



Stamford New Road Conservation Area

Conservation Area Appraisal
October 2014



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1. Introduction

1.1. Designation of Stamford New Road Conservation Area

1. Stamford New Road was designated a Conservation Area by Trafford Council on 16th June, 1987. In 2012 Stamford New Road Conservation Area was placed on the English Heritage “Heritage at Risk Register” classified as a Conservation Area at Risk. The condition is categorized as poor (second to lowest on scale of 1-5). Furthermore the area is judged to be vulnerable due to a deteriorating trend.
2. Stamford New Road Conservation Area comprises Railway Street and Stamford New Road, including Grafton Street and parts of Moss Lane and Cross Street (see Map 1).

1.2. Definition of a Conservation Area

1. A conservation area is an area “of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”.¹ Designation takes place primarily by local planning authorities under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Local planning authorities also have a duty from time to time to review the extent of designation and to designate further areas if appropriate.² Section 71 of the Act imposes a duty on the local planning authority to formulate and publish proposals for the preservation and enhancement of conservation areas. Proposals should be publicised and incorporate public comment.
2. Conservation area designation recognises the unique quality of an area as a whole. It is not just the contribution of individual buildings and monuments, but also that of features such as topography, layout of roads, pathways, street furniture, open spaces and hard and soft landscaping which assist in defining the character and appearance of an area. Conservation areas identify the familiar and cherished local scene that creates a sense of place, community, distinctiveness and environment.
3. The extent to which a building positively shapes the character of a conservation area depends not just on their street elevations, but also on their integrity as historic structures and the impact they have in three dimensions, perhaps in an interesting roofscape, or skyline. Back elevations can be important, as can side views from alleys and yards³.

¹ Section 69 (1) (a) Planning (Listed Buildings and Conservation Areas) Act 1990

² Section 69 (2) Planning (Listed Buildings and Conservation Areas) Act 1990

³ English Heritage, Understanding Place: Conservation Area Designation, Appraisal and Management. (London: English Heritage, 2011) para 2.2.21

1.3. Value of Conservation Area Appraisals

1. The National Planning Policy Framework stresses the need for local planning authorities to set out a positive strategy for the conservation and enjoyment of the historic environment. Local planning authorities are required to define and record the special characteristics of heritage assets within their area. This appraisal fulfills the statutory duty placed on the local planning authority “to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas.”⁴
2. Conservation areas may be affected by direct physical change or by changes in their setting. A clear definition of those elements which contribute to the special architectural or historic interest of a place will enable the development of a robust policy framework for the future management of that area, against which applications can be considered.⁵
3. The purpose of the Appraisal is, in accordance with the methodology recommended by English Heritage,⁶ to define and record the special architectural and historic interest of the Stamford New Road Conservation Area. This Appraisal has been used to prepare a draft Management Plan which sets out suggested actions to maintain and enhance the special character of the area. These documents will support the active management of the Conservation Area through the development control process, including support for appeals.
4. The undertaking of an appraisal will lead to a better understanding of the development of the conservation area, in terms of its local distinctiveness, setting and condition, which together contribute to the place it is today. This will enable the basis for positive management of the conservation area.
5. An adopted conservation area appraisal is a material consideration to appeal decisions and also relevant to decisions made by the Secretary of State when considering urgent works to preserve an unlisted building in a conservation area. An appraisal can inform those considering investment in the area, help guide the form and content of new development⁷ and result in an educational and informative document for the local community.⁸
6. The Town and Country Planning Act (General Permitted Development) Order 1995 as amended (GPDO) sets out permitted development rights for certain minor forms of development - i.e. development that may be legitimately undertaken without the need for planning permission. An appraisal can assess whether or not permitted development rights are having an adverse impact on the special interest of a conservation area and whether or not the use of an Article 4 direction is appropriate.

⁴ Section 71(1) Planning (Listed Buildings and Conservation Areas) Act 1990.

⁵ English Heritage, *Guidance on Conservation Area Appraisals*. (London: English Heritage, 2006) para 2.8.

⁶ English Heritage, *Guidance on Conservation Area Appraisals*. (London: English Heritage, 2005).

⁷ English Heritage, *Understanding Place: Conservation Area Designation, Appraisal and Management*. (London: English Heritage, 2011) para 1.7

⁸ English Heritage, *Understanding Place: Conservation Area Designation, Appraisal and Management*. (London: English Heritage, 2011) para 1.9

7. This appraisal will provide a character assessment of the present Stamford New Road Conservation Area and those areas under consideration for extension. The document will seek to identify those factors resulting in adverse harm to the special interest of the conservation area, identify whether cumulative change can be addressed through Article 4 directions and assess if statutory action is required to safeguard significant buildings at risk. A review of existing boundaries has also been undertaken to determine if areas should be included or removed from the designation; this discussion is found in Section 7 and the proposed extension are also shown in Map 16. Consequentially the document will provide background evidence for accessing the acceptability of development proposals.
8. Further guidance and proposals will be detailed in the corresponding draft Stamford New Road Management Plan which should be considered in conjunction with this appraisal.

1.4. Scope of the Appraisal

1. This document is not intended to be comprehensive in its scope and content. Omission of any specific building, structure, site, landscape, space, feature or aspect located in or adjoining to the Stamford New Road Conservation Area should not be taken to imply that it does not hold significance and positively contribute to the character and appearance of the designated heritage asset.
2. As an area evolves evidence may emerge which provides a greater understanding of a heritage asset(s) and the contribution made to the special interest of the Stamford New Road Conservation Area. Such information should be considered in conjunction with the appraisal during the course of decision making by the local planning authority.
3. The positive characteristics as defined by this document should be the starting point for further discussion with the local planning authority where alterations are being considered to or will affect a heritage asset(s). Each site will be judged on its own merits and there are bound to be variations in the quality of individual developments. It will not be acceptable merely to emulate the least successful or highest density of these or to use such sites as an excuse for making matters worse. Instead regard should be paid to those elements which make the Stamford New Road Conservation Area significant. Ultimately special attention shall be paid to the desirability of preserving and enhancing the character or appearance of the Conservation Area.
4. This draft conservation area appraisal has been produced by the Council following the submission of an initial draft by Kathryn Sather Associates

2. Planning Policy Context

2.1. Planning Policy Context

1. The Planning (Listed Buildings and Conservation Areas) Act 1990 and the National Planning Policy Framework (NPPF) provide the legislative and national policy framework for Conservation Area appraisals and management plans.
2. The NPPF (paragraph 126) states:⁹

“Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognize that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account;

 - The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
 - The desirability of new development making a positive contribution to local character and distinctiveness;
 - Opportunities to draw on the contribution made by the historic environment to the character of a place”.
3. NPPF (Annex 2) defines a heritage asset as, “A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and non-designated heritage assets identified by the local planning authority (including local listing)”. The guidance also states that a designated heritage asset is one that is classed as “A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park or Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.”¹⁰ A non-designated heritage asset is a building, monument, site, place, area or landscape identified as having a degree of significance that is not protected under legislative framework.
4. This document must be considered alongside the Council’s policies concerning development and the use of land as set out in the Trafford Core Strategy formally adopted on 25th January 2012. Of particular relevance is Policy R1 - Historic Environment relating to designated and non-designated heritage assets; Policy R5 - Open Space Sport and Recreation, Policy R6 – Culture and Tourism, Policy L7 – Design and Policy W2-Town Centres and Retail.

⁹ Department of Communities and Local Government, *National Planning Policy Framework*. (Department of Communities and Local Government, 2012) para 126.

¹⁰ Department of Communities and Local Government, *National Planning Policy Framework*. (Department of Communities and Local Government, 2012) Annex 2.

5. A number of policies and proposals of the Revised Unitary Development Plan adopted in 2006 are currently “saved”, such as ENV21 Conservation Areas and ENV22 Conservation Area Designation, until they are replaced by the Land Allocations Development Plan Document. Relevant supplementary planning documents for the Old Market Place Conservation Area include advertisements and shop fronts.

2.2. Conservation Area Policy Guidance

1. This appraisal was undertaken consulting guidance provided by English Heritage in the subsequent documents:
 - Measuring and Assessing Change in Conservation Areas 2005
 - Guidance on Conservation Area Appraisals 2006
 - Guidance on the Management of Conservation Areas 2006
 - Understanding Place: An Introduction 2010
 - Understanding Place: Historic Area Assessments in a Planning and Development Context 2010
 - Understanding Place: Historic Area Assessments: Principles and Practice 2010; Understanding Place: Conservation Area Designation, Appraisal and Management 2011
 - Understanding Place: Character and Context in Local Planning 2011
 - Streets for All
 - Conservation Principles Policies and Guidance
2. The English Heritage document *Conservation Principles*, published in 2008, provides policies and guidance for identifying significance. Four heritage values are assigned through which a site or place can be interpreted; evidential, historical, communal and aesthetic.
3. Further guidance has been issued by English Heritage in the suite of documents *Understanding Place* with a view to setting out approaches to undertake assessments of historic areas allowing a greater understanding of the character of a place and its capacity for change. In particular *Understanding Place - Historic Area Assessments: Principles and Practice* stresses the importance in ‘identifying and understanding particular qualities, and what these add to our lives, is central to our engagement with our history and culture’. As referenced in *Understanding Place - Historic Area Assessments: Principles and Practice*, *Power of Place* published by English Heritage, ‘stressed the positive impact of local and ‘ordinary’ heritage – what might be termed the buildings and spaces in between ‘monuments’ – on the quality of people’s lives and its central role in constructing local identity’.
4. In addition, consultation of the Historic Environment Record for Altrincham maintained by the Greater Manchester Archaeological Advisory Service (GMAAS) has been undertaken and also an assessment of the Trafford Urban Historic Landscape Characterisation Project 2008.

5. The proposals set out by this appraisal shall undergo a period of public consultation and will be submitted for consideration at a public meeting in the area to which they relate.¹¹ The local planning authority shall have regard to any views concerning the proposals expressed by persons attending the meeting¹² or during the period of consultation.

2.3. Control Measures Brought about by Designation

1. In determining applications for development in conservation areas, local planning authorities must pay special attention *“to the desirability of preserving or enhancing the character or appearance of that area”*.¹³ This requirement, as set out in legislation, is also reflected in national and local policy.
2. In order to protect and enhance conservation areas, any changes that take place must do so in a way that encourages positive conservation and management. Statutory control measures are designed to prevent development that may have a negative or cumulative effect on the character and appearance of an area and include the following;
 - Planning Permission is usually required to totally or substantially demolish buildings or structures including walls, gate piers, gates, chimneys, fence or railings within a conservation area.
 - The extent of ‘permitted’ development is reduced for commercial and residential properties restricting such things as cladding, extensions to the side of the original dwelling or the installation of satellite dishes. Further control measures such as Article 4 directions may be placed upon an area. These may be served to further restrict permitted development rights for example elements or alterations such as windows, doors, chimneys, boundary walls and gate posts and restrict certain types of extensions).
 - Trees with a stem diameter of 75mm or greater, measured at 1.5 metres from soil level, enjoy a measure of protection if they stand in a designated conservation area. The Council requires six weeks written notice of any proposed felling or pruning of such trees, other than the removal of dead wood and the felling of dead and/or dangerous trees, which do not require notification. In the case of the removal of undesirable trees to allow superior trees to flourish, known as ‘selective thinning’, the requirement is relaxed to allow the removal of trees of stem diameter up to 100mm to be removed without giving the Council prior notice.
 - Should the notified tree work be unacceptable to the Council, the latter will make a Tree Preservation Order during the six week notification period, thus ensuring continuity of protection. Local Authorities cannot insist upon a replacement for a tree lawfully felled within a conservation area, unless the tree is also protected by a Tree Preservation Order.

¹¹ Section 71 (2) Planning (Listed Buildings and Conservation Areas) Act 1990.

¹² Section 71 (3) Planning (Listed Buildings and Conservation Areas) Act 1990

¹³ Section 72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990.

- Certain categories of advertisement which have deemed consent under the Advertisement Regulations are restricted in areas of special control.

3. The Summary of Special Interest

1. The special character of the Stamford New Road Conservation Area derives from the following elements;
 - The focus of the Conservation Area is along the gentle curve of Railway Street and Stamford New Road leading to the transport interchange. The predominate land use of the area tends to be commercial and retail on ground floors with offices, storage or some residential on upper floors.
 - The designation combines early 19th century development along Railway Street with a cohesive group of good quality late 19th and early 20th century buildings along Stamford New Road and adjoining streets, testifying to the prosperity and confidence of the town.
 - Building elevations fronting the street display a variety of good quality architectural styles, detailing and expression, particularly to upper floors, which contribute a high level of aesthetic and historic value to the Conservation Area. There are a number of consistent design details for example the use of splayed corners and plaques with names, initial and dates displayed.
 - Generally buildings sited along Railway Street are 2 storeys in height and domestic in scale increasing to 3 storeys and a larger scale along Stamford New Road and some adjoining streets. Buildings tend to be traditional in form with pitched roofs, and front the street. In a number of cases the plot ratio is greater in depth than width, although there are some exceptions. The scale, massing and form of buildings results in a strong building line and sense of enclosure, this contributes to the visual interest and rhythm of the streetscene.
 - There are a number of significant pedestrian routes, ginnels and open spaces which contribute to the finer grain and spatial interest of the Conservation Area. There are often good views from these routes to the plainer, often unaltered and functional historic rear elevations, outriggers and outbuildings which contribute positively to the integrity and evolution of the Conservation Area.
 - The consistent use of traditional building materials and local details repeated throughout the Conservation Area provides a sense of visual harmony. The majority of buildings are constructed from red brick laid in traditional bonds with pitched blue slate roofs and painted timber windows. There is variation in the tonal range of red brick and embellishment is usually picked out in terracotta, gauged brick or sandstone. There are smaller numbers of buildings constructed from sandstone or white brick.
 - The area is defined by the railway, both historically and physically. Railway Street was renamed in 1849 with the advent of the railway. Stamford New Road was created after 1880 when Altrincham and Bowdon Station replaced the two earlier stations. The name declares the importance of the Earl of Stamford as a major landowner in the area. In the second half of 20th century Altrincham Station was developed to accommodate a significant transport interchange and in 2014 undergoing major refurbishment.

Assessment of Special Interest

3.1. Location and Setting

1. The main section of the appraisal comprises a detailed analysis of the special interest of the Stamford New Road Conservation Area with regard to its location and setting, historic development and archaeology, architectural quality and built form, open space, parks, gardens and trees.

Location and Setting of the Stamford New Road Conservation Area

2. The Stamford New Road Conservation Area is situated in the eastern section of the modern town centre of Altrincham, and formed a secondary late 19th century hub, southeast of the original town centre. Historically Railway Street formed the lower end of The Downs and was residential; the area upon which Stamford New Road was built consisted of orchards and market gardens .
3. Altrincham is located approximately 8 miles (12.9 km) southwest of Manchester city centre, 3 miles (4.8 km) south-southwest of Sale and 10 miles (16km) east of Warrington. Altrincham is located in the south of the borough of Trafford, one of the ten local authorities forming the Greater Manchester region. The Stamford New Road Conservation Area is one of five conservation areas either wholly or partly sited within the Altrincham town centre boundary (see Map 1). It abuts the small Goose Green Conservation Area to its east, the George Street Conservation Area to its west, and The Downs Conservation Area in the south.
4. Altrincham is situated on a ridge surrounded by the Cheshire Plain to the south and the lowland of the Mersey valley to the north. The ridge rises to a height of 67 metres above sea level and runs from Dunham Park to the south west of Altrincham through to Bowdon, Hale and beyond in the southeast. The Old Market Place is situated on the northward facing, shallow slope of the ridge; the somewhat steeper, southward facing side of the ridge in Bowdon overlooks the Bollin Valley¹⁴. In the town centre, the ridge also falls away to the east towards Hale Moss.
5. Stamford New Road Conservation Area is located at the bottom of the shallow north-eastern slope.¹⁵ It links the historic route of The Downs to Stockport Road to the north.
6. The geology of the area consists of the Permian and Triassic sandstones and mudstones of the north Cheshire Basin. Surface exposures of these rocks are mainly limited to river valleys due to great thickness of the overlying Quaternary deposits.¹⁶ The ridge upon which Altrincham is sited in part reflects the solid rock structure which under lies it but is obscured by the significant Quaternary deposits. These deposits are largely responsible for the minor

¹⁴ Don Bayliss et al., *Altrincham in 1841: A Cheshire Market Town in Victorian Times*. (Altrincham: History Society, 1994) 4.

¹⁵ Don Bayliss et al, *Altrincham in 1841: A Cheshire Market Town in Victorian Times*. (Altrincham: History Society, 1994) 4.

¹⁶ English Heritage, *Strategic Stone Study – A Building Stone Atlas of Greater Manchester, Introduction*. (London, English Heritage, 2011).

landforms and soils of the area (glacially deposited sands with occasional clay lenses¹⁷), thus the farming potential.¹⁸

7. The Helsby Sandstone Formation (formerly the Lower Keuper Sandstone) appears on the surface at Timperley where it was quarried prior to 1900. It is this stone which was probably used for stone plinths for timber-framed and brick houses in the locality, as well as in the striking boundary walls within the Victorian and Edwardian 'villa suburbs' of Altrincham.¹⁹ The Building Stone Atlas of Greater Manchester describes this rock type as harder than the others in the Permian-Triassic succession, due to the localised presence of a silica cement matrix, hence it is a more durable building material. It is often red or pink from the coating of iron oxide over the sand grains and often contains many 'millet seed' grains, with a spherical shape, indicative of an aeolian origin within a desert environment. It contains white or purplish quartz pebbles up to 20mm across; and pebbles of red silt and red clay, which when weathered out leave ovoid cavities.²⁰
8. Towards the end of the nineteenth century and early twentieth century large amounts of building stone was imported particularly for use in public and municipal buildings. The red Runcorn Sandstone (Triassic, Sherwood Sandstone group) was used profusely, shipped in great volumes via the Bridgewater and Manchester Ship Canals. The red sandstone is evident at the Church of St Mary the Virgin, Bowdon and also at the Old Bank, Old Market Place. More commonly sandstone was used in small amounts for architectural detailing and buff varieties can be found in the Conservation Area often used for cills and coping stones to boundary walls²¹.
9. Another commonplace rock type to be imported and one used in the Conservation Area was the metamorphic blue-grey Welsh Slate (Ordovician), which is still ubiquitous as a roof cladding in the vast swathes of terraced housing which formed the iconic industrial townscapes of Manchester's satellite towns. Green Westmoreland Slate (Ordovician), and Cornish Delabole Slate (Devonian), have also been utilised occasionally for roofing²².

¹⁷ Michael Nevell, *Archaeology North West Vol 5 (Issue 15 for 2000)*.

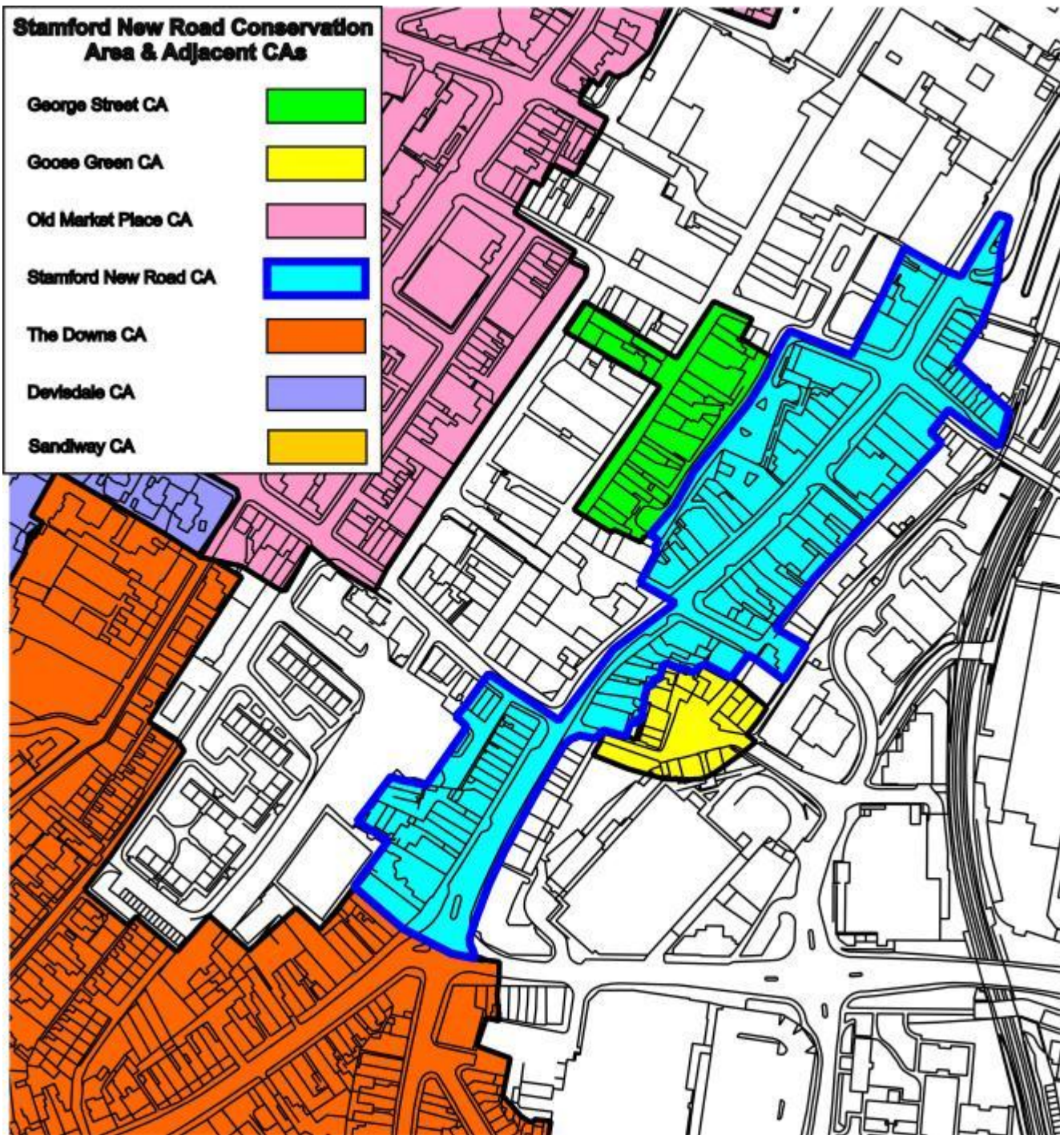
¹⁸ Don Bayliss et al., *Altrincham in 1841 – A Cheshire Market Town in Victorian Times*. (Altrincham: Historical Society, 1994) 5.

