordnance Survey first edition mapping demonstrates the rural character of the study area in the mid 19th century. The areas of settlement at Didsbury and Withington are just visible on the edge of the map sheet. The majority of the study area was formed of regular, enclosed fields with some areas of orchard present. The field boundaries contained high numbers of trees and there were numerous small ponds marked within the fields. There were several dispersed farmsteads across the area, the closest being New Burns to the west of the development site.

By 1894, the fifty intervening years had seen a marked change in the character of the study area. The Ordnance Survey mapping demonstrates that Didsbury had grown west and north, towards the development site, and Withington had grown southwards, until the two areas had effectively merged into one urban sprawl. The Manchester South District Line had been constructed to the north of the development site. The development site remained on the edge of this expanded settlement and was still depicted as fields.

On the edge of this urban area were the Chorlton Union workhouse and hospital (LB1220295 and 1197895), fever hospital and school. The complex was located to the north of the development site and had its own cemetery associated with it. To the west of the development site, Manchester Southern Cemetery (RPG1001656) had also been established by this time; however, the cemetery did not extend as far east as its current extent, and New Burns Farm had been renamed Cemetery Farm.

Few changes are visible on the 1911 Ordnance Survey map, with the exception of some residential development to the south of the development site. The development site remained agricultural at this time. By 1922 the Workhouse and hospital had expanded to the south, with four new buildings constructed.

By 1938 there had been another substantial phase of building and development within the study area. The residential development of Didsbury had expanded to the south and west of the development site. The Manchester Southern Cemetery had also been expanded eastwards, reflecting the modern day boundary of the site. Further alterations had taken place to the workhouse and hospital, which was now named as the



Withington Institution. The development site was depicted as the southwest corner of a large area of space, which was no longer sub-divided into fields.

During the post-war period, until the late 1970s, there were relatively few major changes to the study area. There was some additional infilling of residential areas and the construction of the motorway to the south of the study area. By the production of the 1981 Ordnance Survey map, Withington Hospital had been reorganised and expanded to the north. The buildings to the south of Nell Lane had been demolished. Two new schools had been constructed to the immediate east of the development site. The development site was depicted as an area of large playing fields, likely to have been associated with the neighbouring schools. By the 1990s the existing Siemens complex to the north of the development site had been established.

8.0 Historic Landscape Characterisation

Historic Landscape Characterisation data was obtained from Greater Manchester Archaeology Advisory Service. The data contains information obtained from historic mapping and other sources, relating this to the modern landscape conditions in order to assess the legibility of the past character types.

Prior to development within the study area, the majority of the area was agricultural land which was enclosed by either private or Parliamentary Act during the post-medieval period with only core settlements at Withington and Didsbury. However, the present visibility of this character is limited due to the more recent developments. The current characters include a mix of residential, institutional and recreational land uses.

Figures 3 and 4 can be seen in Appendix G and depict the Previous Historic Character Type and Current Historic Character Type respectively. These depict the broad character types for ease of reference. A greater level of sub-division within these character types is available. These have been summarised below for the development site and the immediate surroundings in Plate 1 and Table 1 below.

The development site itself was probably enclosed either through Parliamentary or Private Act between 1700 and 1848. Between 1922 and 1954 the site was in use as playing fields/ recreation ground before its development in the 1990s as the Siemens site.

Plate 1: Historic Landscape Character Types in the Immediate Vicinity of the Development Site

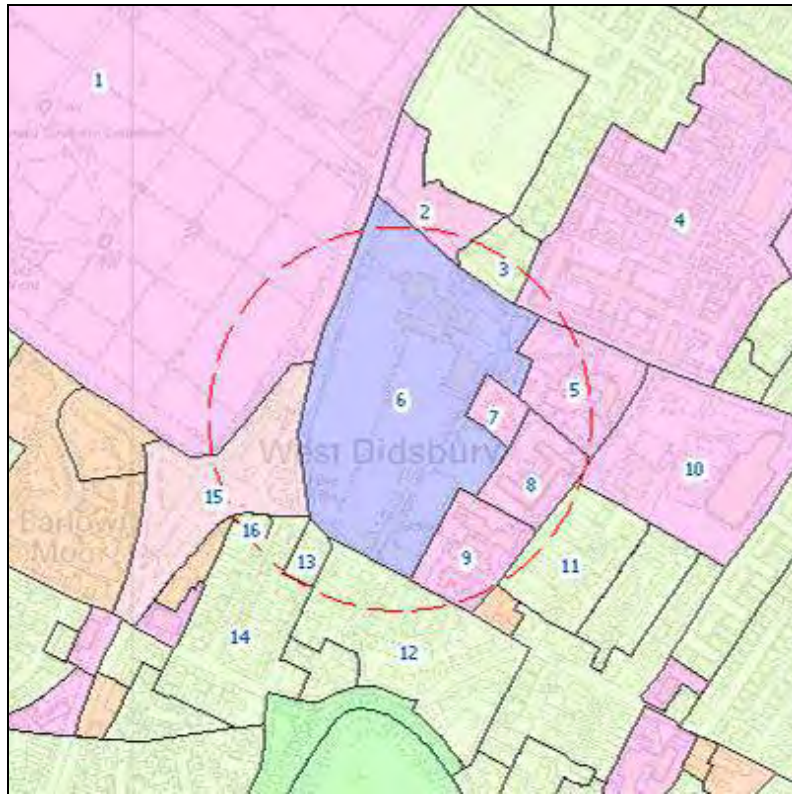


Table 1: Historic Landscape Character Types in the immediate Vicinity of the Development Site

ID	Current Development	Historical Development
1	Manchester Southern Cemetery	Probable piecemeal enclosure took place during the post medieval period although the remaining evidence is fragmentary.
2	Old Burial Ground, Nell Lane	Probable piecemeal enclosure during the post medieval period although no evidence of this remains.
3	Apartment development off Nell Lane	Probable piecemeal enclosure during the post medieval period. The land formed part of a medical complex between 1848 and 1894 and 1956 and 1999. The site is now low rise flats which has obscured the previous landscape character.
4	Withington Hospital	Land was probably subject to piecemeal enclosure during the post medieval period. It was then in use as a workhouse/ Children's Home or Orphanage between 1848 and 1894.
5	The Birches School	It is probable that the area was subject to piecemeal enclosure during the post medieval period. The land was in use as a school between 1848 and 1892 and as a Workhouse/Children's Home or Orphanage between 1892 and 1907.
6	Siemens	Enclosed either through parliamentary or private act between 1700



ID	Current Development	Historical Development
		and 1848. Between 1922 and 1954 the site was in use as playing fields/ recreation ground.
7	Nell Bank Court	It is probable that this area of land was enclosed either by a parliamentary act or privately between 1700 and 1851. Between 1848 and 1894 the area was in use as a Workhouse/Children's home or Orphanage.
8	Police Station, Elizabeth Slinger Road	It is probable that this area was subject to piecemeal enclosure during the post medieval period. The land was then in use as a Workhouse/Childrens home or Orphanage between 1907 and 1922.
9	Lancastrian School and Community Clinic	Probably subject to private or parliamentary enclosure between 1750 and 1851.
10	Withington Community Hospital and Buccleuch Lodge	Subject to post medieval piecemeal enclosure and then in use as civic and municipal buildings between 1922 and 1954.
11	Moorfield Road	The land was subject to piecemeal enclosure during the post medieval period.
12	Around Darley Avenue, Rowsley Avenue and Winster Avenue	Probably subject to private or parliamentary enclosure between 1750 and 1851.
13	Oaker Place	This parcel of land was enclosed either through parliamentary or private act between 1700 and 1848 and was developed into residential housing between 1848 and 1894.
14	Around Ashwood Avenue, Rowsley Avenue and Darley Avenue	This parcel of land was enclosed either through parliamentary or private act between 1700 and 1848.
15	Princess Road Junction	This parcel of land was enclosed either through parliamentary or private act between 1700 and 1848.
16	Ashwood Court	This parcel of land was enclosed either through parliamentary or private act between 1700 and 1848 and was developed into residential housing between 1922 and 1959.

9.0 Site Walkover Survey

The development site and surrounding area was visited on Tuesday 2nd September 2014. The weather was bright, dry and sunny. Photographs of the site can be seen in Appendix B. No evidence of previously unrecorded archaeological features was identified during the walkover survey.

The development site is currently in use by Siemens and contains areas of car parking and amenity grassland. The site is fenced on all sides and there is significant tree planting along the boundaries of the site, to the south and west. The buildings located to the north of the development, within the Siemens complex, are all of relatively modern date. The main administrative building (NRHE1245427) is Sir Williams



Siemens House and was built 1989-90. The building is five storeys around a courtyard with an adjacent two storey annex. The external skin of the building is composed of white power-coated aluminium rainscreen panels designed to minimise the staining common to other examples of white Modernist architecture and this is a style reflected on the other main Siemens buildings, with the exception of the buildings to the northeast of the Siemens site. These buildings are of brick construction with large windows. One is a technical building, whilst the two other blocks appear to have been former residential buildings with garages to the rear. All the buildings are of modern date and are not of heritage significance, albeit the modern Siemens buildings are of architectural interest.

The development site itself is given over to car parking on a mixture of hard standing and gravel surfaces and amenity grassland. The grassland also extends to the north of the development, forming an open space between the development and the Siemens buildings, lending itself to the campus character to the site.

In addition to the site walkover of the development site, the surrounding Listed Buildings were also considered in relation to their setting and the proposed development. The former Withington Hospital and entrance gates are both Grade II Listed Buildings, and are located to the north of the development site on Nell Lane (LB1197598 and 1220295). The buildings have been converted to residential uses. The original setting of the buildings would have been the wider hospital site, which has since been largely demolished to make way for residential development. The current setting is Nell Lane and the vegetation on the opposite side of the road. These do not make a contribution to the heritage significance of the Listed Building.

The Elms on Wilmslow Road is located to the south of the development site. The building is Grade II Listed (LB1254973). It was a house and has been converted to a nursing home. The setting of this building is the context within the surrounding residential streets. The wider setting of the area, which includes the development site, neither enhances nor diminishes the heritage significance of the Listed Building.

10.0 Heritage Potential and Impact

Neither The Elms nor Withington Hospital Listed Buildings include the development site as part of their setting, and as a result there is no effect upon the heritage significance of the Listed Buildings or their setting. The Elms is already located close to a busy junction and therefore, further development will not make an appreciable difference. The wider setting does not contribute to the heritage significance of either building. The proposed development will not, therefore, affect the significance of either building.



The cemetery site contains a number of Listed assets, as well as being a Registered Park and Garden. The cemetery is separated from the development site by the busy main road and it is the relationship between the chapels and monuments within the cemetery, rather than the wider context, which form the setting of these designated assets. A number of existing trees will be retained along the western boundary of the development site and new planting has been proposed subject to confirmation from United Utilities and National Grid (the reader should refer to the landscape proposal plan submitted with the application); therefore, the outlook from within the cemetery and from the designated architecture within the centre of the cemetery is unlikely to alter significantly. The proposed development within the wider context of the cemetery will not affect the significance of these assets.

Although Sir Williams Siemens House is identified on the National Record of the Historic Environment, it is of modern construction. It is included for its architectural interest as part of the Modernist movement. Sir Williams Siemens House itself and the more recently constructed building in the southeast of the building will not be physically impacted by the hospital or car park development.

There are no recorded heritage assets or archaeological remains within the development site. There is, however, some potential that previously unrecorded archaeological remains could be present within the development site. The potential for such remains is considered to be low, as there is a general paucity of archaeological remains from the surrounding area which pre-date the post-medieval period, and the development site and study area are considered likely to have remained in agricultural and marginal use from the Roman period onwards. Any potential archaeological remains are considered likely to include agricultural remains, with a very limited potential for settlement or industrial remains.

