

Radcliffe and Redvales Flood Risk Management Scheme

Hardy's Gate Bridge

Technical Note

Project:	Radcliffe and Redvales Flood Risk Management Scheme: Hardy's Gate Bridge		
Our reference:	ENV0000389C-BMM-DZ-4ZZ-TN-EN-0301086		
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Subject:	Hardy's Gate Bridge, Radcliffe Floodgates: Historic Environment Technical Note		

1 Introduction

This Historic Environment Technical Note has been produced by Bam Nuttall Mott MacDonald Joint Venture (BMMJV) on behalf of the Environment Agency (EA), in advance of the proposed installation of floodgates at Hardy's Gate Bridge (hereafter referred to as 'the Bridge') in Radcliffe. The Technical Note has been requested by the EA to understand the impacts of the installation of floodgates on the Bridge and to make recommendations for further work.

1.1 Overview

A planning application was submitted to Bury Council in 2021 for initial alterations to the Bridge to improve its flood resilience, which was supported by a historic environment desk-based assessment (DBA). A new Scheme design is now being progressed under a new planning application, which will be submitted to Bury Council in due course. This Technical Note will provide a summary of the findings contained within the original DBA and the Level 2 Historic Building Recording undertaken as part of the Scheme. Additionally, it will update the assessment of the significance of the Bridge, including the contribution of setting and assess the impact of the new proposed works on the asset.

1.2 Site Location

The Bridge presently carries the A6053 Dumers Lane over the River Irwell (British National Grid Reference SD 80152 08451), to the north-west of the town of Radcliffe, Bury in Greater Manchester. The surrounding area is densely developed, with industrial premisses to the north, a mix of industrial premisses and modern housing to the east and further houses to the south.

1.3 Background

The proposed works will form part of a programme of infrastructure works already undertaken as part of the Radcliffe and Redvales Flood Risk Management Scheme (FRMS). The FRMS is designed to manage the flood risk over a 6km long stretch of the River Irwell. The main aim is to reduce the risk of flooding to people, their property and critical infrastructure serving the communities in this area.

A high-level heritage appraisal¹ was undertaken in 2017 as part of the Outline Business Case (OBC) stage and optioneering study. This appraisal identified key heritage assets which would potentially be impacted from construction and operation of the FRMS. This included the Bridge, which was identified as a low value, non-designated heritage asset neither locally listed nor recorded on the Greater Manchester Historic Environment Record. However, the heritage appraisal recognised that the Bridge had a degree of heritage significance. As the bridge had the potential to be impacted by the FRMS, it was subject to an assessment of significance in 2018. The assessment identified that the Bridge derived its significance from its historic and architectural interest as a simple early 20th century road bridge providing a locally important transport route over the River Irwell. The asset also holds archaeological interest, as having potential to conceal the remains of an earlier bridge within its fabric.

The Bridge has already been subject to alterations as part of the FRMS, which were granted planning permission in 2020 and 2021 (Bury Planning Ref 65746; 66746). The parapet has been strengthened through the addition of reinforced dowel bars and reinstatement of historic fabric.

Photo 1.1: Example of reinstatement of historic fabric after insertion of steel dowels into the Bridge.



Source: BMMJV, 2023

1.4 Proposed works

The proposed works involve installation of two floodgates at the southern and northern ends of the Bridge, as well as raising and reprofiling the level of the carriageway and pedestrian walkways to facilitate water

¹ Mott MacDonald (2017). Redcliffe and Redvales FAS: Cultural Heritage Desk Based Assessment, Document Ref: ENV0000389C-MMD-XX-00-RP-EN-03010019

drainage during flood events. The southern gate involves installing a 1.3m high, 18.48m long sliding gate, which will sit behind the new flood defence wall on the northern side (upstream) of the bridge. This will slide along a steel guiderail and concrete beam installed into the road, to a depth of approximately 0.30m. A new end fixing post will be required at the south-western (downstream) end of the bridge.

