



Archaeological Desk-Based Assessment

**Manchester Life,
Ancoats
Mobility Hub**

Client:

Manchester Life
Strategic Development
Company Limited

Technical Report:

Ella Cole

Report No:

2021/20



Site Location: The Site is bounded by Poland Street to the west, the City Court Trading Estate to the south, Crown Industrial Estate to the north and Ancoats Green to the east.

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Summary

In February 2021, Manchester Life Strategic Development Company Limited commissioned Salford Archaeology to carry out an archaeological desk-based assessment to support a planning application for the development of land bounded by Poland Street in the Ancoats area of Manchester to deliver a mobility hub development of up to 8 storeys including 150 cycle parking spaces, 408 car parking spaces, a ground floor retail unit and a delivery hub. The desk-based assessment was intended to establish, as far as possible, the nature and significance of the buried archaeological resource within the proposed development site in order to enable informed recommendations to be made for the treatment of any surviving resource.

Late eighteenth-century maps indicate scattered development within Ancoats, with possible houses located at the junction of Poland Street and Caroline Street. During the early nineteenth century, the Prussia Street (Bengal) Arm of the Rochdale Canal was constructed, which bounded the proposed development site to the east. By the mid-nineteenth century, workers' housing had replaced the eighteenth-century housing and by 1891 the Street Mains Department (Gas) was built on the proposed development site. The houses along Poland Street were occupied by working class households, with each address occupied by multiple families. Many of these families, particularly those living in cellar dwellings, were Irish immigrants.

Archaeological remains of workers' housing, particularly the cellar dwellings, may survive *in-situ* within the footprint of the proposed development site. Archaeological research pertaining to the cellar dwellings and workers' housing during the industrial period has been identified as a legitimate avenue of research within the Northwest region's archaeological framework. Other archaeological remains of interest that may survive at the eastern and southern edges of the proposed development site relate to the Rochdale Canal and the glass works, respectively. Any archaeological remains that do survive are likely to be removed during the course of constructing the proposed development and thus a programme of further investigation and mitigation will be required.

The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. Following discussions with GMAAS however, it is recommended that further archaeological investigation via an archaeological strip, map and record evaluation be undertaken across the north-western corner of the Site to establish the presence or absence of buried archaeological remains relating to the former workers' housing (GE01 – GE04) and, if present, their extent and significance. In addition, it is recommended that a small evaluation trench be located at the eastern edge of the Site, across the edge of the former canal arm (GE07) primarily to establish whether the edge of the canal survives intact and if so to establish the depth. It is also recommended that an evaluation trench is located at the southern edge of the Site in order to establish whether any buried remains of the former glass works exists within the Site, such as structural remains or manufacturing waste. Should significant archaeological remains be encountered during the evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource prior to its ultimate loss, in line with the guidance provided by the National Planning Policy Framework.

1. Introduction

1.1 Planning Background

In February 2021, Manchester Life Strategic Development Company Limited commissioned Salford Archaeology to carry out an archaeological desk-based assessment to support a planning application for the development of land bounded by Poland Street to the west, the City Court Trading Estate to the south, Crown Industrial Estate to the north and Ancoats Green to the east to deliver a mobility hub development of up to 8 storeys including 150 cycle parking spaces, 408 car parking spaces, a ground floor retail unit and a delivery hub. The desk-based assessment for the proposed development site (referred to herein as 'the Site') aimed to identify, as far as possible, the nature, extent and significance of the sub-surface archaeological resource within the Site so as to enable informed recommendations to be made for the designs of the proposed scheme and for the future treatment of any surviving buried archaeological remains.

1.2 Government and Local Planning Policies

1.2.1 National Planning Policy Framework (NPPF)

The significance of the archaeological resource identified within this report has been assessed as recommended in the revised *National Planning Policy Framework* (Ministry of Housing, Communities and Local Government, revised February 2019). The NPPF sets out the Government's planning policies and outlines the presumption in favour of sustainable development, which is defined by three principles: economic, social and environmental. Of the core planning principles underpinning decision making, conserving heritage assets 'in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations' is one. Section 16 deals specifically with this historic environment (paragraphs 184-202), and states that local planning authorities should consider:

- 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; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 189 states that local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets, including any contribution made by their setting. '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. As a minimum the relevant historic environment record should have been consulted and the heritage assets

assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation’.

Paragraph 197 states that the effect of a proposal on non-designated heritage assets (designated assets are covered in paragraphs 193-96) should be taken into account in determining a planning application.

Paragraph 199 states that local planning authorities should require developers to record and advance understanding of any heritage assets to be lost, in a manner appropriate to their importance and impact, and to make this evidence publicly accessible.

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. Manchester City Council adopted a Core Strategy in 2012, which is scheduled until 2027. The heritage strategy is outlined in *Objective 6: Environment* and summarises the approach the local authority will take in determining planning applications which may affect the historic environment.

Policy EN3 states:

‘Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.’

Manchester City Council is advised on archaeological matters by the Greater Manchester Archaeological Advisory Service (GMAAS).

2. Methodology

The assessment considers the potential impact of the proposed development upon any buried archaeological remains within the Site, and comprises a desk-based study and site inspection. The production of the assessment followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (*Standard and Guidance for Historic Environment Desk-based Assessment*, 2017).

2.1 Research Sources

The desk-based assessment 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;
- Manchester Local Archives and the Greater Manchester Record Office in Manchester Central Library;
- The National Heritage List for England;
- Salford Archaeology's extensive library of archaeological work carried out in the vicinity of the Site.

The aim of the research was to provide the relevant historical and archaeological background relating to the development of the Site. The available sequence of historical mapping was the principal source of information, as this provides evidence for the development of the Site since the late-eighteenth century.

2.2 The Document

The following presents the historical and archaeological evidence for the Site. A gazetteer (Chapter 5) is presented of heritage assets and sites of potential archaeological interest identified within the Site and this information, along with a map regression (Figs 3-11), is used to assess the significance of the remains (Chapter 6) and impact of the proposed development (Chapter 7). A mitigation strategy is outlined in Chapter 8, based on the assessment presented in the previous chapters.

3. The Setting

3.1 Location

The Site (centred on NGR SJ85170 98895) is situated in the Ancoats area of Manchester and is bounded by Poland Street to the west, the City Court Trading Estate to the south, Crown Industrial Estate to the north and Ancoats Green to the east (Plate 1; Fig. 1).

The Site is currently occupied by low-rise, multi-tenanted industrial units and hardstanding. The Site can be accessed by pedestrians and vehicles via Poland Street. Security fencing runs along the eastern boundary where the Site meets Ancoats Green. Modern industrial units lie to the north and south of the Site with the residential neighbourhood of Miles Platting further beyond to the east. The Rochdale Canal is located 0.2km south of the Site. The Site lies at a height of approximately 50m above Ordnance Datum (aOD) and covers an area of approximately 0.33 ha.



Plate 1: Recent aerial view looking north across the Site, with approximate site boundary indicated in red

Topographically, the Manchester conurbation as a region lies within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north. The region as a whole comprises the Mersey river valley, whilst the rivers Irwell, Medlock, and Irk represent the principal watercourses in Manchester (Countryside Commission 1998, 125).

3.2 Geology

The Site is located on a band of solid geology comprising the Manchester Marls Formation, consisting of mudstone, which is overlain by superficial deposits of till

(British Geology Society). Directly to the east of the Site, the solid geology comprises the Collyhurst Sandstone Formation, whilst to the south of the Site the solid geology consists of sandstone of the Chester Formation.

3.3 Designations

The Site does not contain any statutory designated sites such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens, however, the Site is located within the Ancoats Conservation Area which is a local designation.

Ancoats Conservation Area Description:

“The streets of Ancoats were laid out during the latter part of the eighteenth century, with little development taking place other than small houses and shops along Great Ancoats Street and Oldham Road. Survey work for the Rochdale Canal was carried out by James Brindley in 1765. The knowledge that its construction would make the transport of raw materials and finished goods more convenient gave industrialists the confidence to build their cotton mills. The first mills were built in Ancoats as early as 1790. From the opening of the Rochdale Canal in 1804 through to 1912, the development of mills continued on a much larger scale, and enough of these buildings remain to enable the progress of mill design to be appreciated today.

The first single-class housing area in the country was built in 1889 to provide homes for mill workers in Ancoats. This block, called Victoria Square, was the first example of municipal housing in Manchester, which was followed shortly by the development of model housing in adjacent Anita Street (originally known as Sanitary Street).

The substantial economic activity generated by such a concentration of mills was halted by the slump in the cotton industry in the 1930's. Thereafter, the prosperity of the mills declined steadily, and the only new industry to establish itself in Ancoats was newspaper printing. In 1939, the Daily Express newspaper company opened new premises, which were built in the "functional" style, using new curtainwall technology identical to that of the company's buildings in London and Glasgow.”

Ancoats and its buildings today

“Ancoats, with its concentration of mill buildings, is an important landmark in the history of the Industrial Revolution. Old Mill, which is probably the oldest surviving in Manchester, was built in two phases in 1798 and 1801. It is one of the group of Murray's Mills and was constructed around a courtyard, with a canal basin and tunnel under one of the mills and Redhill Street, connecting it with the Rochdale Canal.

The firm of McConnel and Kennedy, whose group of mills was the largest cotton employer with 1500 workers, claimed to be the first to run spinning mules by steam power. Sedgwick Mill, dating from 1818-1820, is the oldest of the group still standing, and it is believed to be the oldest surviving iron-framed, fireproof factory in Greater Manchester.