Within the development site, any archaeological remains are likely to have been disturbed by the trees on the west of the site. The area of enhanced potential is therefore considered to be the present areas of car parking and amenity grassland which will have been created with minimal ground disturbance. The extent and significance of any impact will be dependent upon the nature of remains identified and their location in relation to the proposed development. In addition, dependant on the depth of required construction levels, the proposed surface car park is not anticipated to include significant excavation, foundations or drainage works and, as a result, physical impacts will be relatively low.

11.0 Proposed Evaluation and Mitigation Measures

No mitigation measures are proposed with regard to the designated assets and existing Siemens building in the surrounding area as there will not be significant effects on their setting.



The extent of impacts upon previously unrecorded archaeological remains are by their nature uncertain. It is not considered appropriate to implement a programme of evaluation at this stage. However, due to the slightly elevated potential for heritage remains to be present within the eastern and northern section of the development site, a programme of archaeological monitoring during construction of the hospital building outwith the woodland area is recommended post-consent. Due to the anticipated minimal level of excavation required to create the car park, archaeological monitoring is not considered necessary for this element of the works. Geophysical survey will not be effective in areas of hard standing, and therefore, it is likely that monitoring during construction may be a more appropriate technique in order to identify and record any remains present. These works can be secured by an appropriately worded condition on the planning permission.

12.0 Residual Effects and Conclusions

No significant effects on the setting of designated heritage assets have been identified and the existing Siemens building will not be impacted by the proposed development of the site.

There is limited potential for previously unrecorded archaeological remains to be identified within the development site in areas of amenity grassland and car parking. Any archaeological remains present are considered most likely to be of agricultural origin. The impact on any previously unrecorded remains will depend on the location of the remains in relation to proposed construction works. It is proposed that the detailed design of the development is considered post consent in relation the archaeological potential and if appropriate a programme of further works will be implemented at this stage.



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Historic Mapping

Johnson's Map of Manchester, 1820.

Tithe apportionment of Didsbury, 1845.

Plan of the estates belonging to Thomas William Tatton, Esq. in the Parish of Northenden and Township of Didsbury, 1830. Ref: GB127.M10/21/6

Book of reference to estates in Chorlton-cum-Hardy, Withington, Didsbury, Northenden, Burnage, Heaton Norris, Rusholme, Cheadle, Ordsall, and Ashworth, 1848. Ref: GB127.M24/2/3

Ordnance Survey mapping 6" to 1 mile/10:10,560: 1848, 1894-5, 1908-11, 1923, 1938

Ordnance Survey mapping 25" to 1 mile/1:2500: 1894, 1907, 1922, 1956, 1982, 1991, 1994

Ordnance Survey mapping 1:10,000: 1955, 1966, 1981, 1889, 2006, 2014

Mapping Ordered but Unavailable at Archives

Plan of Withington and Didsbury with layout of plantations, nurseries, and orchards with names of owners of surrounding land, Undated. Ref L

Land belonging to William Egerton in Barlow Hey, West Didsbury. Shows proposed drainage and irrigation, 1804 Ref M24/1/6

Plan of parks in Didsbury belonging to James Heald, 1841. Ref Misc 356

Tithe map of Didsbury, 1845.

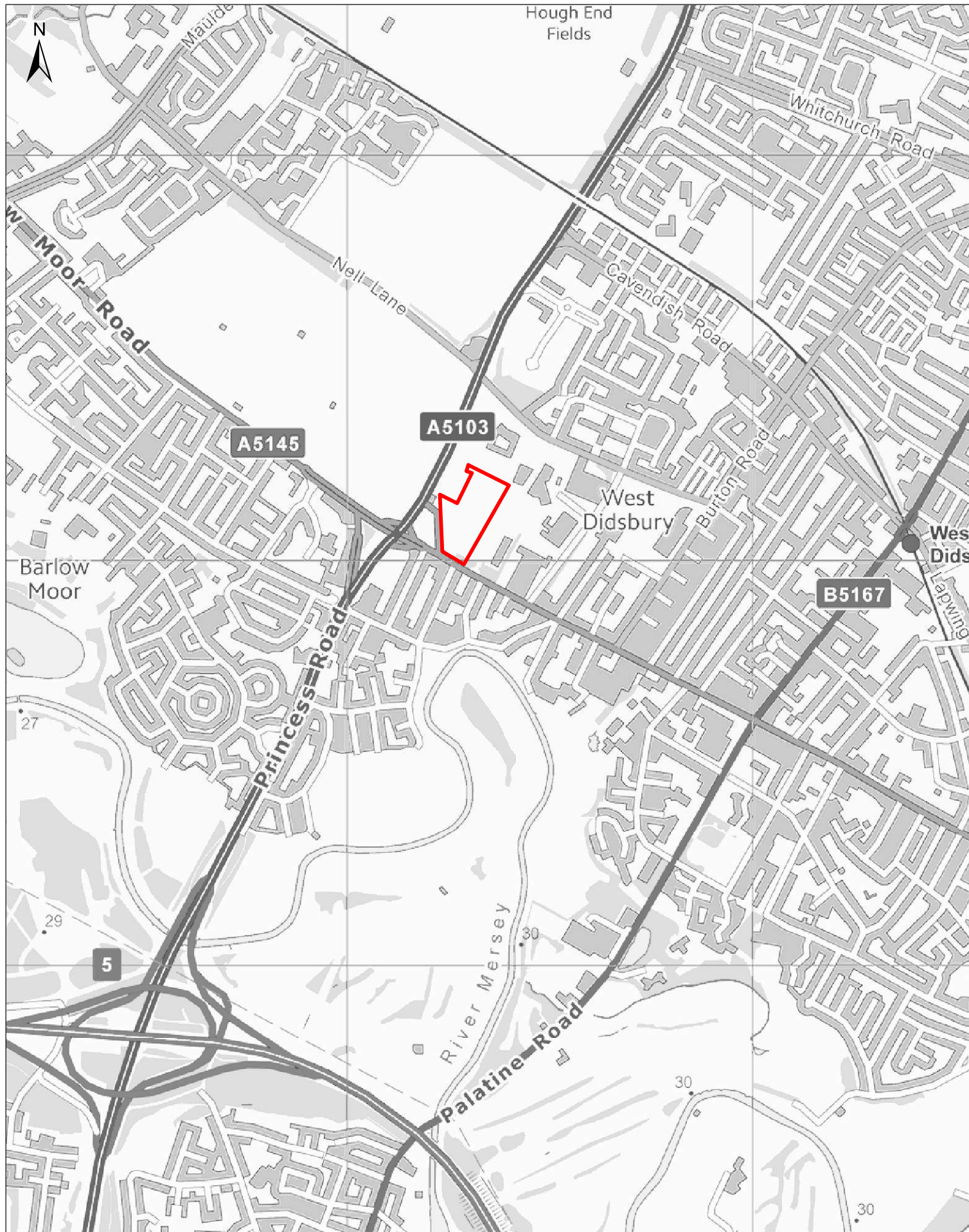
John Heywood's new map of Greater Manchester, 1884/5 A&B. Ref: GB127.M9/60/1/4



Appendices



Appendix A – Site Location & Proposed Development Plan



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Leeds
LS6 2UJ

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Sheet Size: A4 Scale of Original: 1:12,000

Client: Siemens Plc and Spire Healthcare Ltd

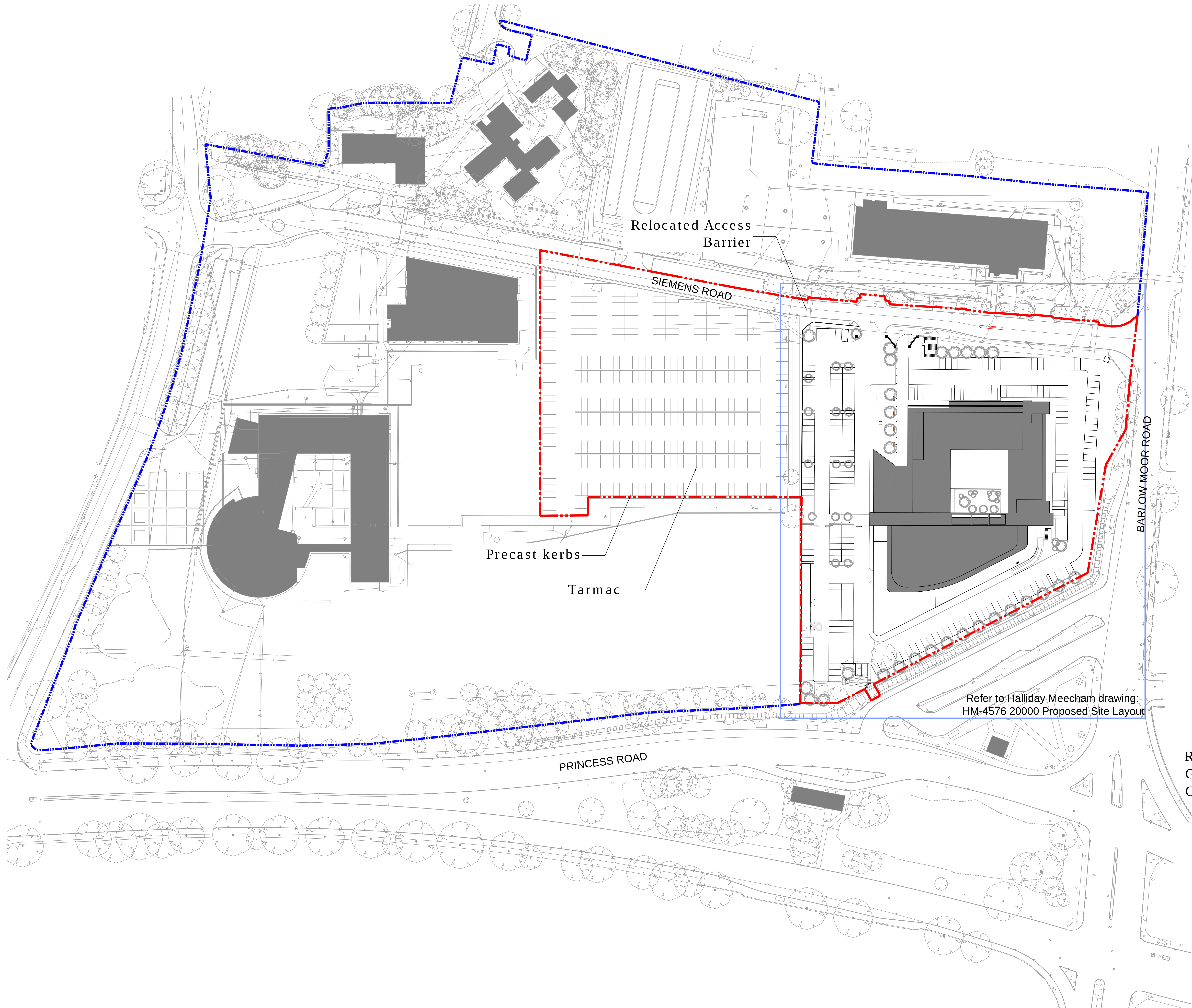
Project:
Land at Princess Road/Barlow Moor Road,
Didsbury, Manchester

RAE Created:	KH Checked:	November 2014 Date:	V1 Version:
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Title:

