



Paul Butler Associates
Planning, Development & Heritage Consultants

Victor (M1) Ltd

The Stables, Paradise Wharf

Archaeological Desk Based Assessment

21 December 2021

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Appendix 1: Maps

Location Plan

Site Plan

1794 Greens' Map of Manchester and Salford

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1851 OS 1:500 Map of Manchester Sheet 29

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1935 OS map Lancashire sheet CIV.11

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Appendix 2: Photographic Record

1. Introduction

- 1.1 Paul Butler Associates were instructed by Victor (M1) Ltd to carry out an archaeological desk-based assessment of the plot of land adjacent to the Stables at Paradise Wharf, Manchester. The survey was carried out by Steven Price BA (Hons.) MA, MPhil, PCIfA. The area was built upon from the early 19th century with what was likely a canal warehouse. This was expanded in the early to mid 19th century and remained in situ until the mid 20th century. The surviving wall and gateway likely date from the early 19th century, relating to the canal warehouse.
- 1.2 This statement has been prepared in accordance with the policies and procedures of the National Planning Policy Framework (NPPF) following a visual and photographic survey of the site (undertaken on 13th September 2021), in addition to an examination, analysis and assessment of available historic records held by Greater Manchester Archaeological Advisory Service.
- 1.3 This statement includes:
- A description of the application site's location;
 - A summary of the application site's archaeological and historical background;
 - A summary of the heritage planning policy guidance context, and;
 - An assessment of the archaeological potential of the site
- 1.4 This statement is not intended to be a full or complete record of the site.

2. Aims and Objectives

- 2.1 The purpose of this desk-based assessment is to gain information from existing historical records, cartographic sources and site investigation to determine the nature of the potential archaeological resource within a specified area. An assessment can then be made of its value in context and recommendations made, to determine future strategy/mitigation and management of the resource. In the case of development/re-development, also to define the impact of any proposed development on recorded archaeological and historical resources on the periphery of the development area.

3. Methodology

- 3.1 The historical and archaeological background to the area was studied via a variety of media. Greater Manchester Archaeological Advisory Service was consulted regarding grey literature and Historic Environment Record (HER) data. This assessment considered all the archaeological information relevant to the study area and makes reference to any important sites in the vicinity.
- 3.2 The site was visited on 13th September 2021 to enable a visual inspection of the site and surrounding area to be carried out. A photographic record (Appendix 2) was made using a high quality digital SLR camera (Olympus E-600 – 12.5 megapixels). The project was carried out in accordance with the recommendations of The Management of Archaeological Projects 2nd ed. 1991 and the Institute of Field Archaeologists' Standard and guidance for archaeological desk-based assessment (1994. Revised, September 2001). This assessment should not be regarded as a full archaeological record.

4. Site Location and Setting

- 4.1 The site is currently in use as a car park located in the southeast corner of Paradise Wharf, to the south of The Stables. Paradise Walk forms the north-eastern boundary, with the Ashton Canal Tow Path to the south. To the north is the Paradise Wharf carpark. The site does not lie in a conservation area but does lie on the HER entry for Paradise Wharf (HER No.11315.1.0). It is also related to both Junction Lead Mills (HER No. 11336.1.0) and the Stable block (HER No. 11336.2.0). The Postal address is Paradise Wharf, Ducie Street, Manchester M1 2JN. The National Grid reference is SJ 84955 98146.
- 4.2 The Paradise Wharf HER entry records several entries on the site; CANAL WAREHOUSE (AD 18th Century to Mid 20th Century), CANAL (AD 18th Century to 21st Century), CANAL BASIN (AD 18th Century to 21st Century), CANAL WHARF (AD 18th Century to 21st Century), CANAL WAREHOUSE (AD 19th Century to AD 20th Century) and, AIR RAID SHELTER (Second World War). The canal basin was opened in 1799 and contains “a warehouse of c. 1840 and stables built by the Peak Forest Canal Co.” (HER No. 11315.1.0). Immediately to the north of the site is the Grade II listed “Stable block to SE of Junction Lead Mills” (HER No. 11336.2.0). This formed the stable block to the building to the northwest, fronting onto Ducie Street; the Grade II listed “Junction Lead Mills, Paradise Wharf” (HER No. 11336.1.0). This was a smelt mill and former lead works. The “Manchester & Ashton under Lyne Canal (Ashton Canal) and its branches” (HER No. 1403.1.0) lies directly to the south of the site.
- 4.3 Several other entries surround the site. To the southeast is the Store Street Aqueduct (HER No. 1387.1.0), built in 1797-99 and possibly the first skewed canal aqueduct to be constructed. To the west of the site is Jutland Street Bridge (HER No. 11314.1.0), built over the canal in 1820. In total the HER records 42 entries within 250m of the site, 41 of which relate to the industrial period or later. The exception to this is the possible line of the Roman Road (HER No. 24.1.8), roughly following the line of Store Street to the south of the site, or more likely, further south along the high ground between Shooters Brook and the River Medlock.