Beehive Mill, completed in 1824, has internal timber construction with rare cast-iron roof trusses, whilst the warehouse part has stone flag floors supported on cast-iron T-beams. The roof is a very early cast-iron spaceframe structure, unique in the area. These three groups of buildings, together with Brownfield Mill on the other side of Great Ancoats Street, represent the chronological development of cotton mill architecture from 1800 to the 1920's. Together they constitute the first industrial estate in the world.

Although the area is dominated by the massive mill buildings, it also contains other listed buildings of differing character. The Victoria Square housing, noted earlier, is a five-storey block of flats dating from 1889. Built in red brick with a pitched slate roof and in the form of an enclosed courtyard, it may fairly claim to be one of the most successful local authority housing schemes in Manchester, due in part to its enclosure of shared inner space.

Modern printing technology has meant that the original Daily Express building is not now used for that purpose, although it is still in commercial use. Printing now takes place in new premises to the rear of the original building. The church of St. Peter in Blossom Street, built of brick in the Romanesque style, dates from 1860. It is hoped that the building will be converted to a new use, as the religious use has now ceased following the steady decline in the population of the Ancoats area.

The Crown and Kettle public house on the corner of Oldham Road and Great Ancoats Street, is a late nineteenth Century buff brick, Gothic-style building with stone traceried windows.

These latter buildings, together with the older non-listed buildings in the area, provide a contrast of architectural styles with the with the surviving massive mill buildings. The character of the area remains largely industrial, therefore any new development must ensure retention of that character through detailing and the use of compatible materials. The maintenance of road surfaces, kerbstones and street lighting, together with vacant site enclosures and "hard and soft" landscaped areas will also be essential."

There are also 12 statutory listed buildings within a 350 m radius of the Site (Table 1). The impact of the development upon the conservation area will be assessed in a separate heritage statement, and therefore these heritage assets are not considered further in this report.

List Entry No.	Description	Grade	NGR
1270855	Waulk Mill (formerly Doubling and Fireproof Mills)	II*	SJ 8510 9862
1270860	Retaining wall on S. side of Redhill Street, W. of Union Street Bridge	II	SJ 8504 9854
1247473	Old Mill and Decker Mill	II*	SJ 8507 9858
1246277	Victoria Square	II	SJ 8491 9881
1200821	New Mill (Murray's Mills)	II*	SJ 8503 9864
1291735	Beehive Mill	II*	SJ 8509 9871
1270856	Sedgwick Mill and Sedgwick New Mill	II	SJ 8501 9854
1220282	Murray's Mills: Former Warehouse and Offices of Old Mill, Decker Mill, and New Mill	II	SJ 8503 9860
1282961	Little Mill	II	SJ 8509 9866
1197806	Church of St. Peter (former)	II	SJ 8495 9867
1247550	Union Street Bridge (Rochdale Canal)	II	SJ 8516 9863
1219048	Paragon Mill, Jersey Street	II*	SJ 84961 98591

Table 1: Summary of listed buildings within a 350m radius of the Site

4. Historical Background

The following section provides a framework to the present study, working chronologically through the periods listed below (Table 2). Key sites are summarised in the Gazetteer of Sites (Section 5, below).

Period		Date Range
Prehistoric	Palaeolithic	Pre-10,000 BC
	Mesolithic	10,000 – 3500 BC
	Neolithic	3500 – 2300 BC
	Bronze Age	2300 BC – 700 BC
	Iron Age	700 BC – AD 43
Romano-British		AD 43 – AD 410
Early Medieval		AD 410 – AD 1066
Late Medieval		AD 1066 – AD 1540
Post-medieval		AD 1540 – c 1750
Industrial Period		c AD1750 – 1914
Modern		Post-1914

Table 2: Summary of British archaeological periods and date ranges

4.1 Prehistoric Period

4.1.1 Archaeological Evidence

The current understanding of any human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the centre of the city, such as Castlefield and Ardwick, may have been conducive for late prehistoric settlement on account of the natural topography and the abundance of natural water sources (i.e. rivers) (Gregory 2007). The Site is located near to the River Medlock, which makes the area favourable for early activity (Arrowsmith 2010).

Physical indications of human activity are provided by a small number of residual finds. A Neolithic flint flake was found at Spinning Field, near Deansgate, and reported in the *Transactions of the Lancashire and Cheshire Antiquarian Society* in 1892 (HER 414.1.0; Sutton 1892). A Neolithic stone hammer and arrow head, for instance, were unearthed in the Castlefield area of Manchester in 1845 (HER 119.1.0), whilst excavations at 77-83 Liverpool Road (HER 13944.1.0) produced two Mesolithic flints, one Neolithic/Bronze Age waste flake and a single sherd of late Bronze Age/Iron Age pottery. These finds complement a growing regional body of finds representing prehistoric activity, known to be concentrated on well-drained sand and gravel sites in proximity to watercourses and moss lands.

4.1.2 Archaeological Potential

There is no known evidence for prehistoric activity within the boundary of the Site, and the potential for any such remains to survive from this period is considered to be very low.

4.2 *Romano-British Period*

4.2.1 *Archaeological Evidence*

The first military occupation of Manchester was established during the governorship of Agricola (AD 77-84), and commenced with a five-acre wooden fort, known as *Mamucium* (Bruton 1909), situated c 2km southwest of the Site. The fort underwent several phases of development subsequently, the earlier defences being deconstructed and improved. The military complex evolved in response to the on-going military campaigns, from a purely defensive site to an established supply depot, essential to the expansion and consolidation of control in the region. The maturation of the military complex can be seen in the growing body of evidence for a military annexe, occupying an area to the north and east of the fort (Arrowsmith 2016, 9-12). Evidence pertaining to this annexe is relatively scant and thus the exact nature of early settlement is unclear.

As this military complex developed, a grid of roads was laid out and a substantial extramural settlement, or *vicus*, grew up. This settlement was made up of civilians, attracted by the security and commercial benefits of the nearby fort. Based on archaeological excavations and the distribution of Roman finds, the limits of this civilian settlement appear to have extended south-eastwards along Chester Road, terminating somewhere in the vicinity of Great Jackson Street, northwards from the fort to approximately Quay Street, westwards along Liverpool Road for c 100m from the north-west corner of the fort, and eastwards across Deansgate to the area now occupied by Beetham Tower. Roads from the fort linked Manchester with Buxton to the south-east, Chester to the south, Wigan to the north-west, Ribchester to the north, and Castleshaw and York to the north-east. The Roman Road from Manchester to Castleshaw likely followed the course of the present Old Mill Street, which is located approximately 390m to the south of the Site. The settlement was well connected in terms of trade and consequently lasted until the late third century AD.

4.2.2 *Archaeological Potential*

The potential for any remains of Romano-British activity to exist within the Site is considered to be very low.

4.3 *Medieval Period*

4.3.1 *Historical and Archaeological Evidence*

There is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest of 1066. The area around Manchester came under the control of several kingdoms during this period. In AD 620, Edwin occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer and Brownbill 1908).

In AD 919, the Anglo-Saxon king, Edward the Elder, established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested that the burh lay within the area around the cathedral, which had become a focus for settlement by the late-eleventh century. The site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman

barons.

Following the Norman Conquest, William I assigned most of the land between the Ribble and Mersey rivers to Roger of Poitou, who retained the manor of Salford demesne (Tupling 1962, 116), but divided his other newly acquired land into several fiefdoms (Kidd 1996, 13). The largest of these was the landholding centred on Manchester, created by the grant of extensive lands in the hundreds of Salford, Leyland and West Derby to Albert Grelley (Tupling 1962, 116).

By the thirteenth century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk and the medieval town grew up around it (Hartwell *et al* 2004, 256). It was from this hall that they governed both the manor and the extensive barony. In 1222 Manchester was granted an annual fair, and in 1301 Thomas Grelley was granted the Great Charter of Manchester by Edward I, and thus it became a free borough (*ibid*).

4.3.2 Archaeological Potential

Given the location of the Site away from known medieval settlement activity, the potential for buried archaeological remains is considered to be low.

4.4 Post-medieval and Industrial Period

4.4.1 Historical Setting

During the eighteenth century, south-east Lancashire as a whole was predominantly an agricultural area of isolated settlements and market towns, with the burgeoning town of Manchester at its heart (Williams with Farnie 1992, 3). By the 1780s, the national demand for textiles and concomitant mill building transformed Manchester into a centre of the factory-based cotton-manufacturing industry (Baines 1835). The industrialisation of Manchester was greatly facilitated by an expansion of the region's waterways and the introduction of the canal network, which provided an efficient means of transporting bulk loads of goods. This crystallised with an Act of Parliament that made the rivers Mersey and Irwell navigable from Warrington to Manchester, opening up trade to Manchester and Salford from the expanding port of Liverpool. The first true industrial canal in Britain was that built by the Duke of Bridgewater, which was completed from his mines at Worsley to Manchester in 1764, the terminus of which was at Castlefield (Hadfield and Biddle 1970). The success of this canal saw numerous other inland waterways being opening during the late eighteenth century.

The Development of Ancoats: the Site lies in New Islington, which forms part of the Ancoats area of Manchester. By the beginning of the thirteenth century, the area was known as *Elnecot*, derived from the Old English *ana cots* which means 'lonely cottage' (Cooper 2002, 13). A fourteenth-century document refers to Ancoats as one of eight hamlets within the township of Manchester, itself forming part of the Hundred of Salford (Tait 1904). Ancoats retained a semi-rural aspect until the late eighteenth century, but by 1800 the area had been transformed into an industrial suburb (Miller and Wild 2007).