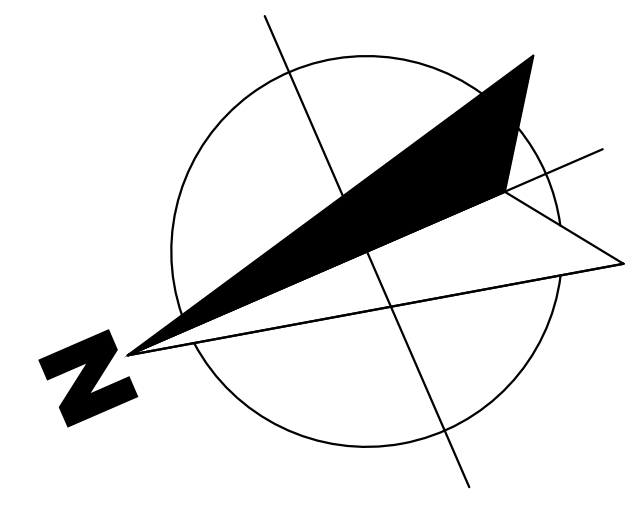
Site Location Plan

Office: 4154	Project No: A088564	Figure No: 1
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Key

- Extent of land owned by Siemens
- Site Boundary



Red Line Area: 24851m²
Gross Internal Floor Area: 12043m²
Gross External Floor Area: 12606m²

F	Issued for Planning Application.	20.11.14	PC	MW
PLANNING				
E	Red line area revised	18.11.14	PGS	MW
D	parking area layout revised	12.11.14	PGS	MW
C	Red lines adjusted	11.11.14	PGS	MW
B	Red & blue lines adjusted at site entrance.GEFA added	10.11.14	PGS	MW
A	Red Line shown around Temporary Car Park.	07.11.14	PC	MW
-	First Issue. Issued for Comment/Approval.			
PRELIMINARY				
Revision	Description	Date	Drawn	Checked

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Client:	Spire Healthcare						
Project:	Spire Didsbury Hospital						
Location:	Princess Parkway, Manchester						
Drawing:	Proposed Site Plan Planning						
Scale @ A0	Scale @ A3	Date:	Drawn:	Checked:	Job No:	Drawing No:	Revision
1:500	NTS	NOV 14	PC	PGTH	4576	20001	F



Appendix B – Site Photographs



Photograph 1: Sir William Siemens House taken from the north



Photograph 2: View from south-west of site across the amenity grassland towards the main buildings



Photograph 3: View from southern site car park



Photograph 4: Older technical building to the northeast of the site



Photograph 5: Former residential building to the northeast of the site



Photograph 6: Small copse in the southwest of the site



Photograph 7: Former Withington Hospital Building, Grade II



Photograph 8: Entrance gates to former Withington Hospital, Grade II



Photograph 9: Setting of former hospital along Nell Lane looking towards the development site



Appendix C – Assessment Methodology



Cultural Heritage Impact Assessment Methodology

No standard method of evaluation and assessment is provided for the assessment of significance of effects upon cultural heritage, therefore a set of evaluation and assessment criteria have been developed using a combination of the Secretary of State's criteria for Scheduling Monuments (Scheduled Monument Statement, Annex 1), Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07 and Transport Analysis Guidance (TAG Unit 3.3.9, Heritage of Historic Resources Sub-Objective). Professional judgement is used in conjunction with these criteria to undertake the impact assessment.

Value

The table below provides guidance on the assessment of cultural heritage value on all archaeological sites and monuments, historic buildings, historic landscapes and other types of historical site such as battlefields, parks and gardens, not just those that are statutorily designated.

Value	Examples
Very High	World Heritage Sites, Scheduled Monuments of exceptional quality, or assets of acknowledged international importance or can contribute to international research objectives Grade I Listed Buildings and built heritage of exceptional quality Grade I Registered Parks and Gardens and historic landscapes and townscapes of international sensitivity, or extremely well preserved historic landscapes and townscapes with exceptional coherence, integrity, time-depth, or other critical factor(s)
High	Scheduled Monuments, or assets of national quality and importance or that can contribute to national research objectives Grade II* and Grade II Listed Buildings, Conservation Areas with very strong character and integrity, other built heritage that can be shown to have exceptional qualities in their fabric or historical association. Grade II* and II Registered Parks and Gardens, Registered Battlefields and historic landscapes and townscapes of outstanding interest, quality and importance, or well preserved and exhibiting considerable coherence, integrity time-depth or other critical factor(s)
Medium	Designated or undesignated assets of regional quality and importance that contribute to regional research objectives Locally Listed Buildings, other Conservation Areas, historic buildings that can be shown to have good qualities in their fabric or historical association Designated or undesignated special historic landscapes and townscapes with reasonable coherence, integrity, time-depth or other critical factor(s)



Value	Examples
	Assets that form an important resource within the community, for educational or recreational purposes.
Low	Undesignated assets of local importance Assets compromised by poor preservation and/or poor survival of contextual associations but with potential to contribute to local research objectives. Historic (unlisted) buildings of modest quality in their fabric or historical association Historic landscapes and townscapes with limited sensitivity or whose sensitivity is limited by poor preservation, historic integrity and/or poor survival of contextual associations. Assets that form a resource within the community with occasional utilisation for educational or recreational purposes.
Negligible	Assets with very little or no surviving cultural heritage interest. Buildings of no architectural or historical note. Landscapes and townscapes that are badly fragmented and the contextual associations are severely compromised or have little or no historical interest.

Magnitude

The magnitude of the potential impact is assessed for each site or feature independently of its archaeological or historical value. Magnitude is determined by considering the predicted deviation from baseline conditions. The magnitude of impact categories are adapted from the Transport Assessment Guidance (TAG Unit 3.3.9) and Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07.

Magnitude of Impact	Typical Criteria Descriptors
Substantial	Impacts will damage or destroy cultural heritage assets; result in the loss of the asset and/or quality and integrity; cause severe damage to key characteristic features or elements; almost complete loss of setting and/or context of the asset. The assets integrity or setting is almost wholly destroyed or is severely compromised, such that the resource can no longer be appreciated or understood. (Negative) The proposals would remove or successfully mitigate existing damaging and discordant impacts on assets; allow for the restoration or enhancement of characteristic features; allow the substantial re-establishment of the integrity, understanding and setting for an area or group of features; halt rapid degradation and/or erosion of the heritage resource, safeguarding substantial elements of the



Magnitude of Impact	Typical Criteria Descriptors
	heritage resource. (Positive)
Moderate	Substantial impact on the asset, but only partially affecting the integrity; partial loss of, or damage to, key characteristics, features or elements; substantially intrusive into the setting and/or would adversely impact upon the context of the asset; loss of the asset for community appreciation. The assets integrity or setting is damaged but not destroyed so understanding and appreciation is compromised. (Negative) Benefit to, or restoration of, key characteristics, features or elements; improvement of asset quality; degradation of the asset would be halted; the setting and/or context of the asset would be enhanced and understanding and appreciation is substantially improved; the asset would be bought into community use. (Positive)
Slight	Some measurable change in assets quality or vulnerability; minor loss of or alteration to, one (or maybe more) key characteristics, features or elements; change to the setting would not be overly intrusive or overly diminish the context; community use or understanding would be reduced. The assets integrity or setting is damaged but understanding and appreciation would only be diminished not compromised. (Negative) Minor benefit to, or partial restoration of, one (maybe more) key characteristics, features or elements; some beneficial impact on asset or a stabilisation of negative impacts; slight improvements to the context or setting of the site; community use or understanding and appreciation would be enhanced. (Positive)
Negligible / No Change	Very minor loss or detrimental alteration to one or more characteristics, features or elements. Minor changes to the setting or context of the site. No discernible change in baseline conditions (Negative). Very minor benefit to or positive addition of one or more characteristics, features or elements. Minor changes to the setting or context of the site No discernible change in baseline conditions. (Positive).

Magnitude (scale of change) is determined by considering the predicted deviation from baseline conditions. Quantifiable assessment of magnitude has been undertaken where possible. In cases where only qualitative assessment is possible, magnitude has been defined as fully as possible.

During the assessment any embedded mitigation has been considered in the impact assessment and this is clearly described in this section (cross referring the development description). Therefore, the magnitude of the impacts described herein will be stated before and after additional mitigation has been taken into consideration.

Impacts may be of the following nature and will be identified as such where relevant:



- Negative or Positive.
- Direct or indirect.
- Temporary or permanent.
- Short, medium or long term.
- Reversible or irreversible.
- Cumulative.

Significance

By combining the value of the cultural heritage resource with the predicted magnitude of impact, the significance of the effect can be determined. This is undertaken following the table below. The significance of effects can be beneficial or adverse.

Significance of Effects	Magnitude of Impact			
Cultural Heritage Value	Substantial	Moderate	Slight	Negligible / no Change
Very High	Major	Major – Intermediate	Intermediate	Minor
High	Major – Intermediate	Intermediate	Intermediate – Minor	Neutral
Medium	Intermediate	Intermediate – Minor	Minor	Neutral
Low	Intermediate – Minor	Minor	Minor – Neutral	Neutral
Negligible	Minor-Neutral	Minor-Neutral	Neutral	Neutral

Significance should always be qualified as in certain cases an effect of minor significance could be considered to be of great importance by local residents and deserves further consideration. The significance of effect is considered both before and after additional mitigation measures proposed have been taken into account.



Appendix D – Planning Policies



Manchester City Council Core Strategy, Adopted July 2012

Policy EN 1 Design Principles and Strategic Character Areas

All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

.....

8. Southern Character Area

There is a notable presence of older development (1750-early 1900) at key junctions and along historic radial routes such as Oxford Road/Wilmslow Road, often but not exclusively associated with District Centres. The largely flat terrain has enabled the subsequent infilling of land between these routes with a more regular layout of predominantly residential development up to the 1960s. Much of this subsequent development was associated with the purpose built radial parkways, serving the City Centre. Princess Parkway now forms the principal road link between the City Centre and the Airport. The area contains pockets of formal open space including some significant historic parks.

New development needs to retain the identity and focus of activity associated with the historic District Centres.

Where appropriate development along the radial routes such as Princess Parkway should be commensurate in scale with the prominence of its location.

.....

Policy EN 3 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 considered consistent with the significance of the heritage asset.



Manchester City Council UDP Saved Policies (Saved July 2012)

18. CONSERVATION AREAS

DC18.1 The Council will give particularly careful consideration to development proposals within Conservation Areas.

a. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:

- i) the relationship of new structures to neighbouring buildings and spaces;
- ii) the effect of major changes to the appearance of existing buildings;
- iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
- iv) the effect of signs and advertisements;
- v) any further guidance on specific areas which has been approved by the Council.

b. The Council will not normally grant outline planning permission for development within Conservation Areas.

c. Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance or character of the area.

d. Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.

e. Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

19. LISTED BUILDINGS

DC19.1 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.

20. ARCHAEOLOGY

DC20.1 The Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. In particular:

- a. Applications for consent to alter scheduled Ancient Monuments or sites of archaeological interest or their settings should be accompanied by an evaluation and assessment of the implications of the proposal.
- b. The Council will have special regard to the desirability of securing the preservation of Ancient Monuments and other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect scheduled Ancient Monuments, or other sites of archaeological interests, and their settings. In exceptional cases where development is inevitable, the Council will look at the scope for combining preservation in place with limited investigation and recording.
- c. Where the preservation of scheduled Ancient Monuments and sites of archaeological interest in place is not appropriate, the Council will seek to gain full and proper recording of the site through early consultation between the applicant and approved archaeological organisation.



