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Heritage Statement Addendum

Worsley Delph,
Bridgewater Canal,
Worsley,
Salford

Client:

Salford City Council

Technical Report:

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Summary

In August 2017, Salford Archaeology was commissioned by Salford City Council to produce a Heritage Statement Addendum for Worsley Delph on the Bridgewater Canal in Worsley, Salford (centred on NGR 374812 400537). The Addendum was required to support an updated proposal by Salford City Council to implement a scheme of restoration and public interpretation at Worsley Delph, and was intended to enhance a Heritage Statement that was produced in 2013 to support what was originally a larger scheme; the conclusions drawn from the comprehensive original Heritage Statement remain valid, and no additional impacts on the historic environment have been introduced by the updated design.

Worsley Delph is of considerable archaeological and historic significance, which is reflected in the statutory designation of the site as a Scheduled Monument (List Entry No 1001956). The updated restoration proposals allow for the clearance of the top layer of silt that has been deposited on the island between the two tunnel entrances, and the installation of a primitive crane as an interpretative feature. The crane will require new foundations excavated to a depth of approximately 0.7m, although it is unlikely that this will have any impact on buried archaeological remains. In addition, it is proposed to remove 0.5m of silt from around the edges of the basin and associated battening down to 1.2m in the middle of the basin to allow vessel access for the dredging operation, coupled with limited excavation around the Grade II listed sluice gate for the western tunnel. Finally, it is proposed to replace an existing and largely redundant viewing platform on the eastern side of the basin, which will require limited excavation to the level of the bedrock. Other works required to deliver the restoration will comprise shallow landscaping works and the removal of intrusive vegetation, which will enhance the setting of the Scheduled Monument without impacting on below-ground archaeological remains.

As was concluded in the original Heritage Statement, the proposed restoration scheme can be seen to offer a positive and beneficial contribution to the setting of the Worsley Delph Scheduled Monument. The potential for any slight adverse impact on buried archaeological remains will be offset by implementing a programme of archaeological monitoring during the proposed groundworks, and disseminating the results in an appropriate manner.

1. Introduction

1.1 Planning Background

In August 2017, Salford Archaeology was commissioned by Salford City Council to produce a Heritage Statement Addendum for Worsley Delph on the Bridgewater Canal in Worsley, Salford (referred to herein as the Site). The Addendum was required to support a proposal by Salford City Council to implement a revised scheme of restoration and public interpretation at Worsley Delph, and was intended to enhance a Heritage Statement that was produced in 2013 to support what was originally a larger scheme (Castlering Archaeology 2013). Whilst the original Heritage Statement was comprehensive and the conclusions drawn remain valid, the document required reviewing against the updated proposals and in the light of the results obtained from intrusive archaeological investigations undertaken in 2014 (McGuire and Reader 2014).

The archaeological and historical importance of the site is reflected in its statutory designation as a Scheduled Monument (List Entry 1001956), and its inclusion in the Worsley Village Conservation Area. In addition, the two tunnel entrances, together with their associated sluice gates, are all afforded protection in the planning system as Grade II listed buildings. Notwithstanding the immense significance of the site, the well-preserved remains of the basin and associated structures are not readily accessible, and public interpretation is somewhat limited. Addressing these shortcomings is a principal objective of the current restoration scheme.

1.2 Legislative Framework

1.2.1 National Planning Policy Framework (NPPF)

National planning policies on the conservation of the historic environment are set out in the NPPF, which was published in March 2012. This document sets out the Government's planning policies for England and how these are to be applied, providing the key framework for decision making. Chapter 12 of the framework specifically deals with the conservation of the historic environment and provides local planning authorities with guidance on how to conserve their heritage assets in a manner appropriate to their significance. The guidance notes set out in the NPPF are summarised:

- *Policies 128 and 129* require local authorities to ensure they have a proportionate assessment of significance before determining applications that affect heritage assets. Policy 129 relates to development affecting the setting of a heritage asset and states that they should 'avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal';
- *Policy 131* requires local authorities to take account of the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation. Account also needs to be made of the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality;

- *Policy 132* relates to proposals affecting designated heritage assets, including advice on the relationship between the level of the asset's significance and the level of harm that a proposal may cause. The Policy states that: 'Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification';
- *Policy 134* 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';
- *Policy 135* states that the effects on non-designated assets (which includes below ground remains) also need to be taken into account;
- *Policy 137* states that development within conservation areas should look to 'enhance or better reveal their significance';
- *Policy 140* advises that: 'local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the dis-benefits of departing from those policies';
- *Policy 141* states that: 'Local planning authorities...should also require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance...'