This transformation began in the 1770s, when land owned by the Leigh family was sold to Thomas Bound, a builder, who then sold it on to others for development (Little 2002, 31). William Green's *Map of Manchester and Salford*, surveyed between 1787 and

1794, shows the focus for initial development to have been at the corner of Great Ancoats Street and Oldham Road, and depicts the main elements of the existing street plan laid out on former fields of the area. Building speculation then drove further expansion, with plots of land within a grid-iron pattern of streets being sold for development. The principle driving force of development was the national demand for textiles, particularly cotton, and the introduction of steam-powered spinning mills (Williams and Farnie 1992, 3).

The earliest textile factories in the area included several water-powered mills erected along Shooter's Brook, to the south of Union (now Redhill) Street. There is some evidence to suggest, for instance, that New Islington Mill and Salvin's Factory originated in the late 1780s as water-powered textile mills situated on the bank of Shooter's Brook (Miller and Wild 2007). However, this was a small watercourse, and in seeking a solution to the inadequate power supplied to their waterwheels from the brook, some manufacturers experimented with steam power. Notably, John Kennedy is reputed to have first applied steam power to one of his spinning mules whilst renting space at Salvin's Factory in 1793 (Lee 1972, 9).

It was on the basis of a breakthrough in the application of steam power, and the national demand for textiles, particularly cotton, that created the explosion of factory building in Ancoats (Little 2002, 31). This was fuelled by the potential of cheap and reliable transport for goods and materials offered by the construction of the Rochdale and Ashton under Lyne canals, and led to the creation of a new breed of mill building in Ancoats (Miller and Wild 2007). These were built on an unprecedented scale, many depending upon the developing network of short branch canals for transport and a source of water for their steam-power plants.

Numerous trades ancillary to textile manufacturing were also established in Ancoats during the nineteenth century, and large areas were developed for workers' housing. In an age when walking was the only viable means of travelling to work, these were built with little regulation around the industrial units. The net result was the creation of the world's first true industrial suburb: an edge-of-town industrial estate with associated housing, community facilities (churches, pubs and charitable refuges) and related businesses.

A key component of this new industrial townscape was the canal network, and particularly for the Ashton Canal and the Rochdale Canal, which formed a transport artery through Ancoats and also provided a source of water for the steam engines in the new textile factories. The Ashton Canal was proposed in 1791, and was intended to provide link between Manchester and the collieries in the Ashton and Oldham area. The canal was authorised by an Act of Parliament in 1792, and construction commenced immediately under the direction of Edward Banks (Hadfield and Biddle 1970).

The canal had been completed between Manchester and Ashton by early 1797, although the terminus basin at Piccadilly had yet to be constructed. It seems that James Meadows, the canal company agent, had been overseeing the construction of the canal up to that point but, in June 1798, Benjamin Outram was appointed by the canal company as engineer (Hadfield and Biddle 1970). In August 1798, the company appointed F Bellhouse to erect a warehouse at Ducie Street, and Outram was

instructed to arrange for one or more cranes to be erected on the public wharves at the canal terminal. In the same year, Samuel Oldknow, chairman of the Peak Forest Canal Company, entered negotiations with the Ashton Canal Company with a view to purchasing land at the canal terminus. This was coupled with the intention of linking the Peak Forest Canal with the Ashton Canal in Ashton, thereby providing a direct link to Manchester from the limestone quarries in Derbyshire. The Ashton Canal was finally completed in 1799, and several warehouses were established at the terminus in Piccadilly Basin (Hadfield and Biddle 1970). Ashton Canal acted as catalyst for development in Ancoats, and the canal corridor heading north-eastwards out of Ancoats towards Bradford and Clayton became lined with textile mills.

4.4.2 Overview of Manchester's Textile Industry

By the 1780s, the national demand for textiles, particularly cotton, had begun to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of the factory-based cotton manufacturing industry of international repute (Baines 1835). The ebb and flow of business confidence powerfully influenced development, which was concentrated into short and intense bursts of investment (Williams with Farnie 1992, 19). The high price of land influenced the location of fresh industrial ventures, and thus the new steam-powered mule mills were built on the outskirts of the established nucleus of Manchester. The first of these was established in Ancoats during the 1780s. A commercial boom in 1800-02 saw the number of cotton-spinning firms in the township of Manchester double from 51 in 1799 to 111 in 1802, setting Manchester on its path to becoming the most highly concentrated centre of cotton spinning in the world (Williams with Farnie 1992, 19).

In broad terms, fluctuations in the cotton market during the 1820s brought 'boom and bust' conditions for Manchester's manufacturers, although a report in the *Manchester Mercury* in 1827 claimed that 'the market for manufactured goods was the briskest which there has been for a very long time'. This favourable economic situation persisted until 1836 and led to numerous new textile mills being established around the fringes of the Manchester. However, a serious depression of trade in 1837 resulted in 'the vigorous weeding out of inefficient firms' (Howe 1984, 12). Boom conditions reigned between 1848 and 1853, and the number of cotton mills in Manchester reached a peak of 108 at the close of 1853 (Williams with Farnie 1992, 21). It was at this time that Manchester gained its popular designation as 'Cottonopolis' in recognition that the city represented the nucleus of the whole cotton industry, harbouring representatives of all its component branches and ancillary trades.

The number of mills in Manchester declined gradually during the second half of the nineteenth century and was surpassed by Bolton as the leading centre for cotton spinning in the 1850s. This reflected the continuing inflation of land values in Manchester in the face of increased competition for development plots, which presented significant issues to individual mill owners that needed to expand their factory premises. Some old, established firms in the city centre relocated their business to the suburbs for the same reason, a notable example being Henry Houldsworth, who moved from his large mill complex on Newton Street in Manchester to Reddish, where he established a 'state of the art' spinning mill in 1865.

By the early 1880s, the number of cotton spindles operating in the city was in the process of absolute decline, exacerbated by the 'Great Depression' of 1873–96. This had a significant impact on many cotton-spinning firms. Some of Manchester's largest firms, such as McConnel & Kennedy and A & G Murray in Ancoats, specialised in the spinning of ultra-fine yarn, a branch of the industry that sustained less impact from the trade depression, whilst other firms were afforded some protection through diversification into the weaving and finishing branches.

4.4.3 *The Rochdale Canal*

The Rochdale Canal was authorised by an Act of Parliament in 1794, with the intention of providing a trans-Pennine route that would essentially link Manchester with the ports of the East Coast via the rivers Aire and Trent. The Rochdale Canal was linked to the Ashton Canal at Piccadilly in 1800. This enabled a link from Ashton to the Bridgewater Canal at Castlefield, and thus provided a direct route to the burgeoning port of Liverpool. These essential links made Piccadilly Basin a key location in the local canal network, and a focus for the trans-shipment of goods.

The first design for the Rochdale Canal Basin was proposed in 1796, and revised in 1804, although neither of these proposed schemes were carried out. The Rochdale Canal Company's first warehouse was eventually constructed in 1806, at the end of one of the canal arms to the east of Dale Street and survives today as Dale Warehouse. Dale Street effectively divided the basin into two with a smaller, western section bounded by Lees Street, London Road (later Piccadilly) and Ducie Street. The eastern section was bounded by Back China Lane, Upper Stanley Street, Leech Street and Ducie Street. A plan drawn up in 1810 closely resembles the final layout, and proposed 23 wharf plots, with two general wharves and the four buildings that had been completed by that stage (Maw *et al* 2009, 22; Plates 2 and 3).

After the development of the Dale Warehouse, the company's offices were constructed immediately to the south-east in 1807, with two sheds located between the two arms. This range of buildings formed one of the two general wharfs for the Rochdale Canal Company and was completed by 1810. However, development of the rest of the basin was slow, only being progressed during periods of prosperity. The next major development was not until 1817, when existing warehouses were expanded. Other improvements included new surfacing of the wharfs and installing cranes for loading and unloading goods (*op cit*, 22-3).

New warehousing was built in 1822, replacing the western warehouse of 1810, and was one of the first to employ iron in its structure. Over the next few years, the Rochdale Canal Company made several minor improvements, including renovating warehouse space as well as constructing the Lees Street Branch of the basin on the western edge. As part of traffic regulation, the Rochdale Canal Company ordered the construction of a stone gateway between the offices and the 'new' warehouse, which still stands today (*op cit*, 23).

Expansion into the north-eastern part of the basin was carried out in 1825, with the cutting of the Upper Stanley Street canal arm, as well as one further west, near Dale Warehouse, towards Back China Street. Growth stagnated in 1826 and, in 1829, the Merchant's Warehouse was destroyed by fire, leading the Rochdale Canal Company to implement new safety regulations. Trade picked up again during the 1830s, and

warehousing was added at the south-west corner of Ducie and Dale Street, as well as around Upper Stanley Street. Jackson's Warehouse was completed in 1836, named after a carrier company that operated between Liverpool and Hull (*op cit*, 23-5).