Appendix E – Recorded Heritage Sites



Recorded Heritage Sites (English Heritage, National Record of Historic Environment and Greater Manchester Historic Environment Record)

Identifier	Grid reference	Period	Grade	Description
DESIGNATED SITES				
RPG1001656	SJ 82 92	Industrial	II	Manchester Southern Cemetery. A public cemetery opened in 1879 and extended in the 20 th century. The cemetery includes Church of England, Nonconformist and Roman Catholic chapels linked by an elliptical drive. There is a Jewish chapel at the west corner of the site.
LB1279558	SJ 83934 91664	Industrial	II	Oak Bank, 112 and 114 Barlow Moor Road. Dated 1851. A pair of red brick houses with some yellow headers and a slate roof.
LB1197801	SJ 83770 91686	Industrial	II	The British Council, 139 Barlow Moor Road. A late 19th century large detached house built of red brick and red tile roof. Queen Anne style, square plan with large porch cum staircase on the north side.
LB1197802	SJ 82898 92431	Modern	II	Alcock Monument in centre of Manchester Southern Cemetery, Barlow Moor Road. Cemetery monument c.1920 to commemorate Flight Commander Alcock pilot of the first aircraft to make a non-stop trans-Atlantic flight. White marble tall Celtic cross on pedestal. Enclosure also contains a marble rock with a propeller.
LB1207857	SJ 82887 92559	Industrial	II	Church of England Chapel in Manchester Southern Cemetery, Barlow Moor Road. Cemetery chapel of 1879 built of coursed sandstone rubble, slate roofs with red cockscomb ridge tiles. Built in gothic style.
LB1283073	SJ 82760 92350	Industrial	II	Entrance Lodge to Manchester Southern Cemetery, Barlow Moor Road. Built 1879 of coursed sandstone rubble with ashlar dressings and slate roofs. Gothic style, two storeys with a tower.
LB1207869	SJ 82738 92351	Industrial	II	Gateway at Entrance to Manchester Southern Cemetery, Barlow Moor Road. Set of six gatepiers with gates at entrance to cemetery built 1879. Sandstone ashlar piers, wrought iron gates and in a Gothic style.
LB1279545	SJ 82695 92577	Industrial	II	Nonconformist Chapel built 1879 in Manchester Southern Cemetery, Barlow Moor Road. Coursed sandstone rubble with slate roofs and red cockscomb ridge tiles. Gothic style, nave of a north-south axis with south-east tower.



Identifier	Grid reference	Period	Grade	Description
LB1197803	SJ 82732 92380	Industrial	II	Registrars' Office at Manchester Southern Cemetery, Barlow Moor Road. Built 1879 coursed sandstone rubble with ashlar dressings, slate roofs with red cockscorn ridge tiles.
LB1207899	SJ 82964 92384	Industrial	II	Roman Catholic Chapel in Manchester Southern Cemetery, Barlow Moor Road. Cemetery chapel of 1879, coursed sandstone rubble and slate roof with red cockscorn ridge tiles. Gothic style with a short nave and north-west tower.
LB1200800	SJ 84145 92303	Modern	II	Former Mercantile Bank of Lancashire, Lapwing Lane. Dated 1903 and built of finely pointed brick with red and yellow terracotta detailing and red tiled roof. L-shaped plan.
LB1291512	SJ 84283 92141	Industrial	II	Former Withington Town Hall, Lapwing Lane. Probably built 1880-90. Buff brick with dressings of red brick and red terracotta. Slate roof.
LB1197895	SJ 83582 92283	Industrial	II	Entrance lodges, piers, screen and gates of Withington Hospital, Nell Lane. Pair of entrance lodges with linking screens, gatepiers and gates. 1854, built of red brick with sandstone dressing and hipped slate roofs. Cast iron screens, gatepiers and gates.
LB1220295	SJ 83630 92311	Industrial	II	Withington Hospital (Principal Administrative Block), Nell Lane. Built 1854 for Chorlton Union. Red brick with sandstone dressings and slate roofs. Cruciform plan with long wings to left and right and chapel projecting forward at the centre with a tower at the junction.
LB1246274	SJ 83975 91779	Modern	II	Synagogue, Old Lansdowne Road. Built 1925-6. Red brick with some Portland stone dressings. Concealed roof.
LB1246658	SJ 84165 91739	Modern	II	St Aidan United Reform Church, Palatine Road. Methodist Church built 1901. Red brick with terracotta dressings and a slate roof built in a late Gothic manner. Contains fine Art Nouveau stained glass in the interior.
LB1247379	SJ 83040 91883	Industrial	II	Christ Church, Princess Road. Built 1881-2 of sandstone rubble with ashlar dressings the roofs are not visible. Built in a gothic style and has a three stage tower with angle buttresses.
LB1254973	SJ 83208 91994	Industrial	II	The Elms, Wilmslow Road. House now converted to a nursing home. Early to mid 19 th century. Rough cast render on brick with sandstone dressings painted white. Slate roofs.
LB1390766	SJ 84083 92654	Industrial	II	Park Cottage, Albemarle Road. Built c.1830 with alterations late 19 th Century/ early 20 th Century. A very uncommon survival of an early 19 th Century dwelling designed for a rural environment.



Identifier	Grid reference	Period	Grade	Description
UNDESIGNATED SITES				
NRHE499291	SJ 842 922	Industrial	-	Site of the Withington and West Didsbury railway station. Opened 1880 and closed in 1961.
NRHE832797	SJ 8306 9118	Modern	-	Northenden Golf Course. An 18 hole parkland course founded in 1913.
NRHE1245427	SJ 83337 92244	Modern	-	Sir Williams Siemens House. Headquarters for the energy and automation division of Siemens built 1989-90. The building is five storeys around a courtyard with an adjacent two storey annex. The external skin of the building is comprised of white power-coated aluminium rainscreen panels designed to minimise the staining common to other examples of white Modernist architecture.
NRHE1430209	SJ 84169 91967	Industrial	-	The Albert Bowls and Tennis Club opened in 1874 as a gentlemen's' bowls club. It retains the original red brick clubhouse with black and white timber detailing. It offers facilities for table tennis, snooker, darts, bar and social area. On the clubhouses south side is a crown bowling green and on the north side are six all weather tennis courts.
NRHE1441162	SJ 83569 92321	Industrial	-	Chorlton Union Workhouse was built between 1864 and 1866. The workhouse complex included a large cruciform building, with a chapel, a dining hall, dormitories, a nursery and a cemetery. In 1864, a pavilion plan infirmary, this was the first built in this style in England. In 1872, an isolation hospital was added. Nurses' homes were built in 1885, 1903 and 1913. In 2001, the buildings formed part of Withington Hospital but were due to be redeveloped. The entrance lodge, gates and original administration block are grade II listed.
NRHE1551792	SJ 84076 92360	Industrial	-	The Metropolitan Hotel, constructed between 1881 and 1891, originally called the Midland Hotel, due to its proximity to the railway but it was not built by the Midland railway Company as has been suggested. Originally there was a bowling green to the rear of the hotel, but this was later converted into a car park. The building was assessed for listing in 2011 but failed to meet the criteria.
MGM10937	SJ 8420 9250	Post-Medieval	-	Lower Withington. An area of small settlement identified on the tithe award, however there are a number of small buildings in the area and it is unclear precisely the area the name refers to.



Identifier	Grid reference	Period	Grade	Description
MGM10897	SJ 8293 9184	Post-Medieval	-	Oaks Farm. Site of a farm identified on the 1848 OS map and 1850 tithe award. By 1922 the site had been built over.
MGM10924	SJ 8311 9270	Post-Medieval	-	Gin Field and Little Gin Field identified from the 1844 tithe award for Withington. The site now lies under Manchester Southern Cemetery.
MGM9711	SJ 83789 92960	Modern	-	Church of St Christopher, Moorgate Avenue. Built in 1935 it is a large rectangular space of which one half forms the chancel, the other the nave. At the midpoint of the south is an apse and on the north a tower.



Appendix E – Recorded Heritage Sites



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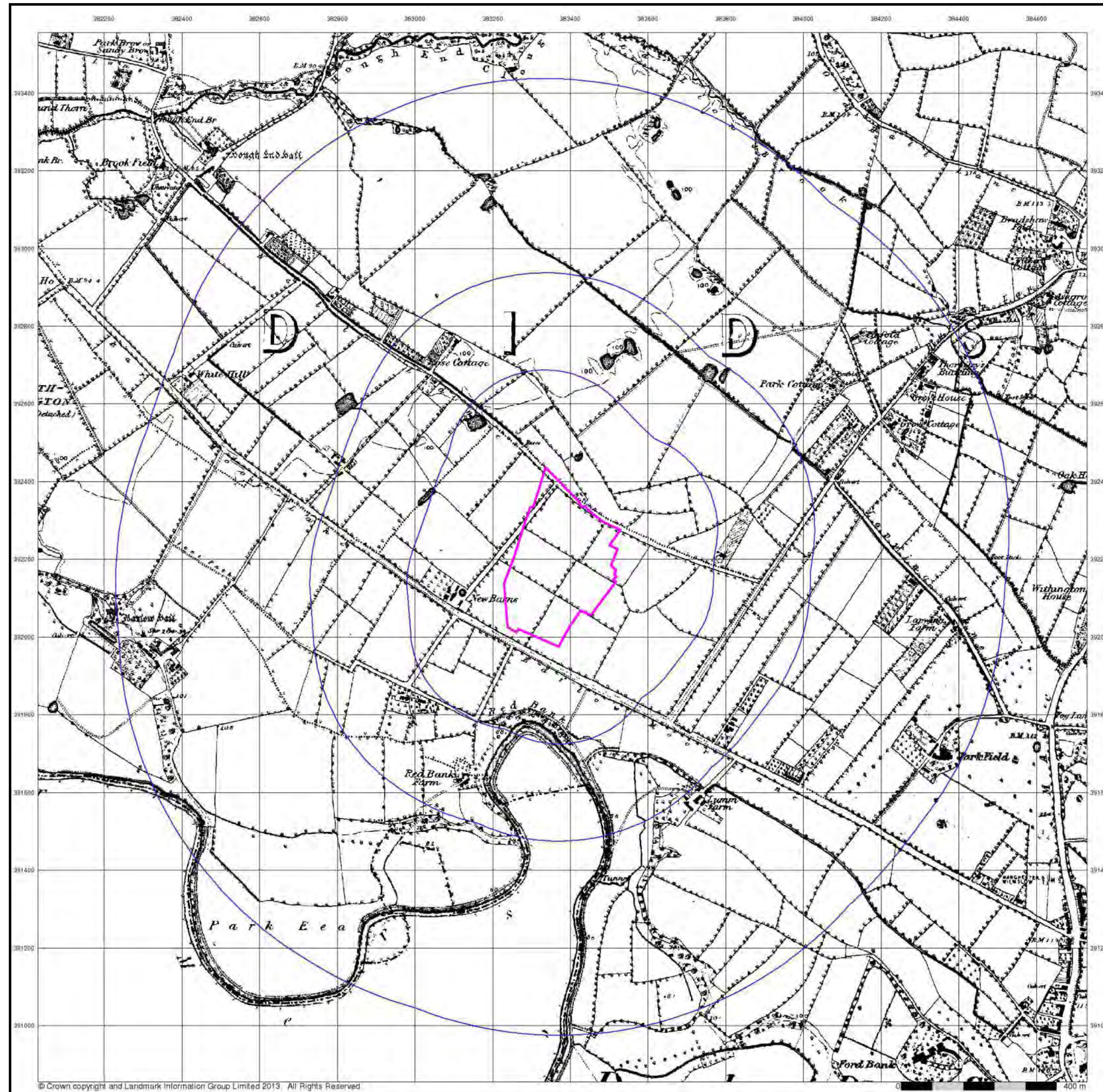
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Appendix F – Historic Mapping



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Lancashire And Furness

Published 1848

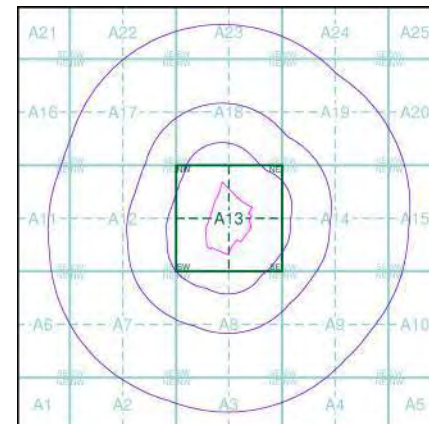
Source map scale - 1:10,560

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)



Historical Map - Slice A



Order Details

Order Number: 58919359_1_1
Customer Ref: A088564
National Grid Reference: 383370, 392200
Slice: A
Site Area (Ha): 8.3
Search Buffer (m): 1000

Site Details

Sir William Siemens House, Princess Road, Manchester, M20 2UR



Tel: 0844 844 9952
Fax: 0844 844 9951
Web: www.envirocheck.co.uk



The diagram shows a wellhead divided into four quadrants by a horizontal and vertical dashed line. The quadrants are labeled as follows:

- Top-Left Quadrant:** 111NW, 1894, 1:10,560
- Top-Right Quadrant:** 111NE, 1894, 1:10,560
- Bottom-Left Quadrant:** 111SW, 1894, 1:10,560
- Bottom-Right Quadrant:** 111SE, 1895, 1:10,560

A green shaded rectangular area is located in the top-left quadrant, overlapping the 111NW, 1894, and 1:10,560 labels.