5. Archaeological and Historical Background

- 5.1 The current understanding of any activity in Manchester during the prehistoric period is very poor, and evidence for Greater Manchester is sparse and based on chance finds. This perhaps reflects the unfavourable geological conditions, as boulder clay predominates in the area, whereas evidence suggests that prehistoric communities preferred well drained sands. However, it is reasonable to suggest that the Castlefield area may have been beneficial for late prehistoric settlement on account of the natural topography and its riverside location. However, physical evidence is fragmentary and the best evidence was yielded from an archaeological excavation that was targeted on a plot of land at 73 - 83 Liverpool Road (OAN 2005). An assemblage consisting of 2 Mesolithic flints, 1 Neolithic/Bronze Age waste flake and 1 fragment of Late Bronze Age / Iron Age pottery was found (Gifford 2005). Also, dugout canoes of the Bronze Age period were discovered during the excavation of the Manchester ship canal. In addition to these artefacts, the Greater Manchester HER includes four sites of prehistoric date in the area between Castle Street and Tomlin Street (OAN 2005). All of the prehistoric artefacts from the Castlefield area are residual, having come from secondary deposits. This indicates a background level of prehistoric activity for the area which has yet to have any defined foci (Gifford 2005). No prehistoric finds have been found on the site itself.
- 5.2 The Romans first built in Manchester in the first century AD, with a Roman fort established in the Castlefield area in 79AD (Fletcher 1989, 3). The original fort comprised a turf rampart with timber gates and covered an area of c.2ha. A fort of this size could hold a 480 man infantry unit. The fort was rebuilt in stone around AD 200 (Bryant *et al* 1986) and was supported by a substantial settlement, or vicus. A possible Roman Road from Manchester to Castleshaw was thought to run along the line of Store Street, although more likely ran further south, between Shooters Brook and the Medlock (HER No. 24.1.8).
- 5.3 There is very little archaeological evidence in the region as a whole that denotes the period between the end of the Roman occupation and the Norman Conquest. However, the supposed remains of four sunken-floored buildings of Anglo-Saxon type were discovered beyond the north gate of the Roman fort, although their date and interpretation was not

conclusive (OAN 2005). The Anglo-Saxons did however build a settlement to the north of the fort, founding the beginning of the medieval town of Manchester, around the manor house and parish church of St Mary. In 1223, the right to hold an annual fair was obtained, and the town was important enough to be granted a charter in 1301 (Kidd 1993, 14). The Castlefield area became known as Aldport or The Old Town and a house and park in the area, what would later become known as Aldport Lodge, became the home of the Mosley family in 1601. The Lodge was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester but was burned down by the victorious Parliamentarians (GMAAS 2020).

- 5.4 During the 18th century the surrounding area was predominantly agricultural consisting of isolated settlements and market towns with Manchester at the centre. Greens map of Manchester from 1794 shows the area towards the end of the 18th century. The site appears to be directly adjacent to a row of terrace houses, along Pigeon Street, just off Mather Street. Shooters Brook is also shown to the south of the site. This was once a clear stream, with many fish, which rises in Newton Heath and flows through Miles Platting and Ancoats to join the River Medlock near Charles Street (Miller & Wild, 2007). During the late 18th century its winding course provided the focus for several water powered mills and manufactories. Shooters Brook Mill and Ancoats Mill are both examples of such, erected by 1790. The Ashton Canal was opened in 1796, built to carry coal to Manchester from the collieries in the Ashton and Oldham areas (Nevell 2008).
- 5.5 Swires' map of 1824 shows the site following the construction of the canal. The terrace housing is still present to the east and the site itself is shown to have a rectangular building on it. This is aligned roughly northwest – southeast, the same as the houses. Two smaller buildings appear along the same line to the northwest. The building is likely the beginnings of the warehousing on the site.
- 5.6 The warehouse was a common, and vital, feature of the 19th century industrial town landscape and many textile towns developed their own warehouse quarters focussed on the local communications network; either by canal or by rail. In the early to mid 19th century, the typical form of such warehouses was the non-fireproof type with wooden floors

supported by transverse softwood beams and cast-iron columns (Nevell *et al.* 2002, 19). Nevell *et al. (ibid.)* notes that the warehouse on the site was likely a 'Type 1' form. Such structures combined "multistorey, split-level loading, terracing, internal canal arms and a hoist system run by water power" (Nevell 2012, 89). At the time of Swires' map the building was much smaller and did not encompass the internal canal arm. It is unknown whether the building shown was a finished smaller warehouse, or the beginnings of the larger type 1 shown on later maps.