¹⁹ English Heritage, *Strategic Stone Study – A Building Stone Atlas of Greater Manchester*. (London: English Heritage, 2011) 12.

²⁰ English Heritage, *Strategic Stone Study – A Building Stone Atlas of Greater Manchester*. (London: English Heritage, 2011) 12.

²¹ English Heritage, *Strategic Stone Study – A Building Stone Atlas of Greater Manchester*. (London: English Heritage, 2011) 13

²² English Heritage, *Strategic Stone Study – A Building Stone Atlas of Greater Manchester*. (London: English Heritage, 2011) 12



Map 1: Stamford New Road Conservation Area in relation to nearby existing conservation areas

General Description, Character and Plan Form

10. The focus of the Conservation Area is the nineteenth century development of Railway Street and the late nineteenth and early twentieth century commercial development of Stamford New Road. The latter occasioned by the opening of the new combined Altrincham and Bowdon railway station in 1881. The Conservation Area is accessed from the northeast via Barrington Road, the, approximate site of the first Altrincham Station (opened 1849). To the south, Railway Street leads to Ashley Road which continues to Hale and also to The Downs

which is the direct route up the hill to Bowdon. Historically this junction was the location of Bowdon Railway station and later the terminus of the tram from 1907-31.

11. The Stamford New Road Conservation Area is generally linear in form, following the gentle curve of Stamford New Road and Railway Street (see Map 2). The designation is drawn to exclude irregularities such as The Graftons to west of Stamford New Road and other late 20th/early 21st century buildings, situated on the east side of Railway Street, which are considered to be at odds with the urban grain of the Conservation Area.
12. Stamford New Road Conservation Area is mainly commercial in character, with retail on the ground floor and sometimes first floor. Upper floors are generally used for either administrative purposes or more recently, due to changes in permitted development rights, converted to residential. The plots are smaller and narrower on Railway Street and have generally been built up to rear boundaries; most buildings are constructed of brick with pitched slate roofs and relatively plain in architectural style. Buildings are domestic in scale, predominately two storeys with some (generally late 19th century) three storeys in height.
13. Buildings located on Stamford New Road the buildings are more consistent in scale and massing generally three storeys in height and express a variety of architectural styles with greater embellishment on the upper floors. The palate of materials generally of red brick in a variety of tones with slate roofs and many have terracotta and stone detailing.
14. There are some exceptions, amongst others, such as the former Barclays Bank, 63 Stamford New Road, constructed from buff sandstone; 51-55 Stamford New Road is constructed from white brick and 57-59 Stamford Road is two storeys in height with polychromatic brickwork. The properties along Stamford New Road often have outriggers to the rear; to the west these lead on to the open space of The Causeway; to the east the buildings open on to the narrow Back Grafton Street and beyond this to the railway. Buildings in this location (Back Grafton Street and Grafton Street) are simpler in design and scale, of historic interest and function with road surfaces consisting of stone setts.
15. Properties in the Conservation Area generally front the streetscape resulting in a strong building line and sense of enclosure. Pavements along Stamford New Road have been re-flagged and there are stainless steel bollards to prevent parking. There are no public buildings and no public spaces to speak of, with the exception of The Causeway and the station forecourt with original clock tower. Significantly however there are a number of historic ginnels leading between the Causeway and Stamford New Road and also to Goose Green

3.2. Historic Development of Altrincham and Stamford New Road

Roman and Anglo-Saxon Period

1. The Roman Road known as Watling Street is thought to have run almost the length of England, from the southeast to Wroxeter (Viroconium) in Shropshire, with one section going west to Holyhead and another going north to Chester and on to Hadrian's Wall. It is this latter section (from Chester to Manchester) which is believed to broadly follow the line of the A556-A56, traversing the area to the west of what was to become Altrincham town

centre²³. Its straight route can be traced from Dunham Road, across the archaeological excavations undertaken on the North Cestrian School playing fields on Oldfield Road and in line with Davenport Road, before re-joining the A56. No Roman remains have been found in the Conservation Area. However, a characteristic of land use from the Roman period was the laying out of roads, tracks and field boundaries at right angles and parallel to the Roman road, creating a grid system of square lands for farming and development which is probably reflected in subsequent Anglo-Saxon field boundaries²⁴.

2. After the Romans left in AD 410 the native Britons (probably Celts) may have provided a sparse population and the area may have been largely uninhabited and uncultivated. Evidence for Anglo-Saxon settlement in the area is derived from place names, in the absence of documentary or archaeological evidence. 'Ham' is derived from the Anglo-Saxon word for homestead or village and 'inga' refers to an Anglo-Saxon group, possibly led by an Anglo-Saxon chief, Aldhere, probably creating 'Aldheringeham'.²⁵ It is also possible that settlement here may have been preceded by settlement on the summit of the ridge, as the 'dun' found in Dunham and Bowdon, is an early Saxon word for curved hill, and also because the curved form of the churchyard was often associated with the earliest which were circular or oval in shape.
3. Although Altrincham is not mentioned in the Domesday Book, the area would have lain within the Bucklow Hundred, the contemporary administrative division. This suggests that the population was minimal at this time. The vill of Dunham which is mentioned in Domesday as 'Doneha' is likely to have had a population no greater than eight families; Bowdon, including the church ('Bogedone'), Hale ('Hale') and Ashley ('Ascelie') are also mentioned, all held by Alfward (also spelt 'Alweard'), a Saxon lord. Thus one can extrapolate that in the Anglo-Saxon period Altrincham had a population of not more than 30-40²⁶ and that it lay within the manor of Dunham.

Medieval Altrincham

4. The Normans did not reach Cheshire until 1070, in the context of the "Harrying of the North", a violent campaign to take control of the land and the rebellious Anglo-Saxon landowners. William the Conqueror created his loyal follower Hugh d'Avranches Earl of Chester in this year and he in turn gave a large estate in the Altrincham area to Hamo de Masci, creating him a Baron. The name Dunham Massey, which was the administrative centre of the estate, is clearly derived from his name.²⁷
5. In the subsequent two centuries the town grew in terms of both population and trade. This was encouraged by the introduction of a money economy and the trade resulting from being located in part of the hinterland for the Welsh campaigns of the late 13th century. In 1290 the town was granted a Borough Charter. It is possible that this was a measure

²³ Don Bayliss. (ed.) *Altrincham : A History*, (Timperley: Willow Publishing, 1992) 9

²⁴ Don Bayliss. (ed.) *Altrincham : A History*, (Timperley: Willow Publishing, 1992) 9.

²⁵ J. Dodgson. *The Place Names of Cheshire, part 2*. (Cambridge: English Place Name Society, 1970).

²⁶ Don Bayliss. (ed.) *Altrincham : A History*, (Timperley: Willow Publishing, 1992) 10.

²⁷ Don Bayliss. (ed.) *Altrincham : A History*, (Timperley: Willow Publishing, 1992) 12.

initiated by de Masci's descendent, another Hamo, to generate funds from the associated taxes, rents and other monopolies but it constituted a step-change in trade conditions and prosperity. The Royal Charter, granted to Hamo by King Edward I on 10th July 1290, allowed for a weekly market on Tuesdays and a three-day annual fair on the Feast of the Assumption on August 15th. There was no market building, but the market place was probably marked by a market cross.

6. A second Charter was created at the same time by Hamo, which is referred to as the Borough Charter, provided for a 'plan of the borough', its legal aspects, its administration, the social composition of its population and their way of life. The Charter allowed for the institution of the Court Leet with associated officials, the forerunner of local government, and a self-regulating town community of tradesmen, called burgesses (regulated through a Guild) who had a steady residence on plots of land within the town known as burgages, for which they paid rent. Altrincham appears to have been the only new settlement type established during the medieval period in the area, contrasting with the dispersed settlement pattern of northern Cheshire²⁸.
7. The medieval town plan was characterised by the rectangular plots, laid out perpendicular to the road. Representing the earliest form of land ownership, these were two perches wide and five long (approx. 48 x 120 feet), together with a strip of farmland, a Cheshire acre in size, for which an annual rent of twelve pence was payable. Dwellings, often two or three storeys in height, were erected at the street end and probably comprised a farmstead, workshop or shop on the ground floor with living accommodation above. The farmland would have been in the form of rectangular strips without boundaries within a larger field, such as Town Field. Such burgesses were also part-time farmers and craftspeople and it is notable that the Charter did not confirm the market²⁹, meaning the Hamo could retain all the income from this source. The market's location in Altrincham rather than Dunham suggests that the transport connections for Altrincham were superior; the detour from the route east of the Roman Road may already have been introduced.
8. Data from a rent roll of 1348/9 lists 120 burgages (similar size to Macclesfield and larger than Congleton (80) and Knutsford (30)). If each contained a few inhabitants, the population could have been 500-600; however this was the period of the Black Death and the some Burgesses held several each – the roll contained only 45 names. New towns were generally laid out in a grid form with a market place at the centre, and along the major thoroughfare. In the case of Altrincham, the burgages probably extended either side of what is now Church Street, and south of the Market Place. The curved roads (Church Street, High Bank and Albert Place) north and west of the market place probably pre-dated the new town; the parallel roads laid out approximately on the present line of Market Street and George Street were intersected by cross-members approximating to Regent Road, Shaws Road and High Street. The Market Place was also the intersection of the east-west road from the baron's castle at Dunham to Stockport Castle and the north-south road from Manchester to Chester³⁰.

²⁸ Michael Nevell, *Altrincham North West Vol. 5 (Issue 15 for 2000)*, 19

²⁹ Don Bayliss (ed.), *Altrincham: A History*. (Timperley: Willow Publishing, 1992) 16

³⁰ Don Bayliss (ed.), *Altrincham: A History*. (Timperley: Willow Publishing, 1992) 18.

9. In 1319 Edward II changed the terms of the original charter so that the annual fair was held for the three days around the Feast of St. James, 24-26th July. A second annual fair held from 10-12th November dates from about this time. The 1348/9 document refers to the office of Mayor, chosen from the Burgesses by election.
10. During the 14th century outbreaks of the bubonic plague resulted in a declining population. In 1348-49 the most severe of these, the Black Death, affected the area and the population is thought to have been reduced from its peak of about 650 people in 1300, down to two thirds or less³¹. It is likely that some of the burgage plots were abandoned or combined with others at this time.
11. There remains a lack of archaeological investigation into Altrincham as a medieval town³². In the early 1980s a number of excavations were undertaken which produced very little evidence other than medieval pottery, a late medieval corn drying kiln and a post medieval well in Victoria Street. Nevertheless, watching briefs in the 1990s demonstrated the archaeological potential of the medieval borough with post medieval pits along the southern side of Dunham Road and the potential for buried remains behind buildings to the east of Church Street. Such investigations were the result of rescue archaeology rather than detailed studies into the medieval core of the town, therefore more substantial below ground remains may exist³³.
12. At some point a distinction within the layout of the town was made between 'Higher Town' (the civic centre area around the Market Place) where the wealthier and professional people lived or had their businesses and the 'Lower Town' where the artisans and poorer people lived and worked the area around what is today known as George Street, Shaws Road and Victoria Street. It is believed that at least part of Railway Street existed in the medieval period, as the southern extent of Lower Town, but the area of Stamford New Road was fields, with Hale Moss lower still and further east.

Tudor to Georgian Altrincham

13. By the 1500s the population had probably still not recovered to its pre-Black Death size and prosperity. Leland referred to it as a "pore thing with a mayre", suggesting that the houses were in poor repair but it had retained the local government forms.³⁴ A visitor in 1621 described it as having 'a fine little market'. The period of peace under the Tudors following the War of the Roses is likely to have led to greater prosperity interrupted again by the Civil war in the middle of the 17th century. This did not affect Altrincham, with the exception of Prince Rupert of the Rhine moving his army from Shrewsbury to York, stopping somewhere around the Downs.
14. The title of Lord of the Manor had passed to the Booth family from the 15th century. They had been heavily involved in the Civil War, leaving the estate in a poor and impoverished condition. After the Glorious Revolution of 1688, William Booth was made Earl of

³¹ Don Bayliss (ed.), *Altrincham: A History*. (Timperley: Willow Publishing, 1992) 27

³² Michael Nevell, *Archaeology North West* Vol 5 (Issue 15 for 2000) 18.

³³ Don Bayliss (ed.), *Altrincham: A History*. (Timperley: Willow Publishing, 1992) 18.

³⁴ Don Bayliss. (ed.), *Altrincham: A History*. (Timperley: Willow Publishing, 1992) 33.

Warrington in recognition of his support for William of Orange. His son eschewed politics and focussed on rebuilding the estate and its management. The rebuilding of Dunham Hall and ancillary buildings took place was completed by 1720 and the wall to the park by 1740; this would have generated grade and labour for the area but also required good management of the estate to cover the costs.

15. Leycester's 1673 book about Cheshire refers to the erection of a number of small cottages in town with the permission of the estate and calling Altrincham 'a nest of beggars', which may have been the estate seeking to maximise its income from the high number of men seeking work. Nevertheless he had been on the opposing side of the Civil War to the Booths so his account may not be entirely impartial. Shortly after this the male Booth line died out and the estate passed by marriage to the Grey family, Earls of Stamford, who were to become important patrons and landowners of Altrincham.
16. Dairy farming was expanding at this period, recognised in the construction of a buttermarket in the marketplace, with a courthouse on the upper floor, built by Lord Delamer in 1684. This represents both a renewed focus on the civic core of Altrincham as well as a supplement to the growth of flax and the production of linen and woollen cloth in addition to other agricultural products. The growing importance of the dairy industry is reflected in the establishment of a third fair for cattle sales granted in 1734.
17. A further important 18th century development was the construction of the Bridgewater canal in 1765 from Worsley and Manchester through Broadheath and onto Runcorn by 1776. It was shown in Burdett's 1777 Map of Cheshire (Map 4). This allowed for commuting from Altrincham to Manchester by packet boat, by then the centre of the flourishing cotton industry. On occasion people used the canal packets for day trips to visit Dunham Park. It also improved transport to Manchester for the dairy and agricultural goods from the market gardens and farms in the Altrincham area, increasing prosperity. Night soil was brought from Manchester to fertilise the market gardens. The ease of access and reduction in price of coal due to the Canal, helped local industry. The importing of building materials from further afield such as slate, led to greater variety in building styles. The focus for the canal transport and associated buildings was Broadheath (including the Old Packet House pub). This innovation also proved a spur to the development of the roads. The main one to Chester had already been turnpiked in 1752, with the northern section to Manchester completed by 1765. A stage-coach and mail coach service between Manchester, Knutsford and Chester was introduced³⁵.

³⁵ Don Bayliss et al., *Altrincham in 1841 – A Cheshire Market Town in Victorian Times*. (Altrincham: Altrincham History Society, 1994) 52.



Map 4: Altrincham in 1772-4 (Peter Burdett) <http://www.cheshirehistory.org.uk/archive/>

18. Town directories give a picture of the activities practiced in Altrincham at this time (recognising that these record only the more affluent and commercially oriented occupants). The 1782 directory lists thirty-six people and suggests the existence of established shops and businesses, in addition to the market. By far the largest proportion (13) was engaged in trade, but Altrincham also had a cabinet maker, a clockmaker, two attorneys, a barber and an apothecary suggesting prosperity, along with three innkeepers, the Unicorn Inn and the White Hart Inn mentioned by name. The textile trade is reflected with the presence of three 'twisters'³⁶. A 1789 directory refers to Altrincham as 'the seat of a considerable manufactory in the worsted branch' and a town characterised by 'plain dealing'³⁷. There was also a fulling mill on Grosvenor Road. Most of the mills relied on water power from The Fleam, which drained from Hale Moss across the north of Altrincham and ending up powering the corn mill at Dunham Massey. It was a time of rapid population growth in the town, from 1,029 in 1772 to 1,692 in 1801³⁸.

19. In the mid to late 18th century, the introduction of the Bridgewater Canal sparked a phase of re-building and new building. Many medieval properties in the town centre were replaced by brick buildings or else their existing timber frame structures were given a new shell and a Georgian appearance. The first church to be built within Altrincham (which was part of the parish of St. Mary's Bowdon) was the Wesleyan Chapel at Chapel Walk (Regent Road) in 1788. John Wesley had visited Altrincham in 1738 and preached in the open

³⁶ Broster's Chester Guide 1782, Altrincham Section, collated by Trafford Local Studies Centre.

³⁷ W. Cowdroy, Directory and Guide for the City and County of Chester, with a concise history: Altrincham section, 1789, collated by Trafford Local Studies Centre.

³⁸ Don Bayliss et al., Altrincham in 1841 – A Cheshire Market Town in Victorian Times. (Altrincham: Altrincham History Society, 1994) 52.

air on Oldfield Brow, preaching at the new chapel on 5th April 1790. In 1799, marking the growing prosperity and population of Altrincham, the chapel of St George to the northwest of the Old Market Place was consecrated as a chapel of ease to Bowdon Parish Church. The first incumbent, Oswald Leicester, was the son of a local grocer. In 1783 he had started the first Sunday School in the County, first in Ashley Road, then at his home 'The Poplars' on Norman Place and finally in a cottage near the St George's Church. The Wesleyans started another Sunday school in a house adjacent to what is now New Street. These complement the school founded by Thomas Walton in 1759 in Oldfield House.

20. The plan showing the property of the Earl of Stamford of 1790 (amended after 1799) in John Rylands Library provides an overview of the state of Altrincham in the middle of the Georgian period and allows some of the buildings still existing today to be identified. The census of 1801 established the pattern of Altrincham society and housing. There were 340 houses with a population of 1,692. The upper and middle classes in larger houses were still clustered in Higher Town, the area around the Old Market Place, Church Street and Market Street. The poorer families and those of modest means lived in Lower Town in denser housing around George Street, Goose Green and the bottom of the Downs³⁹. In addition to employment in the textile industry, there would have been handloom weaving in some of these houses. There was no regulation on the construction of these buildings.



Map 5: Altrincham in 1819 (Christopher Greenwood)
<http://www.cheshirehistory.org.uk/archive/>

³⁹ Don Bayliss (ed.), Altrincham: A History. (Timperley: Willow Publishing, 1992) 93.

21. In 1831 the population had grown by 60% in the previous 30 years to 2,708 and the number of buildings also increased as shown in Maps 5, 6 and 7. Drainage was poor in the Lower Town and there were regular outbreaks of typhoid and one of cholera in 1832. The recognition that it had started in the poorer areas prompted the Town's Meeting to consider setting up of a Local Board of Health, but it did not happen. In Altrincham the local institution of the Court Leet worked with the Vestry and Town's Meetings to maintain law and order, administration and public health. Government inspectors from this period referred to the strong influence of the Stamford family on town affairs and the weakness of the local governance. The importance of market gardening to the local economy and to the rapidly expanding population of industrialising Manchester was noted⁴⁰.



Map 6: Altrincham in 1831 (A. Bryant) <http://www.cheshirehistory.org.uk/archive/>

Victorian Altrincham

22. The population of Altrincham had grown to 4,488 by 1851 and by the end of the century it had almost quadrupled to 16,831 in 1901. The character of the town changed considerably during the century, with a wider focus to include the streets to the east and south of the Old Market Place. This was due to the arrival of the railway to the lower part of the town in 1849, later combined into one station in 1881, with the building of Stamford New Road. There was also the construction of new civic buildings to the south and east of the Old Market Place, with Altrincham General Hospital and Provident Dispensary in 1870; the new Market House in 1879; a Library and Technical School

⁴⁰ Don Bayliss, (ed.), Altrincham: A History. (Timperley: Willow Publishing, 1992) 36.

on George Street and a new Town Hall in 1901 on Market Street. The houses on George Street were gradually converted into retail and business use, albeit with residential use still above. Landmark bank buildings were built during this period and into the beginning of the 20th century on the Old Market Place, Stamford New Road and Railway Street.