The northern gate involves the installation of two swing gates, approximately 1m high and 6.88m long, attached to the bridge pilasters at each side of the Bridge. The pilasters will need to be raised by approximately 0.66m in order for the gate fittings to be made. A flush concrete beam will be installed in the road across the gates, to a depth of around 0.30m.

2 Legislation, policy and guidance

2.1 Overarching legislation

The overarching legislation in relation to heritage and archaeology in Britain is provided by:

- The Ancient Monuments and Archaeological Areas Act 1979²; and
- The Planning (Listed Building and Conservation Areas) Act 1990³

2.2 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published on 27th March 2012, revised on the 24th July 2018 and updated on the 20th July 2021⁴, and replaced all previous national planning policy documents. It requires that proposals are fully evidenced and assessed to help informed decision making. Chapter 16 of the NPPF outlines these policies. The following paragraphs are relevant to this heritage statement and have been compiled with:

- Paragraph 194 states that in determining applications, local planning authorities should require the applicant to describe the significance of any heritage assets affected, including any contribution made by the setting. The paragraph also states that 'the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance'
- Paragraph 197 asks local planning authorities to take into account three factors when determining applications:
 - The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - The positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and
 - The desirability of new development making a positive contribution to local character and distinctiveness.
- Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance; and

² HM Government 1979 Ancient Monuments and Archaeological Areas Act. Available at: [Ancient Monuments and Archaeological Areas Act 1979 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1979/10/section/1) (last accessed March 2023)

³ HM Government 1990 Planning (Listed Buildings and Conservation Areas) Act. Available at: [Planning \(Listed Buildings and Conservation Areas\) Act 1990 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1990/29/section/1) (last accessed March 2023)

⁴ Ministry of Housing, Communities and Local Government 2021, National Planning Policy Framework. Available at: [National Planning Policy Framework \(publishing.service.gov.uk\)](https://www.planning.service.gov.uk/national-planning-policy-framework) (last accessed March 2023)

- Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

2.3 Local Planning Policy

The site sits within the authority of Bury Council. The current local planning policy is set out within the Bury Unitary Development Plan (UDP), which was adopted in August 1997⁵. Although the Council is preparing to replace the UDP with a new document called the Bury Local Plan, whilst in preparation the UDP continues to be used in making planning decisions. Local policies EN3/1 and EN3/2 are relevant with regards to the historic environment.

2.4 Guidance

The following guidance has been used to inform the Technical Note:

- Code of Conduct: professional ethics in archaeology (Chartered Institute for Archaeologists (CIfA), 2014, updated 2022)⁶;
- Standard and Guidance for Archaeological Advice by Historic Environment Services (CIfA, 2014, updated 2020)⁷;
- Minimum Technical Requirements: 801_14 Environmental sustainability, design and management (Environment Agency (EA), 2015);
- Conservation Principles, Policies and Guidance (English Heritage, 2008)⁸;
- Historic Environment Good Practice Advice in Planning Note 2: Managing the Significance in Decision Taking (Historic England, 2015)⁹;
- Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (Historic England, 2nd Edition 2017)¹⁰; and
- Historic England Advice Note 12: Statements of Heritage Significance: Analysing Significance in Heritage Assets (2019)¹¹

3 Methodology

3.1 Desk based research

A desk based study has been undertaken to identify and understand the heritage significance of the Bridge. The following actions were undertaken to inform this assessment:

- An examination of local, regional and national planning policies in relation to the historic environment;
- An inspection of cartographic evidence for the land use history of the site; and
- A search of published and non-published resources relating to the Bridge.

⁵ Bury Council 1997, Bury Unitary Development Plan. Available at: [Adopted Bury Unitary Development Plan - Bury Council](#) (last accessed March 2023)

⁶ CIfA (2014, updated 2022). Code of Conduct: professional ethics in archaeology, [Microsoft Word - Code of conduct revOct2022 \(archaeologists.net\)](#)

⁷ CIfA (2014, updated 2020) Standard and Guidance for Archaeological Advice by Historic Environment Services, [CIfAS&GArchadvice_4.pdf \(archaeologists.net\)](#)

⁸ English Heritage (2008) [Conservation Principles, Policies and Guidance | Historic England](#)