1.2.2 Local Development Framework

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Salford City Council is currently preparing its Local Plan, however a number of policies were saved from the Salford Unitary Development Plan which informs the Council's decisions on planning applications (2009). This approach is encapsulated in Policy CH1-8, specifically CH5 and CH8:

CH5 Archaeology and Ancient Monuments

Planning permission will not be granted for development that would have an unacceptable impact on an ancient monument, or site or feature of archaeological importance, or its setting. Where planning permission is granted for development that will affect known or suspected remains of local archaeological value, planning conditions will be imposed to secure the recording and evaluation of the remains and, if appropriate, their excavation and preservation and/or removal, prior to the commencement of the development.

Reasoned justification

13.16 Archaeological remains are a finite and non-renewable resource, which are often highly fragile and vulnerable to damage and destruction. A sites and monuments record [now known as HER – Historic Environment Records] is maintained, providing information on known archaeological remains...

13.17 Wherever possible, development should be located and designed so as to avoid damage to archaeological remains, ensuring that they are preserved in situ. Where this is not possible, or appropriate, the developer will be required to make suitable provision to ensure that the archaeological information is not lost, and in many cases to secure the preservation of the remains.

CH8 Local List of Buildings, Structures and Features of Architectural, Archaeological or Historical Interest

The impact of development on any building, structure or feature that is identified on the council's local list of buildings, structures and features of architectural, archaeological or historic interest will be a material planning consideration.

Reasoned justification

13.23 The city council maintains a local list of around 450 buildings, structures and features that have been identified as being of value due to their contribution to the local street scene or their local historical association. Whilst these buildings, structures and features do not enjoy the protection of statutory listing, which is the responsibility of Historic England, nevertheless the buildings are of some local value. Accordingly, any material impact that a proposed development might have upon a building, structure or feature identified on the local list will be taken into account as part of the development control process.

Salford City Council is advised on archaeological matters by the development control archaeologist at Greater Manchester Archaeology Advisory Service (GMAAS), formerly the Greater Manchester Archaeological Unit (GMAU).

2. Method Statement

2.1 Objectives

The principle objective of the Heritage Statement Addendum was to review the original assessment of the restoration scheme's impact, direct and indirect, on the wider historic environment and its setting in the light of the updated design proposals. Consideration has also been afforded to the potential for buried remains of archaeological interest to survive *in-situ* within the Site. This was achieved by carrying out a visual inspection of the site and its environs to provide an understanding of potential impact of the latest proposals for the restoration scheme on any below-ground archaeological remains and the setting of the wider historic environment.

The Heritage Assessment follows the Historic England Good Practice Advice (GPA) in Planning No. 3 *The Setting of Heritage Assets* (published 2015). The assessment of any impact on the below-ground archaeological resource follows the Chartered Institute for Archaeologists (CIfA) standards and guidance for undertaking archaeological desk-based assessments (*Standards and Guidance for Historic Environment Desk-Based Assessments*, published 2014, last revision January 2017).

On 1st April 2015, the Historic Buildings and Monuments Commission for England changed its common name from English Heritage to Historic England. Please note that some guidance will have been created under Historic England's previous namesake, although this advice is still the current advice and will be rebranded in the future.

2.2 Research Sources

The assessment of buried archaeological remains made use of the following sources:

- Published and unpublished cartographic, documentary and photographic sources;
- The Greater Manchester Historic Environment Record, maintained by the Greater Manchester Archaeological Advisory Service (GMAAS);
- Salford Local Archives;
- National Heritage List, maintained by Historic England (<https://historicengland.org.uk/listing/the-list/>).

3. Contextual Background

3.1 Location and Designations

Location: the Site lies on the south-eastern edge of Worsley village, within the Metropolitan Borough of Salford, and is bounded to the south by Worsley Road and to the east by School Brow (Plate 1). The Site comprises the Worsley Delph canal basin, which includes an island situated between two former entrances to the 18th-century mine workings that are cut into the vertical cliff immediately to the north of the basin (centred on NGR 374812 400537).



Plate 1: Aerial view across Worsley, with arrow marking the position of Worsley Delph

Designations: Worsley Delph is of considerable archaeological and historic significance, which is reflected in the statutory designation of the Site as a Scheduled Monument (List Entry No 1001956). The designation relates to the two tunnel entrances, their associated sluice gates and the ‘island’ apron platform situated between; it does not include the actual Bridgewater Canal. The tunnel entrances and their associated sluice gates are also afforded statutory protection as Grade II listed buildings (Table 1). In addition, the Site lies within the Worsley Village Conservation Area.