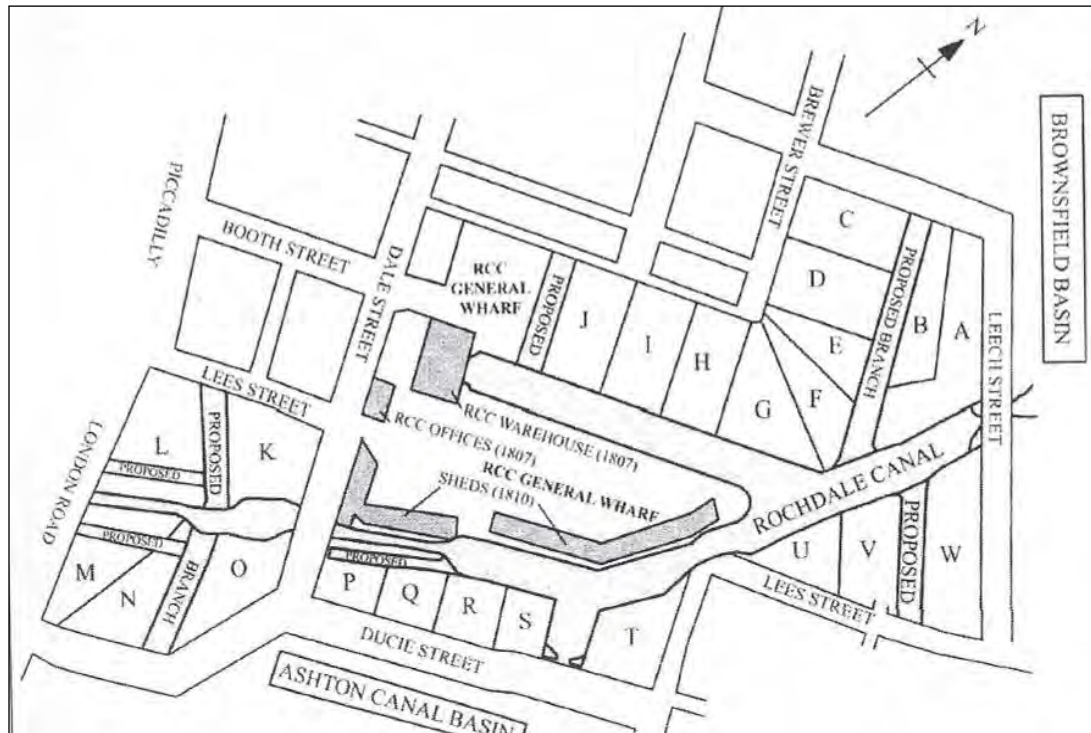


Plate 2: Plan of the Rochdale Canal Basin drawn in 1810

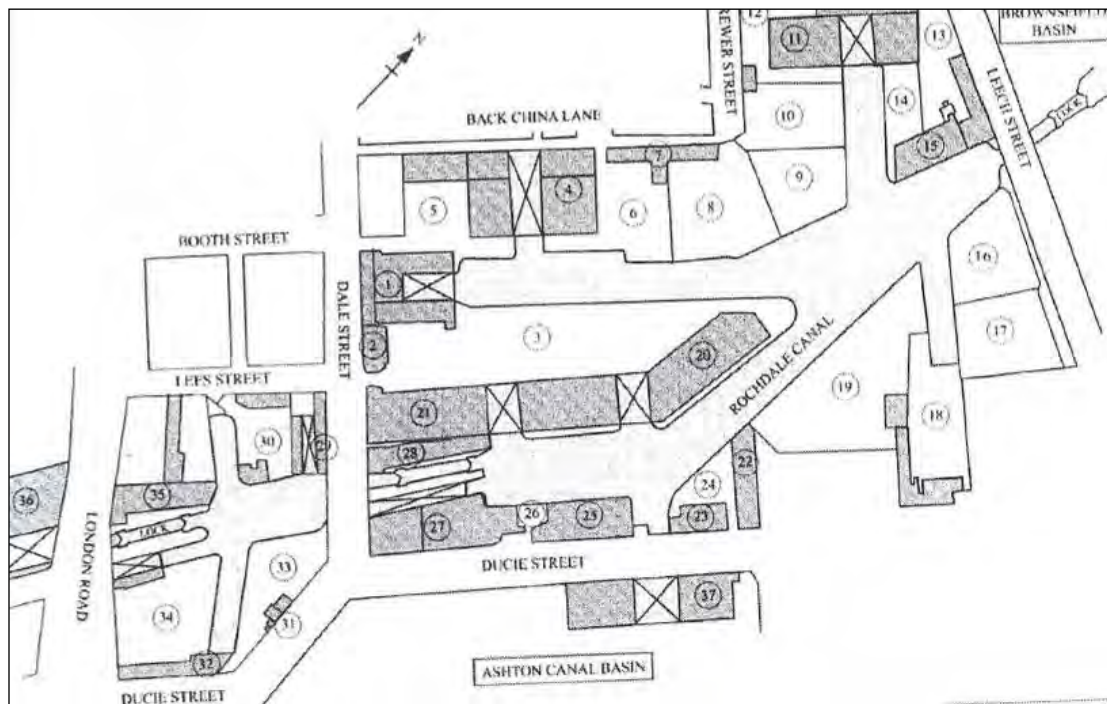


Plate 3: Plan of the Rochdale Canal Basin drawn in 1855. Select Key: 1 – Dale Warehouse (1807); 4 – Merchant's Warehouse (1825); 11 – Jackson's Warehouse; 18 – Stone Wharf; 19 – Stone Wharf & Sand Shed; 22 – Stables; 23 – Stables; 24 – Stable Yard

Railway Competition: the introduction of a viable railway in the 1820s brought an alternative, and faster, means of transporting bulk goods. The advantages of this new form of transportation were recognised instantly, leading to the rapid expansion of the railway network. The Ashton Canal was purchased by the Manchester, Sheffield & Lincolnshire Railway in 1842, and was operated as a single concern together with the Peak Forest and Macclesfield canals. The Rochdale Canal Company resisted take-over bids from various railway companies initially but, in 1855, it leased the canal to a consortium of railway companies. The canal remained profitable into the 20th century, however was in sharp decline by the end of the First World War. The final boat journey across the Pennines on the Rochdale Canal was made in 1937 and, in 1952, the canal was closed to navigation, apart from the short section between Castlefield and the Ashton Canal junction at Piccadilly (Hadfield and Biddle 1970).

4.4.4. Housing in Manchester

Attempts were made by the Manchester Police Commissioners to apply a rudimentary form of building regulations as early as 1792. However, with no way to enforce these regulations, they were largely ignored (Hylton 2003, 152). By the 1820s and 1830s, housing conditions deteriorated further, with poor sanitation, no form of water supply and poor-quality bricks and mortar (Nevell 2008, 136; Pearlman 1956, 3). At best, an open drain from an ashpit privy might have been installed down the middle of the street or court (Parkinson-Bailey 2000, 35). Eighteenth-century houses were compromised during this period by the infilling of areas between these dwellings with back-to-back and blind-back housing, and by the increasing use of these buildings, originally designed for occupation by one family, as tenements, that were occupied by two or more families. As a result, houses became increasingly overcrowded and cellars were used as separate dwellings (Nevell 2008, 152; Marr 1904, 34 and 60).

A description of the housing conditions during the early nineteenth century was given by Dr J Ferriar in the proceedings of the Board of Health in 1805:

“The number of damp and very ill-ventilated cellars inhabited in many parts of the town is a most extensive and prominent evil. It may be necessary to explain to gentlemen who have not visited such places, that they each consist of two rooms underground, the front apartment of which is used as a kitchen, and though frequently noxious by its dampness, and closeness, is greatly preferable to the back-room: the latter has only one small window, which, though on a level with the outer ground, is near the roof of the cellar, it is often patched with boards or paper, and in its best state, is so much covered with mud, as to admit very little either of air or light. In this cell, the beds of the whole family, sometimes consisting of seven or eight, are placed. The floor of this room is often unpaved: the beds are fixed on the damp earth. But the floor, even when paved, is always damp. In such places, where a candle is required, even at noon-day, to examine a patient, I have seen the sick without bedsteads, lying on rags; they can seldom afford straw. This deplorable state of misery becomes frequently the origin, and certainly supports in a great degree the progress, of infectious fevers.” (Board of Health 1805, 12-13).

Further acts were introduced during the nineteenth century in an attempt to improve living conditions in Manchester. The Manchester Police Act of 1844 stated that any new house should be provided with a toilet, with a door and covering, and all existing

houses were to have one installed; significantly, this act also banned the building of new back-to-backs (Muthesius 1982, 126; Lloyd-Jones and Lewis 1993). The Public Health Act of 1848 further sought to improve conditions by giving 'local authorities powers to supply water, to pave and clean streets, to arrange the collection of refuse and the whitewashing and purifying of houses' (Parkinson-Bailey 2000, 40). Cellar dwellings also became illegal in 1853 through the Manchester New Streets Act, however, this took approximately three decades to take full effect, as many cellar dwellings remained occupied until 1872 (Hylton 2003, 154).

Two significant advances in housing legislation were introduced in the late 1860s. The first was the Manchester Waterworks and Improvement Act of 1867, which led to the appointment of a Medical Officer of Health for the town, the first of which was Dr John Leigh (Parkinson-Bailey 2000, 41). Nationally, this act was the first of its kind that enabled houses unfit for habitation to be closed and demolished. Significantly, the 1867 act also specified the minimum requirements for room sizes and window areas in new dwellings and also required that every new house had a yard at the rear. This act also required a minimum street width of 30ft (*ibid.*). This local act was then supplemented in 1868 by the passing of a national act. This was the Artisans' and Labourers' Dwelling Act, also known as the Torren's Act after its author, which focused on the improvement, maintenance, or demolition of pre-existing houses and also new-build houses (*ibid.*). To bring houses up to the required standard, landlords might create a through-dwelling by knocking doors through the party wall between a pair of back-to-backs. Pairs of back-to-backs or individual one-up one-downs might be removed altogether to create the space for yards for the remaining property (Roberts 1993, 22-3). In 1875, the Artisans' and Labourers' Dwellings Improvement Act was introduced to provide the mechanism of slum clearance, the first act of its kind (Pearlman 1956, 28). However, the Manchester authorities were initially resistant to this act, and it was not until 1890, with the amendment of this Act, that slum clearance and regeneration began in earnest (*op. cit.* 34).