- 5.7 Occleshaw's Lead Mill, lay to the north, in what was later the Junction Lead Mills. Mr. Occleshaw advertised the premises for sale in 1847, noting that "The mills are within a few yards of the canal, and in the immediate neighbourhood of the railway termini, are turned by an engine of the most approved construction, of forty horse power, upon the premises, and in all other respects are calculated to carry out a business of first rate importance" (MCALGA 10/04/1847).
- 5.8 The 1851 OS map shows the site in greater detail. Here the rectangular building had been extended to the west, showing it to be a part of the "General Wharf and Stores" building; the type 1 canal warehouse. A link building is shown connecting this to the stables, which had also been built by this time. To the north end of the site, outside of the building and within the yard, a crane is noted. Junction Lead Mills is also shown to the north. The terrace houses to the east are also shown, each having a rear yard.
- 5.9 The 1891 OS map again shows the site in detail at this time. The area is labelled as Whittles Croft Wharf but otherwise appears unchanged from the 1851 mapping, with the exception of the link building to the stables no longer being connected to it. The OS mapping shows little change to the site over the first half of the 20th century.
- 5.10 An archaeological watching brief was undertaken on the site of Paradise Wharf in 2002, during the refurbishment of the Junction Lead Mills Warehouse. This recorded evidence for the internal and external joist systems in the form of wall cranes and jib cranes. It also indicated a two-phased development from steam to electric power of the hoist system (Nevell, M. *et al.* 2002).

- 5.11 A below-ground archaeological watching brief was also undertaken in the car park immediately south of the Junction Lead Mills, (to the north of the site), at the same time. This revealed the foundations of the Type 1 canal warehouse built in the period 1794–1831. This comprised a multi-storey handmade brick structure with a single central canal arm running northwards from the Ashton Canal. The canal arm had been filled in during the early 20th century and a series of cellars built along its length. The warehouse was demolished during the mid-20th century but the cellars had been reused as air-raid shelters during the Second World War (Nevell, M. *et al.* 2002).

6. Site Visit

- 6.1 The site was visited on the 13th of September 2021 when it was visually assessed and photographs taken. The site comprises a modern car park, with the stables directly adjacent to it. The site is bounded to the east by a modern brick and concrete block wall of Paradise Walk, which lies several meters below the car park ground level.
- 6.2 The southern boundary is a wall constructed of handmade brick in English Bond with arched entrance to the canal. This entrance has quoins to each side and an arched lintel over, although the latter has been rebuilt in part with purple engineering brick. Sandstone quoins line each jamb and the opening is fitted with a modern metal gate. To the eastern side the wall has been rebuilt with modern brick and to the west the wall ends with further sandstone quoins. Beyond this a modern metal fence has been erected. The canal facing side of the wall shows a similar situation, although here it was more overgrown. To the east, the modern brick rebuild was shown to lie over a stone wall, which butted against the curving wall of the canal tow path, showing it to be later.

7. Assessment of Archaeological Potential

Prehistoric

- 7.1 The surrounding area indicates a background level of prehistoric activity for the area, which has yet to have any defined foci. The potential for the site to contain any archaeology from the period is low.

Roman

- 7.2 The site lies outside the known area of Roman occupation, although the HER notes that the line of the Roman Road may run along Store Street. The potential for the site itself to contain Roman archaeology is low.

Medieval

- 7.3 The area was occupied during this period, with the site likely agricultural throughout this period. During this time, pottery sherds, clay tobacco pipes and glass may have become incorporated into the plough soils. However, due to later activity, the potential for the site to contain Medieval archaeology is low.

Post Medieval

- 7.4 The land remained agricultural throughout this period. However, due to later activity there is a low potential for archaeology from the Post Medieval period.

Industrial

- 7.5 The site appears to have been built upon from the early 19th century, with adjacent buildings dating from the late 18th century. A watching brief in the car park to the northwest revealed the foundations of the type 1 canal warehouse, as well as the canal arm. As such there is a

high potential for the site to contain archaeology from the period, specifically, the earliest part of the warehouse shown on Swire's map of 1824.