⁹ Historic England (2015) [Managing Significance in Decision-Taking in the Historic Environment | Historic England](#)

¹⁰ Historic England (2017) [The Setting of Heritage Assets | Historic England](#)

¹¹ Historic England (2019) [Statements of Heritage Significance: Analysing Significance in Heritage Assets \(historicengland.org.uk\)](#)

3.2 Consultation

Consultation with the Greater Manchester Archaeological Advisory Service (GMAAS) was undertaken in 2021 where it was agreed a Level 1 Photographic Survey would be undertaken before and after the works to the Bridge. However, while a Level 1 was agreed, given the availability of existing information during previous heritage assessments a Level 2 historic building recording was undertaken to allow this information to be included in the record. GMAAS were informed of the proposals and the recommendations for further work.

3.3 Impact assessment

The assessment contained within this Technical Note is based on the guidance contained in Historic Environment Good Practice Advice in Planning note 2 (GPA2) – Managing Significance in Decision Taking in the Historic Environment¹². Paragraph 6 outlines the steps that should be taken to establish the potential impact of the proposed works and, where appropriate, justify and harmful impacts and identify mitigation and enhancements. These steps are:

- Understand the significance of the affected heritage asset(s);
- Understand the impact of the proposal on that significance;
- Avoid, minimise and mitigate impacts in a way that meets the objectives of the National Planning Policy Framework (NPPF);
- Look for opportunities to better reveal or enhance significance;
- Justify any harmful impacts in terms of the sustainable development objective of conserving significance and the need for change; and
- Offset negative impacts on aspects of significance by enhancing others through recording, disseminating and archiving archaeological and historic interest of the important elements of the heritage asset(s) affected

Section 4.4 of this Technical Note reports on the assessment of significance, which has been updated to take into account the alterations which were carried out in 2021. Section 5 reports on the level of potential impact of the proposed works on the asset. In accordance with paragraph 194 of the NPPF and Historic England guidance, the level of detail supplied is proportionate to the level of significance of the asset and overall effect the proposed works will have on this significance.

4 Baseline

4.1 Introduction

The following sections set out the baseline conditions in reference to the proposed works. To ensure that this section is proportionate to the work being undertaken, the focus is on the Bridge itself. The historic environment baseline of the FRMS has been set out within a high-level heritage appraisal¹³ and heritage statement¹⁴.

¹² Historic England 2015, Managing Significance in Decision Taking in the Historic Environment. Available at: [Managing Significance in Decision-Taking in the Historic Environment \(historicengland.org.uk\)](https://www.historicengland.org.uk) (last accessed March 2023)

¹³ Mott MacDonald (2017) Radcliffe and Redvales FAS: Cultural Heritage Desk Based Assessment. ENV0000389C-MMD-XX-00-MP-EN-03010020

¹⁴ Mott MacDonald (2018) Radcliffe and Redvales FRMS: Cultural Heritage Desk Based Assessment.

This section sets out the current site context and describes the asset. It then outlines the historic development of the asset and its setting. It concludes with a summary of the significance of the Bridge, the interest that contributes to this significance and the contribution of setting to this.

4.2 Description

The Bridge comprises a triple span 19th century bridge, that was widened and refaced in ashlar in 1911. The red sandstone arches spring off ashlar abutments and piers, forming segmental arches with voussoirs and a prominent central keystone. There are ashlar cutwaters on the western (upstream) side of the Bridge. Spandrels of regular, narrow coursed red sandstone have larger square blocks interspersed throughout, which rise to a projecting string course at road level. The Bridge parapet sits on a string course and is formed of ashlar blocks, topped with rounded capstones. Steel dowelling was also added in 2021, which sits vertically within the parapet (see **Error! Reference source not found..1**).