4.4.5. Manchester Corporation and the supply of Gas

During the nineteenth century, Manchester was known for being one of the most well-lit cities in England due to its success in the development of gas. In 1807, the Police Commissioners of Manchester affixed a public lamp outside their premises in Police Street. During the early years of the nineteenth century, gas undertakings were all privately owned.

In 1817, the first Manchester Gas Works was built by the Manchester Police Commissioners. The works was located at Water Street and was used to supply gas to streetlamps and police offices on a commercial basis (National Gas Archive: Manchester Corporation). Manchester was the first municipal authority to obtain powers for the manufacture and supply of gas, which was achieved through the Manchester Gas Act of 1824. The Act set the areas of supply for the Police Commissioners Gas Undertaking and the police commissioners were responsible for lighting the streets.

A second gas works was opened at Gould Street in 1824 (later known as Rochdale Road Gas Works) and in the following years a further three gas works were established within Manchester by the Police Commissioners: Gloucester Street Gas Station (1830-

1847), Every Street, Ancoats (1831-1867) and Gaythorn Gas Station. The latter had been established in 1825 and was purchased by the Police Commissioners in 1837, the same year in which the first established gas works at Water Street were closed. With the purchase of Gaythorn Gas Works came the right to supply gas to Chorlton-upon-Medlock (Institute of Mechanical Engineers 1894).

The responsibility of the Manchester Gas Undertaking was transferred from the Police Commissioners to the Manchester Corporation in 1843. The Corporation bought the Droylsden Station in 1869 and constructed and opened Bradford Road Station in 1884. The last gas station to be acquired by the Manchester Corporation was Partington, which opened in 1929. Through nationalisation, the Manchester Corporation Gas Undertaking became part of the North West Gas Board in 1949 (National Gas Archive: Manchester Corporation).

4.5 Development of the Site

The development of the Site may be traced reasonably well from the sequence of available historic mapping. The earliest reliable published map that shows the study area at a useful scale is Green's map of 1787-1794 (Plate 4; Fig. 3). This map shows the streets in Ancoats laid out in a grid pattern, creating series of regular plots, with development apparently focused on the Great Ancoats Street and Newton Lane (Oldham Road) area. Some of the larger streets were named after the original landowning families (George and Henry Cornwall Legh) (Rose *et al* 2011, 8). Poland Street was also established.

Green's survey indicates the Site was occupied in one corner by what appear to be a small row of houses fronting Poland Street. The 1795 Manchester Rate Book lists 16 occupants of Poland Street (Manchester Rate Books 1706-1900 M 9/40/2/52), which may include some of the occupants of the houses depicted on Green's map. By 1806, the number of occupants had risen to 21 (Manchester Rate Books 1706-1900 M 9/40/2/68).

By 1824, the Bengal Arm of the Rochdale Canal had been constructed along the eastern boundaries of the Site. Bridges over the arms of the canal were constructed on Poland Street and Jersey Street. The houses shown on Green's map remained extant during the 1820s and 1830s, as evidenced by their appearance on Swire's map of 1824 (Plate 5; Fig. 4) and Banks & Co.'s map of 1831 (Plate 6; Fig. 5).



Plate 4: Site boundary superimposed onto Green's map of 1787-1794

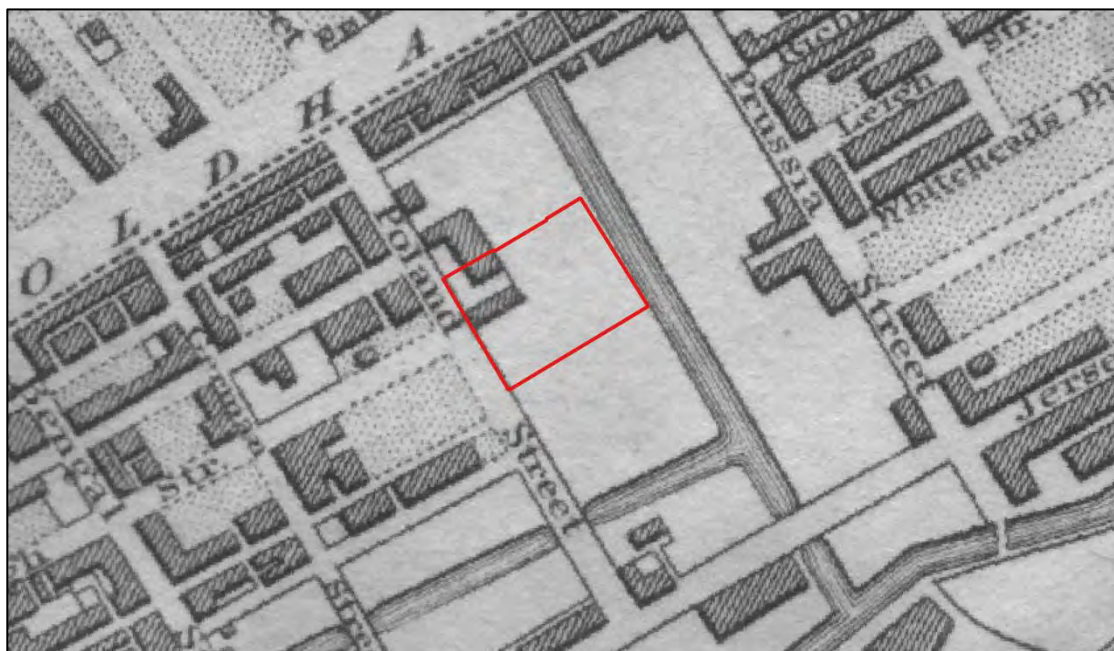


Plate 5: Site boundary superimposed onto Swire's map of 1824

The documentary evidence provides an astonishing insight into the changing demographic composition of the district's inhabitants, during the process of industrialisation. In the late eighteenth century, the area remained semi-rural and sparsely populated with its residents being a mixture of businessmen, trades people and even gentlemen. By the 1820s there had been a huge demographic shift. This can even be traced in the rate books for the area, such as Bengal Street and Gerrard's Court, which show a rise in the number of Irish surnames by the 1820s. This trend is corroborated by contemporary articles. The reporter of an article published in *The Times* in 1819, stated that Ancoats had been 'created by the success of the cotton trade, and swarms with inhabitants, who all share its vicissitudes. It is occupied chiefly by spinners, weavers, and Irish of the lowest description, and may be called the St Giles' of Manchester' (*The Times* 24 August 1819).

The Irish migration to Britain increased yet further during the 1830s and '40s, accelerated by those fleeing the potato famine between 1845-9. This trend was particularly evident in the census returns for 1851, which lists an Irish family living in the house at 22 Poland Street. The census return listed three members of the Murphy family and a further six occupants, the majority of whom were working as labourers or within the textile industry (Table 3).

Forename(s)	Surname	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Mary	Murphy	Head	Widow	45	1806	Seamstress	Ireland
Peter	Murphy	Son	Unmarried	20	1831	Piecer	Ireland
John	Murphy	Son	Unmarried	11	1840	Errand Boy	Ireland
John	Demy	-	Married	55	1796	Cabinet Maker	Ireland
Martha	Demy	-	Married	50	1801	Seamstress	Ireland
Joseph	Demy	-	Unmarried	18	1833	Apprentice	Manchester, Lancashire, England
Charles	Hughes	-	Married	40	1811	Boiler Maker	Oswestry, Lancashire, England
Ann	Hughes	-	Married	29	1822	-	Cheshire, England
Elizabeth	Jepson	-	Unmarried	16	1835	Servant	Liverpool, Lancashire, England

Table 3: The Murphy household recorded as living in the cellar of 22 Poland Street on the 1851 census return

Nearly all the Irish families in Ancoats engaged in work within the textile industry, a large number listing their occupation as labourers, weavers or tailors; younger members of the households frequently worked as piecers.

The Ordnance Survey Town Plan of 1831 shows for the first time all of the houses contained within the corner of the Site. These include half of 24 Poland Street, 26 Poland Street, 28 Poland Street, the extension of George Leigh Street into the currently empty block at right angles to Poland Street, including numbers 131, 133, 135 and 137. The map of 1831 indicates that the houses on the George Leigh Street extension are back to back premises. By the time the 1851 map is drawn a further household located in the courtyard created at the rear of Poland and George Leigh Street exists.

Swire's map of 1824 shows the canal for the first time, the Prussia Street Arm of the Rochdale Canal runs to the rear of the properties at the northern boundary of the site.

Later census returns reveal that the properties continued to be occupied by first or second-generation Irish families. The 1861 census return lists a multiple occupancy household at 26 Poland Street, 13 people were living in the one property. The Jones family had six members, and the Moran household had six lodgers, all of whom were Irish, five working in the textile industry, the fifth lodger being only five years old. (see tables 10 to 11, Appendix 1).

As can be expected, the majority were employed in low-paid positions as labourers or unskilled workers in the textile industry. However, over time, a wider range of job opportunities was made available, fewer and fewer pertaining to cotton manufacturing.