23. Due to the Turnpike roads, the proximity of the Bridgewater Canal and the healthier raised location, Altrincham had already established itself as an early commuter town for the wealthy and professional classes. This characteristic was significantly reinforced and expanded to the hamlet of Bowdon further up the hill to the south, after an 1845 Act of Parliament. This meant that in 1849, the Manchester South Junction and Altrincham Railway opened the branch line from Manchester to Altrincham Station at the foot of what is now Stamford Street, extended to the Bowdon Terminus at the foot of the Downs in September of that year⁴¹.

24. A turntable was added in 1858. The Cheshire Midland Railway from Altrincham to Knutsford was opened in 1862, extended by other companies to Chester in 1872. This resulted in the additional development of Hale as a commuter town.

25. Under the Public Health Act of 1848, which in turn was prompted by a major widespread cholera epidemic in 1847-8, when a sufficient number of ratepayers (broadly 10%) petitioned, there would be a public inquiry into the sewerage, drainage, water supply, burial grounds, as well as the state of the streets. A preliminary report on the town centre by Isaac Turton led Altrincham to make such a request. His report censured the housing in the New Street and Chapel Street area, as being of poor quality, high density and with such overcrowding as to be unhealthy. Sir Robert Rawlinson attended and made a subsequent report to the General Board of Health in 1851, noting the inadequacy of the drinking water, sewerage and drains and paving, as well as the polluted state of the rivers and the absence of public parks. As a consequence, Altrincham's Board of Health was empowered in 1851 to deal with highways and to improve the water supply and sewerage. Progress, however was slow. The Board of Health provided the municipal government, until it was superseded by the formation of the Altrincham Urban District Council in 1895⁴².

26. An extensive description of the socio-economic structure and status of the area is provided in Bayliss' survey, Altrincham in 1841 (1994) and also A Town in Crisis – Altrincham in the Mid-nineteenth Century (2006), based upon extensive analysis of census, tithe map and apportionment data, along with the 1852 Board of Health Plans and associated data. The Board of Health Plans in Trafford Local Studies, based upon a survey in 1852, detail the land use, structures, materials and road surfaces of the town, on a street by street basis.

27. The layout of the area continued to be greatly influenced by the Earl of Stamford. The 6th Earl had died in 1845 and his grandson George Harry the 7th Earl, who came of age in 1848, started selling off agricultural land for housing and new streets in 1851, as residential land values increased primarily due to the arrival of the railway in Altrincham in 1849. The deed covenants specified the quality and type of materials and rental value. The further away from the town centre and the higher up the hill to Bowdon, along with the proximity to the Dunham Massey seat, the better the quality and bigger the size of the houses. He also specified that industrial development should take place north of the Bridgewater Canal, which remained the case until the very end of the century.

⁴¹

⁴² Don Bayliss (ed), Altrincham: A History. (Timperley: Willow Publishing, 1992) 43.

There was also construction in the 1880s and 1890s of terraced housing off Hale Road and off the newly created Stamford Park on Hale Moss for lower middle and working classes, many of whom worked in the growing industrial expansion of Broadheath. Towards the end of the century more working class housing was developed on the Linotype estate⁴³.

28. Brand new roads were laid out in the area and built upon, including New Street by 1851, Lyme Grove by 1865, Oxford Road by 1876 and Delamere Road up to Bowdon by 1865. A new section of Dunham Road was created to approach the Old Market Place from the south, avoiding the tight corner at High Street and Market Street. In 1880 Altrincham Station and Bowdon Terminus were closed and replaced by a new station in 1881 (still in use). Altrincham Station was demolished and Bowdon Station was converted into carriage sheds. This also resulted in the creation of Stamford New Road, extending in a straight line north from Railway Street at the bottom The Downs⁴⁴.

20th Century Altrincham

29. The population in the 20th century rose from 16,831 in 1901 to 39,789 in 1951 to 41,122 in 1961, which is the approximate population today. The residential, business and industrial growth in the 19th century had been as a result of the development of the railways and the availability of the canal, along with gas and electricity supplies, combined with the availability of labour. Growth in the 20th century was spurred on by the improved transport facilities with the introduction in turn of trams, motorised road transport, and later the reintroduction of the tram in 1992. Broadheath industrial estate developed in the late 19th century, continued to thrive until the 1960s when around 10,000 people were employed by over 30 firms⁴⁵.

30. In 1907 an electric tram service from Manchester was extended to Altrincham, with the Terminus at the bottom of the Downs on Railway Street. This was operated by Manchester Corporation and the service also included post trams. The trams were replaced by buses and an improved electrified railway in 1931, with the tram lines being removed or covered shortly afterwards along nearly all the route⁴⁶.

31. Altrincham town centre developments shifted the focus further away from the Old Market Place around the twin hubs of the new railway station and the 1879 Market House during the first half of the 20th century, with the provision on George Street of public facilities such as the extension of the library in 1928 and the adjacent art gallery in 1934, as well as the Stamford Public Hall and assembly complex in 1936, extended in 1940. Other leisure facilities from this period included the public baths on Stamford New Road (1901), the Altrincham Theatre opposite the station which showed films from 1913 to 1966, and the nearby Altrincham Hippodrome which opened before the First World War and finally closed in 1986. Both of these seated around 1,000 people. There were two further cinemas in Altrincham in this period as well as the Garrick Playhouse to the north of the town, which opened in 1932⁴⁷.

32. Little changed until the 1960s, when the redevelopment of the town centre began with the demolition of part of George and Grafton Streets and the construction of the Grafton Centre,

⁴³ Don Bayliss (ed), Altrincham: A History. (Timperley: Willow Publishing, 1992) 93

⁴⁴ Don Bayliss (ed), Altrincham: A History. (Timperley: Willow Publishing, 1992) 89.

⁴⁵ 48 Don Bayliss (ed.), Altrincham: A History. (Timperley: Willow Publishing, 1992) 120.

⁴⁶ Don Bayliss, Altrincham: A History. (Timperley: Willow Publishing, 1992) 84

⁴⁷ Don Bayliss (ed.), Altrincham: A History. (Timperley: Willow Publishing, 1992) 79.

combining retail and commercial uses, and incorporating a high-rise office block. Following a report by the County Planning Officer, submitted in 1968, a policy for the redevelopment of the town centre was implemented. This involved the replacement of the public baths by the new leisure centre east of the railway line. It also resulted in the demolition of part of the area west of the station and its replacement by a new Library and a pedestrianised shopping area and raised car park at the north end of George Street, with Rackhams department store as the lead tenant, developed by Petros Development Company. The Stamford Hall and library complex was demolished as part of this development. The area north of the station now contains several office blocks. The dense 19th century housing, churches and schools of Chapel Street, Albert Street and lower New Street, were demolished and blocks of social housing and a car park took their place. The crowded housing of Newtown to the south of Lloyd Street was also demolished.

33. In 1974 the metropolitan borough of Trafford was formed, being part of Greater Manchester, merging a number of municipal boroughs including Altrincham which forms the southern limit. In the 1980s derelict areas, such as the site of the old Bowdon Terminus remained undeveloped as car parking, with a large supermarket being built opposite, on the site of Newtown. Goose Green and Kings Court became small enclaves for fashionable eateries and bars.

34. In the 21st century, further significant new development has taken place. This includes the redevelopment of the site of the Bowdon Terminus and the Denmark Street area site into a combination of a cinema, fitness complex restaurants, apartment housing, a large supermarket and car parking. Part of the redeveloped northern section of George Street has been demolished and redeveloped further with even larger units. A new public square and Lower Market canopy at Central Way has been created in 2014 and the Market House has become a food and drink destination with seating. On the east of Railway Street, the new Altrincham hospital will be relocated in 2015.

Historic Development of Stamford New Road

35. The 1835 Tithe Map (and Apportionment of 1839) showed that the area now designated as Conservation Area was still undeveloped. The site of Stamford New Road consisted of plots used for market gardens and a field known as "Further Skin Pit Field", which refers to the tanning of hides⁴⁸ (see Map 5).

36. The Board of Health detailed plans based on a survey in 1852 details the owners, occupiers land use, structures, materials and road surfaces of the town, on a street by street basis (see Map 6). The distinct areas of Higher and Lower Town are still recognisable, as is the road layout, with the exception of Stamford New Road which has yet to be created. It indicates Railway Street, thus named on the southwest side while the sloping land to the south-east provides access to Bowdon Station built in 1849. Lloyd Street is still called Pinfold Brow and is built up on the south side. In 1853 the Lloyd Street Hospital was built towards the railway line. The area between Goose Green and Moss Lane is still largely undeveloped and used for orchards and gardens; nevertheless a few of the sites on George Street shows considerable development to the rear. Altrincham Station built in 1849 is located at the bottom of Stamford Street, which was part of Stockport Turnpike Road going

⁴⁸ Don Bayliss et al., *Altrincham in 1841 – A Cheshire Market Town in Victorian Times*. (Altrincham: Historical Society, 1994) 9-16.

to the other side of the railway line. The arrival of the railway in the lower town, added to the shift in emphasis of the town away from the original core centred around the Old Market Place.

37. In 1880 the two stations of Altrincham and Bowdon were closed and replaced by a larger, 4-platform station between the two called Altrincham and Bowdon Station in 1881 (still in use). Altrincham Station was demolished and Bowdon station was converted into carriage sheds. This resulted in the extension of Railway Street to form Stamford New Road, extending in an almost straight line northeast from the bottom of The Downs. There were buildings on the site that had to be demolished to allow for the extension of Railway Street, including a thatched cottage that was 200 years old at the time of demolition, and the Orange Tree Hotel, which stood on the site of the current Graftons development.
38. Grafton Street, leading down from George Street was extended and Back Grafton Street was formed to provide access to the back of Stamford New Road. Station Road was created to link George Street to Stamford New Road and the Station.
39. In 1887 on the occasion opening of the Golden Jubilee Exhibition in Old Trafford by the Prince and Princess of Wales, they visited Altrincham and travelled to the Exhibition in the Royal Train from the new station. By 1899 there were 81 daily trains on the line, carrying over 5 million passengers each year, not including the large number of season ticket holders.



Photograph 1: Stamford New Road, Altrincham, 1895 (Trafford Lifetimes, TL1320)

40. The 1897 OS map of the surrounding area indicates the level of building that had taken place from the time that the road was laid (see Map 8). The area was immediately developed as a commercial and civic hub, with shops, offices and leisure facilities such as the Free Library on George Street and billiards hall on Station Road. Specifically the map

shows that the properties along Railway Street had remained and that another row of shops had been erected opposite these to the east side of Railway Street.

41. The south east side of Stamford New Road to the north of Goose Green was also occupied by a parade of shops. A further row of buildings appears on the east side of Stamford New Road to the north of Grafton Street. Adjacent to this was an undeveloped space that extended as far as the building on the corner of Moss Lane. To the north of Moss Lane the station forecourt consisted of an area of open space with a small semi-circular garden. To the rear of the buildings, to the east, ran the railway line with associated premises. The west side of Stamford New Road, north of Grafton Street, was also developed with a parade of shops. Further north the area was less intensively developed with a stretch of undeveloped land that extended to the structure on the corner of Moss Lane. There were also buildings on the west side of Stamford New Road, north of Moss Lane (which later became Cross Street) but the development was not continuous and there were gap sites.
42. Altrincham town centre's development continued around the twin hubs of the railway station and the late 19th century market during the first half of the 20th century. By 1908 there was further development on vacant land on both sides of the road between Moss Lane and Grafton Street (see Map 10). Station Buildings (referred to as Stamford House from the mid twentieth century onwards) was also erected within this period on the corner of Moss Lane, designed by Charles Heathcote & Sons, for J.H.Brown Esq.; as a commercial development of shops and offices.
43. There was also further provision of both public facilities such as the public baths, opposite the station, the extension of the library in 1928 on George Street and the adjacent art gallery and museum in 1934, as well as the Stamford Hall public hall and assembly complex in 1936, extended in 1940. Other leisure facilities from this period included the Altrincham Picture Theatre with 979 seats which opened in 1913 opposite the station which showed films from 1913 to 1966. All these buildings have since been demolished. The next major phase of development for the area was undertaken in the 1960s with development of the Graftons Shopping Centre.



Photograph 2: Stamford New Road, Altrincham with the steel frame of Station Buildings (Stamford House) in the distance 1905 (Altrincham Area Image Archive)



Photograph 3: Stamford New Road and the Station forecourt and clock tower Altrincham, 1908 (Altrincham Area Image Archive)



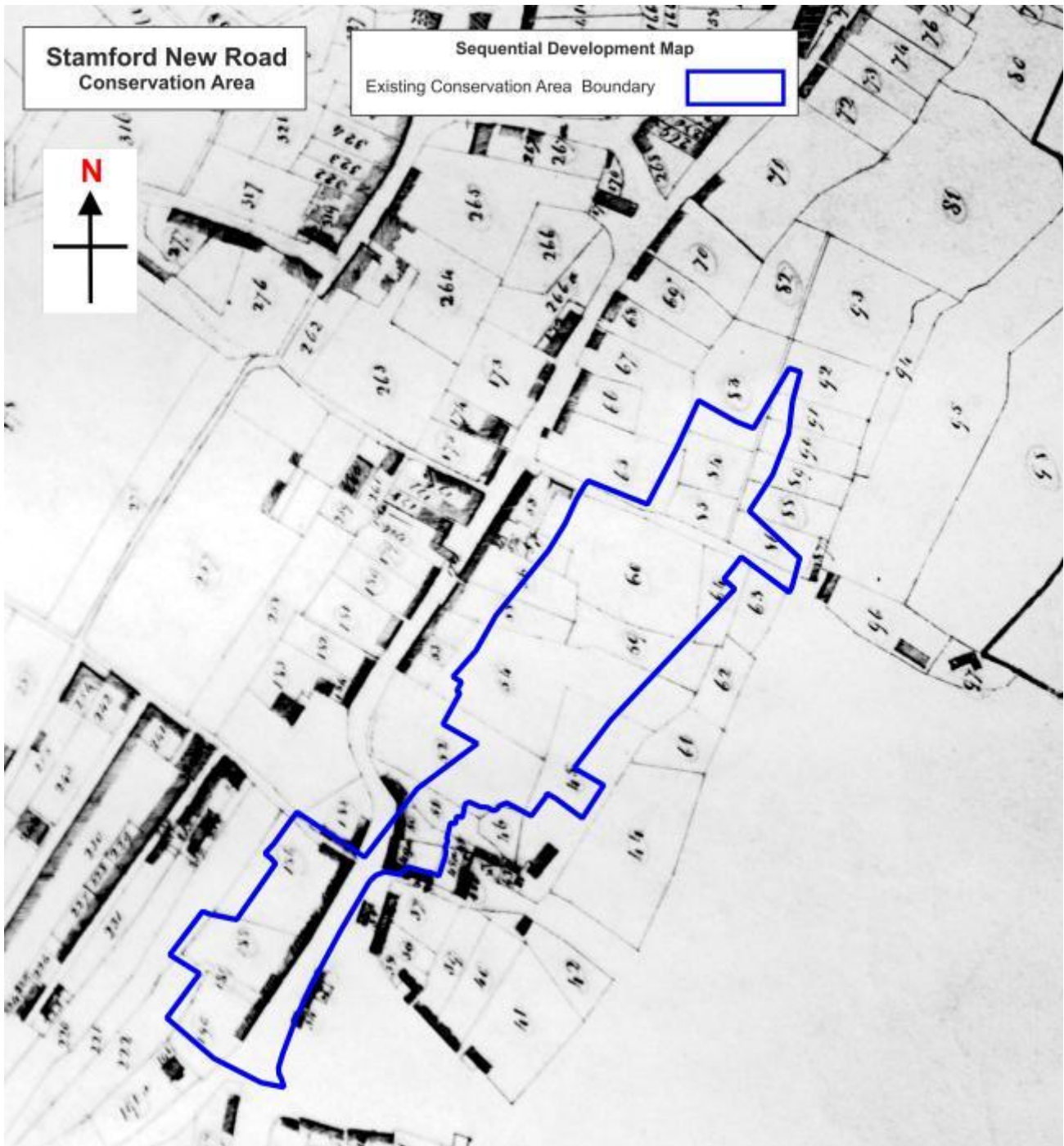
Photograph 4: Stamford New Road, Altrincham, 1932 (Trafford Lifetimes, TL1315)

44.



Photograph 5: Stamford New Road, Altrincham, 1960 (Trafford Lifetimes, TL 1318)

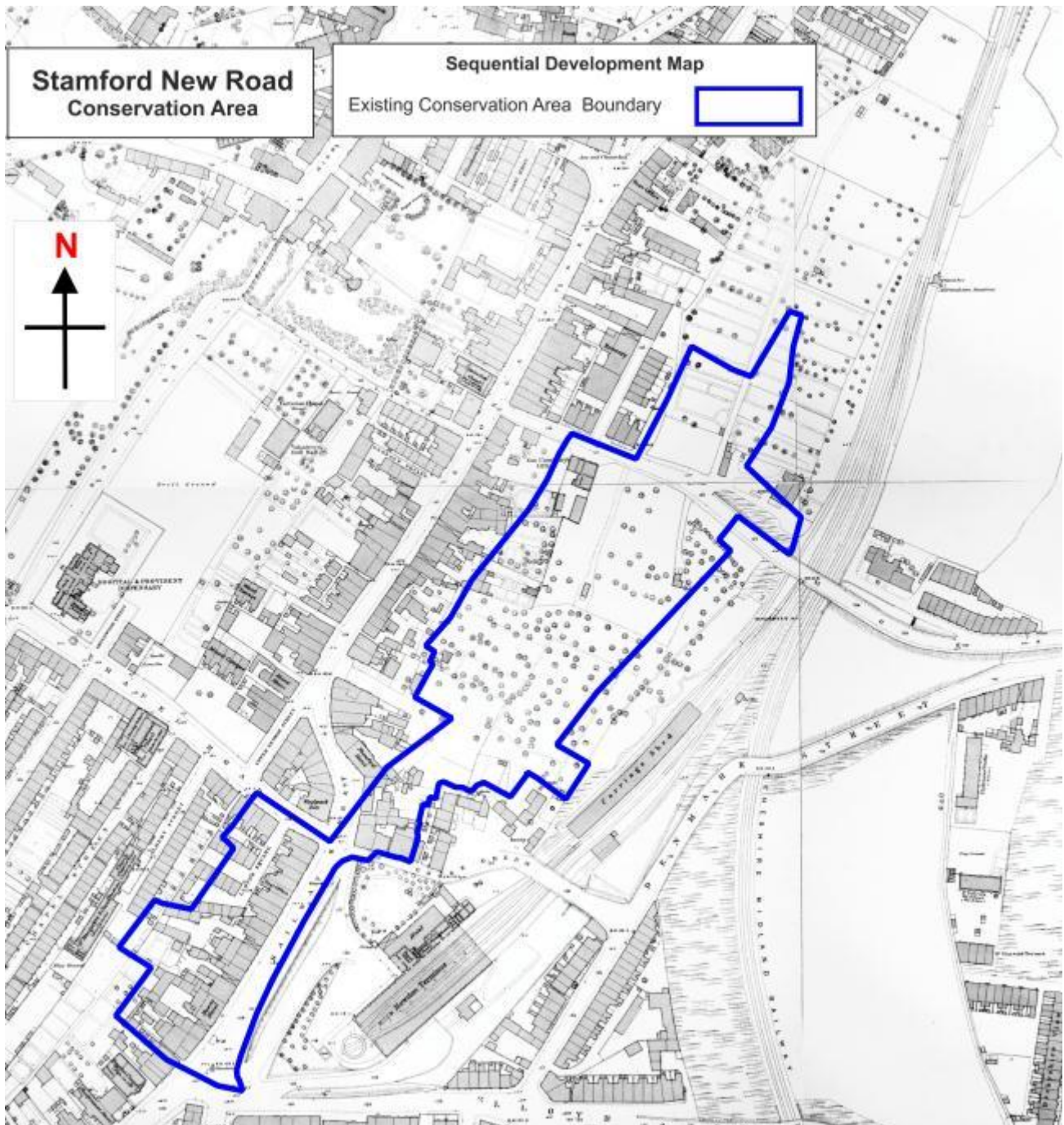
Sequence of Maps Showing Development of Stamford New Road