Heritage Asset	Designation	List Entry No	Brief Description
Sluice Gate at West Entrance	Grade II	1215082	Sluice gate. <i>c</i> 1760 by James Brindley although heavily restored. Timber structure and gate with cast-iron mechanism. Gate slides vertically in side restraints. The hand-turned winch, cast iron cog-wheels and pulley were designed to lift and lower the gate within the simple timber structure which forms an A- frame using the quarry face as support. The sluice was used to enable mine boats to exit by means of a surge of water.
Sluice Gate at East Entrance	Grade II	1215011	Sluice gate. <i>c</i> 1760 by James Brindley although heavily restored. Timber structure (gate removed) with cast-iron mechanism. The gate was designed to slide vertically within side restraints. The hand-turned winch, cast-iron cog-wheels and pulley wheels (one of which is missing) were arranged so as to lift the gate within the simple timber structure. The sluice was used to enable mine boats to exit by means of a surge of water.
Western Tunnel Entrance	Grade II	1288256	Tunnel-entrance. <i>c</i> 1760. By James Brindley. Segmental-arched brick lining to the entrance which is hewn out of the rock face. The beginning of approx. 46 miles of underground canal which was used to extract coal up to the late C19. The entrance opens into the Delph and is connected directly to the Duke of Bridgewater's canal network.
Eastern Tunnel Entrance	Grade II	1288294	Tunnel entrance. <i>c</i> 1760. By James Brindley. Segmental-arched brick lining to the entrance which is hewn out of the rock face. Largely covered by undergrowth. The beginning of approx. 46 miles of underground canal which was used to extract coal up to the late C19. The entrance opens into the Delph and is connected directly to the Duke of Bridgewater's canal network.
2 & 3 The Delph	Grade II	1215066	House, now two houses, originally incorporating a stone-mason's workshop. <i>c</i> 1760 but with C19th additions to rear and C20th to left.

Table 1: Designated heritage assets within the study area

Listed Building Consent for the proposed repair of the western sluice gate was obtained in 2013 (13/63634/LBC). Whilst the scheme of proposed works to the sluice gate remains unaltered the Development Services Directorate (Development Control Section) of Salford City Council should be supplied with the updated proposals for the wider restoration scheme in advance of commencement any work on site. Scheduled Monument Consent for the restoration scheme was also obtained in 2013.

3.2 *Historical Background*

Prehistoric activity is scarce within the Worsley area, with the nearest Iron Age site at the south-western edge of Chat Moss. Roman activity is evidenced at Worsley Moss, where the head of a man was found in 1958 (Hall *et al* 1995, 19). Roman roads are also thought to run through the parish, one of which connects *Mamucium* (Manchester) to *Coccium* (Wigan).

The earliest record of Worsley is as *Werkesleia* in 1195 and the earliest known member of the family who owned the manor was Richard de Worsley, recorded in 1203. Through marriage and inheritance, however the Massey family of Tatton inherited the manor in the 14th century. The title and lands passed to the Brereton family in the 16th century, who are thought to have built Worsley Old Hall on the site of an earlier house, of which there is no trace. Sir Richard Brereton, who died in 1598, passed the manor and estate to his illegitimate son, Sir Thomas Egerton.

During the 17th century, the Egerton family earned the title ‘Earl of Bridgewater’ and it was during this time that Worsley is recorded as a reasonable-sized settlement through the hearth-tax returns. Economically, Worsley was known for agriculture, coal mining and the domestic cotton industry, although stone quarrying must also have been important to the local economy, as the Worsley Delph sandstone is first mentioned as being exploited in 1676.

Scroop Egerton, the First Duke of Bridgewater, was the first to extensively exploit the coal resources on his estate, although it was the Third Duke, Francis, who actively promoted the exploitation and management of the coal deposits. The turnpiking of the roads providing access to the estate mines led to rising costs, and the Duke had to seek alternatives. In 1757, Egerton and Gilbert, the Estate Manager who had trained as an engineer under Matthew Boulton, lobbied parliament to pass a bill to create a canal linking Worsley to Manchester, which gained parliamentary assent in 1759. James Brindley oversaw the construction and the canal opened in 1761 to commercial traffic. The Delph was where the Bridgewater Canal started, but it also formed the terminus for a series of underground tunnels beneath the mining works. These were originally used for draining the coal mines into the Delph, and the idea of making it a navigable system went hand in hand with the creation of the canal.