Site	Significance of Setting	Significance	Potential
Prehistoric remains	<i>Regional</i> The surrounding area indicated a background level of occupation	<i>Regional</i> . Artefacts found from the period will add to the body of information about the occupation of the region	<i>Low</i> It is unlikely that any artefacts from the period will be recovered on the site.
Roman remains	<i>Local</i> . The surrounding area has revealed Roman occupation of Manchester, and the site lies close to the potential line of the Manchester - Castleshaw Roman road	<i>Local</i> . Artefacts found from the period will add to the body of information already present about Roman Manchester	<i>Low</i> It is unlikely that any Roman activity will be found on the site
Medieval	<i>Regional</i> . The area was agricultural throughout this period.	<i>Regional</i> . Material culture for this period in Greater Manchester has lagged behind other areas. Artefacts found from this period will add to the small but growing body of evidence for forms and types produced and manufactured in Manchester.	<i>Low</i> There is a Low potential for archaeology from the period
Post-medieval	<i>Regional</i> . The area was agricultural throughout this period.	<i>Regional</i> . Artefacts found from this period will add to the small but growing body of evidence for forms and types produced and manufactured in Manchester.	<i>Low</i> . There is a Low potential for archaeology from the period.

Industrial	<i>Local</i> The site was not heavily impacted during this period	<i>Local</i> Evidence found will add to the growing body of archaeological information for this period.	<i>High</i> The site was developed from the early 19 th century, with a building shown on the site from 1824. Archaeology in the immediate area has uncovered the partial remains of the former warehouse.
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Table 1: Summary of Significance

8. Significance of Assets

8.1 A heritage assessment of the wall and gateway to the canal tow path are considered below.

8.2 The Historic England Publication “Statements of Heritage Significance: Analysing Significance in Heritage Assets” (HE 2019) suggests three areas of interest for assessing a heritage assets significance. These are to be described, following which the level of the general significance of the heritage asset should be assessed, with the particular contribution of any described features. The three areas of interest are:

- **Archaeological interest** if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
- **Architectural and artistic interest** which are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.
- **Historic Interest** which is an interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation’s history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

Archaeological interest

8.3 The original section of walling, comprising the gateway and handmade brick wall with quoins to the west side, likely relate directly to the expected below ground archaeology on the site. Further, the presence of the quoins to the west corner suggests this may be the remains of

the building shown on the 1824 mapping, which originally ended in this location. The archaeological interest is therefore medium.

Architectural and artistic interest

- 8.4 The original fabric consists of handmade brick and sandstone quoins, with a dominating archway within it. The gateway itself is quite impressive and visually attractive. The attached modern brick wall to the east however, detracts from this somewhat. The architectural interest is considered to be low.

Historic interest

- 8.5 The surviving wall and gateway illustrate the past use of the site, with a gateway from the canal to the former yard, providing a material record of the past. Prior to the overgrowing of the plants to the canal side, this was a visual landmark along the canal tow path. The historic interest is considered to be medium.

Level of significance

- 8.6 The original section of the wall and gateway are considered to have a medium heritage interest in terms of its historical and archaeological interest. The significance relates directly to the expected below ground archaeology on the site and is considered to be of local significance.

9. Conclusions and Mitigation Recommendations

- 9.1 Mapping evidence suggests that the site has been occupied from the early 19th century, with a warehouse adjacent to the canal. A watching brief in 2002 on the car park to the northwest revealed archaeology just below the surface relating to the former warehousing on the site. The report surmised that the building “appears to have been a multi-storey structure of Type 1 form; that is, it had an internal canal arm that allowed for split level loading” (Nevell *et. al.* 2002). The site encompasses the earliest part of this warehouse, shown on Swires’ map of 1824, the southern wall of which may be surviving as the southern site boundary wall containing the gateway. Mitigation recommendations are for a watching brief during groundworks to record any further remains which may be uncovered.

10. Copyright

- 10.1 Full copyright of this commissioned report and other project documents shall be retained by the author of the report under the Copyright, Designs and Patents Act 1988.