Landmark[®]
Information Group

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Lancashire And Furness

Published 1908 - 1911

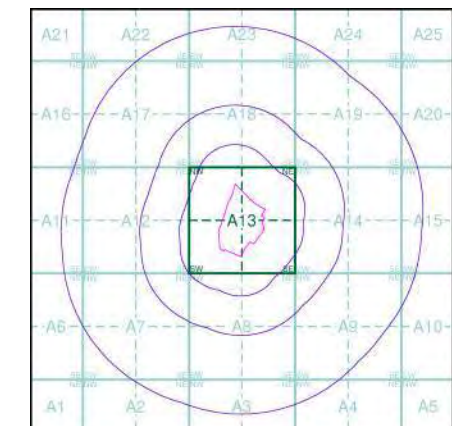
Source map scale - 1:10,560

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Map Name(s) and Date(s)

111NW 1908 1:10,560	111NE 1908 1:10,560
111SW 1911 1:10,560	111SE 1911 1:10,560

Historical Map - Slice A



Order Details

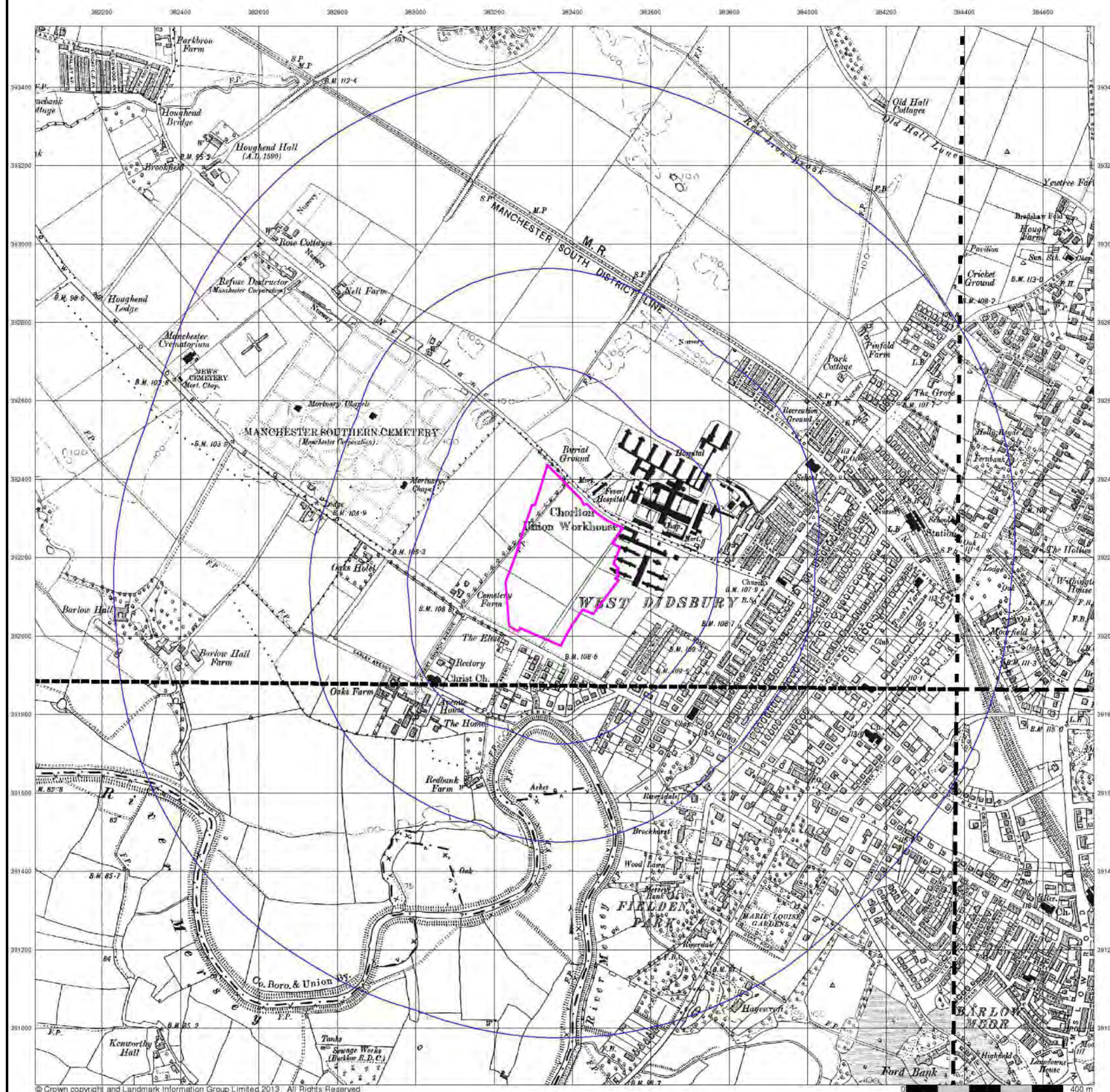
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Slice: A
Site Area (Ha): 8.3
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Lancashire And Furness

Published 1923

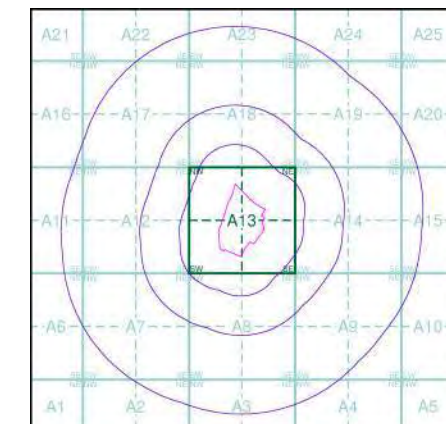
Source map scale - 1:10,560

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Map Name(s) and Date(s)

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111SW 1923 1:10,560	111SE 1923 1:10,560

Historical Map - Slice A



Order Details

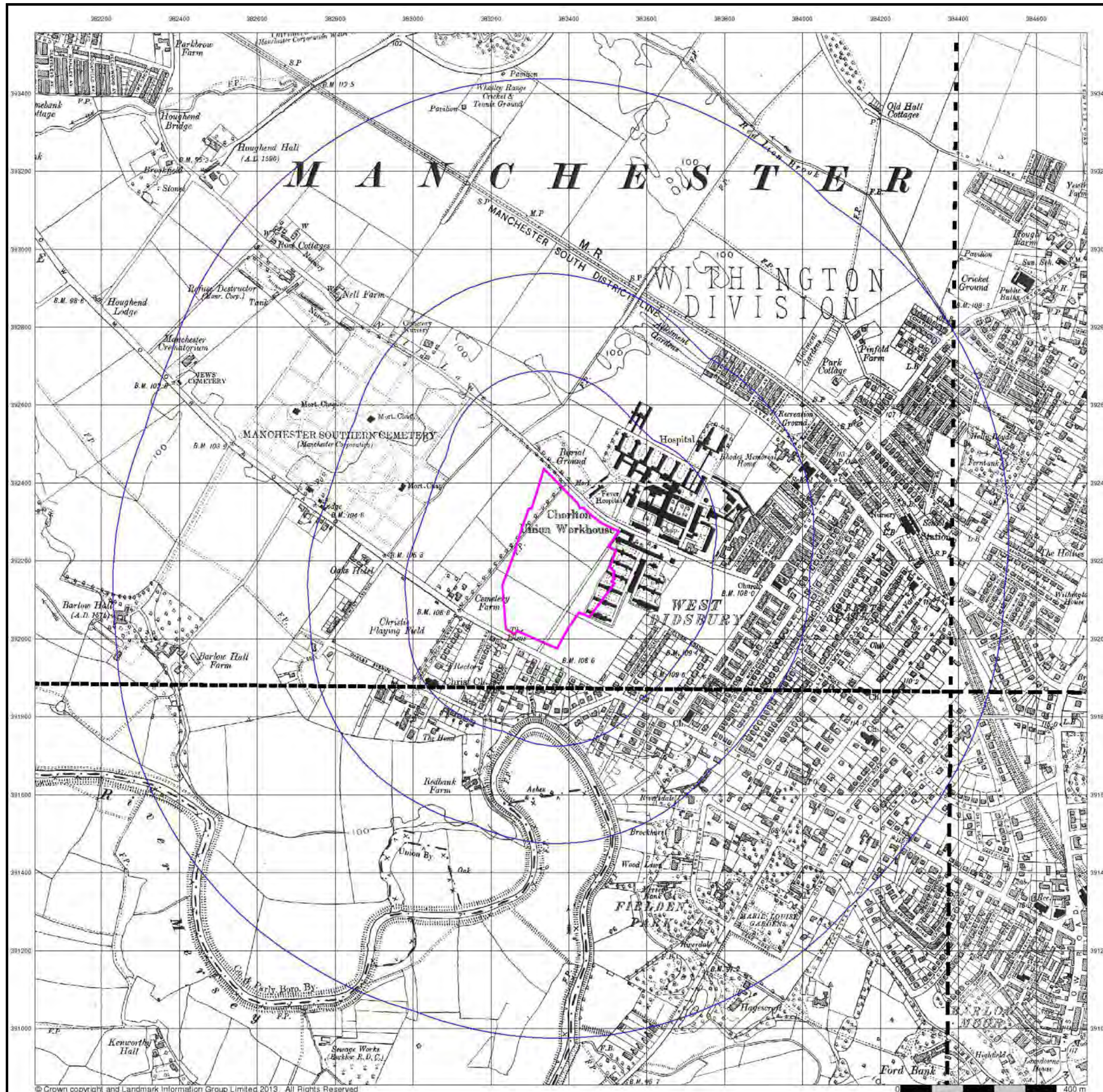
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Customer Ref: A088564
National Grid Reference: 383370, 392200
Slice: A
Site Area (Ha): 8.3
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Lancashire And Furness

Published 1938

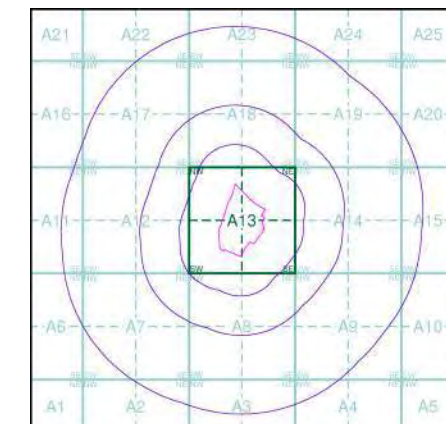
Source map scale - 1:10,560

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Map Name(s) and Date(s)