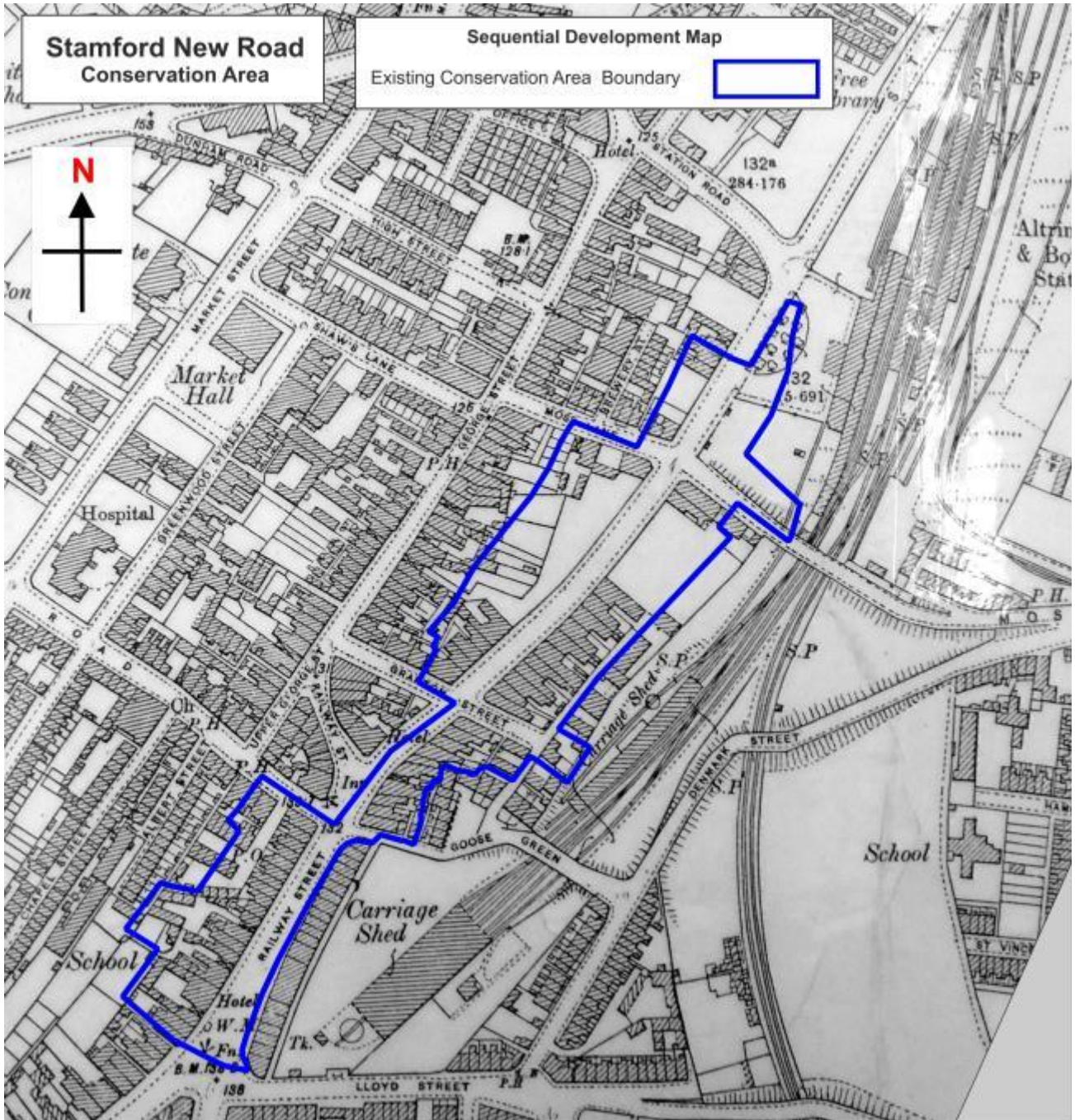
Map 5: 1835 Tithe Map includes approximate location of current Conservation Area boundary



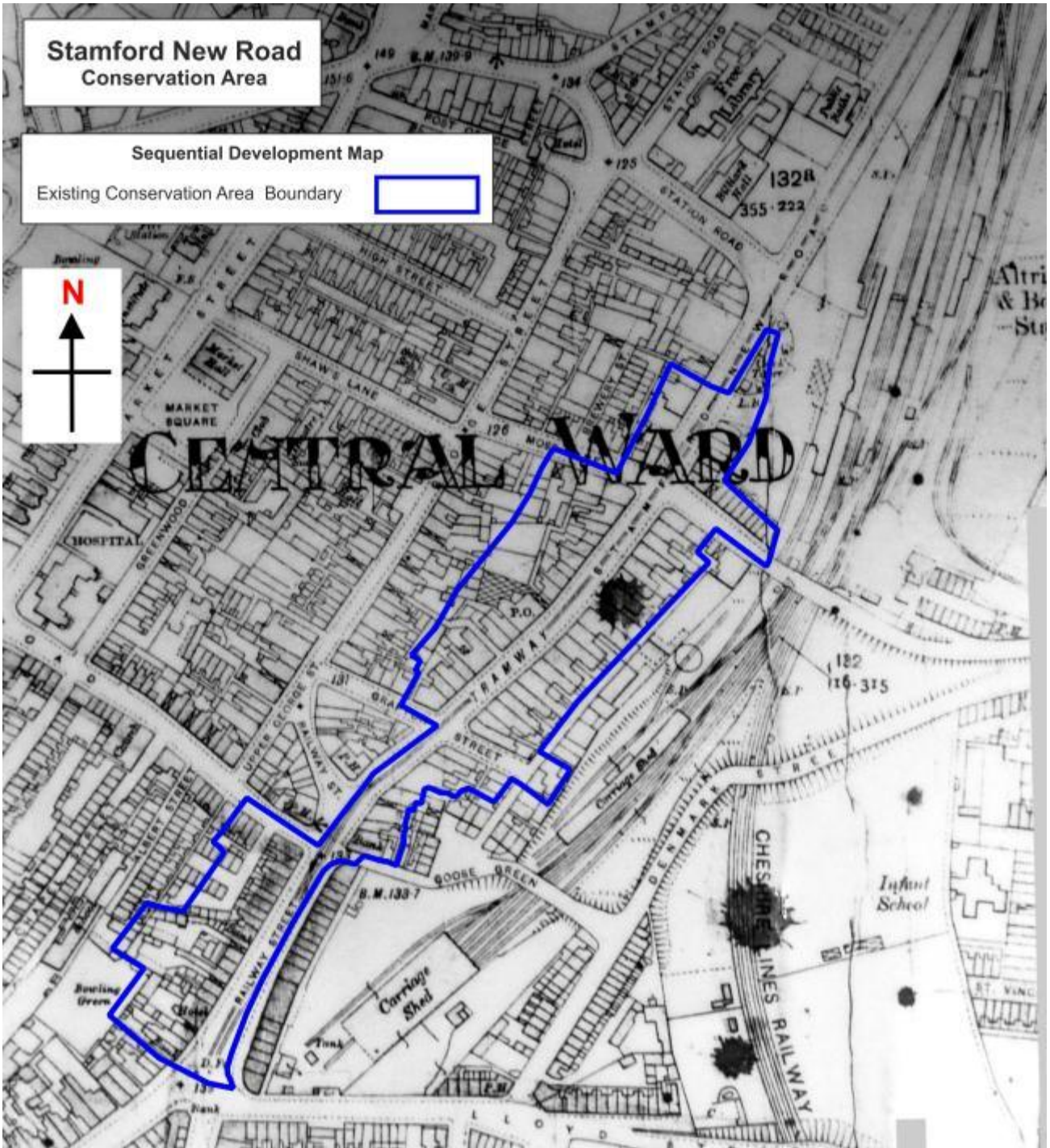
Map 6: 1852 Altrincham Board of Health includes approximate location of current Conservation Area boundary



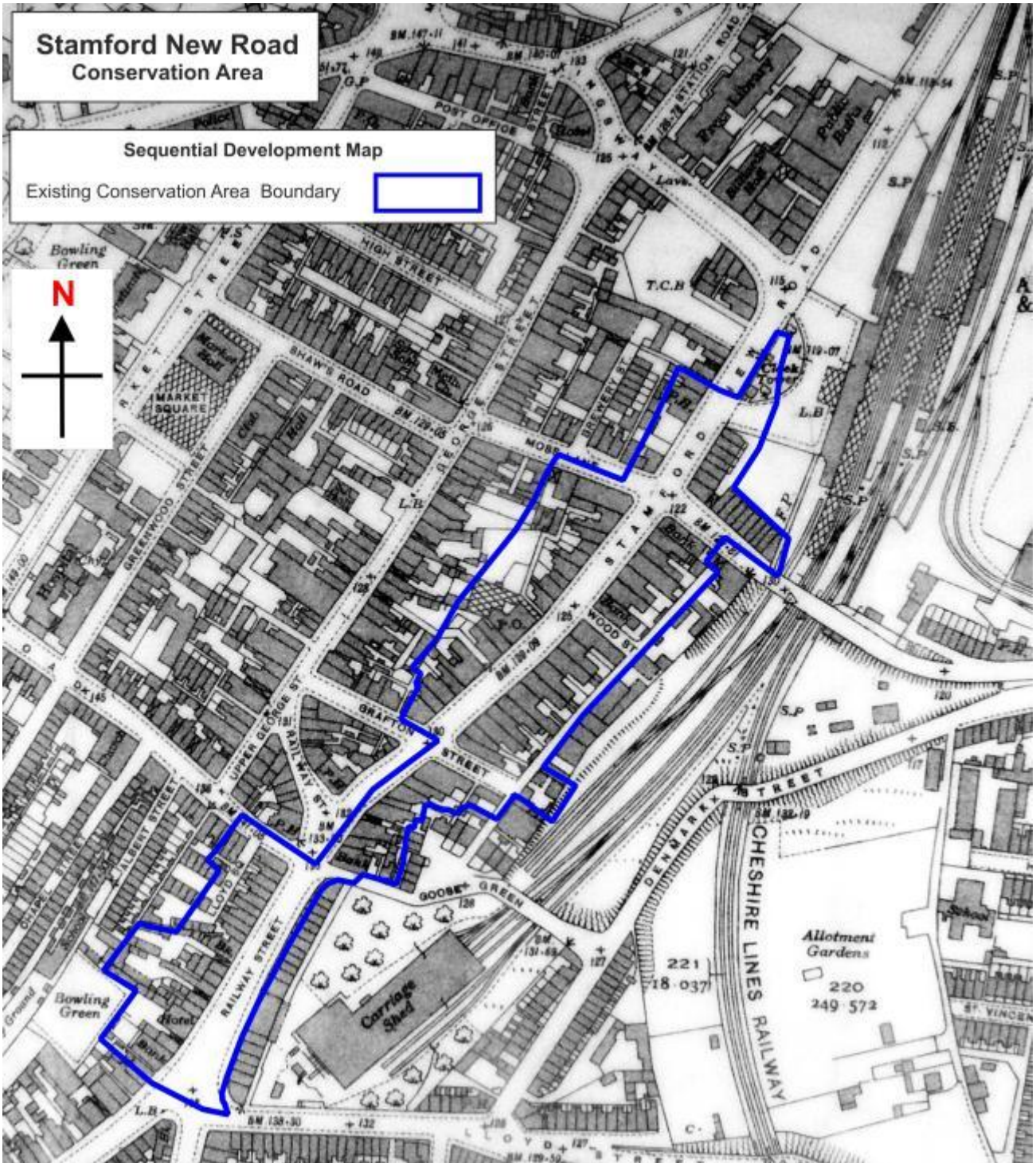
Map 7: 1876 OS Map includes approximate location of current Conservation Area boundary



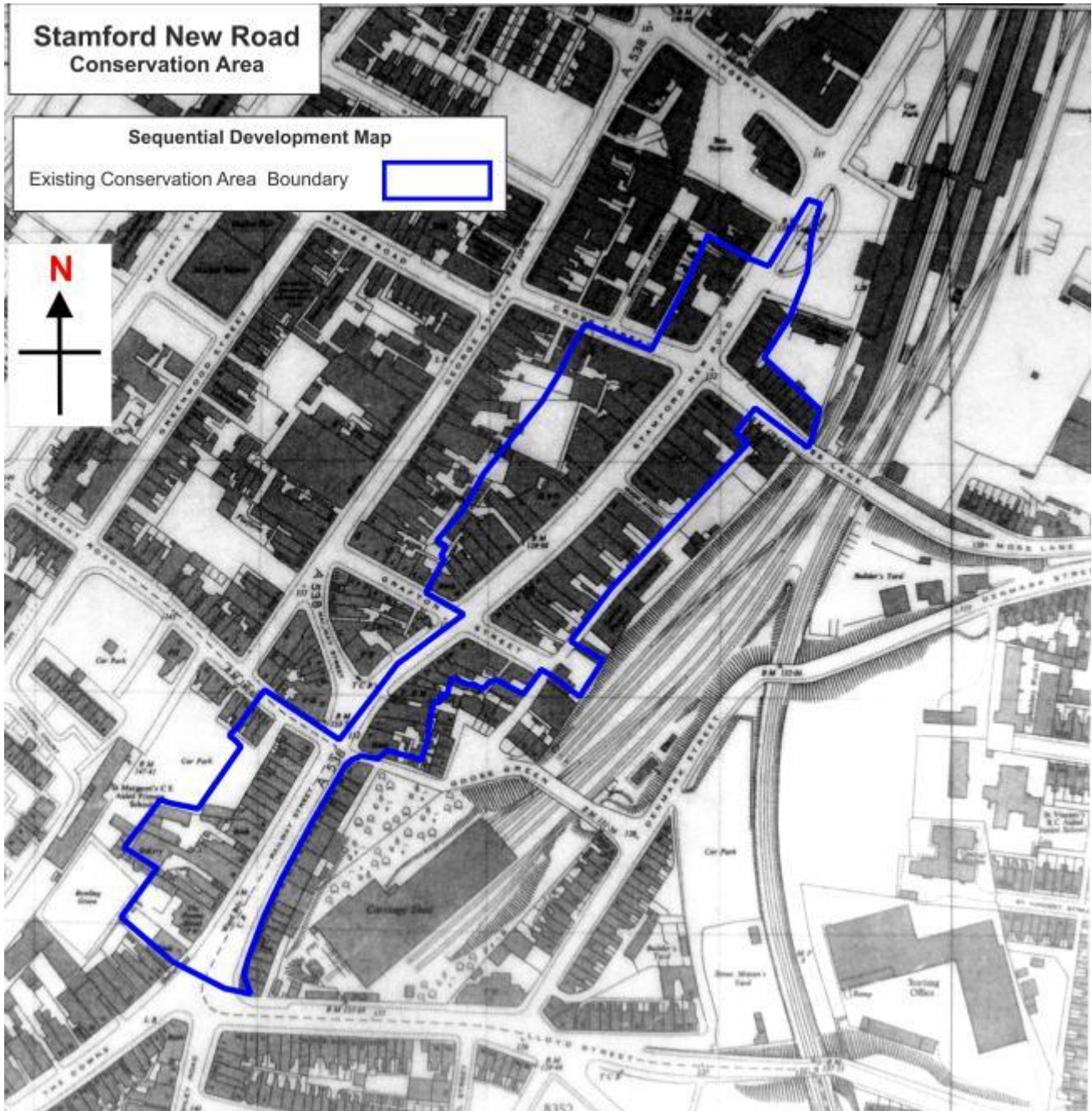
Map 8: 1897 OS Map includes approximate location of current Conservation Area boundary



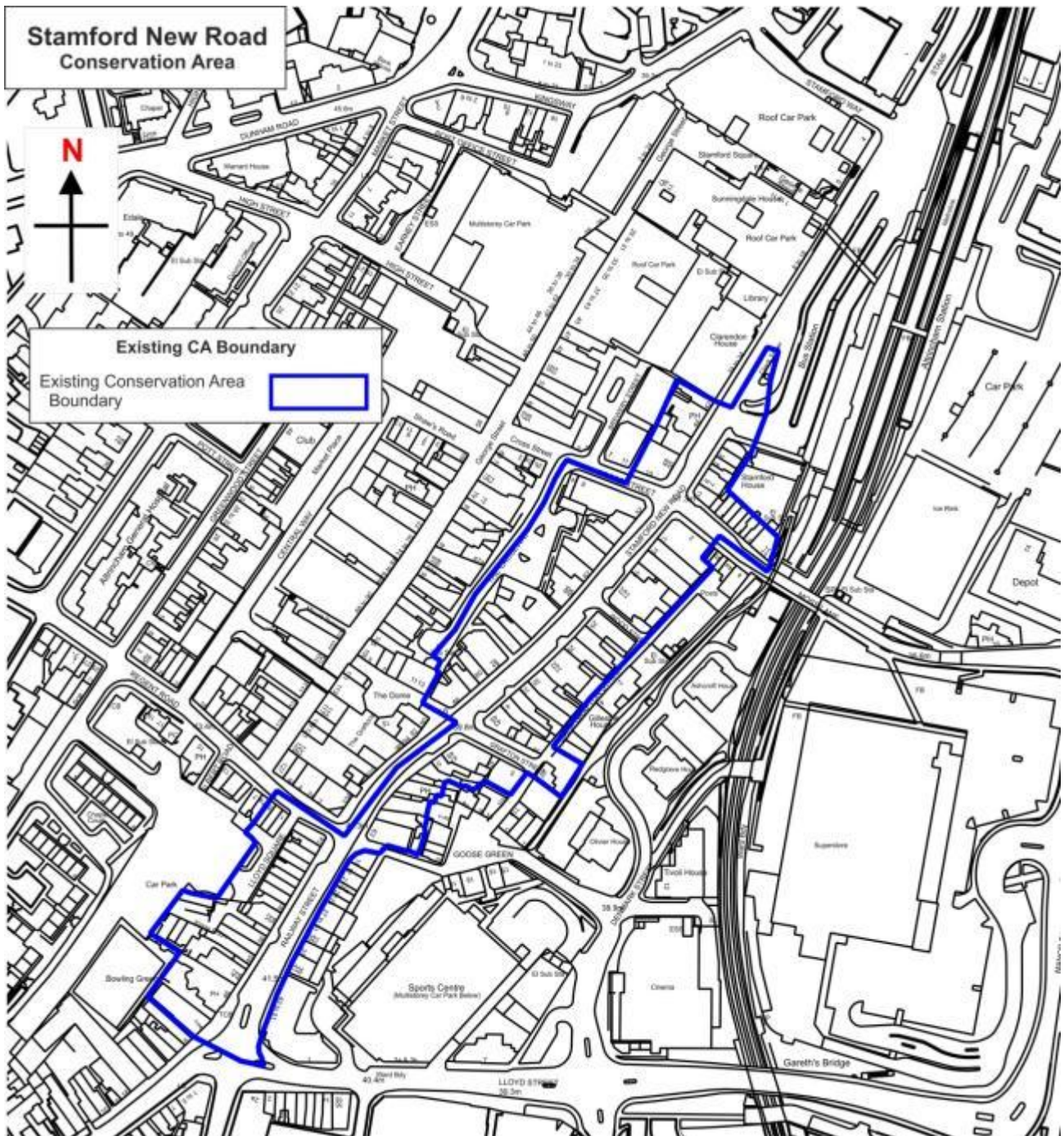
Map 9: 1908 OS Map includes approximate location of current Conservation Area boundary



Map 10: 1937 OS Map includes approximate location of current Conservation Area boundary



Map 11: 1965 OS Map includes approximate location of current Conservation Area boundary



Map 12: 2014 includes approximate location of current Conservation Area boundary

Archaeology

Previous Archaeological Work

45. Previous archaeological work in Altrincham includes:

- In 1981 six test pits on High Bank to the northeast of the Unitarian Chapel. These revealed medieval plough soils and post medieval pottery.
- In 1982- a test pit was dropped to the east of the Unitarian Chapel, this only revealed contexts of modern disturbance.
- In 1983 two sites were excavated to the east side of the Old Market Place, on Victoria Street. A medieval well, dryings kiln and shards of pottery were recovered.
- A watching brief took place in 1989 during the landscaping works to the Old Market Place. This revealed 19th and 20th century disturbance, although the trenches were shallow, they were only cut to 0.5m deep.
- Two post medieval refuse pits were recovered to the rear of 2a Market Street in a 1995 during building works. They are thought to date to the 18th or 19th century.
- An archaeological watching brief was undertaken in 1997 during works to 12 Dunham Road. The results indicated that this area was stepped into the hillside of High Bank during the Medieval Period. Later works to the area in the 19th century are thought to have destroyed the majority of medieval archaeological deposits. During excavation a post medieval pit was recovered as was an area of stone setts and a layer of pebbles were recovered.⁴⁹
- In 2000 a photographic survey of the buildings ion Arnold's Yard Old Market Place was undertaken by GMAU.
- An archaeological desk based assessment was undertaken for the Altair site in 2007.⁵⁰

Sites of Archaeological Interest/Visible Archaeological Remains

46. There are only two sites of archaeological significance within the Stamford New Road Conservation Area. These are the site of former tanning activities in the form of a field with a stone lined pit- now built over, and the former railway station structures.

⁴⁹ Dr. M. Nevell, *12 Dunham Road Altrincham An Archaeological Watching Brief within the Medieval Borough* (Manchester: GMAU, 1997)

⁵⁰ Dr Peter Arrowsmith, *Altair, Altrincham, Trafford An Archaeological Desk-Based Assessment* (Manchester: GMAU, 2007)

Potential for Underground Remains

47. Altrincham has been settled continuously since the Anglo Saxon period. Due to the nature of the development in the area, any remains of earlier structures have more than likely been demolished during the erection of later structures. There may however, be buried archaeological features, such as the stone lined pit, or other features to the rears of properties that delineate property boundaries. This area should be treated as having some archaeological potential.