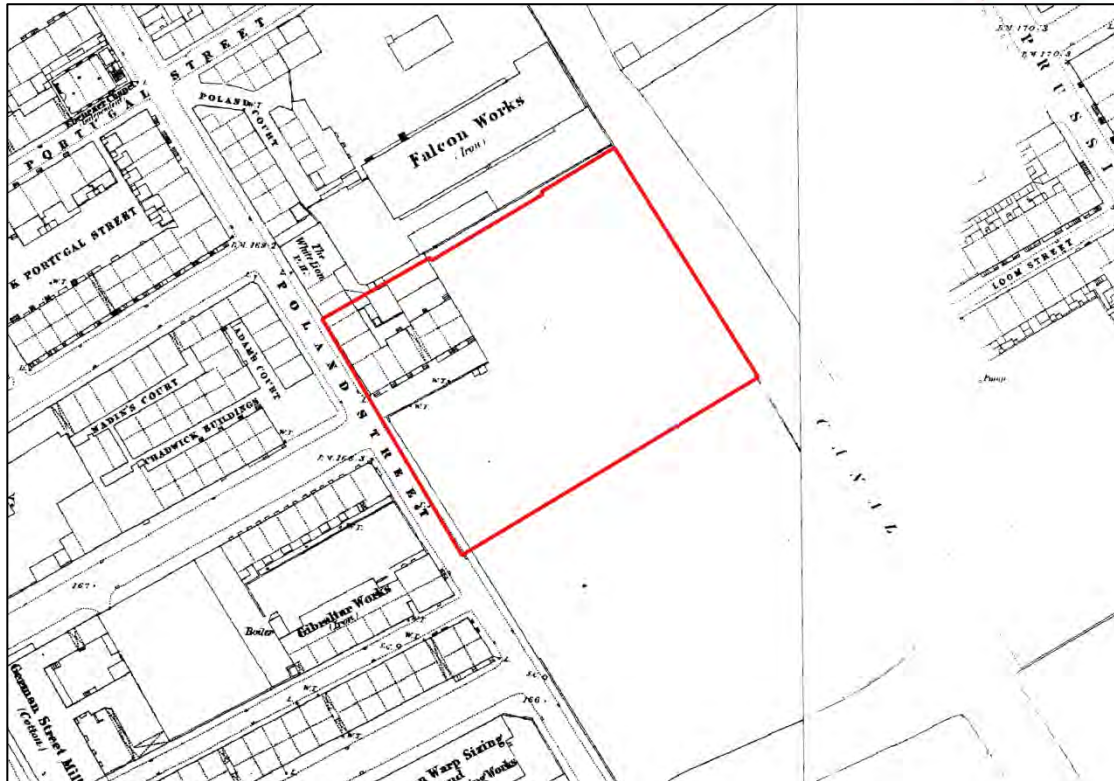


Plate 7: Site boundary superimposed onto the Ordnance Survey Town Plan of 1851

For the first time in the 1871 census the extension of George Leigh Street into the site is listed with a total of 18 people occupying numbers 131 to 137. Occupations listed included calico weaver and painter, (See tables 22 to 25, Appendix1). The 1871 census return also lists McIntyre's Court for the first time, at number two, the Howard household contained six individuals, four of whom were Irish, two were factory operatives, (see table 26, Appendix 1)

In the 1881 census 2 Macintyre court was occupied by the Collins household, containing five individuals, the head of the household John Collins is listed as unemployed, (see table 27, appendix 1). On the George Leigh Street extension a divergence in occupations away from the textile industry can be seen. At 131 George Leigh street there is still multiple occupancy. Two households, the Crawford and McGee families occupying the site, however the numbers are reduced to just five people. Two individuals were employed in the textile industry as dyer and calico weaver, other occupations included a sand dealer, laundress, and nurse.

At 133 George Leigh Street the Laight household had only three occupants, the head of the household John Laight is listed on the census as a stableman, (see table 34, Appendix 1). At 135 George Leigh street the Reeson household also had only three occupants. Anne Reeson the head of the household was Irish and at 84 years old is by far the eldest person listed on the census's listed for this site. Her household is all female, her granddaughter Emma and the lodger, Mary Tetlock are both fancy box makers. A first, and third generation Irish household, whose younger generation has moved away from the textile industry for work, (see table 35, Appendix 1).

At 137 George Leigh Street the Ward household has three occupants. Its head John Ward is listed as the storekeeper for the corporation pipe yard, which the rest of the

site consisted of at this time. Although not shown on the 1851 Ordnance survey town plan (see Plate 7) it is clearly marked on the 1891 Ordnance survey town plan, (see Plate 8), shown as 'Street Mains Department (Gas)'.

Overall, the collated data for Poland Street, George Leigh Street, and McIntyre's Court shows it remained strongly embedded in the Anglo-Irish community. Such enclaves of low-quality housing, with long-established Irish residents, were probably the first port of call for migrants arriving with little-to-no money. This contributed to what can only be described as 'ghettoisation'. This phenomenon has been explored in some depth in a study by Lee Gregory, who analysed "the heads of households, the occupational structure and occupancy rates" within across a central swathe of Ancoats (Rose *et al*, 2011, 33). Its findings revealed that initially, high numbers of Irish-born inhabitants were living within closed, "ghetto-like" communities, chiefly in back-to-back houses and cellar dwellings (*ibid*).

The Ordnance Survey Town Plan of 1891 shows, the unusual layout of the houses located within the corner of the current site, 24, 26, 28 Poland Street, 131, 133, 135, 137 George Leigh Street, and 2 McIntyre's Court, and how they have been incorporated in the industrial site, Gas Street Mains Department. This typifies the development of the Ancoats area at this period as industry and residential properties were built close together for easy access to a cheap and plentiful work force.

The Site was developed into the Street Mains Department (Gas) at some point between 1851 when the site only shows the houses located in the corner of the site and 1881 when the census return shows John Ward living at 137 George Leigh Street as occupied at the Street Mains Department (Gas).

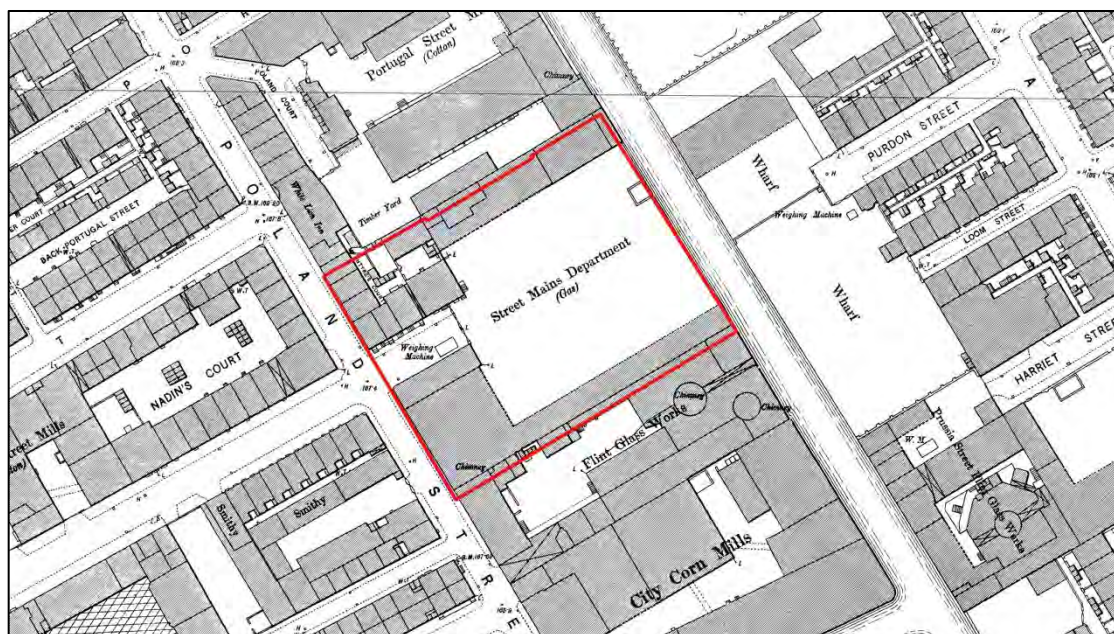


Plate 8: Site boundary superimposed onto the Ordnance Survey Town Plan of 1891

The Ordnance Survey map of 1908 (Plate 9; Fig. 8) shows the canal as shown on the 1891 OS map, however it is now named as the Prussia Street Arm. The corporation yard has expanded and the houses that could be seen on the Ordnance survey town plan 1891 (Plate 8; Fig. 7) have now been demolished and replaced by buildings of a significantly different footprint.