111NW 1938 1:10,560	111NE 1938 1:10,560
111SW 1938 1:10,560	111SE 1938 1:10,560

Historical Map - Slice A



Order Details

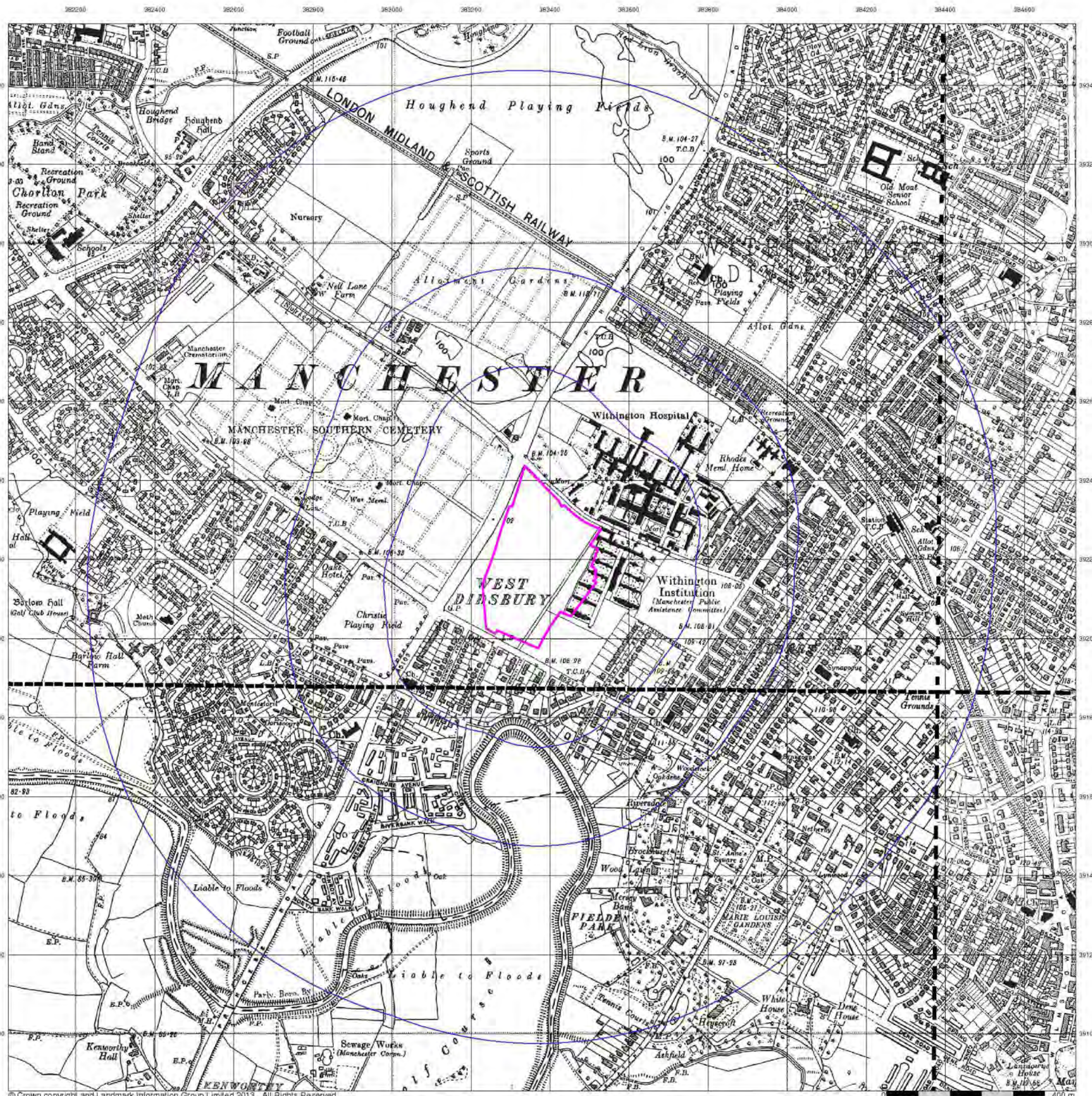
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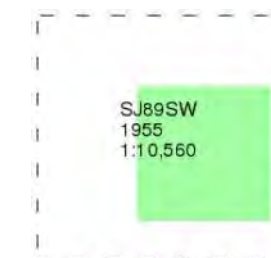
Ordnance Survey Plan

Published 1955

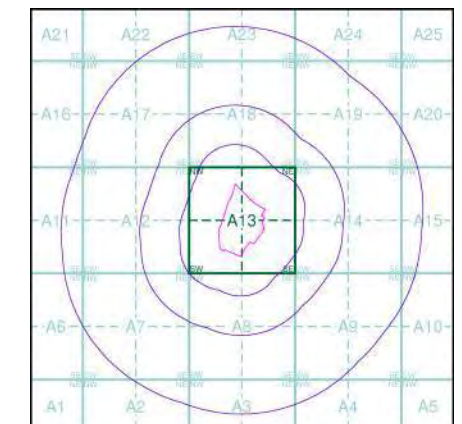
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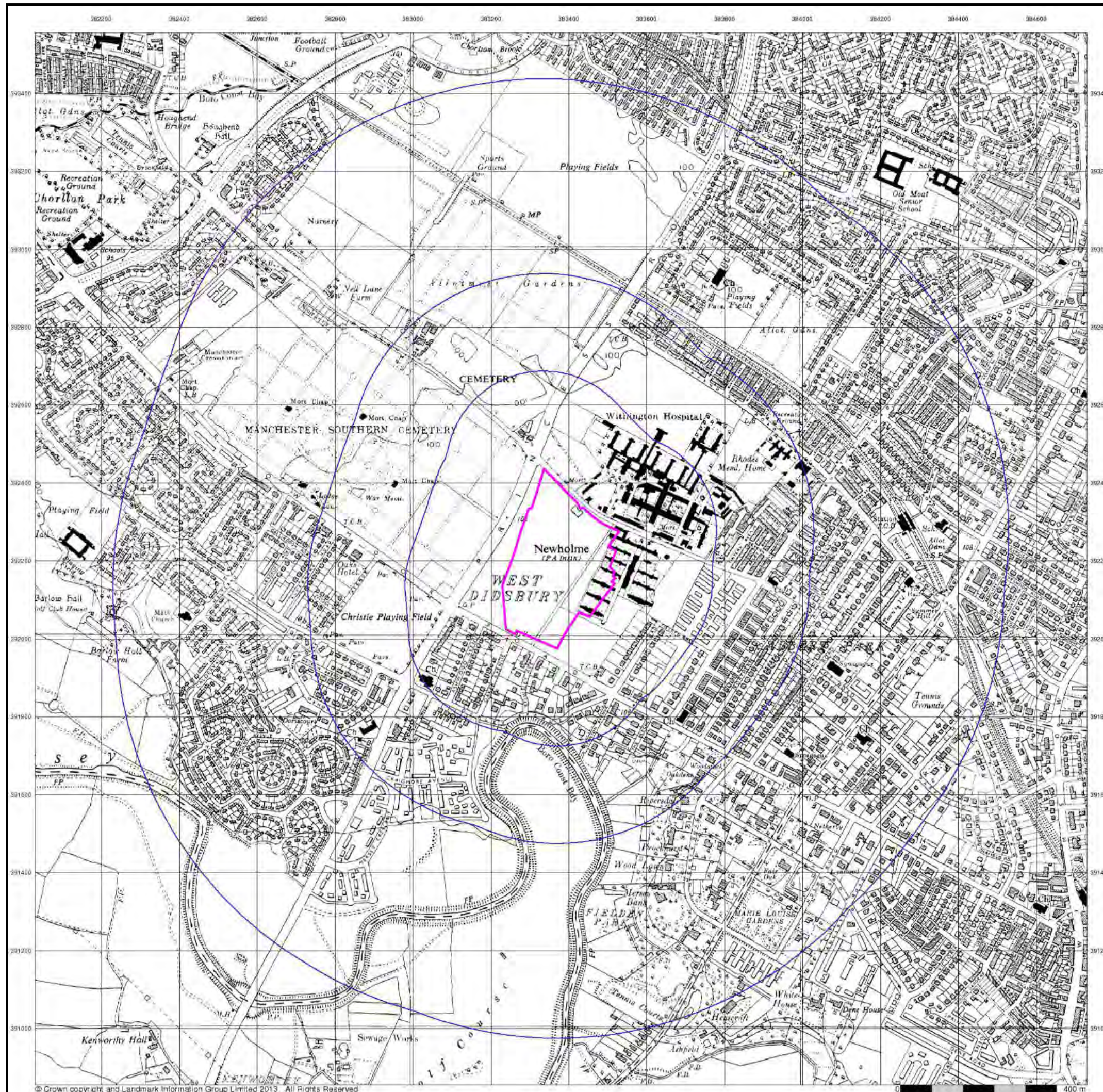
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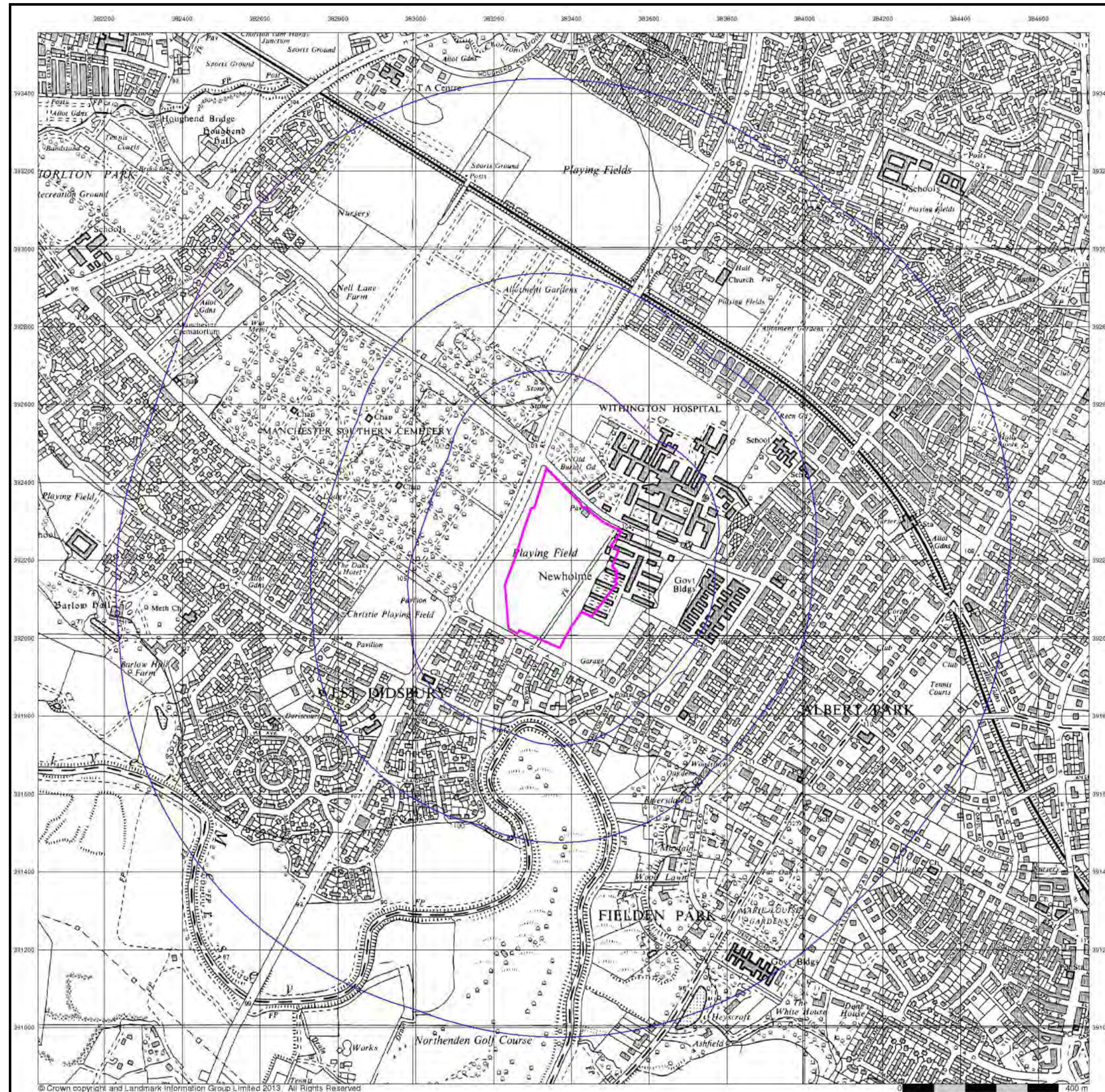
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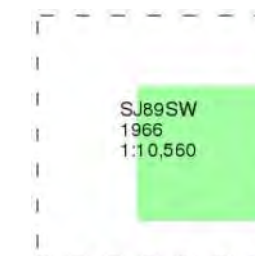
Ordnance Survey Plan