A sketch of Worsley Delph dating to 1769 shows that the Delph originally had one (eastern) entrance which was rectangular with two heavy wooden doors (Plate 2). The basin appears to have been narrower than it is today, with a platform along the west side. A wooden crane is also shown on the island, with a series of cables stretching across the Delph along the top. It was also described as a ‘river-environ of London’ (Young 1771; Aldred 1988) suggesting that the area was heavily used. A second entrance had to be created in *c* 1771 to allow separate portals to enter and exit, which further suggests that the area was commercially successful. These marked the start of approximately 47 miles of underground tunnels, which linked up to the coal mines in the Walkden and Farnworth areas.

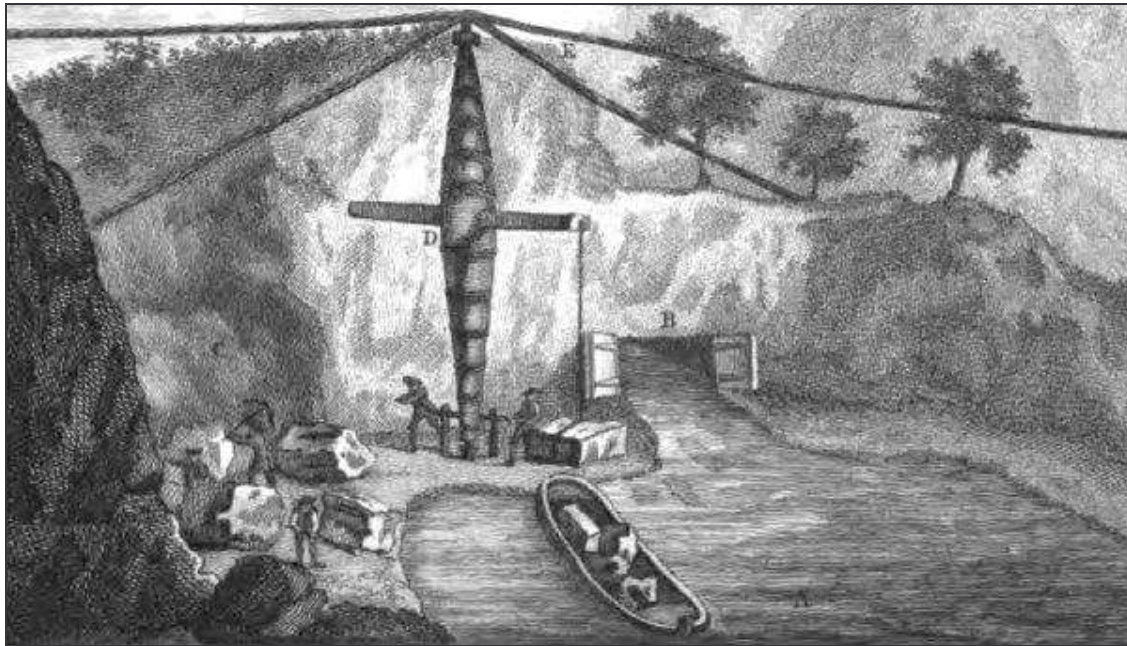


Plate 2: A sketch of Worsley Delph published by Arthur Young in 1771

Accounts from the late 18th century refers to parts of the tunnel being brick lined and with varying dimensions, averaging 7½ft wide and 5ft high with air shafts providing ventilation. Due to the narrow dimensions, the boats that frequented these tunnels at this time were known as ‘starvationers’ because of their exposed ribs. The coal could then have been trans-shipped to larger vessel in the Delph for transportation on the wider network.

The success of the canal network meant that a number of small businesses grew up in and around Worsley. During the mid-19th century, Lord Egerton constructed another hall (Worsley New Hall) and embarked on a building and repair programme within the village. However, the village did not expand beyond the initial surge once the Bridgewater Canal had been completed, and the industrial interests of the estate slowed down during this period. The network continued to be used to transport coal onto the Bridgewater Canal network, although the advent of rail travel meant production slowed further until 1887, after which the tunnels continued to function in a drainage capacity.

Although the village changed little during the 20th century, the construction of the M60 along the west side of the village had a large impact upon this mostly rural landscape. However, the Delph basin has changed little since the tunnels fell out of use. The Worsley Delph Island and the tunnel entrances were designated a Scheduled Monument, and in 1966 the sluice gates and the entrances to the underground tunnels were afforded protection as Grade II listed structures.