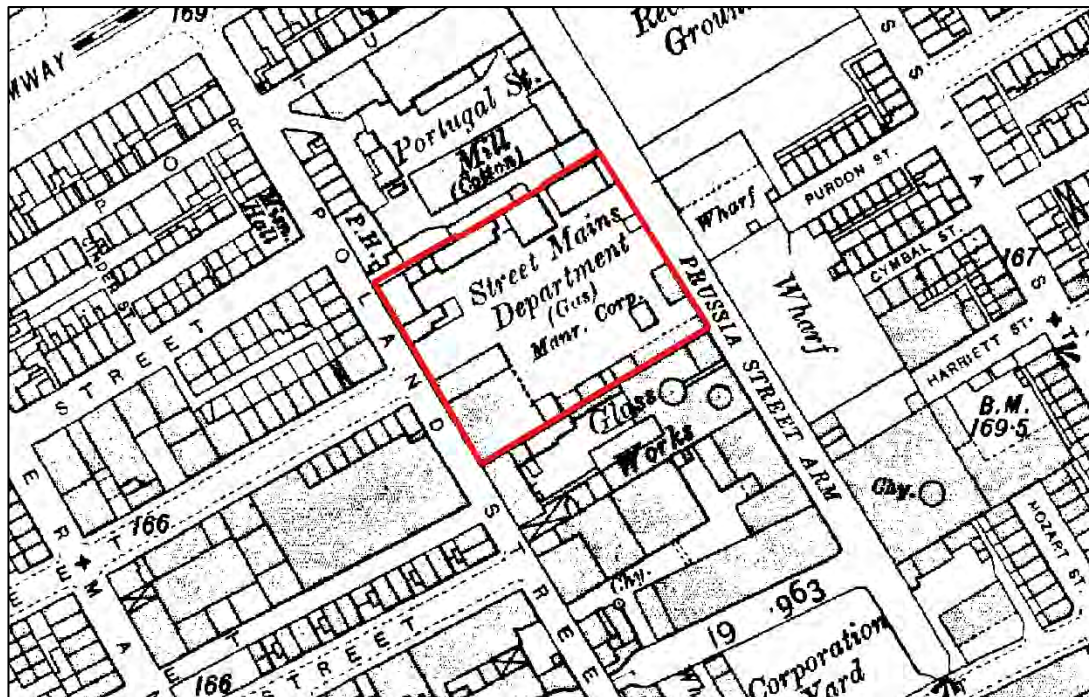


Plate 9: Site boundary superimposed onto the Ordnance Survey map of 1908



Plate 10: Poland Street and 131 and 133 George Leigh Street, Ancoats, 1897

This photograph is from 1897 (Plate 10); it shows the workers properties located within the corner of the site, the photograph label in the bottom left hand corner of the picture says, 'Property on Poland Street on site of new stables of the Gas Committee – Sept 1897.' Note the steps up to the two buildings in the foreground of the photograph (131 & 133 George Leigh Street) indicating cellars, the corner building also has a small black door at street level again indicating the presence of cellars. Many cellars in the Ancoats area were often sublet to boost the meagre income of textile workers, often whole families would occupy the two room, badly lit and ventilated basements. (Nevell 2008, 152; Marr 1904, 34 and 60). Towards the end of the nineteenth century laws were slowly introduced to firstly limit the number housed in such conditions and eventually to stop this practice altogether. The Torrens Act of 1868 (Roberts 1993, 22-3), which required landlords to bring properties up to a minimum standard seems to have directly influenced the properties in the corner of the site as by 1891 the back to back properties on the George Leigh extension have been knocked through and are shown as five individual properties. All the houses shown in the photograph after the White Lion public house, fronting onto Poland Street, those fronting onto George Leigh Street, and McIntyre's Court were demolished by 1908. The street Mains department then took up the whole of the site.

The Street Mains Department (Gas) was part of Manchester Corporations huge undertaking to supply gas to the people of Manchester. It was responsible for the supply and laying of many miles of street mains within the city. As it was located next to the canal, raw materials and goods must have come to the yard before leaving the Poland Street entrance. The Manchester Evening News (1897) in an article about the operation of the corporation tells us that there are seven hundred and fifty miles of street mains and three hundred miles of service pipes that the Street Mains Department was responsible for. The gas business within Manchester Corporation had a turnover of over a million pounds that year (ibid), an incredible amount equivalent today to approximately 120 million pounds.

In a further article from 1899, an incident concerning the collapse of a wall resulting in a death while laying a gas main allows us an insight into the operation of the street mains department. William Bolton was employed as a under foreman pipe layer, a John Schofield as an inspector and a Mr Waddington is the superintendent. The excavation of over 750 miles of mains it seems was not without incident, the department employed up to fifty men at any one time in the laying and maintenance of the gas pipes. In 1899 Manchester Corporation published the salaries of its senior employees and the assistant superintendent of the Street Mains Department earnt £250 per year. This salary is in stark contrast to those living in the properties located in the corner of the site at this time. A calico weaver could expect to earn fifty-five pence a week, maybe £26 per year, (Lee 1972, 174). The gap between rich and poor during this period of mass industrialisation of Ancoats could hardly be starker.

In 1900, new buildings were constructed in the corporation yard to provide more accommodation for carrying on the work of the department. The buildings replaced earlier buildings, which had been erected on the site at various periods over the previous forty years. The new offices were built in two sections: blocks to the right of the entrance and blocks to the left. The plans for the new buildings stated that *"The blocks on the right hand side of the entrance will have on the ground floor a general*

office, store-room and testing shed, while the first and second floors will be used as a workshop for lamp repairs and a general storage warehouse. On the left of the entrance gateway will be situated the store-keeper's house, a mess room for the workmen, and stabling for the horses". The new buildings cost approximately £13,000 to construct and the project was carried out under the direction of architect Joseph Swarbrick (<https://manchestervictorianarchitects.org.uk/buildings/new-offices-and-stores-poland-street-oldham-road>).

The ordnance survey map of 1922 (Plate 11; Fig 9) shows no change on the site from the 1908 Ordnance Survey map. Slater's directory of 1911 states that the Street Mains Department at Poland Street was used to store gas pipes and that, at the time, the yard was managed by William Payne (Slater 1911).

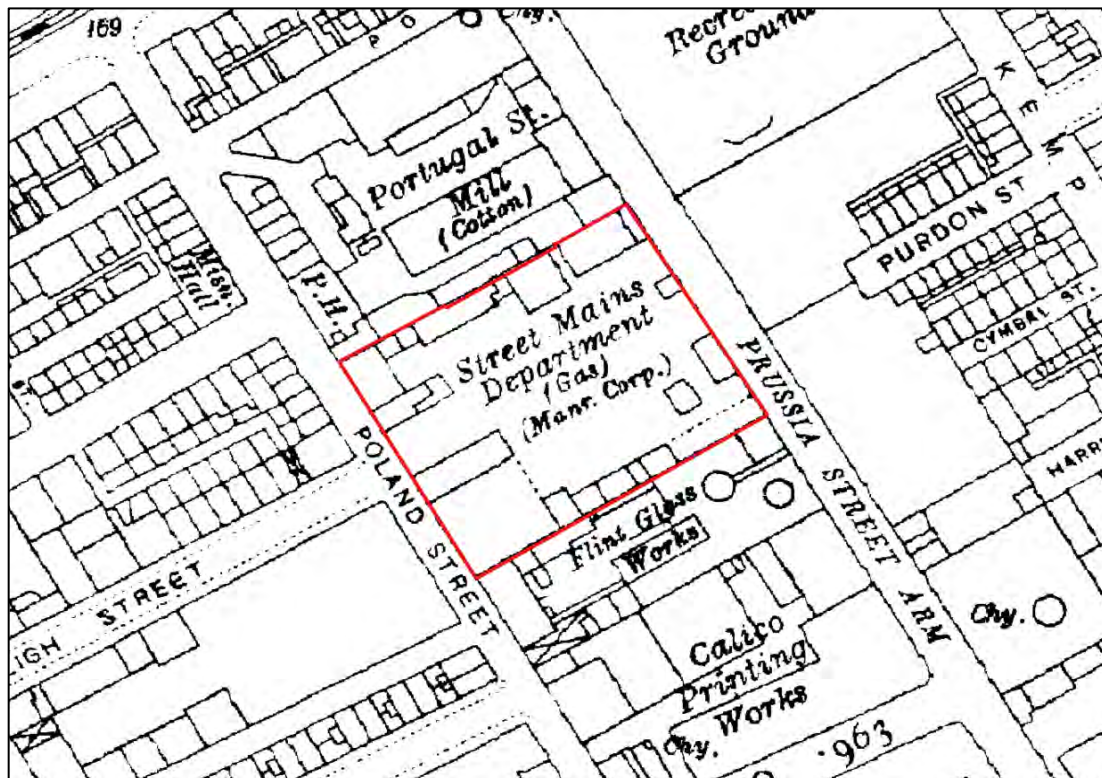


Plate 11: Site boundary superimposed onto the Ordnance Survey map of 1922

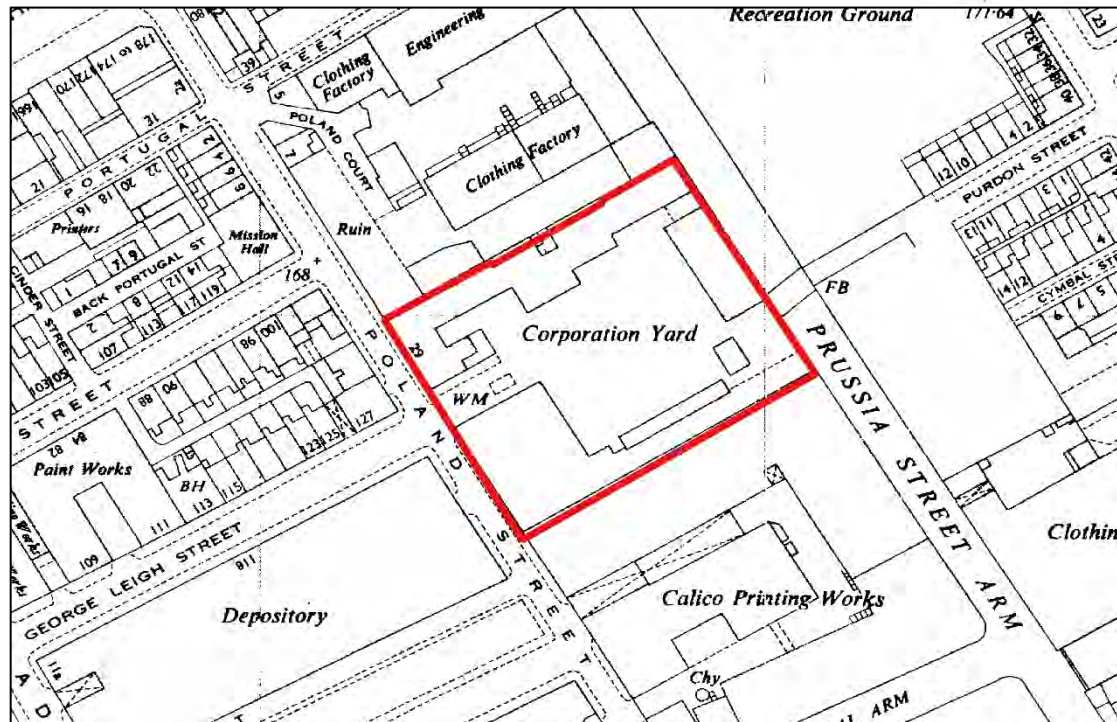


Plate 12: Site boundary superimposed onto the Ordnance Survey map of 1948

In 1948 Manchester Corporation handed the running of its gas business over to the North West Gas board. This is reflected in the OS map of 1949 (Plate 12; Fig. 10), with the 'Street Mains Department' renamed 'Corporation Yard'.