3.3. Architectural Quality and Built Form

Qualities of the Buildings and Architectural Styles

1. There are three listed buildings within the Stamford New Road Conservation Area and a listed clock tower. There are also many notable buildings designed in revival styles and exhibiting a high level of architectural detailing and expression particularly on Railway Street and Stamford New Road. Buildings are mainly commercial two or three-storeys in height, ranging from early nineteenth century to late twentieth century, though they are predominantly late Victorian and early Edwardian in age. The majority of buildings are constructed from brick laid in traditional bonds, some with stone and terracotta detailing (Photograph 9) often erected adjacent to one another or in parades.
2. There is a strong sense of enclosure resulting from buildings fronting the street or junctions and the combination of height, and scale. The majority of original shop front have been replaced in the 20th and 21st centuries, nevertheless many buildings have retained good quality architectural detailing and embellishments on the upper floors such as plaques displaying names, dates and initials, terracotta motifs, gauged brickwork. There are examples of single and two storey oriel windows, timber vertical sliding sash windows and casements with stained glass. There are a number of buildings displaying good quality classical detailing in the form of pediments, quoins, balustrades, finials, festoons, arched headed windows with key stones pilasters and cartouches. (Photographs. 6, 7, 8 and 9).. Buildings exhibit decorative terracotta pediments, finials, cartouches, urns, quoins and pitched gables with black and white timber framing (Photographs 11 & 12).
3. A particularly important feature incorporated into the design of buildings predominately on Stamford New Road is a splayed corner resulting in two principal elevations and maximising a buildings presence in the streetscene. Examples of this feature can be found at 13, 47-49 & 63 Stamford New Road and 14 Railway Street amongst others. It is the variety of architectural styles and embellishments, yet consistent palette of traditional materials, scale, massing of the buildings which contribute to the visual interest and historic character of the Conservation Area.



Photograph 6 : Victorian public house with polychromatic brickwork on Stamford New Road



Photograph 7 : Three storey brick terrace with slate roof



Photograph 8 : Terracotta detail to late Victorian building on Stamford New Road



Photograph 9 : Two storey brick buildings on Railway Street

4. A strong building line is created by properties sited on the north west side of Railway Street and continuing on both the north west and south east side of Stamford Road. Proportionally the plan form is smaller in width, fronting the street and greater in depth. The consistent width to frontages results in a rhythm to the street scene contributing to local distinctiveness.



Photograph 11: 15-21 Stamford New Road



Photograph 12: 25-27 Stamford New Road



Photograph 13: Decorative Gable, Pilasters and Oriel Window



Photograph 14: Decorative Brickwork



Photograph 15: 48-50 Stamford New Road

5. Towards the southern end of the Conservation Area, nos. 14 – 46 Railway Street, the architectural styles of the buildings are more varied, often simpler and the age of premises ranges from early to late nineteenth century (Photographs 16 & 17). These buildings do not present pitched gables or decorative pediments to the street. Some of the buildings are constructed over two storeys and display reserved classical details such as quoins, arched window openings and pilasters. There are also many examples of painted timber, 12 paned vertical sliding sash windows on the upper floors of these premises.



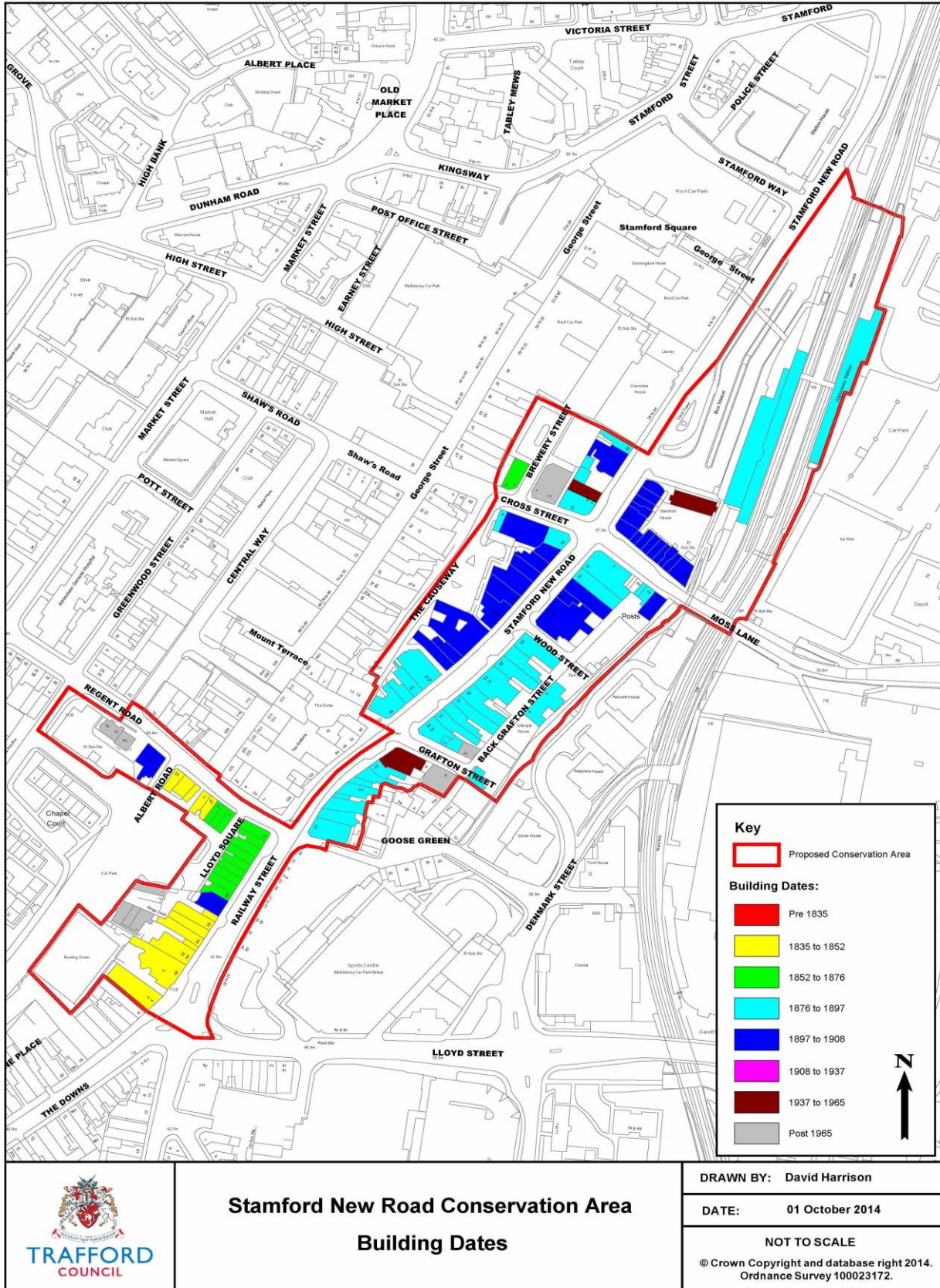
Photograph 16: 46 Railway Street



Photograph 17: 36-40 Railway Street

Ages of Buildings

6. The ages of buildings within the Conservation Area have been identified through both a basic visual inspection and map regression. Buildings have been dated to the earliest known part of the building evident from the aforementioned research, although many may have later extensions, or in some cases later facades or conceal earlier origins. The buildings have been allocated into general date ranges based upon available maps which provide sufficient detail to allow assessment. Maps assessed include the Cheshire tithe map (dated 1835) 1852 Board of Health Plan, Ordnance Survey plans surveyed in 1876 (published in 1878) and subsequent Ordnance Survey maps. Whilst this analysis attempts to provide an approximate date to buildings and properties, it is not in lieu of a comprehensive building survey which should be undertaken using appropriate expertise.



Stamford New Road Conservation Area
Building Dates

DRAWN BY: David Harrison

DATE: 01 October 2014

NOT TO SCALE

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Ordnance Survey 100023172.

Map 13 Building Dates

Building Materials

7. The predominant building material is red brick in a variety of shades. There are examples of buff (known as white) and blue engineering brick however these are usually reserved for architectural detailing and to provide a contrast to the main elevations of the building (Photographs 9 and 10).
8. There are also examples of ashlar (some painted) and terracotta decoration. Two former banks are constructed from sandstone and one parade features the vernacular Cheshire black and white half-timbered detailing also found on a number of oriel windows. Roofs are pitched and predominately clad with blue slate, green slate (Westmoreland) is present on Station Buildings; the majority of windows are painted timber framed either vertical sliding sash or casement with some examples of stained glass. Timber is also used for decorative barge boards, half-timbered detailing and finials. At ground level the majority of properties exhibit replacement shop frontages as well as restaurants or commercial premises.
9. Whilst brick is the dominant building material, there are a few examples of rendered elevations, such as numbers 48-50 Stamford New Road (Photograph 15) and 46 Railway Street (photograph 16). These properties are the exception rather than the norm and it is likely the render has been applied to weather an original brick façade.



Photograph 9: 13 Stamford New Road



Photograph 10: Stamford New Road

10. There are some examples of mid to late 20th century development within the Conservation Area such as number 5 Grafton Street. The development is constructed from red brick with pitched roof and a scale and massing that is in keeping with the character and appearance of adjoining buildings.

Shop Fronts

11. Existing shop fronts vary greatly in age, style and material across the Conservation Area. There are a number of frontages which that have retained or replicated some historic elements. Traditional features include; decorative plinths, fluted/ plain pilasters, panelled stall raiser, fascias and decorative/ plain cornices. It can also be observed that a number of replacement 20th-21st century shop fronts that have replicated historic characteristics, which attempt to provide a cohesive design with the high quality of architecture present on the upper storeys (Photographs 18 & 19).



Photograph 18:
Shop Front with timber riser, fascia and brackets



Photograph 19: Shop front with fascia and brackets

12. Nevertheless a significant number of shop fronts are unsuccessful in terms of style, scale, signage, illumination, material and colour. The erection of some canopies and external roller shutters has also had an adverse impact on the significance on some heritage assets. (Photograph 20).



Photograph 20:
inappropriate signage, awning and roller shutters



Photograph 21: *21st century, inappropriate shop fronts*

Public Realm

13. There is a variety of hard landscaping present in the Conservation Area and in the proposed boundary extension. There are examples of stone setts, paving slabs, tarmac and brick. Grafton Street, sections of Wood Street and of Back Grafton Street contain areas of stone setts and Yorkstone paving. Along Stamford New Road the pavement is predominately concrete block paving.

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Photograph 22: *Stone setts present Wood Street*



Photograph 23: *Stone setts and York stone paving in Grafton Street*

14. Street furniture including lighting columns, litter bins and bollards varies in style, material and colour throughout the Conservation Area. There are also a number of advertisement boards sited outside businesses.



Photograph 24: Poor Quality Surface of Paving Slabs with Areas of Tarmac



Photograph 25: Inappropriate Silver Bollards and Railings

Local Details

15. The use of brick to highlight architectural detail is a detail repeated throughout the Conservation Area and throughout Altrincham. In Stamford New Road Conservation Area, gauged brick, terracotta and ashlar stone is also used in a variety of decorative features. (Photographs 6, 7 and 8).
16. Many of the buildings sited on corners are splayed or display canted bays, oriel windows and architectural detail addressing junctions. Plaques and cartouches are also a common feature highlighting the wealth and pride of owners and builders as well as the prominence of the area.
17. There are examples of black and white timber framing (Photograph 21), a prevalent feature often to Arts and Crafts architecture and found throughout Altrincham. The Arts and Crafts movement took its inspiration from vernacular details such as black and white timber framing commonly found in the region and known as the Cheshire Vernacular style.
18. Many of the buildings along Stamford New Road have prominent decorative gables and pediments to the front facades, creating a repetitive pattern and rhythm to the roofscapes. (Photograph 27)



Photograph 26 :Canted Corner Bay to Former Barclays



Photograph 27 : Prominent Gables to Front Façade

Bank 63 Stamford New Road

Uses/Formers Uses

19. Railway Street was extended to create Stamford New Road in 1881 and developed gradually into the early 20th century. Since the construction of Stamford New Road the properties in the Conservation Area have been used for a variety of commercial purposes, primarily retail. Properties are principally commercial at ground floor level, with showrooms, offices and storage facilities on the upper floors, as they were originally designed. In recent years, there has been an increase in the conversion of often vacant or underused premises on first and second floors to provide residential accommodation.

Open Space, Parks, Gardens and Trees

Open Spaces

20. There are few areas of open space within the Conservation Area, where they do exist they are often located away from the street scene to the rear of properties. There is an enclosed courtyard to the rear of 34-36 Railway Street named Kings Court (Photographs 28 & 29). This is an attractive courtyard, lined with small bars and restaurants properties adjacent to which is the bowling green, a much larger area of open space which is elevated above Kings Court and provides views of properties on Railway Street. A stairway at the end of the Kings Court provides access from the Regent Road car park through to Stamford New Road.



Photograph 28: Kings Court



Photograph 29: Kings Court

21. Lloyd Square, to the north of Kings Court also provides a small area of open space, characterised by the historic brick lean-to's and outriggers of premises fronting Railway Street. This space is currently used for car parking which sometimes prevents public access and right of way. The hard surface in this area is in a state of disrepair. (Photographs 30 & 31).



Photograph 30: Lloyd Square



Photograph 31: Lloyd Square

22. Within the proposed boundary extension of the Conservation Area there is open space to the North of Back Grafton Street. The ground surface here is also in a state of disrepair (Photograph 32). It is also proposed to bring Brewery Street into the Conservation Area. Similar to Lloyd Square, it forms an area of open space currently underused and the space would benefit from enhancement. There are good views to the historic rear elevations of properties on George Street, Stamford New Road including 42 (Station Hotel) and 44 Stamford New Road and across to Station Buildings (Stamford House) also grade 2 listed.



Photograph 32: Open Space and Trees to Back Grafton Street Within the Proposed Extension



Photograph 33: Open Space and Trees to Back Grafton Street Within the Proposed Extension

23. There is a large area of forecourt to the north west of Altrincham Interchange and circumnavigating the clock tower. At the time of survey this site was undergoing major redevelopment. A number of historic ginnels also link Stamford New Road with The Causeway and Goose Green ;Railway Street with Lloyd Square and Kings Court and Moss Lane with Back Grafton Street connecting with a pedestrian route behind Station Buildings (Stamford House) to the Interchange.

24. A further area of open space lies to the south of Regent Road behind and adjacent to 17-19 Regent Road. This space incorporates a grassed area with seating, bins and a number of trees fronting Regent Road; however the space appears under used and would benefit from additional good quality landscaping.

Trees

25. There are no significant areas of landscaped open space or trees within the current Conservation Area. Nevertheless, within the proposed boundary extension, parallel to Back Grafton Street, there is a long thin strip of small trees and shrubs (Photographs 32, 33 & 34). These trees provide an important screen and reinforce the historic property boundary alongside the former railway lines.



Photograph 34: Area of Shrubs and Small Trees Along Proposed Extension

26. There are also several trees planted within the pavements along Stamford New Road, Railway Street and Regent Road. Although these trees make a positive contribution to the Conservation Area, they are not an important historic feature of the area.

Character and Interrelationships of Spaces

27. Stamford New Road Conservation Area is linear in plan form, as it extends from Railway Street along Stamford New Road on a northeast- southwest axis. The urban grain is compact and reflects the piecemeal development which occurred as Railway Street was extended in the 19th and early 20th centuries to expand the town and to create a new commercial street. The road gently curves, running almost parallel to the existing train tracks, and it is intersected by Moss Lane/Cross Street, Grafton Street and Regent Road.
28. Several historic pedestrian routeways lead to The Causeway and on to George Street; to Goose Green; Moss Lane to Back Grafton Street connecting with a pedestrian route behind Station Buildings (Stamford House) to the Interchange and from Railway Street to Kings Court. Lloyd Square, Back Grafton Street and Brewery Street are also important historic open spaces where it is possible to rear the historic plan form and character, often unaltered of properties fronting Railway Street Stamford New Road.

Key Views and Vistas

29. The views within the Conservation Area are limited due to the linear form of the area and the height of the properties. A key view within the Conservation Area is looking southwest along Stamford New Road which gently curves to meet Railway Street from the corner of Moss Lane (Photograph 10). From the latter, a number of Victorian and Edwardian properties are visible, as is the curve in the road towards Railway Street. The use of a limited palette of building materials, similar building heights and the retention of many good quality architectural details gives the area a sense of historic character and visual harmony.
30. The view of Station Buildings, the Station Hotel and clock tower, a notable group of listed buildings, is also significant on entering the Conservation Area from the north along Stamford New Road.

Other significant views are looking northeast along Railway Street and Stamford New Road from the bottom of The Downs; northeast along Stamford New Road from the Graftons, which is excluded from the Conservation Area; looking southwest along Railway Street from the entrance to Goose Green; entering the Conservation Area from the south east along Moss Lane (over the railway bridge) with good views of Station Buildings and Bonson's Store Rooms and also along Grafton Street towards Grosvenor House, 22 Grafton Street

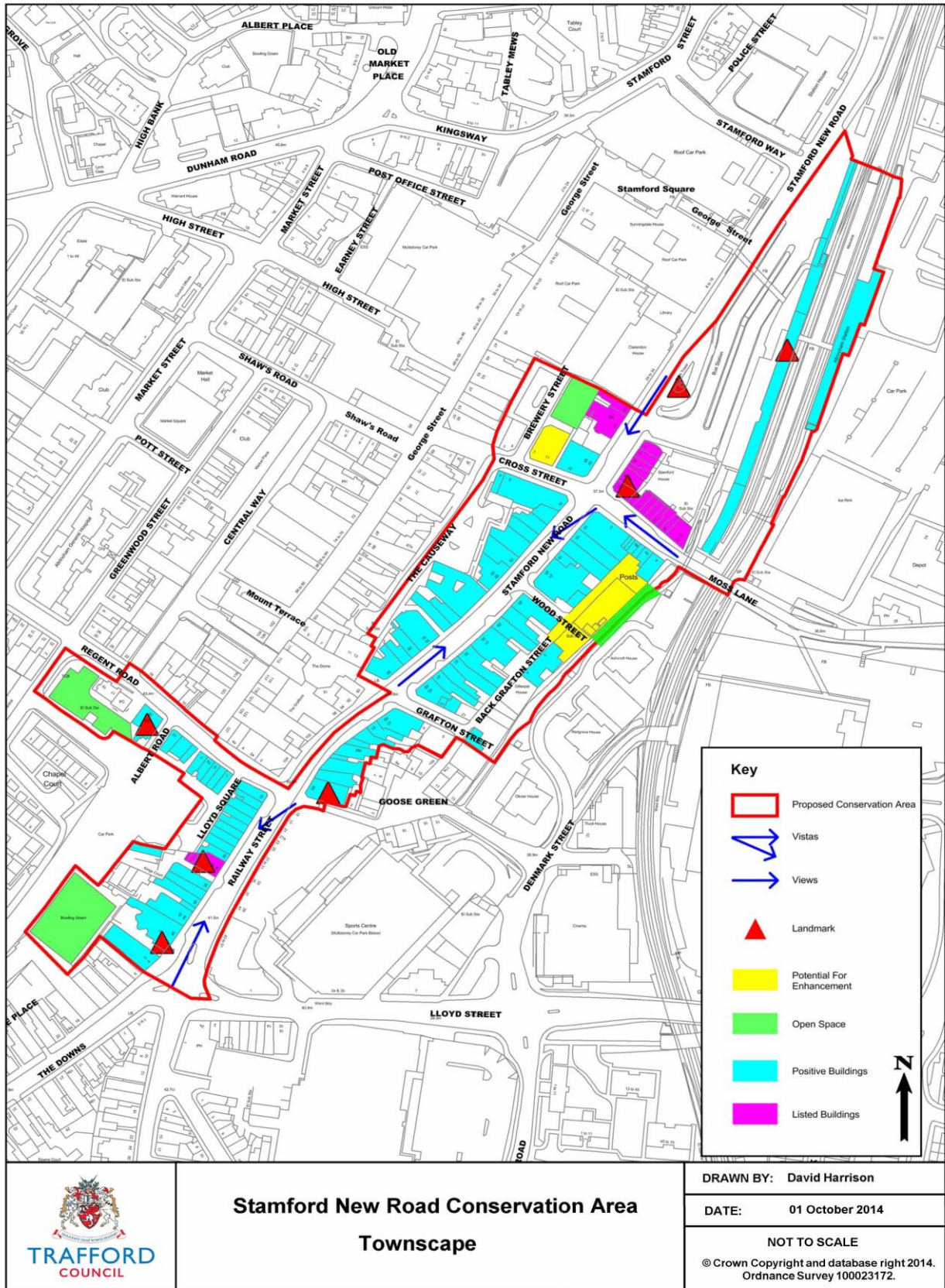
Development Opportunities

31. There are currently no vacant sites in the existing Conservation Area that afford new development opportunities. Nevertheless there a great number of vacant and under used premises which would benefit from occupation. Lloyd Square, Brewery Street and Back Grafton Street provide opportunities for enhancement, retaining historic surfaces and introducing good quality surfaces and soft landscaping in order that these open spaces can contribute successfully to the public realm and character and appearance of the wider Conservation Area.
32. Within the setting of the Conservation Area, adjoining the boundary on east side of Railway Street and that of Goose Green Conservation Area, a new Altrincham Hospital is under construction.