A programme of restoration was undertaken by the local Civic Trust in the 1960s, which involved an extensive programme of de-silting, restoration and landscaping, with further work undertaken in 1974-5. This involved dredging the canal, with the material subsequently being deposited in the workshop area beneath the Worsley Road Bridge.

4. The Proposed Restoration Scheme

4.1 The Proposed Scheme

The proposed programme of ground works required as part of the restoration scheme comprises four main elements that require re-assessment in terms of the potential impact on buried archaeological remains and harm to the setting of designated heritage assets. A design plan of the proposed works is presented as Figure 1.

Clearance of the Island: limited clearance of topsoil from across the island between the two tunnel entrances (Plate 3), and the erection of interpretative features that will necessitate the excavation of foundations to a depth of approximately 0.7m. However, silt dredged from the basin in the 20th century is known to have been deposited on the island together with modern material to depths of up to c 1.3m, sealing any archaeological remains beneath the depth of the new foundations (McGuire and Reader 2014). The proposed clearance is thus unlikely to impact on any buried archaeological remains.



Plate 3: View across the island between the two tunnel entrances

Silt Removal from the Basin: the removal of 0.5m of silt from around the edges of the basin, and associated battening down to 1.2m in the middle of the basin to allow vessel access for the dredging operation. Associated with this work will be the removal of the degraded remains of a partially sunken ‘starvationer’ boat. It is not anticipated that the timber components of the boat will survive the lifting operation intact, although all iron fixtures and fittings will be salvaged for archaeological assessment.

Replacement Viewing Platform: excavation down to the bedrock on the eastern side of the basin will be required to enable the replacement of an existing and largely redundant viewing platform with a new structure (Plate 4).



Plate 4: One of the interpretation options being considered

Excavation around the Western Sluice Gate: it is proposed to undertake some excavation around the Grade II listed sluice gate for the western tunnel to allow repair work to be undertaken. The sluice gate originally comprised a timber structure and gate with cast-iron mechanism. The gate was designed to slide vertically within side restraints. The hand-turned winch, cast-iron cog wheels and pulley wheels were arranged so as to lift and lower gate within the simple timber structure which forms an 'A' frame using the quarry face as support. The sluice is thought to have been intended to enable mine boats to exit by means of a surge of water.

It is proposed to renovate the gate as part of the scheme, which will include the replacement of timbers. The gates are presently in an advanced stage of deterioration with majority of the timbers having fallen away leaving only the metalwork remaining.

5. *Impact Assessment*

The potential impact of the restoration scheme on the historic environment and the below-ground archaeological resource of the Site was subject to detailed consideration in the original Heritage Statement (Castlering Archaeology 2013). Notwithstanding a significant revision of the design proposals since that report was produced, the original conclusion that the proposed restoration scheme offered a positive and beneficial contribution to the setting of the Worsley Delph Scheduled Monument remains entirely valid.

The updated proposals allow for four main elements that will necessitate earth-moving works. Given the statutory protection of the Site as a Scheduled Monument, and the Grade II listing of some of the component elements, it would be appropriate to implement a programme of archaeological works to be undertaken in conjunction with restoration groundworks.

Clearance of the Island: archaeological evaluations undertaken in 2002 and in 2014 concluded that the island platform is covered with modern deposits to a depth of up to 1.3m (Fitzgerald and Clarke 2002; McGuire and Reader 2014). The evaluation undertaken on the island in 2014, comprising the excavation of four trenches, highlighted the presence of archaeological remains, possibly related to the 19th-century sluice gate on the western side of the island. The remains consisted of a possible brick floor surface with stone edging to the south. Deposits above this seemed to highlight a phase of disuse followed by several phases of landscape definition, which are documented as having taken place during the 1960s and 1970s. A 20th-century brick structure was also observed to the western side of the island.

The current proposals allow for the removal of the upper levels of this material to a depth of approximately 0.7m in order to create an amenity area with interpretive features. Based on the information generated from the archaeological works in 2002, the proposed works on the island are unlikely to impact on any buried archaeological remains. Nevertheless, Scheduled Monument Consent will need to be obtained prior to any groundworks, and it may be anticipated that archaeological monitoring of the restoration works in this area will be a condition of that consent.