Photo 4.1: The Bridge - South, downstream, face built in 1911



Source: BMMJV, 2021

A simple inscription is carved into the parapet and coping stones on the upstream side of the Bridge facing the deck (see Photo 4.2: Inscription on the Bridge, commemorating the widening in 1911

). It says:

Hardy's Gate Bridge

Widened 1911

Radcliffe, Bury

Photo 4.2: Inscription on the Bridge, commemorating the widening in 1911

Source: BMMJV, 2021

The current setting of the Bridge is within an area of modern industry, dominated by 20th century prefabricated retail and manufacturing units which line the banks of the River Irwell and tower over the backdrop of the Bridge. Historically the Bridge would have sat within an area of industrial premises which developed from the 18th century onwards and thus the current contextual visualisation of the Bridge and its setting has not been significantly altered. It is surrounded by modern housing to the east and is in keeping with the historic development of the town which has expanded outwards from the core of industrial expansion along the River Irwell. Key views are from downstream along the riverside walk routes and include a fringe of trees and vegetation growth. The character of the Bridge is one of functional rather than appreciation of aesthetic appeal as Dumers Lane is a relatively busy road detracting from appreciating tranquil riverside walks towards the Bridge.

4.3 Historical Background

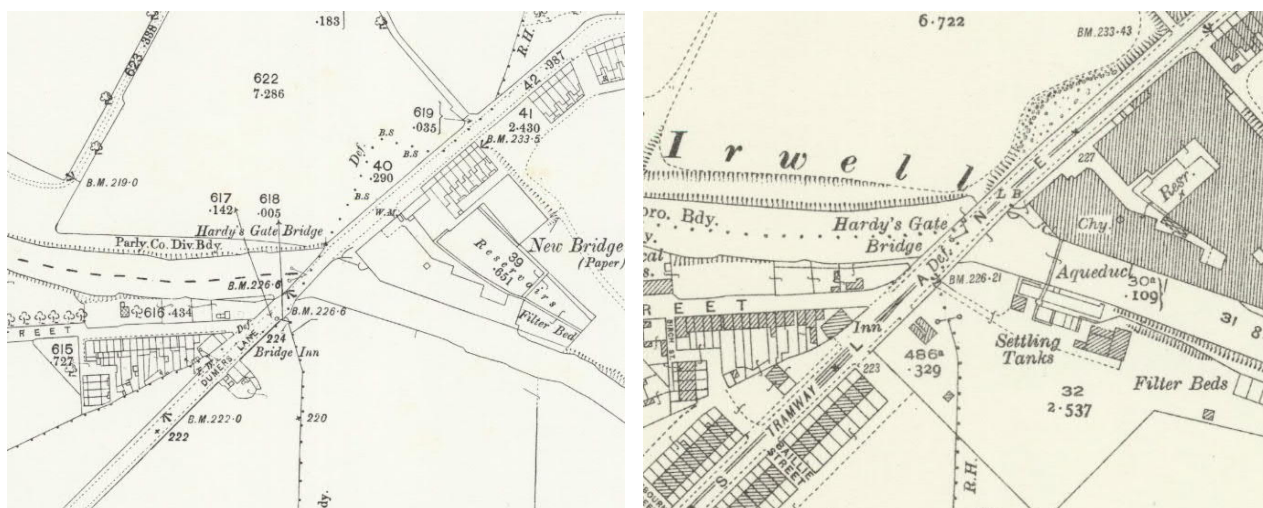
It is unclear exactly when the Bridge was built but its current form is likely to have replaced an earlier structure, which may be reflected in its local nomenclature of New Bridge. A crossing point is shown in this location on the Earl of Derby's Estate Plan from the 1780s but there does not appear to have been a bridge at this point. In 1836, the Radcliffe, Bolton and Bury Turnpike Road Act was passed (6&7 Will. 4 c. x) which included improvements to the road leading to "the Prestwich and Bury Turnpike Road at or near to Hardy's Gate in the Township of Bury...".

The Bridge may have then been constructed as part of general improvements to what is now Dumers Lane and as a crossing point over the River Irwell from the core of Radcliffe towards Bury. It would have helped serve the expanding industrial complexes which developed in this area from the late 18th century onwards.