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Landmarks and Positive Contributors

33. Landmarks identified within the Stamford New Road Conservation Area and proposed boundary extension include the railway station, 32-34 Railway Street, 42 & 44 Stamford New Road, Station Buildings, (Stamford House), 63 Stamford Road (former bank on corner of Goose Green), 46-50 Railway Street (former Downs Hotel) and Grovsner House 22 Grafton Street. The Clock Tower is also a significant landmark and often used as a meeting point by visitors and residents. In addition 15 Regent Road and 4 Moss Lane (C.W Bonson's Store Rooms, sited in the proposed extensions to the Conservation Area are considered to also have landmark qualities. Buildings which are considered to make a positive contribution are identified on Map 14.



4. Audit of Heritage Assets

4.1. Introduction

1. A basic audit has been undertaken of heritage assets within the Conservation Area. These include Listed Buildings, Archaeological Sites and Monuments and Positive Contributors. These assets have been logged in tables and described. The standing properties have in most cases been assessed from the street scene to determine their current condition. Please note that the heritage asset description is principally to aid identification and is not intended to provide a comprehensive or exclusive record of all the features of significance. The amount of information varies greatly and absence of any feature external or internal does not, therefore, indicate that it is not of interest. Any evidence relating to a heritage asset, which may present itself since the time of survey will also be taken into account during the course of a planning or listed building consent application.
2. This assessment has been undertaken using the criteria of the English Heritage at Risk Register condition assessment.
3. The list of heritage assets can be found at the end of this document in Appendix 1.

4.2 Listed Buildings

1. A listed building is a building that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest. a brief description of every listed building located within the Old Market Place Conservation Area can be found at the end of this document in Appendix 1. For a full copy of each listed building description please see the National Heritage List for England which can be accessed via English Heritage's website.
2. Please note that the list description provided by English Heritage is also principally to aid identification and is not intended to provide a comprehensive or exclusive record of all the features of importance. The amount of information varies greatly and absence of any feature external or internal does not, therefore, indicate that it is not of interest or that it can be removed or altered without consent.
3. It is a criminal offence to carry out any works either to the exterior or the interior which would affect the character of a building once it is listed unless the requisite consent has been sought. Where there is doubt please contact the Council's Conservation Officer.

5. Assessment of Condition

5.1. General Condition

1. Stamford New Road Conservation Area has been placed on the English Heritage at Risk Register since 2012. It is considered that the condition of the Conservation Area is poor and likely to deteriorate. In particular there are a number of vacant properties, unsympathetic alterations or additions to properties, unsympathetic shop fronts, signs and advertisements and some loss of traditional features.

5.2. Intrusion and Negative Factors

Individual Properties



Photograph 27: Inappropriate ventilation system



Photograph 28: Rear elevation of C.W. Bonson's Store Rooms in poor condition

1. There are a number of buildings displaying a lack of maintenance or in a deteriorating condition located within the Conservation Area. The condition of the former bowling green pavilion behind Railway Street is very poor and there are signs of decay to the rear of some properties along Stamford New Road (see Photograph 27).
2. There are examples of inappropriate mid to late 20th century alterations such as ventilation systems, air conditioning units, wiring to principal elevations (31-33 Stamford New Road see Photograph 30), replacement of traditional timber windows and doors with upvc (for example the upper floors of 35 Stamford New Road) and plastic rainwater goods. There are also examples of poor quality extensions, including the erection of corrugated plastic sheeting to the rear of one building. These alterations have an adverse impact on individual

properties and a cumulative effect on the character and appearance of the Conservation Area.

3. Some of the shop fronts within the Conservation Area are modern replacements and have also had a detrimental impact on the street scene particularly along Stamford Road and Railway Street. Traditional shop fronts have been removed and replaced by the anodised and plastic coated aluminium frontages, often with large area of unrelieved glass, misaligned and/or deep fascias with unsympathetic signage constructed from poor quality materials and internally illuminated. These create an unappealing appearance on the commercial street scene and fail to enhance existing heritage assets.
4. In addition there are numerous examples of advertisements which are often without restraint, do not respect the form of the façade (see Photograph 31) or are long standing temporary banners. There are a number of advertising A boards located within pedestrian routes particularly along Stamford New Road



Photograph 29: Vacancy and decay to the upper floors on Cross Street



Photograph 30: Intrusive wiring to 31-33 Stamford New Road



Photograph 31: Inappropriate shop signage on Cross Street

5. There are examples of external boxed roller shutters which have resulted in defensive and unattractive frontages. Canopies of modern materials, such as upvc, do not reflect the historic character and appearance of the Conservation Area and can obscure architectural features.
6. At the time of survey a significant number of premises are vacant or under used within the Conservation Area and proposed extensions. Extensive under-use or vacancy of historic buildings, especially of upper floors above shops, can lead to a lack of maintenance and deterioration of fabric. This results in an adverse impact on the overall appearance of the street scene (see Photograph 29) may lead to more significant structural problems.
7. There are several instances of inappropriate low quality boundary treatments including a concrete panel fence to a parking area in the proposed extension along Back Grafton Street. Mid 20th to 21st century alternatives to the existing brick walls, such as timber panelled fencing or concrete panels have an undesirable effect on the character of the area and are deemed to be inappropriate.

8. There are numerous examples of intrusive modern air conditioning units, ducting and intrusive fire escapes in visible locations to the rear and side elevations of buildings which result in the degradation of the area. An example of intrusive ducting in the proposed extension includes the ventilation to the rear of nos. 4 and 4a Moss Lane.
9. Buildings with painted brickwork and render are also detrimental to the character and appearance of the Area. Nicholson's public house (formerly The Downs Hotel), 46 Railway Street is an example where historic brickwork has been obscured through painting. In addition 2-4 Back Grafton Street and 7a-13 Regent Road have been rendered

Open Spaces and Areas



Photograph 32: Graffiti on Back Grafton Street



Photograph 33: Negative Space Back Grafton Street

10. Some of the spaces to the east of Back Grafton Street, an area proposed for inclusion, are identified as opportunities for enhancement. The area has a mixture of surface treatments, unkempt parts and some examples of graffiti (see Photographs 32 and 33) which are detrimental to the historic character of Bank Grafton Street and the contribution it makes. There are a number of pedestrian routes and historic ginnels which lead through the Conservation Area and proposed extensions. One important route is via Back Grafton Street, which has a passageway surfaced with stone setts leading to . 4a & 4b Moss Lane, connecting with a pedestrian route behind Station Buildings (Stamford House) to the Railway Station. Brewery Street is also an area of open space which would benefit from enhancement to the public realm.
11. Lloyd Square, off Regent Road to the rear of Railway Street, is used as pedestrian access to Kings Court. The open space is used for parking which impairs access to Kings Court. The ground surface is in poor condition and the area makes a negative impact on the routeway.
12. The former bowlinggreen behind Nicholson's on Railway Street is overgrown and in very poor condition. Some of the brick boundary walls are also in disrepair.

13. Poor quality reinstatement by utility companies has resulted in unsympathetic repairs involving the introduction of inappropriate tarmac patch repairs replacing concrete paving slabs, flagstones and setts. Lloyd Square is currently used for parking which has to a degree impaired the pedestrian access (see Photograph 22).
14. There are some examples in the Conservation Area of single and yellow line restrictions which would benefit from being installed to a narrower conservation specification, thinner profile and pale yellow, which would be less visually intrusive to the streetscene. .
15. There is too much street furniture in some locations, some of which is of inappropriate contemporary styling; there is scope to investigate the removal or reconfiguration of street furniture within the Conservation Area, which could include bollards, signage, banners, guard rails, street lighting columns or other items.
16. There are concerns that the volume of traffic in some areas impacts on the significance of the Conservation Area.

Intrusive Development

17. The Grafton Centre shopping arcade and six storey office block lies to the south west of the Conservation Area. The scale, height and massing of this development has a significant impact not only on the setting of Stamford New Road, but also that of adjoining conservation areas. There are examples of poor quality extensions to the rear of properties along Stamford New Road, clearly visible from Back Grafton Street and the Causeway. Some of these are constructed from inappropriate materials such as corrugated plastic sheeting. Incongruous alterations of historic buildings can not only diminish the historic character of the individual heritage asset, they can also have a harmful effect on the significance of the Conservation Area.

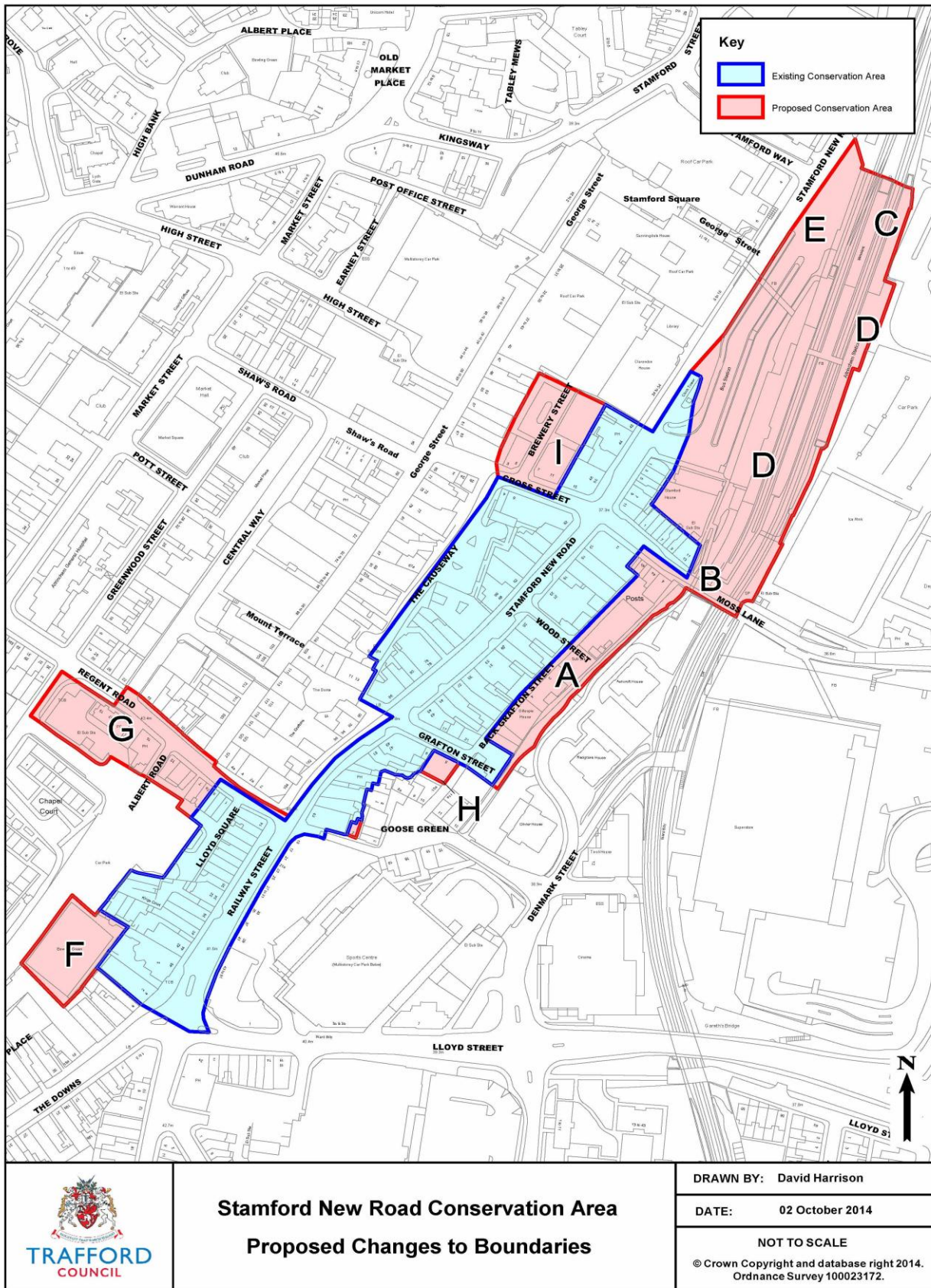
5.3. Problems, Pressures and Capacity for Change

1. The Conservation Area faces a number of different pressures and problems. A number of buildings are vacant and under used with commercial properties facing the problem of businesses remaining economically viable in the current climate.
2. Shop fronts and associated signage require further assessment and guidance as a change in commercial use may result in proposed alterations which could affect the positive contribution and setting of existing heritage assets.
3. There is also the possibility that existing historic fenestration may be replaced by unsympathetic alternatives deemed to be an inappropriate design and material for the Conservation Area. Appropriate styles displayed within the Conservation Area are timber sliding sash or side opening casement windows. The loss of historic windows could result in the erosion of historic architectural character in the area.

4. To address the issue of the use of poor quality alterations, extensions, materials and methods of repair. This includes the issue of re-pointing and replacement of brickwork. Some properties in the Conservation Area have been badly re-pointed with inappropriate mortar that stands out in obvious contrast to the brick work. This material may cause water retention within the brick, which when frozen and thawed will cause the bricks to spall. The replacement of traditional materials such as slate or clay tiles, leadwork, cast iron rainwater goods, masonry and joinery and replacement with composite materials can diminish the quality and distinctiveness which heritage assets provide. Further guidance regarding the use of materials and methods of repair will be provided in the Management Plan.

6. Identifying the Boundary

1. The NPPF and best practice guidance produced English Heritage states that the boundaries of existing Conservation Areas should be kept under review. Parts which are no longer special should be excluded. Where drawn too tightly, the Conservation Area should be extended to include more recent phases or plots associated with buildings of historic interest.
2. It is now recognised that Conservation Area boundaries need to be seen within a wider context of urban development. Designated areas should provide protection to buildings that were perhaps not previously considered to be of architectural merit and to the spaces between buildings, such as streets and neutral areas. It is also the case that further information can come to light about the historic importance of buildings and spaces.
3. The Stamford New Road Conservation Area was designated on June 16th 1987 and the boundary has not been reviewed since. The following areas have been proposed for inclusion into the Conservation Area. Each extension has been labelled with a letter so that it may be easily identified on the corresponding map (map)
 - **A** the structures and open spaces to the east of Back Grafton Street, including the strip of trees;
 - **B** the railway bridge on Moss Lane;
 - **C** the railway tracks to the extent of the railway platform;
 - **D** the historic associated railway structures to the west and east side of the tracks;
 - **E** the forecourt of the bus station to the road line;
 - **F** the former bowling green to the rear of Nicholson's, 46 Railway Street;
 - **G** 7a-15 Regent Road and the southwest side of Regent Road up to New Street.
 - **H** 5-7 Grafton Street, which currently falls between Stamford New Road and Goose Green Conservation Areas and completes street scene and building line along Grafton Street
 - **I** 3-11 Cross Street and open space on Brewery Street. These properties complete the street scene on Cross Street leading to Stamford New Road. Brewery Street contributes public open space and provides important views of the historic rear elevations of properties on Stamford New Road including the grade 2 listed 42&44 Stamford New Road and Station Buildings.
 - It is also proposed to remove no. 2 Goose Green from the Stamford New Road designation and revise the Conservation Area boundary for Goose Green as it is connected internally to no. 3 Goose Green and forms a stronger relationship with the historic character of that Conservation Area. This amendment is detailed on the corresponding Goose Green proposed boundary extensions map.



Map 16: Proposed Boundary Extensions

7. A Plan for Further Action

1. Below is a summary of the issues and pressures within the Conservation Area that will be addressed in the corresponding Stamford New Road Management Plan.
 - Vacant shop units and under used upper floors are an issue within the Conservation Area and result in a lack of maintenance and deterioration of the structural fabric. Creative solutions for encouraging use of upper floors should be considered.
 - An issue within the Conservation Area that needs to be addressed is a lack of maintenance of historic buildings. Numerous buildings display minor signs of deteriorating fabric. This is resulting in an adverse impact on the character of the individual property and a cumulative effect on the significance of the Conservation Area.
 - Intrusive additions and alterations to heritage assets can impact on significance and ultimately will result in a cumulative effect on the character and appearance of the Conservation Area. Alterations include replacement windows and doors of inappropriate design and material, rainwater goods, rooflights, dormers, erection of boundary treatment, wiring and ventilation. The replacement of traditional materials such as slate or clay tiles, leadwork, cast iron rainwater goods, masonry and joinery and replacement with composite materials can diminish the quality and distinctiveness which heritage assets provide. The removal of permitted development rights to residential and commercial properties needs to be considered further to address these issues.
 - Mid 20th to 21st century shop fronts of an inappropriate design, scale and material have a negative impact on the character of the Conservation Area and should be addressed. Detailed design guidance for owners and applicants regarding alterations to premises, including appropriate design of shop fronts, to accommodate new commercial uses.
 - The issue of poor quality boundary treatments in some parts of the Conservation Area needs to be addressed and appropriate guidance provided within the Management Plan including the consideration of the removal of permitted development rights.
 - The quality of the public realm including historic ginnels within the Conservation Area needs to be addressed. The use of a mixture of highway surfacing materials and poor service reinstatements, along with graffiti, does not complement the Conservation Area. In certain locations the existing single and yellow line restrictions are not installed to the narrower conservation specification which would be more complementary.
 - There is too much street furniture in a number of locations, some of which is of inappropriate contemporary design; there is scope to investigate the removal or reconfiguration of street furniture within the Conservation Area or as part of a shared streets scheme. This could include items such as bollards, guard rails, signage, street lighting, banners, columns or other items.

- There are concerns that the volume of traffic in some areas impacts on the significance of the Conservation Area.

8. Sources

Cartographic Sources

- 1772-4 Peter Burdett's Map of Cheshire (published 1777), scale 1" to 1 mile, Cheshire Archives and Local Studies.
- 1819 Christopher Greenwood's Map of Cheshire (survey date unknown), scale 1" to 1 mile, Cheshire Archives and Local Studies.
- 1831 A. Bryant's Map of Cheshire (survey date unknown), scale 1 ¼ " to 1 mile, Cheshire Archives and Local Studies.
- 1835 Tithe Map, scale 3 chains to 1", with associated Apportionment (1839), Cheshire Archives and Local Studies.
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Appendix 1: An Audit of Heritage Assets

Listed Buildings

Entries taken from the List of Buildings of Special Architectural or Historic Interest.