Silt Removal from the Basin: the removal proposed removal of silt from the basin will constitute a direct impact on the Scheduled Monument, and offers some potential to uncover hitherto unknown archaeological remains/artefacts. In particular, it is possible that the sunken remains of ‘starvationers’ boats may be exposed at depth. However, the overall appearance of the Scheduled Monument will be greatly enhanced by the proposed improvements, and the final impact will be direct but positive.

Providing that the removal of the silt is monitored archaeologically, the impact on any buried archaeological remains is unlikely to be any greater than slight.

Replacement Viewing Platform: the design proposals allow for the installation of interpretative features and a viewing area on the eastern side of the basin (Plate 4). This will require the excavation of the existing surface down to the top of the bedrock, which has some potential to impact on buried archaeological remains, although this part of the Site does not appear to have been a focus of 18th- / 19th-century activity. Providing that the groundworks required as part of the restoration are monitored archaeologically, the impact on any buried archaeological remains will be negligible.

Excavation around the Western Sluice Gate: the restoration of the western sluice gate, using materials recovered from the Site, will make a positive contribution to the interpretation of the historic features and their setting. As such, providing that the groundworks required as part of the restoration are monitored archaeologically, the impact on this Grade II listed structures should be direct but positive.

6. *Mitigation*

6.1 *Introduction*

The updated restoration proposals allow for four main elements that will necessitate earth-moving works. The original Heritage Statement concluded that ‘the proposed works are seen as a positive contribution to a site of national and international cultural heritage significance’, although highlighted the merits of undertaking a programme of archaeological investigation in tandem with the restoration works (Castlering Archaeology 2013). In the light of this recommendation, an initial scheme of archaeological evaluation trenching was undertaken on the island between the two tunnel entrances in 2014 (McGuire and Reader 2014). This confirmed that buried archaeological remains lay at a depth in excess of 1m below the existing ground surface, overlain by modern material. Nevertheless, given the statutory protection of the Site as a Scheduled Monument, and the Grade II listing of some of the component elements, it would be appropriate to implement a programme of archaeological works to be undertaken in conjunction with restoration groundworks.

Listed Building Consent for the proposed repair of the western sluice gate was obtained in 2013 (13/63634/LBC). Whilst the scheme of proposed works to the sluice gate remains unaltered, the Development Services Directorate (Development Control Section) of Salford City Council should be supplied with the updated proposals for the wider restoration scheme in advance of commencement any work on site.

Scheduled Monument Consent for the restoration scheme was also obtained in 2013, although this should also be updated in the light of the revised design proposals.

6.2 *Mitigation*

Following consultation with the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as Archaeological Advisor to Salford City Council, it has been recommended that the implementation of an archaeological watching brief would be an appropriate strategy to offset any harm of the restoration groundworks on buried archaeological remains. This should be undertaken in accordance with a Written Scheme of Investigation, which should be approved by GMAAS in advance of commencing any works on site.

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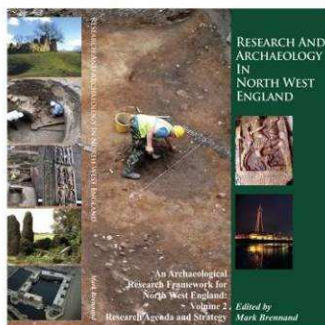
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CONSULTANCY



DESK BASED ASSESMENTS



WATCHING BRIEF & EVALUATION



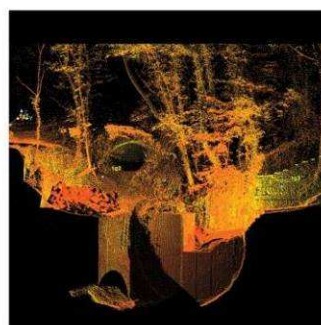
EXCAVATION



BUILDING SURVEY



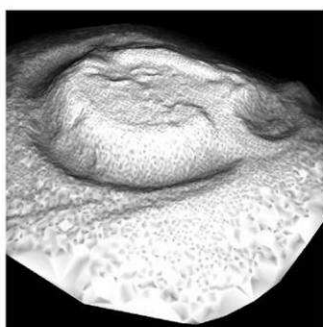
3D LASER SCANNING



COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



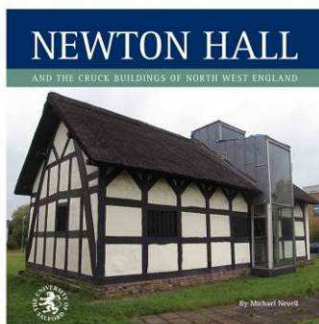
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