This included Bealey's bleachworks, which were established in 1750 along the banks of the River Irwell. Terraced housing developed along Dumer's Lane and a number of industrial complexes were constructed around the Bridge, including New Bridge Paper Mills and Irwell Bleach and Dye Works. Industry developed rapidly in this area and the Bridge needed improvements to reflect the increase in traffic needing access to the main Bury-Manchester road, as well as Radcliffe itself. This is reflected in the late 19th century rebuild and subsequent widening in 1911.

There are few records and photographs relating to the Bridge, however a photograph taken in 1905 shows the Bridge prior to widening. The parapet and coping stones appear to have been retained although rebuilt in a straight line, erasing the curve which was more prominent on the downstream (eastern) side. More of the parapet is visible, suggesting that the carriageway was also raised during the 1911 widening.

Figure 4.1 Hardy's Gate Bridge, shown on Ordnance Survey 25 inch, published in 1893 (left) and 1928 (right). The curving parapet can be seen in plan on the left, compared to the straightened, widened version



Source: National Library of Scotland (NLS) Ordnance Survey (OS) 25 inch

4.4 Significance

The Bridge is a low value non-designated heritage asset and is neither locally listed nor recorded on the Greater Manchester HER.

The Bridge has some historic interest as a surviving example of a structure built to act as a crossing point over the River Irwell to connect the east side of Radcliffe with Bealey's works on the western side of the river and likely replaced an earlier structure which was widened between 1910-1911. The Bridge remains largely intact and functional, still serving as a road bridge carrying Dumer's Lane over the River Irwell. The sandstone construction possesses some architectural interest, derived from an appreciation of its modest classical design, and as a landmark in the local area. There is also potential for the asset to hold archaeological interest, concealing evidence for earlier bridge structures which would have acted as crossing points.

The Bridge is a low value non-designated asset of simple, recent construction over the River Irwell.

5 Impact assessment

5.1 Introduction

This section provides a description of the proposed works to the Bridge and sets out the potential impacts to its significance as a result of the works.

5.2 Proposed Works

The following section provides a summary of the proposed works, to a level of detail proportionate to the ability to understand the potential for the proposed works to result in harm to the significance of the Bridge. A scheme description is included in ENV0000389C-BMM-DZ-4ZZ-RP-PL-0805019 which accompanies this planning application.

The proposed works involve installation of two floodgates at the southern and northern ends of the Bridge, as well as raising and reprofiling the level of the carriageway and pedestrian walkways to facilitate water drainage during flood events.

The southern gate involves installing a 1.3m high, 18.48m long sliding gate, which will sit behind the new flood defence wall on the northern side (upstream) of the Bridge. This will slide along a steel guiderail and concrete beam installed into the road, to a depth of approximately 0.30m. A new end fixing post will be required at the south-western (downstream) end of the Bridge.

The northern gate involves the installation of two swing gates, approximately 1m high and 6.88m long, attached to the bridge pilasters at each side of the Bridge. The pilasters will need to be raised by approximately 0.66m in order for the gate fittings to be made (see Photo 5.1). A flush concrete beam will be installed in the road across the gates, to a depth of around 0.30m.

Photo 5.1: The western (left) and eastern (right) abutments which will be raised to install the swing gate fittings on new concrete tops



Source: BMMJV, 2023

5.3 Impacts

The excavation of the Bridge deck for installation of concrete beams has the potential to diminish the archaeological interest, through truncation or removal of fabric which may survive from an earlier Bridge at this point. However, the proposed depth of the concrete beams is considered to be shallow enough as not to truncate any archaeological remains. The Bridge carries modern services at a depth greater than this and

work to install these would have already impacted upon the survival of any archaeological remains, if present.

The raising of the bridge pilasters for the northern flood gates has the potential to diminish the architectural interest, through the addition of new building material to the Bridge. However, the new fixings are only required in a small area of the Bridge and the raised pilasters will be constructed of concrete, coloured to match the existing sandstone finish. This means that the gate fixings will not be attached to the historic bridge fabric. This will not alter the ability to appreciate the limited architectural interest the Bridge possesses.