Published 1966

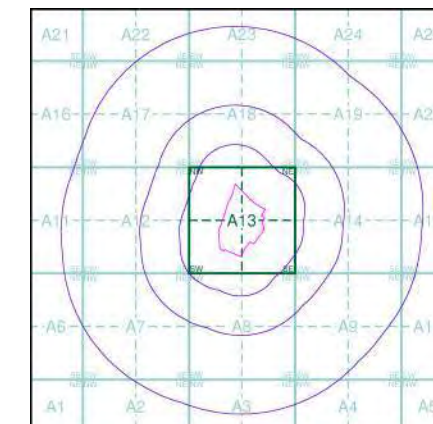
Source map scale - 1:10,000

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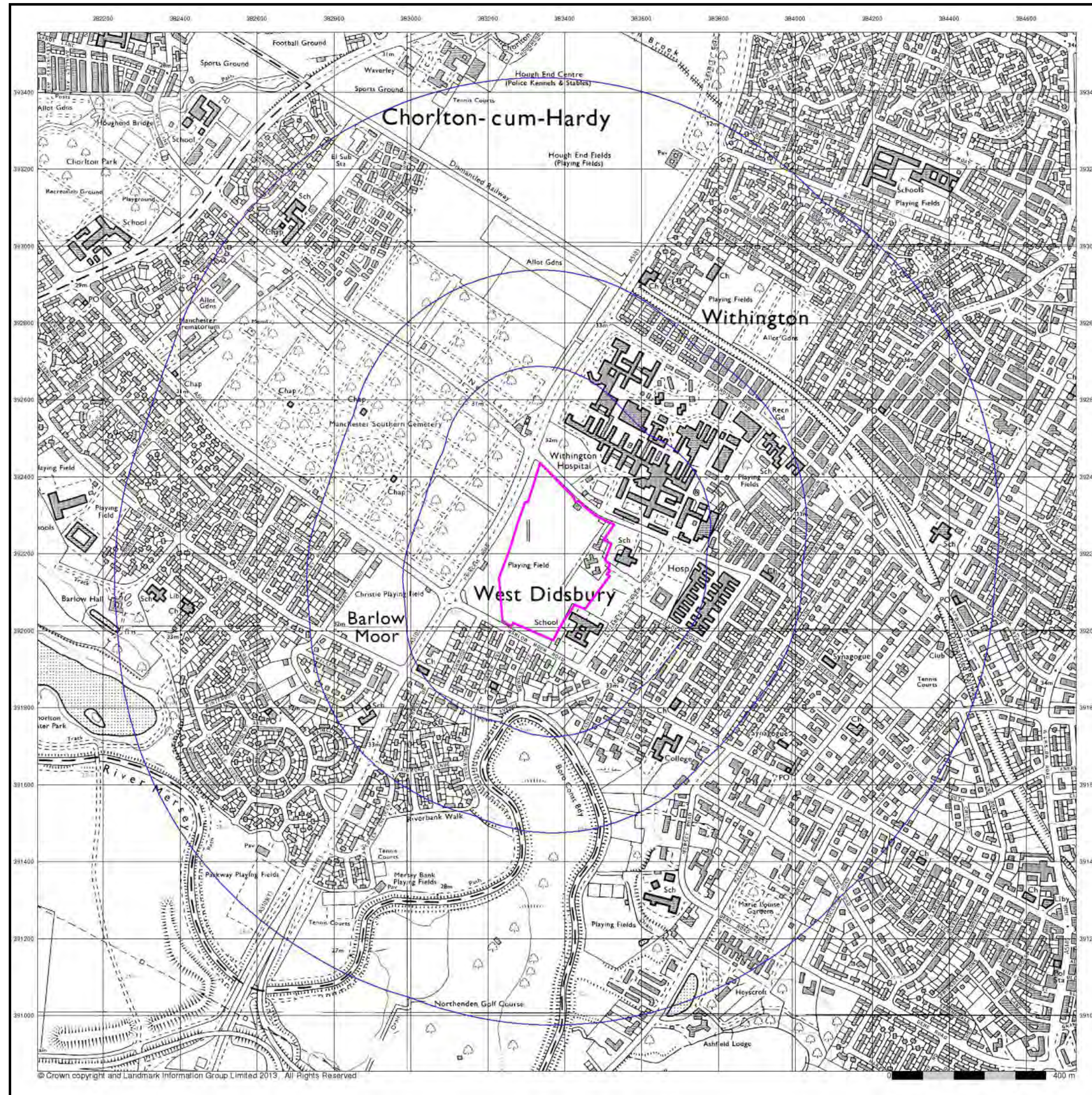
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Fax: 0844 844 9951
Web: www.envirocheck.co.uk



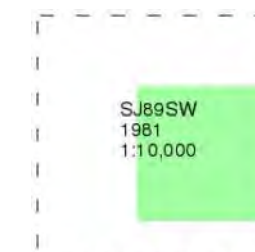
Ordnance Survey Plan

Published 1981

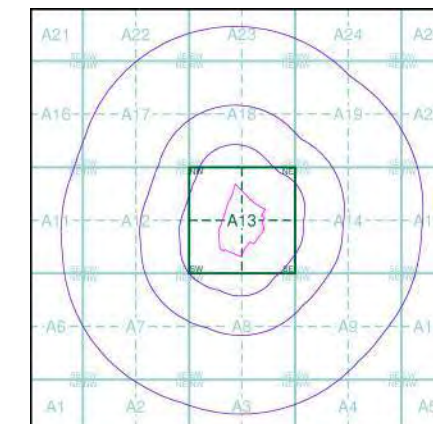
Source map scale - 1:10,000

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)



Historical Map - Slice A



Order Details

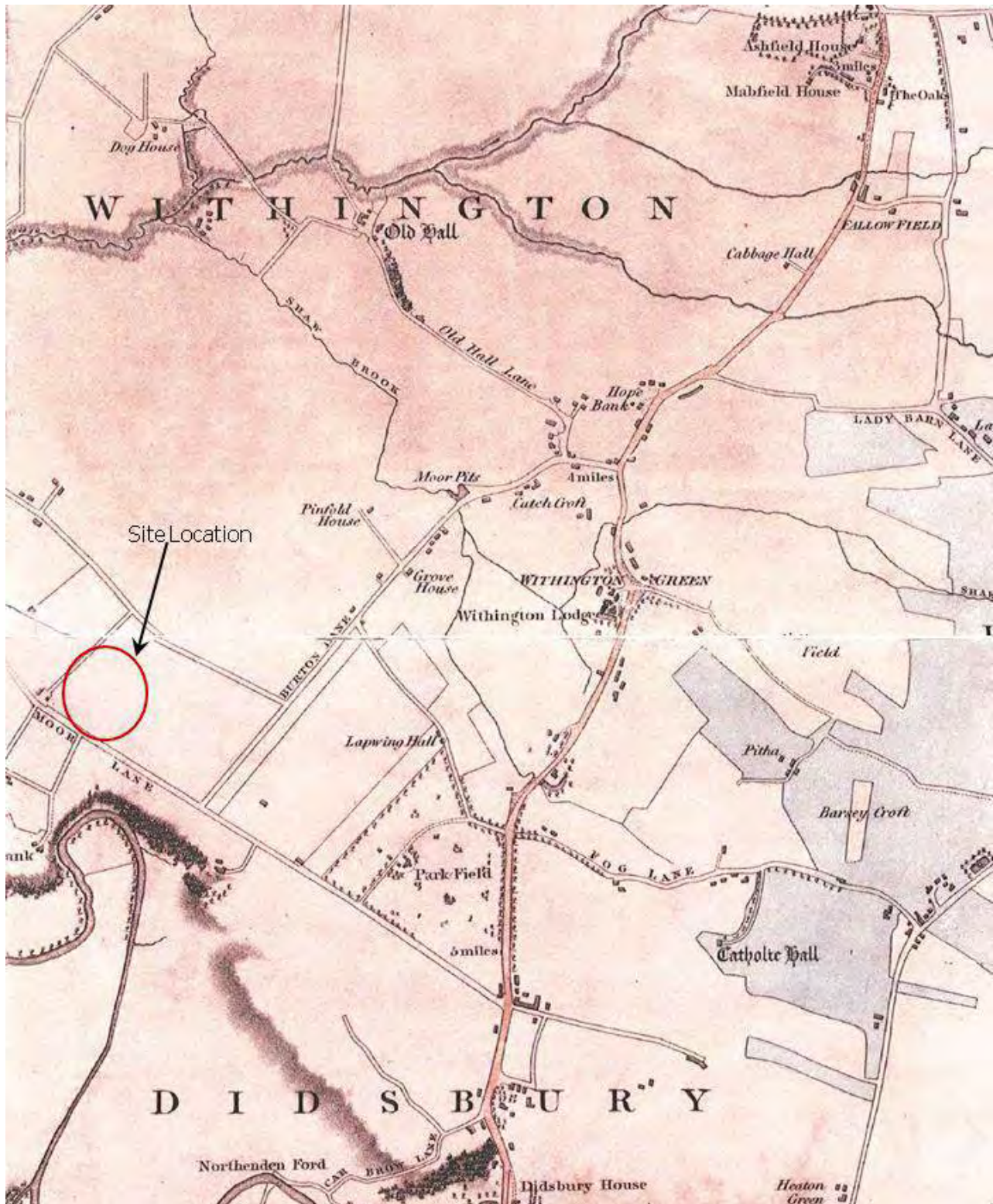
Order Number: 58919359_1_1
Customer Ref: A088564
National Grid Reference: 383370, 392200
Slice: A
Site Area (Ha): 8.3
Search Buffer (m): 1000