Address: 44 Stamford New Road, Grade II



Address: 42 Stamford New Road, Grade II (Included in the listing with 44 Stamford New Road above)

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Condition: *Poor, vacant and in a poor condition at ground floor*



Site Name	42 & 44 Stamford New Road (Station Hotel)		
Grade	II		
Address	42 & 44 Stamford New Road, Altrincham		
Postcode	WA14 1EJ	Location	SJ 7691 8782
SMR Reference	7298.1.0	Listed Building No.	1346199
Listing Description	<p>Shop (No.42) and public house (No.44). Late C19, slightly altered. Red brick with painted stone dressings and some moulded red terracotta ornament, slate roof. Double-depth plan, the Station Hotel double-fronted and the shop to its right single-fronted; with various back extensions. Eclectic style. Three storeys, 5+2 windows. The Station Hotel (No.44) is almost symmetrical, with a chamfered stone plinth, a featured centre bay framed by narrow panelled pilasters with composite caps (now painted), similar pilasters to the ends, moulded sill-bands to both upper floors, a frieze of moulded terracotta swags and a moulded cornice. The centre bay has a doorway with pilastered architrave, moulded cornice and an overlight of 3 round-headed stained glass lights flanked by consoles; at 1st floor a prominent canted oriel which has a panelled apron lettered STATION HOTEL, transomed side windows, a round-headed centre window with keystone fluted in the frieze, and a moulded cornice with segmental pediment; and above the eaves an elaborate Dutch gable with panel lettered STATION HOTEL, a terracotta swag, fluted frieze and triangular pediment. The ground floor to the left is a 2-bay arcade with banded piers and wide elliptical arches with moulded and banded heads containing 3-light windows with panelled aprons and slim wooden baluster mullions; to the right, a full-width plate-glass window of 3 rectangular lights with similar baluster mullions, elliptical overlights with radiating glazing bars and foliated spandrels. Both upper floors have sashed windows without glazing bars, all with foliated terracotta aprons and emphatic architraves, those at 1st floor with cornices on consoles and those at 2nd floor segmental-headed with shouldered architraves and keystones. No.42 to the right has an original tripartite shop-front at ground floor with recessed entrance to left and plate-glass windows, and upper floors with fenestration matching No.44. INTERIOR: Station Hotel retains layout of c.1900 almost unaltered, principally a panelled island bar with curved corners. Forms group with Clock Tower (q.v.) and with Nos 1 to 11 (Stamford House) opposite, together marking northern boundary of Conservation Area.</p>		

**Address: 1-11 Stamford New Road (Stamford House formerly Station Buildings),
Grade II**

Condition: *Partially occupied -currently being refurbished to provide retail and residential premises*



Site Name	1-11 Stamford New Road (Stamford House)		
Grade	II		
Address	1-11 Stamford New Road, Altrincham		
Postcode	WA14 1BL	Location	SJ 7692 8785
SMR Reference	11939.1.0	Listed Building No.	1084311
Listing Description	<p>Includes Nos 1 to 13 (odd) Moss Lane. Formerly known as Station Buildings. Commercial building with offices over shops. 1904-5, by Charles Heathcote & Sons, for J.H.Brown Esq.; slightly altered. Red brick in Flemish bond, the principal elevations mostly faced with glazed buff terracotta dressings; green slate mansard roof, brick chimneys with terracotta dressings. L-shaped plan on corner site, formed by 2 ranges at right-angles linked over a wagon entry from Moss Lane. Edwardian baroque style. Three storeys with basement and attic storey, 3:1:3 bays, almost symmetrical, plus a convex corner to the right; terracotta pilasters, frieze and cornice to ground floor; giant Ionic pilasters to the 1st and 2nd floors, with foliated pendants to the capitals, a waterleaf frieze and a prominent moulded cornice on scrolled brackets; and an open-segmental pediment to the centre bay containing a cartouche lettered "STATION BUILDINGS" with an elaborately scrolled surround including foliated pendants. At ground floor the centre has a doorway with set-in blocked columns and flat-arched head, the voussoirs interrupted by a panel with eared architrave, flanked by cartouches lettered "B"; the other bays have C20 shop fronts in original openings. At 1st floor the centre has a 12-pane sashed window in an architrave with blocked colonettes, the other bays have pairs of 12-pane sashes with eared architraves and triple keystones; at 2nd floor the centre has a 2-light window and the other bays have 3-light windows, all treated as colonnades with blocked colonettes and antae, and all with 8-pane sashes. The attic storey has flat-roofed dormers also with 8-pane sashes. Four tall panelled chimneys with banded corners and moulded terracotta cornices. Left return wall (overlooking station yard) is convex on plan, has featured centre with 2-light windows at 1st and 2nd floors with architraves like the front and a segmental open pediment. The convex corner to the right has (inter alia) blocked colonettes at 2nd floor, and a cartouche in the centre lettered "JHB" on a pedestal dated "1905". The south elevation (to Moss Lane), in portions of 2, 4 and 4 bays successively stepped up a slight slope, has a segmental-arched wagon entry between the 1st and 2nd portions, a doorway between the 2nd and 3rd, and segmental oriels over these terminating as domed turrets at attic level, but otherwise matches the front (except for altered glazing of attic windows), including 5 matching chimneys. The rear of each range has (inter alia) a central bay with staggered stair-windows and an open-segmental pediment containing a keyed oculus. INTERIOR: staircases mounting round lifts; axial corridors to office floors with wooden panelled dados and glazed screens. HISTOREY: Charles Heathcote was one of the outstanding contemporary Manchester architects: original blue-prints for this building held at Altrincham Town Hall. Forms group with Nos 42 and 44 (Station Hotel) on opposite side of street, and with Clock Tower to north, together marking northern boundary of Conservation Area.</p>		

Address: The Clock Tower, Grade II

Built: 1880, **Condition:** *Good*



Site Name	Clock Tower on Station Forecourt		
Grade	II		
Address	Station Forecourt, Stamford New Road, Altrincham		
Postcode	WA14 1EN	Location	SJ 7693 8790
SMR Reference	3768.1.0	Listed Building No.	1067962
Listing Description	<p>Clock tower. 1880. Brick with stone dressings and lead roof. the 3-stage tower houses 4 clock faces in the top stage and a stair in the others. Stage 1 has a projecting plinth, moulded band, dogtooth band, a door in the south- east side and tall window openings in the others with stone surrounds, polychromatic voussoirs and sash windows. Similar semi-circular headed windows occur in the 2nd stage, both being housed within a recessed brick panel. A heavy cornice on coupled brackets separates the clock stage which has a dentilled pediment over each face.</p>		

Address: 32-34 Railway Street, Grade II

Condition: *Good*



Site Name	32-34 Railway Street		
Grade	II		
Address	32-34 Railway Street		
Postcode		Location	SJ7669487639
SMR Reference		Listed Building No.	1405212
Listing Description	<p>HISTOREY No. 32-34 Railway Street was constructed in 1906 to the designs of an unknown architect as the Altrincham branch of the Manchester & County Bank. The Manchester & County Bank Ltd was established in Manchester as a joint stock bank in 1862 and they opened their first branches in Preston, Bacup and Blackburn. By 1877 the bank had acquired several other banking companies and had 19 branches and 12 sub-branches. The bank continued to expand its network of branches and was re-named County Bank Ltd in 1934. It merged with District Bank Ltd in 1935 and later became part of the National Westminster (NatWest) Bank in 1970. The branch at no. 32-34 Railway Street closed in 1977 and the ground floor and basement have been in use as an art gallery and picture framers since this time. The upper floors were originally used as the bank manager's flat, but became an accountant's office in 1977 following the bank's closure and subsequently a music school in the late 1990s.</p> <p>REASONS FOR DESIGNATION No. 32-34 Railway Street, a former Manchester & County Bank constructed in 1906, is designated at grade II for the following principal reasons: * Architectural quality: It possesses a distinctive Gothic design with refined architectural treatment shown in the principal elevation through the use of carved stonework, grotesques, large mullion and transom windows, a gabled parapet, and semi-octagonal pilaster strips * Intactness: Both the exterior and interior survive with very little alteration and retain a wealth of original features, including a largely intact manager's flat to the first and second floors, and the original money lift * Interior quality: The domestic upper floors employ Art Nouveau-inspired fireplaces and stair whilst the ground-floor banking hall displays a high level of decorative Gothic detailing unusual for a small-scale bank, including decorative glazed tiled walls, large Gothic hooded fireplaces, the original counter with ogee-arched panelling and Art Nouveau stained glass.</p>		

8.1. Archaeological Sites and Scheduled Monuments

Name: Altrincham Station

Type of site: COMMUNICATIONS (AD 19th Century - 1800 AD to 1899 AD), RAILWAY STATION (AD 19th Century - 1800 AD to 1899 AD)

Description: The first Altrincham station opened in 1849 to handle the increasing traffic. The present station was opened in 1881. It had four platforms, two for the Manchester line and two for the C.L.C. The single storey red brick buildings with blue and yellow brick decoration survive, though obscured. Also surviving is the clock tower, which stood behind the railings of the old station yard, between the two entrance gates (1). North of site now very developed with modern bus station in space up to road. Victorian buildings mainly still intact, including the wooden walk-over bridge. Ticket office area redeveloped.

Name: Further Skin Pit Fields

Type of site: PIT (pit - stone lined, AD 19th Century - 1800 AD to 1899 AD), TANNERY (AD 19th Century - 1800 AD to 1899 AD) and TANNING PIT (AD 19th Century - 1800 AD to 1899 AD)

Description: Tithe Map 1835: shown as an L-shaped field under pasture. Issue number 81 (1). OS 1876: shows field boundaries no longer exist (2). "Skin Pit Field" means "pit where skins are soaked for tanning" (3). Built over, 1980.

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8.2. Positive Contributors

1. The term positive contributor identifies a non-designated heritage asset which makes a positive contribution to the Conservation Area. These buildings, structures and sites are classed as heritage assets as they are identified by the local authority as having a degree of significance, meriting consideration in planning decisions, because of their heritage interest.⁵¹ A single building, group or landmark can be classed as a positive contributor. Identification within the appraisal focuses primarily on a building or structure and does not necessarily take in account the positive contribution made also by landscaping, spaciousness and other historic structures within the curtilage or setting of positive contributors. These characteristics amongst others must also be taken into account during the decision making process. Where a building, structure or site is not identified in the appraisal as a positive contributor, this does not necessarily mean the building detracts from the character or appearance of the Conservation Area. Further enhancement may be required or investigation into the potential significance of the building, structure or site.
2. These assets have been assessed with reference to English Heritage criteria set out in their document *Understanding Place: Conservation Area Designation, Appraisal and*

⁵¹ Department of Communities and Local Government, *National Planning Policy Framework*. (Department of Communities and Local Government, 2012).

Management, paragraph 2.2.21.⁵² The guidance uses the following questions to assess if an element should be considered for positive contribution;

- Is it the work of a particular architect or designer of regional or local note?
- Does it have landmark quality?
- Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?
- Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?
- Does it contribute positively to the setting of adjacent designated heritage assets?
- Does it contribute to the quality of recognisable spaces including exteriors or open spaces with a complex of public buildings?
- Is it associated with a designed landscape e.g. a significant wall, terracing or a garden building?
- Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?
- Does it have significant historic association with features such as the historic road layout, burgage plots, a town park or a landscape feature?
- Does it have historic associations with local people or past events?
- Does it reflect the traditional functional character or former uses in the area?
- Does its use contribute to the character or appearance of the area?

3. These assets have been assessed with reference to English Heritage criteria set out in their document *Understanding Place: Conservation Area Designation, Appraisal and Management*, paragraph 2.2.21.⁵³ The guidance uses the following questions to assess if an element should be considered for positive contribution;

⁵² English Heritage, *Understanding Place: Conservation Area Designation, Appraisal and Management*. (London: English Heritage, 2011) para 2.2.21.

⁵³ English Heritage, *Understanding Place: Conservation Area Designation, Appraisal and Management*. (London: English Heritage, 2011) para 2.2.21

Positive Contributors

Address: 48-50 Stamford New Road

Built: 1876-1897 with later extension, **Condition:** *Poor*



Description: This detached building has white rendered finish and is 2-3 Storeys in height. The roof is hipped, clad with blue slate and features external chimneys and a traditional weather vane. The windows on the ground floor have been altered to accommodate the businesses purpose, whereas the first floor has tall semi-circular arched vertical sliding sash windows as-well-as tall and squared shaped vertical sliding sash windows. The second floor has tall and squared shaped vertical sliding sash windows. Other architectural features include a splayed corner addressing the junction of Stamford New Road and Cross Street, pilasters supporting window openings arched header to some first floor windows and a visible string-course. The building has an irregular form and an asymmetrical composition. At the time of the survey took place the property was empty and the ground floor was boarded up. This building reflects a substantial number of other elements in the Conservation Area in age, style, materials and form. The building reflects the traditional functional character and former uses in the area. Its use contributes to the character of the area. It illustrates the development of the settlement in which it stands.

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Address: 4-6 Cross Street

Built: 1876-1897, **Condition:** *Fair*



Description: This terraced building is built from polychromatic brick; handmade Cheshire brick, red stock brick, blue brick and cream brick. The majority of the brickwork is laid in a Flemish brick bond, with cream brick being used as part of the string course and red and blue brick used as semi-circular archways above the first floor windows. The roof of this building is pitched cladded with blue slate and features external brick chimneys which are built from handmade Cheshire brick. The entrance doorway at property number 4 is part timbered, part glazed whereas at property number 6 it is clear glazed. The windows on the ground floor are clear glazed and have brick sills and stone headers, whereas the windows of the first floor are tall are semi-circular wooden vertical sliding sash windows that feature stone sills and brick headers. The building has an irregular form and an asymmetrical composition. These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. They reflect the traditional functional character and former uses in the area. Their use contributes to the character of the area. As a group they illustrate the development of the settlement in which they stand.

Address: 13 Stamford New Road & 2 Moss Lane

Built: 1894 (By maps 1876-1897), **Condition:** *Good*



Description: 13 Stamford New Road is terraced building built from red stock brick and is laid in Flemish brick bond. The roof is pitched and cladded with blue slate and features external brick chimneys, decorative ridge tiles and finals. The windows of this building vertical sliding sash windows that are elongated and tall in shape and feature stone sills and headers. The ground floor windows however have been altered to accommodate the businesses purpose. The entrance to this building is revival in style and is constructed from stone; the original door has been replaced with a modern automatic sliding door. Other architectural features include a splayed corner addressing the junction of Stamford New Road with Moss Lane, a broken stone pediment forming the entrance to the building, a stone plaque which is named and dated North End A.D 1894 and a series of gablettes with wooden bargeboards. The building has an irregular form and an asymmetrical composition. This building reflects a substantial number of other elements in the Conservation Area in age, style, materials and form. The building reflects the traditional functional character and former uses in the area. The buildings use contributes to the character of the area. It illustrates the development of the settlement in which it stands.

Address: 15 Stamford New Road (Ross House)

Built: 1898 (By maps 1876-1897), **Condition:** *Fair*



Description: This building reflects a substantial number of other elements in the Conservation Area in age, style, materials and form. This 3 storey terraced building is built from red stock brick which is laid in a variation of brick bonds. The roof is pitched and cladded with blue slate and features external brick chimneys and a traditional weather vane. The windows of this building vertical sliding sash windows that are elongated and tall in shape and feature stone sills and decorative headers. The ground floor windows however have been altered to accommodate the businesses purpose. Other architectural features include a 2 storey centrally placed oriel window with stained glazing and carved art nouveau lettering depicting the name 'Ross House' and '1898'; , and white brick stringcourses. At ground floor level the shop front has been replaced and replacement metal and clear glazed sliding entrance doorway; and a replacement shop front. The building has an irregular form and a symmetrical composition. The building reflects the traditional functional character and former uses in the area. The buildings use contributes to the character of the area. It illustrates the development of the settlement in which it stands.

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Address: 17-23 Stamford New Road

Built: 1897-1908, **Condition:** *Good*



Description: This 3 storey terraced building is built from red stock brick and laid in a Flemish brick bond. The roof is pitched cladded with blue slate and has external brick chimneys and a shaped gable with terracotta detailing. The building features many different types of windows; the ground floor windows are wide in shape to accommodate the businesses purpose, whereas the first floor has oriel windows and vertical sliding sash windows which have stone sills, headers and pediment detailing. The second floor also has vertical sliding sash windows which have stone sills and headers; in-addition the building also has wide shaped semi-circular windows which have a stone and terracotta arch which features keystones. The doorways to the different properties were predominantly half timbered & half glazed, nevertheless just clear glazed doorways remain. Other architectural features include rounded pilasters, stone detailing and replacement shop fronts. 23 Stamford New Road (Nat West) has a splayed corner addressing Wood Street. The building has a regular form and a symmetrical composition. These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. They reflect the traditional functional character and former uses in the area. As a group they illustrate the development of the settlement in which they stand.

Address: 25-27 Stamford New Road (Victoria House)

Built: 1896 (By maps 1876-1897), **Condition:** *Good*



Description: This 3 storey terraced building is built from handmade Cheshire brick which laid in a header brick bond, in-addition cream brick detailing is used throughout the building. The roof is pitched and cladded with blue slate and external brick chimneys. The building features many different types of windows, the ground floor windows are wide in shape to accommodate the businesses purpose, whereas the first floor has oriel windows and the second floor also has vertical sliding sash windows which also have stone sills, headers and surrounds. Other architectural features include a stone plaque saying 'Victoria House 1896', a clear glazed doorway and a double gablet with half-timbered detailing. The building has an irregular form and a symmetrical composition. These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. They reflect the traditional functional character and former uses in the area. Their use contributes to the character of the area. As a group they illustrate the development of the settlement in which they stand.

Address: 29-35 Stamford New Road

Built: 1895 (By maps 1876-1897), **Condition:** *Good*



Description: This 3 storey terraced building is built from red stock brick and laid in a Flemish brick bond. The roof is pitched cladded with blue slate and has external brick chimneys, finals and a shaped gable with stone and terracotta detailing. The building features many different types of

windows, the ground floor windows are wide in shape to accommodate the businesses purpose, whereas the first floor has oriel windows and vertical sliding sash windows which have stone sills, tympanums and stone pediment detailing above them. Finally the second floor also has vertical sliding sash windows which also have stone sills and headers; in-addition the building also has wide shaped semi-circular windows which have a stone and terracotta arch with keystones. The doorways to the different properties were predominantly half timbered & half glazed, however clear glazed doorways are now present. Other architectural features include rounded pilasters, stone detailing and replacement shop fronts. The building has a regular form and a symmetrical composition. No. 35 Stamford New Road has a date stone displaying '1895' and has recently replaced vertical timber sliding sash windows with upvc. These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. They reflect the traditional functional character and former uses in the area. Their use contributes to the character of the area. As a group they illustrate the development of the settlement in which they stand.

Address: 37-45 Stamford New Road (Victoria Buildings)

Built: 1889 (By maps 1876-1897), **Condition:** *Good*



Description: This 3 storey terraced building is built from red stock brick which is laid in Flemish brick bond. The roof is pitched, clad with blue slate and features external brick chimneys, decorative ridge tiles and gablettes. The building features many different types of windows; the ground floor windows are wide in shape to accommodate the businesses purpose. The first floor has oriel windows, top hung windows, semi-circular arched vertical sliding sash windows and two-light byzantine round topped windows. The second floor has vertical sliding sash windows some of which have rounded edges at the top of the window, other windows style include a 2 storey oriel window at floor one and two. The majority of the windows have stone sills and brick headers with a few windows have stone sills and headers. The entrance doorways to these properties are modern and compose of part metal, part glazed or just clear glazed. Other architectural features include modern shop frontages and a date stone. The building is designed with a splayed corner addressing Grafton Street. The building has an irregular form and a symmetrical composition. These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. They reflect the traditional functional character and former uses in the area. Their use contributes

to the character of the area. As a group they illustrate the development of the settlement in which they stand.

Address: 47-49 Stamford New Road & 9 Grafton Street (The Court House)

Built: 1908-1937, **Condition:** *Fair*



Description: The ground floor of this 3 storey building is composed of a smooth marble finish, whereas the second and third storeys are built from red stock brick which is laid in a variation of brick bonds. The windows of the first floor are wide in shape to accommodate the businesses purpose, whereas the first floor and second floor windows have white painted casement windows with stone sills and brick headers. The entrance to the property is metal and clear glazed. Other architectural details include a porch with mosaic detailing the floor, stone Corinthian pilasters and a stone cornice. The building was designed for Montague Burton; whose initials are displayed in metal above the main entrance at first floor level. The design incorporates a splayed corner addressing Grafton Street. The building has an irregular form and an asymmetrical composition. This building reflects the traditional functional character and former uses in the area. The buildings use contributes to the character of the area. It illustrates the development of the settlement in which it stands.

Address: 51-55 Stamford New Road

Built: 1876-1897, **Condition:** *Fair*



Description: These buildings reflect a substantial number of other elements in the Conservation Area in age, materials and form. This 3 storey terraced building is built from cream brick which is laid in stretcher brick bond. The windows of this building are elongated and tall in shape are within a timber casement which feature stone sills and headers, the ground floor windows however have been altered to accommodate the shops purpose. In addition one of the windows on first floor level has been replaced with PVC. Other architectural features include meal and clear glazed entrance doorways, a stone stringcourse and replacement shop fronts. The building has an irregular form and a symmetrical composition. They reflect the traditional functional character and former uses in the area. Their use contributes to the character of the area. As a group they illustrate the development of the settlement in which they stand.

Address: 57-59 Stamford New Road

Built: 1876-1897, **Condition:** *Good*



Description: These buildings reflect a substantial number of other elements in the Conservation Area in age, style and materials. These 2 storey terraced building are built from polychromatic brick; red stock brick, blue brick and cream brick. The majority of the brickwork is laid in a Flemish brick bond, with cream and blue brick being used as part of the string course and red, cream and blue brick used as semi-circular archways above doors and windows. The roof is pitched and clad with blue slate and feature external brick chimneys, dormers on property 59 and machicolated terracotta tiles. The window on the ground floor at property number 57 is a rectangular shaped vertical sliding sash window that has stone sills and brick headers, the ground floor windows at 59 have been altered to accommodate the businesses purposes. The windows of both properties on the first floor are tall and are semi-circular wooden vertical sliding sash windows and feature stone sills and brick headers. The doorways at property 57 are solid panelled whereas at property number 59 they are partly clear glazed. The building has an irregular form and an asymmetrical composition. They reflect the traditional former uses in the area. As a group they illustrate the development of the settlement in which they stand.

Address: 52 Stamford New Road & 2 Cross Street

Built:1908-1937, **Condition:** *Good*

Photo and description required

Address: 54-58 Stamford New Road

Built: 1897-1908, **Condition:** *Fair*



Description: These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. These 3 storey terraced building is built from red stock brick which is laid in a variation of brick bonds; in addition the building features terracotta detailing. The roof is clad with blue slate and has external chimneys, a brick balustrade and decorative urns. At ground floor level the windows for these properties are squared in shape whereas on the other floors the windows are rectangular in shape and are within a timber casement. The original doors have been replaced with a part timbered, part glazed at property 58 and glazed door at numbers 52-56. Other architectural features include terracotta Corinthian pilasters, cartouches and replacement shop fronts. The building has a regular form and a symmetrical composition. They reflect the traditional functional character and former uses in the area. Their use contributes to the character of the area. As a group they illustrate the development of the settlement in which they stand.