The addition of the swing gates at the north end of the Bridge has the potential to diminish the architectural interest of the Bridge, which is derived from its modest classical design and as a landmark in the local area. The gates will sit flush against the parapets at the northern end of the Bridge and potentially obscure visibility of the Bridge when they are not in operation. However, the architectural interest of the Bridge is limited and there are no distinct or unique features that would be obscured by the gates, nor will the gates diminish its role as a landmark. Overall, this would not affect the ability to understand the significance of the Bridge or appreciate its function to carry the A6053 over the river.

The construction of the southern gate requires the removal of part of an existing masonry wall, which is attached to the Bridge (see Photo 5.2: Existing masonry wall at the southern end of the bridge .2), to enable the construction of a beam and pile cap for a support pillar. This wall is believed to be a later addition to the Bridge and does not add to the understanding of the historic interest of the Bridge. The wall would be reconstructed to tie in with the support structure.

Photo 5.2: Existing masonry wall at the southern end of the bridge



Source: BMMJV, 2023

During operation, the floodgates will restrict access across the Bridge. This will affect the ability to appreciate the historic interest of the Bridge, as a crossing point over the river. However, the floodgates will only be in operation during flood events and any restrictions would be temporary whilst in operation. Overall, this would not affect the ability to appreciate the historic interest of the Bridge.

The significance of the Bridge is considered to be low. Previous works carried out in 2021 have not diminished this significance and the historical and architectural interests can still be appreciated. The works are considered necessary to ensure continued protection of the Irwell floodplain from future flood events. The new floodgates and associated works will manage the flood waters in a way to ensure the continued function of the Bridge and its conservation. It is therefore considered that the proposed works will not impact on the significance of the asset.

A Level 2 Historic Building Recording was undertaken before and after works were carried out on the Bridge in order to record its original and altered form. The survey identified that there was evidence for the bridge widening in 1911 contained within the arch soffits, where joints in the stonework are visible upstream and downstream. The original bridge built sometime between the 1830s and 1840s is therefore contained within the current structure.

6 Conclusions and Recommendations

6.1 Conclusions

The proposed works involve installation of two floodgates at the southern and northern ends of the Bridge, as well as raising and reprofiling the level of the carriageway and pedestrian walkways to facilitate water drainage during flood events. The western gate involves installing a sliding gate, which will sit behind the new flood defence wall on the northern side (upstream) of the Bridge. The northern gate involves the installation of two swing gates, attached to the bridge pilasters at each side of the Bridge.

The Bridge is a low value non-designated heritage asset and is neither locally listed nor recorded on the Greater Manchester HER. The significance of the Bridge derives from its historic interest and its role as a crossing point across the River Irwell. The sandstone construction possesses some architectural interest, derived from an appreciation of its modest classical design, and as a landmark in the local area. There is also potential for the asset to hold archaeological interest, concealing evidence for earlier bridge structures which would have acted as crossing points in the past.

Following an assessment of significance of the Bridge, in accordance with NPPF and Historic England GPA2 and GPA3, it is considered that the proposed works will result in less than substantial harm to the significance of the asset.

This harm results from alterations to the historic fabric of the Bridge, including raising the Bridge pilasters and temporary restriction of access during a flood event. However, the raised bridge pilasters will be coloured to match the existing historic fabric and restriction of access would only be temporary and during flood events. This harm will not affect the ability to appreciate the historic and architectural interest of the Bridge.

The new floodgates and associated works will manage the flood waters in a way to ensure the continued function of the Bridge and its conservation.

In accordance with paragraph 196 of the NPPF, harm should be balanced against the benefits of the proposals. It is therefore considered that the proposed works will result in less than substantial harm to the significance of the Bridge and are outweighed by the heritage benefits.

The proposed works are considered to comply with both local and national planning policy. The completion of a Historic Building Recording before and after the works and presenting the findings within a Historic

Building Recording Report¹⁵ is considered to form appropriate mitigation, as agreed with GMAAS, and so no further work is recommended.

7 References

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¹⁵ Mott MacDonald (2023) 2023) Radcliffe and Redvales FRMS: Level 2 Historic Building Recording Report. ENV0000389C-BMM-DZ-4ZZ-RP-EN-0301085