Site Details

Sir William Siemens House, Princess Road, Manchester, M20 2UR



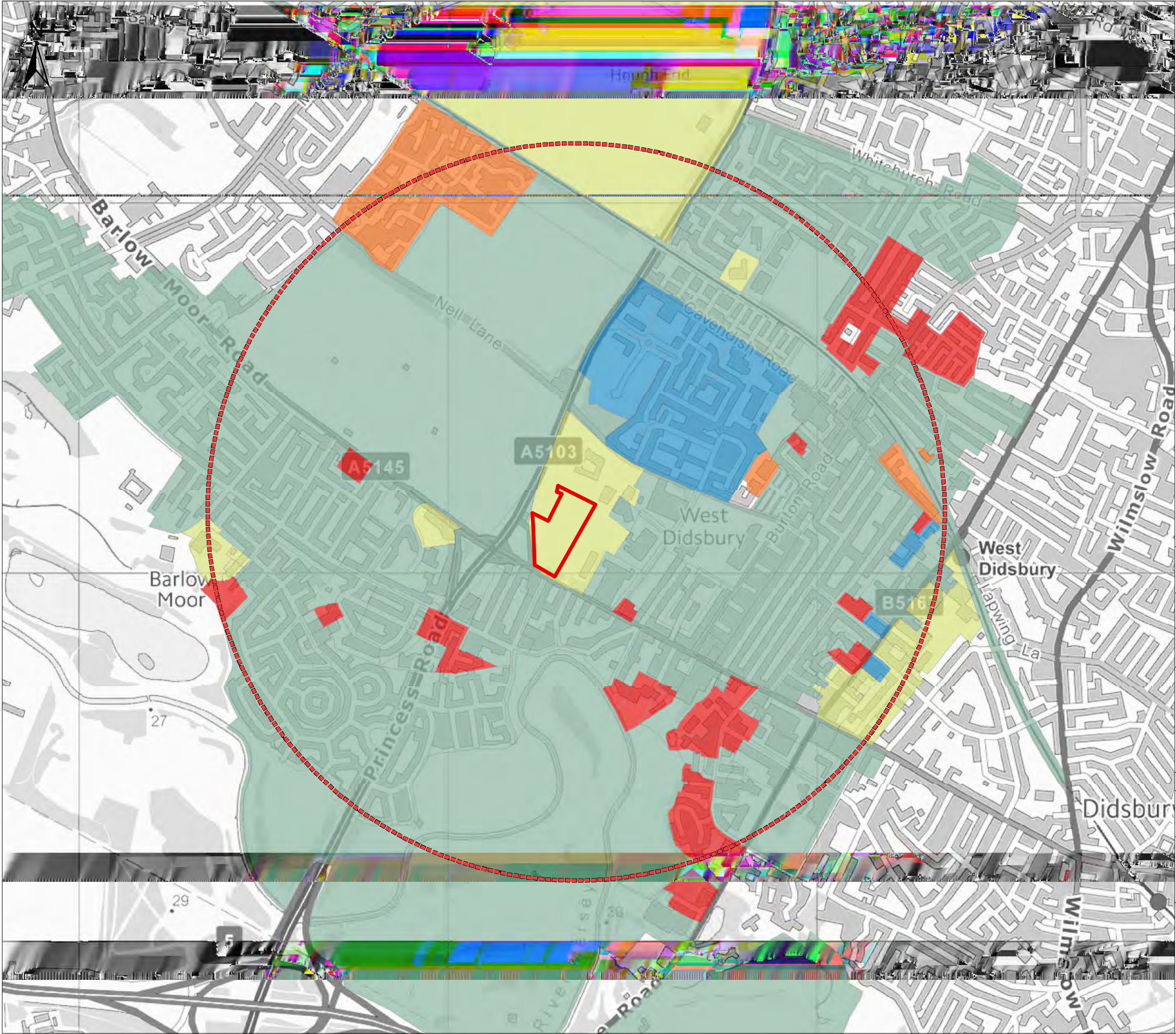
Tel: 0844 844 9952
Fax: 0844 844 9951
Web: www.envirocheck.co.uk



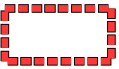
Johnson's Map of Manchester, 1820



Appendix G – Historic Landscape Characterisation



Legend



Study Area

Didsbury HLC Previous Types



Commercial



Enclosed Land



Horticulture



Institutional

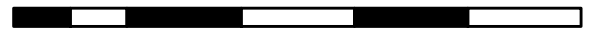


Ornamental, Parkland and Recreational



Residential

0 75 150 300 450 600 750



Metres

RAE

KH

November 2014

V1

Created:

Checked:

Date:

Version:

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Sheet Size: A3

Scale of Original: 1:10,000

Client:

Siemens Plc and Spire Healthcare Ltd

Project:

Land at Princess Road/Barlow Moor Road,
Didsbury, Manchester

Title:

Historic Landscape Characterisation
Previous Types

Office:

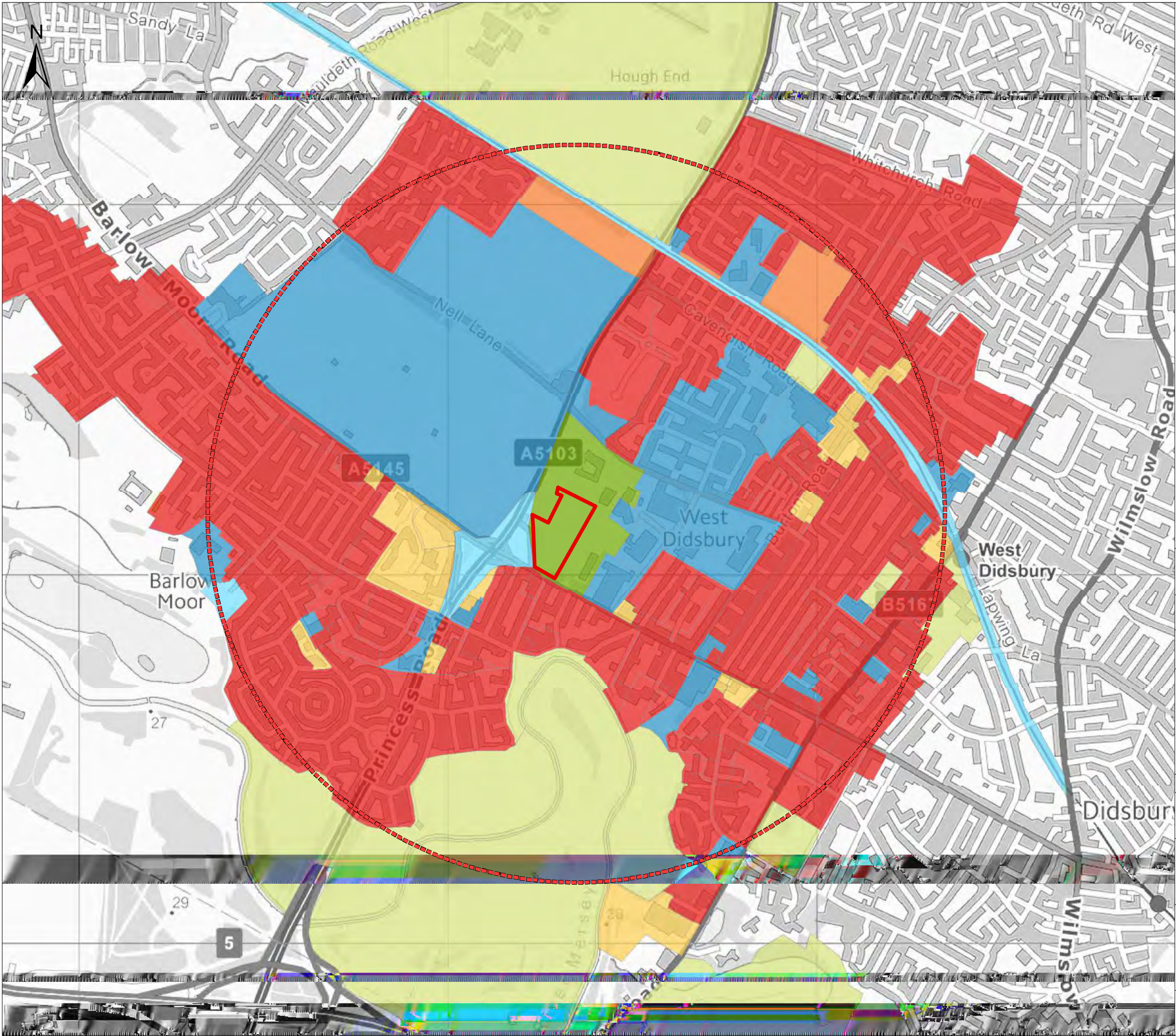
4154

Project No:

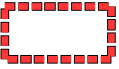
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Figure No:

3



Legend



Study Area

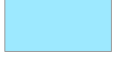


Site Boundary

Didsbury HLC Types



Commercial



Communications



Enclosed Land



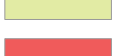
Horticulture



Industrial



Institutional

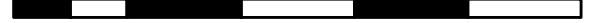


Ornamental, Parkland and Recreational



Residential

0 75 150 300 450 600 750



Metres

RAE
Created:

KH
Checked:

November 2014
Date:

V1
Version:

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Sheet Size: A3

Scale of Original: 1:10,000

Client:

Siemens Plc and Healthcare Ltd

Project:

Land at Princess Road/Barlow Moor Road,
Didsbury, Manchester

Title:

Historic Landscape Characterisation
Current Types

Office:

4154

Project No:

A088564

Figure No:

4



Appendix H – Report Conditions



Archaeology and Heritage Desk-Based Assessment, Land at Princess Road/Barlow Moor Road, Didsbury, Manchester

This report is produced solely for the benefit of **Siemens Plc and Spire Healthcare Ltd** and no liability is accepted for any reliance placed on it by any other party unless specifically agreed by us in writing.

This report is prepared for the proposed uses stated in the report and should not be relied upon for other purposes unless specifically agreed by us in writing. In time technological advances, improved practices, fresh information or amended legislation may necessitate a re-assessment. Opinions and information provided in this report are on the basis of WYG using reasonable skill and care in the preparation of the report.

This report refers, within the limitations stated, to the environment of the site in the context of the surrounding area at the time of the inspections. Environmental conditions can vary and no warranty is given as to the possibility of changes in the environment of the site and surrounding area at differing times.

This report is limited to those aspects reported on, within the scope and limits agreed with the client under our appointment. It is necessarily restricted and no liability is accepted for any other aspect. It is based on the information sources indicated in the report. Some of the opinions are based on unconfirmed data and information and are presented accordingly within the scope for this report.

Reliance has been placed on the documents and information supplied to WYG by others, no independent verification of these has been made by WYG and no warranty is given on them. No liability is accepted or warranty given in relation to the performance, reliability, standing etc of any products, services, organisations or companies referred to in this report.

Whilst reasonable skill and care have been used, no investigative method can eliminate the possibility of obtaining partially imprecise, incomplete or not fully representative information. Any monitoring or survey work undertaken as part of the commission will have been subject to limitations, including for example timescale, seasonal, budget and weather related conditions.

Although care is taken to select monitoring and survey periods that are typical of the environmental conditions being measured, within the overall reporting programme constraints, measured conditions may not be fully representative of the actual conditions. Any predictive or modelling work, undertaken as part of the commission will be subject to limitations including the representativeness of data used by the model and the assumptions inherent within the approach used. Actual environmental conditions are typically more complex and variable than the investigative, predictive and modelling approaches indicate in practice, and the output of such approaches cannot be relied upon as a comprehensive or accurate indicator of future conditions.

The potential influence of our assessment and report on other aspects of any development or future planning requires evaluation by other involved parties.

The performance of environmental protection measures and of buildings and other structures in relation to acoustics, vibration, noise mitigation and other environmental issues is influenced to a large extent by the degree to which the relevant environmental considerations are incorporated into the final design and specifications and the quality of workmanship and compliance with the specifications on site during construction. WYG accept no liability for issues with performance arising from such factors.

November 2014
WYG Environment Planning Transport Ltd