Address: 60 Stamford New Road

Built: 1897-1908, **Condition:** *Good*



Description: This building reflects a substantial number of other elements in the Conservation Area in age, style, materials and form. This 3 storey terraced building is built from red stock brick which is laid in a variation of brick bonds. The roof is cladded with blue slate and has external chimneys, a brick balustrade and decorative urns. At ground floor level the windows for these properties are squared in shape whereas on the other floors the windows are rectangular paned in shape and are within a timber casement. The original doors have been replaced with a part timbered, part glazed door. Other architectural features include a porch with mosaic detailing the floor, terracotta detailing, terracotta Corinthian pilasters, cartouches and replacement shop fronts. The building has a regular form and a symmetrical composition. The building reflects the traditional functional character and former uses in the area. The buildings use contributes to the character of the area. It illustrates the development of the settlement in which it stands.

80

Address: 62-68 Stamford New Road

Built: 1899 (By maps 1897-1908), **Condition:** *Good*



Description: These 3 storey terraced building is built from red stock brick which is laid in a variation of brick bonds. The roof is cladded with blue slate and has external chimneys, a brick balustrade and decorative urns. At ground floor level the windows for these properties are squared in shape whereas on the other floors the windows are rectangular in shape and are within a timber casement. The original doors have been replaced with a part timbered, part glazed at property 64 and glazed door at number 62, 66 and 68. Other architectural features include terracotta detailing, terracotta Corinthian pilasters, cartouches and replacement shop fronts. The building has a regular form and a symmetrical composition. Built by Mr.J.H.Brown (also responsible for Station Buildings) and designed by local architect John Macnamara. These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. They reflect the traditional functional character and former uses in the area. Their use contributes to the character of the area. As a group they illustrate the development of the settlement in which they stand.

Address: 70 Stamford New Road (Former Post Office)

Built: 1899 (By maps 1897-1908), **Condition:** *Fair*



Description: This 3 storey terraced building is built from red stock brick which is laid in a variation of brick bonds. The roof is clad with blue slate and has external chimneys, a brick balustrade and decorative urns. At ground floor level the windows for these properties are under work, whereas on the other floors the windows are rectangular in shape and are within a timber casement. The original entrances exist however they have also under work. Other architectural features include terracotta detailing, terracotta Corinthian pilasters, scrolls, cartouches, keystones and replacement shop fronts. The building has a regular form and a symmetrical composition. A cartouche displays the initials 'JHB'-Mr.J.H.Brown, the same initials present on Station Buildings (Stamford House). This building reflects a substantial number of other elements in the Conservation Area in age, style, materials and form. The building reflects the traditional functional character and former uses in the area. The buildings use contributes to the character of the area. It illustrates the development of the settlement in which it stands.

Address: 72-74 Stamford New Road

Built: 1897-1908, **Condition:** *Good*



These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. This 3 storey terraced building is built from red stock brick which is laid in a variation of brick bonds. The roof is clad with blue slate and has external chimneys, a brick

balustrade and decorative urns. At ground floor level the windows for these properties are squared in shape whereas on the other floors the windows are rectangular in shape and are within a timber casement, although the window on first floor level at property 74 has been replaced with PVC. The original doors have been replaced with a part timbered, part glazed at property 74 and glazed door at number 72. Other architectural features include terracotta detailing, terracotta Corinthian pilasters, cartouches and replacement shop fronts. The building has a regular form and a symmetrical composition. They reflect the traditional functional character and former uses in the area. Their use contributes to the character of the area. As a group they illustrate the development of the settlement in which they stand.

Address: 76-78 Stamford New Road

Built: 1876-1897, **Condition:** *Good*



Description: These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. This 3 storey terraced building is built from red stock brick which is laid in stretcher brick bond. The roof is pitched and cladded with blue slate and features external brick chimneys. The windows of this building vertical sliding sash windows that are elongated and tall in shape and feature stone sills and headers. The ground floor windows however have been altered to accommodate the shops purpose. Other architectural features include oriel windows on the first floor, a metal and clear glazed sliding entrance doorway, cartouches and a white brick stringcourse. The building has an irregular form and symmetrical composition. They reflect the traditional functional character and former uses in the area. Their use contributes to the character of the area. As a group they illustrate the development of the settlement in which they stand.

Address: 80-82 Stamford New Road

Built: 1876-1897, **Condition:** *Fair*



Description: These buildings reflect a substantial number of other elements in the Conservation Area in age, materials and form. This 3 storey terraced building is built from red handmade Cheshire brick which is laid in a header brick bond; in addition the building features red stock brick detailing. The roof is pitched cladded with blue slate, and features external brick chimneys. The windows of this building vertical sliding sash windows that are elongated and tall in shape and feature stone sills and headers. The ground floor windows however have been altered to accommodate the shops purpose. Other architectural features include metal and clear glazed entrance doorways and replacement shop fronts. The building has an irregular form and symmetrical composition. They reflect the traditional functional character and former uses in the area. Their use contributes to the character of the area. As a group they illustrate the development of the settlement in which they stand.

Address: 84-86 Stamford New Road (Queens Buildings)

Built: 1889 (By maps 1876-1897), **Condition:** *Good*



Description: These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. This 3 storey terraced building is built from red handmade Cheshire brick which is laid in a header brick bond; in addition the building features red stock brick

detailing. The roof is pitched cladded with blue slate, and features external brick chimneys and finals. The windows of this building vertical sliding sash windows that are elongated and tall in shape and feature stone sills and headers. The ground floor windows however have been altered to accommodate the shops purpose. The doorway of the building is timbered with a clear glazed fanlight. Other architectural features including a stone pediment on the corner of the building, a stone plaque which displays 'Queens Building' 1889 and replacement shop fronts. The design incorporates a splayed corner which historically would have addressed Grafton Street, now The Graftons. The building has an irregular form and an asymmetrical composition. They reflect the traditional functional character and former uses in the area. Their use contributes to the character of the area. As a group they illustrate the development of the settlement in which they stand.

Address: 61 Stamford New Road

Built: 1876-1897, **Condition:** *Poor*



Description: This building reflects a substantial number of other elements in the Conservation Area in age, style, materials and form. This 3 storey terraced building is built from red stock brick, but also has blue brick detailing; the red stock brick is laid in a Flemish brick bond. The roof is pitched, cladded with blue slate and features external brick chimneys. The first floor has tall arched vertical sliding sash windows which have stone sills and a brick header, these brick headers are built from red stock brick, blue brick and feature keystones. The second floor windows are tall vertical sliding sash windows which have stone sills and brick header. At the time of the survey took place the ground floor was boarded up. The building has an irregular form and a symmetrical composition. The building reflects the traditional functional character and former uses in the area. It illustrates the development of the settlement in which it stands.

Address: 63 Stamford New Road

Built: 1883 (By maps1876-1897), **Condition:** *Good*



Description: This building reflects a substantial number of other elements in the Conservation Area in age, style, materials and form. This terraced building is built from stone; the roof of the building pitched cladded with blue slate and has external stone chimneys, a stone balustrade and a shaped gable with stone detailing. The windows on the ground floor are multi-shaped, clear glazed with stone mullions and transoms, whereas windows on the first and second floor are white painted casements with leaded lights with stone surrounds. . The entrance to the building is classical revival sand has a solid panelled door which is surrounded by stone Corinthian pilasters, a stone arch and stone detailing. A stone plaque is present on the pediment above second floor and is carved with the initials 'Y&LB' standing for Yorkshire & Lancashire Bank. The plaque also displays Roman numerals dating the building to 1883. The design incorporates a splayed corner which addresses Goose Green. The building has an irregular form and an asymmetrical composition. The building reflects the traditional functional character and former uses in the area. The buildings use contributes to the character of the area. It illustrates the development of the settlement in which it stands.

Address: 14 Railway Street

Built: 1852-1876, **Condition:** *Good*



Description: This building reflects a substantial number of other elements in the Conservation Area in age, style, materials and form. This 3 storey terraced building is built from handmade Cheshire brick which is laid a Flemish brick bond. The roof is hipped cladded with blue slate and features external brick chimneys. The ground floor windows are wide in shape to accommodate the businesses purpose, whereas the windows on the first and second floor are tall arched vertical sliding sash windows which have stone sills and polychrome brick headers. The entrance to the building is part metal, part clear glazed. Other architectural features include a first floor level cornice and fascia with traditional styled iron railings, blue or cream brick string-course. The building has a modern shop frontage and extra-security measures have been added. The design incorporates a splayed corner which addresses Regent Road. The building has an irregular form and an asymmetrical composition. The building reflects the traditional functional character and former uses in the area. The buildings use contributes to the character of the area. It illustrates the development of the settlement in which it stands.

Address: 16-22 Railway Street

Built: 1852-1876, **Condition:** *Fair*



Description: These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. Each of these four properties has a half-timbered detailing and a gabled roof. The ground floor windows have been altered to accommodate the businesses purpose, whereas the first floor has tall shaped casement windows painted in white. The second floor has semi-circular arched shaped casement windows painted in white. The ground floor has replacement shop frontages, which have part metal, part clear-glazed doorways. They reflect the traditional functional character and former uses in the area. Their use contributes to the character of the area. As a group they illustrate the development of the settlement in which they stand.

Address: 24-30 Railway Street

Built: 1852-1876, **Condition:** *Fair*



Description: These buildings reflect a substantial number of other elements in the Conservation Area in age and materials. Properties 24 and 26 are built from red brick, number 28 has been rendered and number 30 is built from handmade Cheshire brick. The brickwork for these properties is laid in a Flemish brick bond. The roof of these buildings is pitched, clad with blue slate and features brick chimneys at number 30. Properties 24, 26 and 30 on the first floor have white vertical sliding sash windows, whereas the first floor windows on property number 28 have been replaced with square shaped PVC windows. All the shops have modern shop frontages and extra-security measures have been added to some properties. Other architectural features include a clock on the façade of number 28, stone sills and bricks headers to properties 24 and 26, just brick headers to property number 30. They illustrate the development of the settlement in which they stand.

Address: 36-40 Railway Street

Built: 1835-1852, **Condition:** *Good*



Description: These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. This 3 storey building is built from red stock brick and is laid in a Flemish brick bond. The roof is pitched clad in blue slate and features external brick chimneys. The windows of this building are elongated and tall in shape are vertical sliding sash windows which feature stone sills and brick headers, whereas the ground floor windows though are

shaped to accommodate the businesses purpose. The doorways to these properties are part timbered, part glazed. Other architectural feature includes an entrance on the right hand side of the building which has a Corinthian pilasters and an oriel window within the court. The building has an irregular form and an asymmetrical composition. They reflect the traditional former uses in the area. They contribute positively to the setting of the adjacent designated heritage asset. As a group they illustrate the development of the settlement in which they stand.

Address: 42-44 Railway Street

Built: 1835-1852, **Condition:** *Good*



Description: These buildings reflect a substantial number of other elements in the Conservation Area in age, style, materials and form. These 2 storey buildings are built from handmade Cheshire brick at property number 44 and red stock brick at property 42, the brickwork of this building is laid in a Flemish brick bond. The roof is pitched cladded in blue slate and features external brick chimneys. The windows of this building are vertical sliding sash windows that are elongated and tall in shape and feature stone sills and brick headers. The ground floor windows though are shaped to accommodate the businesses purpose. The doorways to these properties are part timbered, part glazed. Other architectural features include an entrance to alleyway which is located between the properties and property number 42 has additional accommodation in the roof. The building has an irregular form and an asymmetrical composition. They reflect the traditional former uses in the area. As a group they illustrate the development of the settlement in which they stand.

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Address: 46 Railway Street (formerly The Downs Hotel)

Built: 1835-1852, **Condition:** *Fair*



Description: This building reflects a substantial number of other elements in the Conservation Area in age, style, materials and form. This 2 storey property with painted brickwork has a pitched roof cladded with blue slate. The windows on the ground floor are tall in shape and have stone sills and

headers, the first floor windows are vertical sliding sash windows which are painted in white. The entrance of the building has a solid wooded panelled door that has two decorative corbels beside it. The building was formerly The Downs Hotel, later a public house. The building has an irregular form and a symmetrical composition. The building reflects the traditional former uses in the area. It illustrates the development of the settlement in which it stands.

Address: 24 Railway Street

Built:1908-1937, **Condition:** *Good*



Description: This building, formerly a bank, reflects a substantial number of other elements in the Conservation Area in age, style, materials and form. This 3 storey terraced building is constructed from stone on the ground floor and handmade Cheshire brick on the first and second floors, the brick is laid in a stretcher brick bond. The roof of the building is flat and has a parapet around it. The windows on the ground floor are casement windows, whereas the windows on the first and second floor are vertical sliding sash windows which have stone sills and brick headers. The doorways to this property are solid wooded doors which have clear glazed fanlight above them. Other architectural elements include some stone detailing to first and second floor, in addition the building has an irregular form and a symmetrical composition. The building reflects the traditional former uses in the area. It illustrates the development of the settlement in which it stands.

Address: 1-5 Regent Road

Built: 1852-1876, **Condition:** *Good*



Description: These buildings reflect a substantial number of other elements in the Conservation Area in age, and materials. This 3 storey terraced is built from handmade Cheshire brick and is laid in Flemish brick bond with burnt headers. The roof is triple-gabled cladded with blue slate at properties 1 and 3, and rosemary clay tiles at property 13, in-addition the building has external brick chimneys. At ground floor level the windows are wide in shape to accommodate the businesses purpose. At floors one and two, properties 1 and 3 have vertical sliding sash windows while property number 5 has casement windows, all the windows on floor one and two have stone sills and brick headers. The entrance doorways to properties 1 and 5 are part glazed, part timbered, but at number 3 the door is part metal, part glazed. The building has modern shop frontages with extra-security measures have been added, the building has a regular form and an asymmetrical composition. They reflect the functional character and traditional former uses in the area. As a group they illustrate the development of the settlement in which they stand.

Proposed Extension, Address: 4a-4b Moss Lane

Built: 1876-1897, **Condition:** *Fair*

Photo required

Proposed Extension, Address: 4 Moss Lane (C.W. Bonsons Store Rooms)

Built: 1897-1908, **Condition:** *Fair*

Photo required

Proposed Extension, Address: 7-7a Regent Road

Built: 1852-1876, **Condition:** *Fair*



Description: These buildings reflect the traditional former uses in the area. This 2 storey white rendered properties have a pitched roof cladded with blue slate and feature external brick chimneys. The ground floor windows are wide in shape to accommodate the businesses purpose, whereas the windows on the first floor are casement windows which have stone sills. Property 7a

has a part metal, part glazed door, while property 7 has a part timbered, part glazed entrance doorway. The building has modern shop frontages with extra-security measures have been added, in addition the building has a regular form and an asymmetrical composition. As a group they illustrate the development of the settlement in which they stand.

Proposed Extension, Address: 9-13 Regent Road

Built: 1835-1852, **Condition:** *Fair*



Description: These buildings reflect the traditional former uses in the area. Property 9 has is built from brick which has been painted over in white, the brick is laid in a Flemish brick bond, and properties 11-13 have been rendered in white. The roof is pitched and cladded with blue slate. These 2 storey terraced building has different types of windows; at ground floor level at properties 9 and 11 the windows are wide in shape to accommodate the businesses purpose, whereas at property 13 has a series of rounded top windows. The windows at first floor level at property 9 are clear glazed within a wooden frame, at property 11 they are clear glazed windows with stone sills and at property 13 they are white casement windows. The doorways to the properties are part timbered, part glazed and at property number 9 additional security measures added to the property. The building has an irregular form and an asymmetrical composition. As a group they illustrate the development of the settlement in which they stand.

Proposed Extension, Address: 15 Regent Road

Built: 1897-1908, **Condition:** *Good*



Description: This building reflects a substantial number of other elements in the Conservation Area in age, style, materials and form. The ground floor of this detached 2 storey building is constructed from red stock brick which is laid in a Flemish brick bond, whereas the first floor has a half-timbered finish. The roof is double-gabled and features half-timbered detailing, decorative ridge tiles and finals. The building has top hung windows which at ground floor they have stone sills and headers. The building also has basement windows which have since been filled in; these windows have stone sills and headers. The entrance of the building has a solid wooded-panelled door with a fanlight above it and a par-enroulement pediment above the door. The building was formerly a public house known as 'The Grapes'. The building reflects the traditional former uses in the area. It illustrates the development of the settlement in which it stands.

Proposed Extension, Address: 2-4 Back Grafton Street

Built: 1876-1897, **Condition:** *Good*



Description: This building reflects a substantial number of other elements in the Conservation Area in age and materials. This 3 storey detached building is built from brick which has been painted in white, the brickwork to the north west elevation of the property is laid in a header brick bond, whereas to the north east elevation its laid in a stretcher brick bond. The roof is pitched cladded

with blue slate and the windows are aluminium casement windows which have aluminium sills and black painted brick headers. The clear glazed entrance is accessed through the modern 3 storey extension. The building reflects the traditional functional character and former uses in the area. It illustrates the development of the settlement in which it stands.

Address: 17-19 Grafton Street

Built: 1876-1897, Condition: Good

Photo required

Address: 21 Grafton Street

Built: 1876-1897, Condition: Good

Photo required

Address: 22 Grosvenor House Grafton Street

Built: 1897-1908, Condition: Good



Description: This building reflects a substantial number of other elements in the Conservation Area in age and materials. This 3 storey building is built from handmade Cheshire brick which is laid in a stretcher brick bond. The roof is pitched cladded with blue slate and features external brick chimneys. The windows of the building are vertical sliding sash windows which have terracotta sills and brick headers. The architectural style of the property is typical of the late Georgian period and replicates buildings found in the Old Market Place Conservation Area. The entrance to the property is in the classical style and has a solid panelled door which has a clear glazed fanlight above it. Other architectural features include a red stock brick string-course and red stock brick detailing. The building has an irregular form and a symmetrical composition. The building reflects the traditional functional character and former uses in the area. It illustrates the development of the settlement in which it stands.

Proposed Extension, Address: Railway Buildings

Built: 1881 (By maps 1876-1897), **Condition:** *Fair*



Description: These structures reflect the traditional functional character in the area. The Victorian railway canopies are constructed from metal supports with decorative joints. The roof is pitched and a glass canopy. The structures at present are painted in blue and white. They illustrate the development of the settlement in which they stand.

Proposed Extension, Address: Railway Structures

Built: 1881 (By maps 1876-1897), **Condition:** *Poor*



Description: This building reflects a substantial number of other elements in the Conservation Area in age, and materials. This structure is building built from handmade Cheshire brick which is laid in a variation of different brick bonds. The roof pitched cladded with blue slate and features external brick ventilation funnels. The windows have been bricked over and the entrance doorway is part timbered part glazed, this doorway has a frosted glazed fanlight and a small canopy above it. The building reflects the traditional functional character in the area. It illustrates the development of the settlement in which it stands.

Proposed Extension, Address: The Bowling Green and Pavilion

Built: 1897-1908, **Condition:** *Poor*



Description: These elements reflect the traditional former uses in the area. The pavilion is single storey which has a pitched rood with decorative clay tiles incorporating a fish scale design. Additionally the structure has some terracotta ridge tiles and finals remaining. The pavilion is located North-Easterly of the bowling green. As a group they illustrate the development of the settlement in which they stand.

Appendix 2: Contacts

Trafford Council Contacts

General development control enquiries concerning the Goose Green Conservation Area should be referred to South Team, Development Control. Telephone: 0161 912 3149

General enquiries concerning the Goose Green Conservation Area and listed buildings should be referred to the Local Planning Authority's Conservation Officer. Telephone: 0161 912 3222

Enquiries relating to trees within the Conservation Area should be addressed to the Local Planning Authority's Arboricultural Officer. Telephone: 0161 912 3199

Enquiries relating to accessing Historic Environment Records, archaeological planning advice, and charges, where appropriate, should be addressed to the Greater Manchester Archaeological Advisory Service, University of Salford, Centre for Applied Archaeology, Joule House, Salford M5 4WT gmaas@salford.ac.uk

National Organisations

English Heritage

North West Office Canada House Chepstow Street Manchester M1 5FW

Telephone: 0161 242 1400. www.english-heritage.org.uk. email: northwest@english-heritage.org.uk

Victorian Society

The Victorian Society

1 Priory Gardens Bedford Park London W4 1TT

Telephone: 020 8994 1019 www.victorian-society.org.uk email: admin@victorian-society.org.uk

Georgian Group

6 Fitzroy Square, London W1T 5DX

Telephone: 087 1750 2936 www.georgiangroup.org.uk email: info@georgiangroup.org.uk

Twentieth Century Society

70 Cowcross Street London EC1M 6EJ

Telephone: 020 7250 3857 www.c20society.org.uk email: coordinator@c20society.org.uk

Institute of Historic Building Conservation

Jubilee House, High Street, Tisbury, Wiltshire SP3 6HA

Telephone: 01747 873133 www.ihbc.org.uk email: admin@ihbc.org.uk