11. Bibliography

DCMS – Department for Culture, Media and Sport

HER – Historic Environment Record

NPPF – National Planning Policy Framework

OS – Ordnance Survey

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Appendix 1: Maps

Appendix 1: Maps



Figure 1: Location Plan



Figure 2: Site plan



Figure 3: 1794 Greens' Map of Manchester and Salford

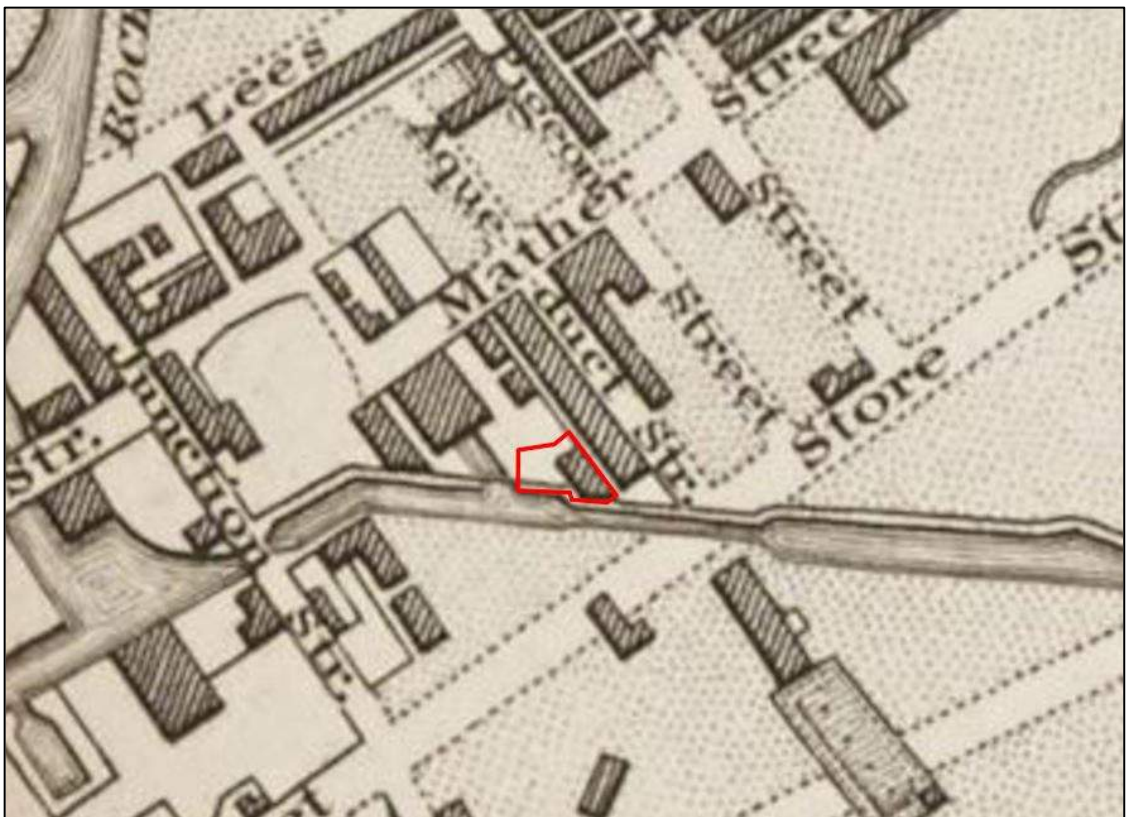


Figure 4: 1824 Swires' Map of Manchester

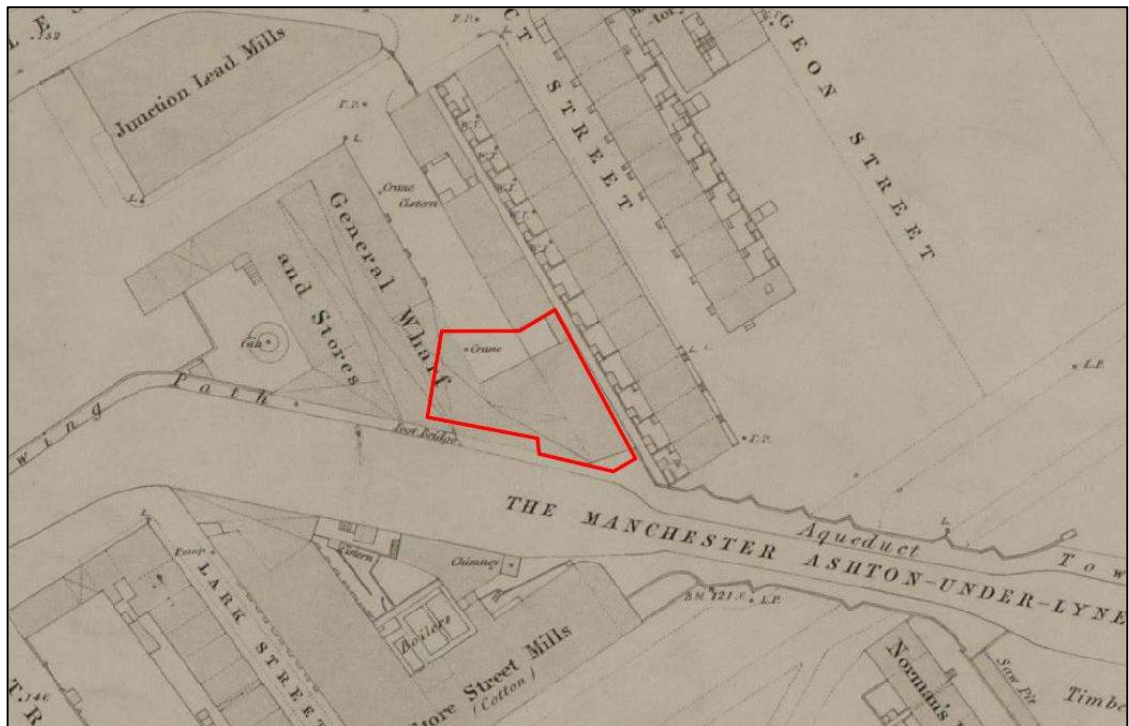


Figure 5: 1851 OS 1:500 Map of Manchester Sheet 29

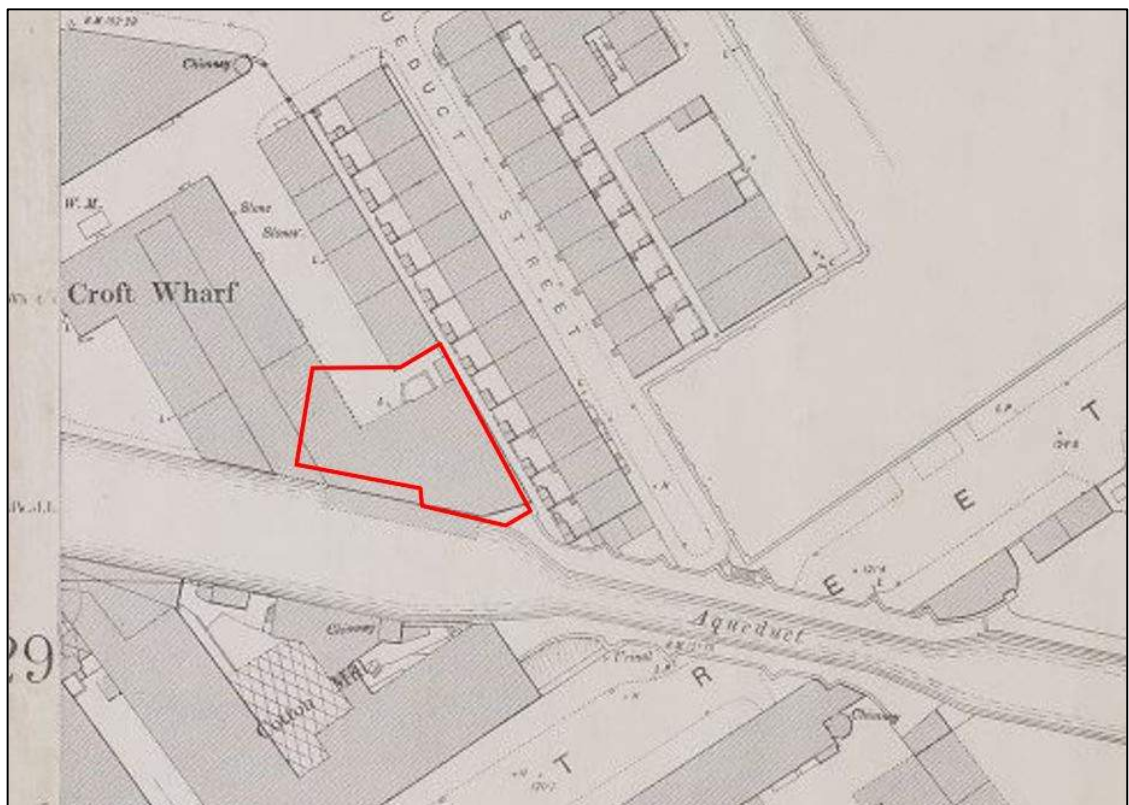


Figure 6: 1891 OS map Lancashire sheet CIV.11.2



Figure 7: 1908 OS map Lancashire sheet CIV.11

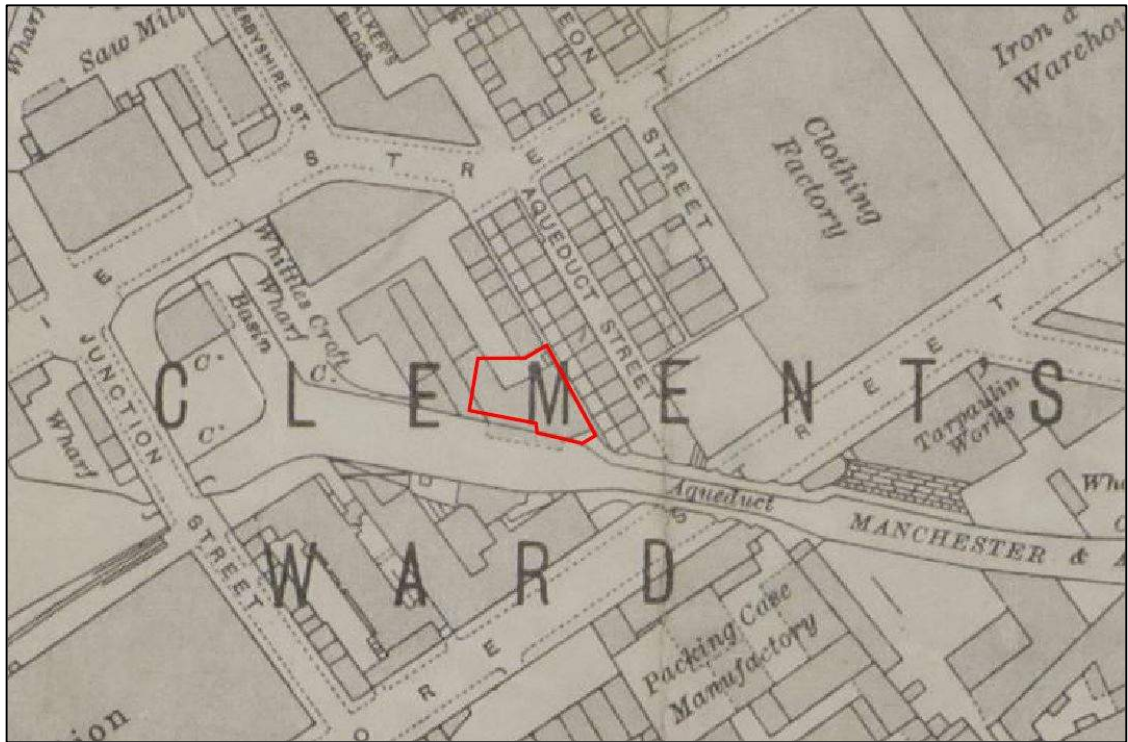


Figure 8: 1922 OS map Lancashire sheet CIV.11

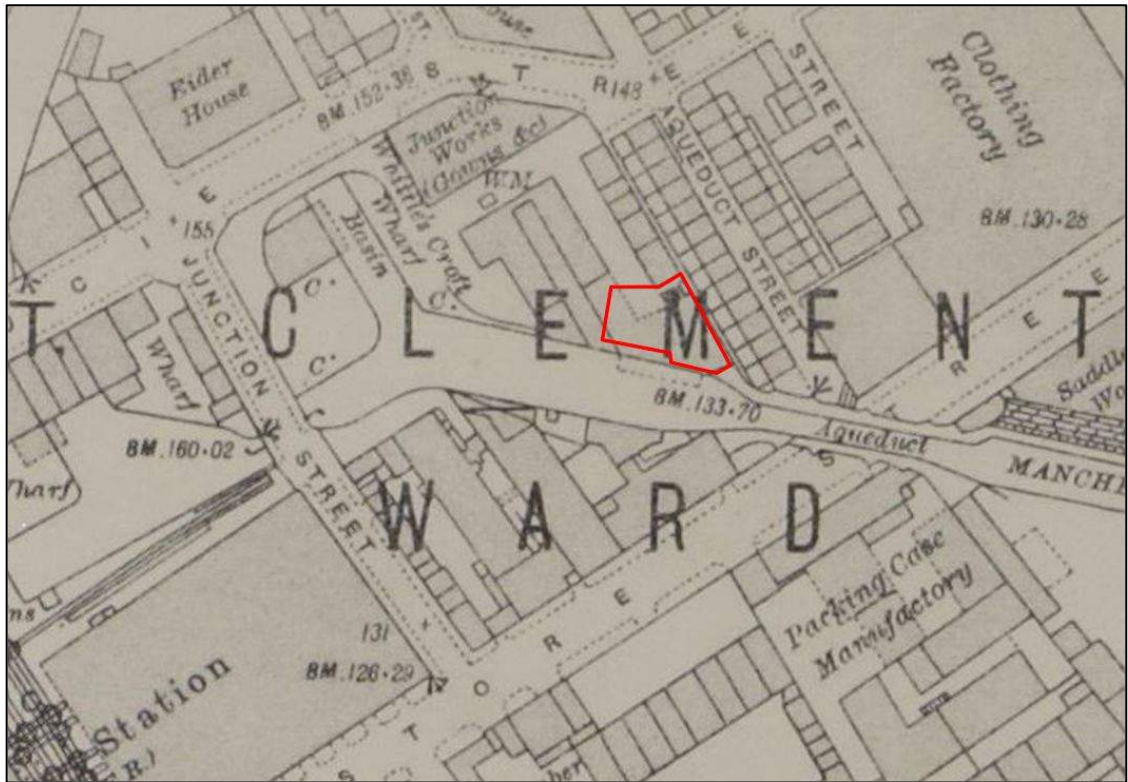


Figure 9: 1935 OS map Lancashire sheet CIV.11

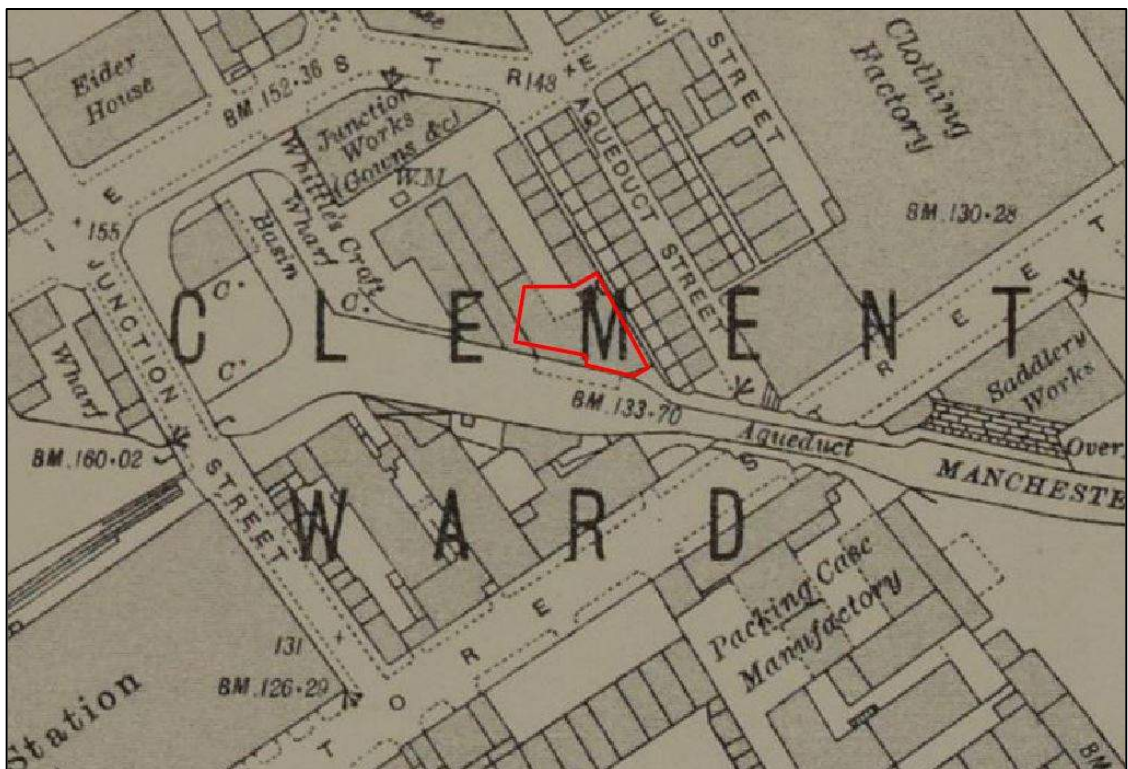


Figure 10: 1941 OS map Lancashire sheet CIV.11

Appendix 2: Photographic Record

Appendix 2: Photographic Record



Plate 1: General shot of site showing Junction Lead Mills in the background



Plate 2: Shot of the site showing the Stables



Plate 3: Shot of site showing east boundary wall



Plate 4: Detail of above showing modern construction



Plate 5: Shot of site looking southeast



Plate 6: Shot towards site from Junction Lead Mills. Stables to left



Plate 7: Shot of site from northern boundary



Plate 8: Shot of site showing metal fence to canal tow path



Plate 9: General overview of site



Plate 10: View of site from canal tow path



Plate 11: Southern boundary wall, east end showing modern construction



Plate 12: Gateway with hand made brick wall and sandstone details



Plate 13: Detail of joint between original wall and rebuild



Plate 14: Detail showing rebuilt lintel



Plate 15: Sandstone quoins to west end



Plate 16: East end of wall from canal tow path showing brick over stone



Plate 17: Stone boundary wall shown above butting up to canal wall (right)



Plate 18: Gateway from canal tow path