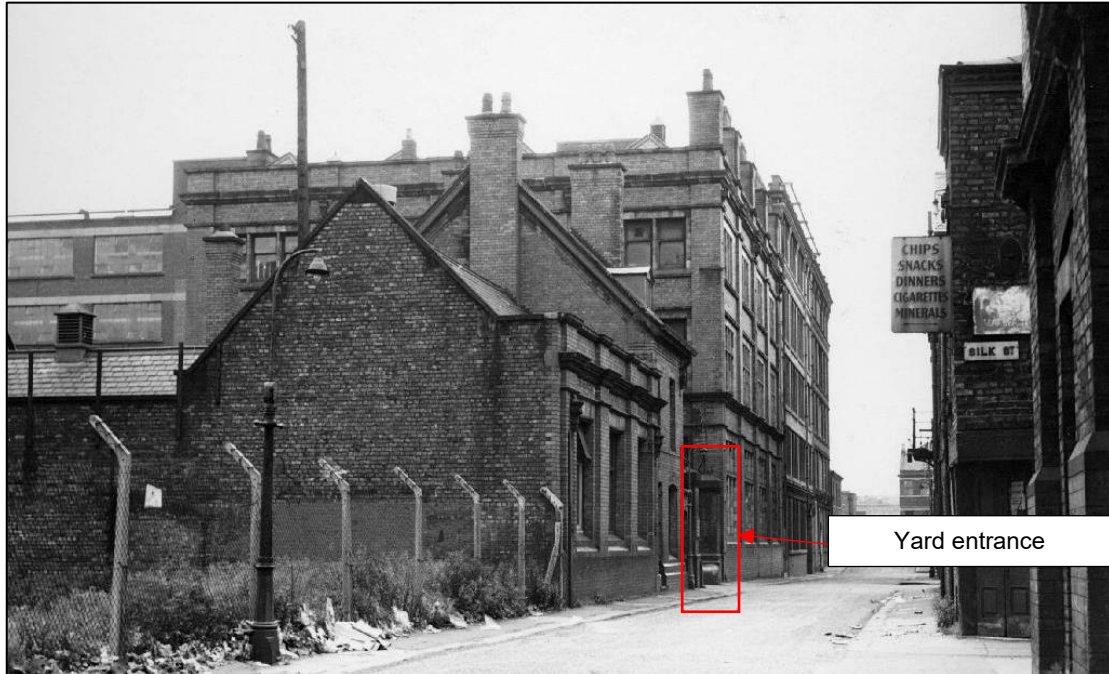


Plate 13: Poland Street facing southeast, 1962

The photograph of Poland street facing southeast, (Plate13) shows the Corporation Yard in 1962, seen on the left hand side of the photograph; the buildings following the chain link fence up to a yard entrance and then the following building are all part of the yard. The building nearest the chain link fence up to the entrance to the yard replaced

the nineteenth century housing. The first building on the left and the building to the rear of it are single storey.



Plate 14: Poland Street from George Leigh Street, 1962

Another image from 1962 (Plate 14) shows the end of George Leigh Street looking into the Corporation Yard. It indicates that buildings at the rear of the yard are single storey. It appears to be a vehicle storage yard, the purpose of the decorative iron work on top of the entrance pillars presumably relates to a logo associated with the gas works.

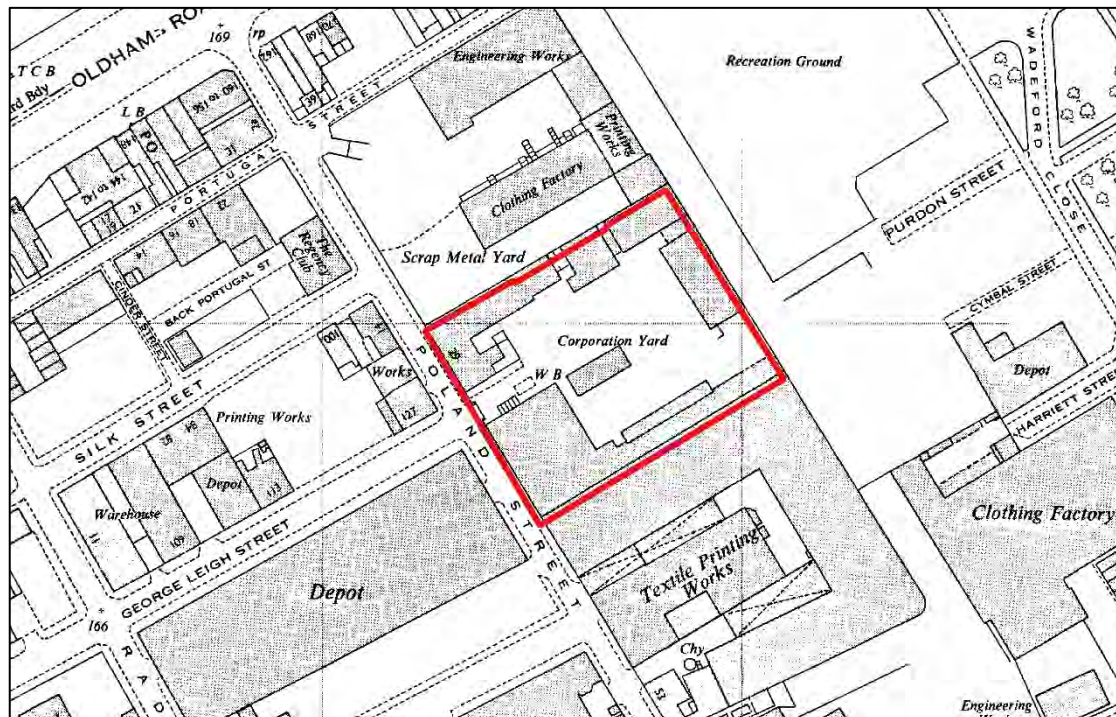


Plate 15: Site boundary superimposed onto the Ordnance Survey map of 1989

The 1989 map of the site (Plate 15) indicates that the site seen in the 1960's photographs is still extant with very little change to the footprint of the buildings. The canal to the rear of the site had been filled in by this time. At some point since 1989, the Corporation Yard and associated buildings were cleared, and the site is now occupied by several modern buildings and is known as Poland Street Industrial Estate.



Plate 16: The current entrance to the site

The current site entrance, seen in the photograph (Plate 16) corresponds to the original site entrance. This photograph is taken from George Leigh Street looking into the site. The single story building with the blue door to the left of the site entrance replaced the single story corporation yard building which in turn replaced the nineteenth century back to back housing with cellars (Plate 10).

5. Gazetteer

The following gazetteer entries summarise the sites of potential archaeological interest within the Site (Figs 12-14). The identification of these non-designated heritage assets is drawn primarily from the historic map regression analysis.

Gazetteer Entry 01

Site Name	Houses shown on Green's map of 1787-1794 (site of)
HER number	-
Site Type	Dwellings
Period	Eighteenth century
NGR	SJ 85170 98895
Source	Green 1787-1794
Description	Structures are shown on several maps dating to the late eighteenth and early nineteenth century. These structures are shown at the junction of Poland Street and Caroline Street (now Portugal Street) extending almost to George Leigh Street.
Assessment	Remains of the eighteenth century buildings were likely removed by later development, however, there is some potential for the remains of these structures to survive within the Site boundary.

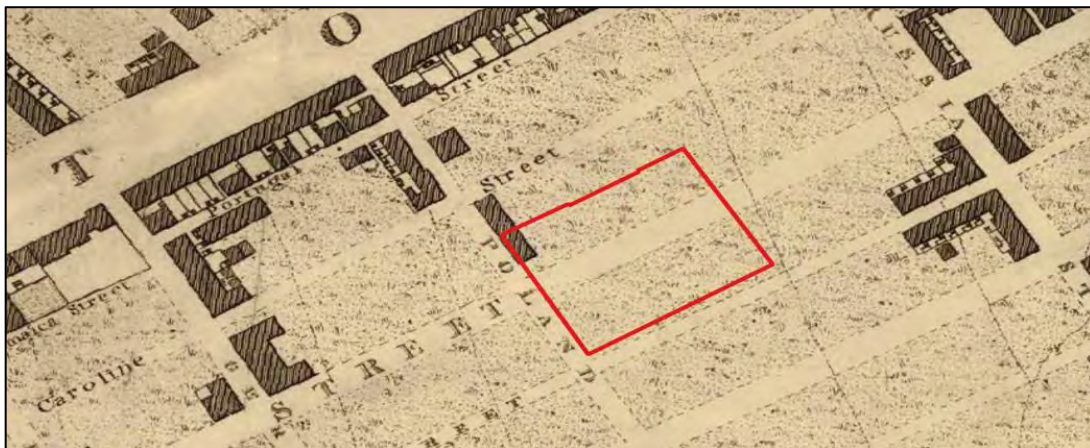


Plate 17: Houses (GE01) shown on Green's map of 1787-1794

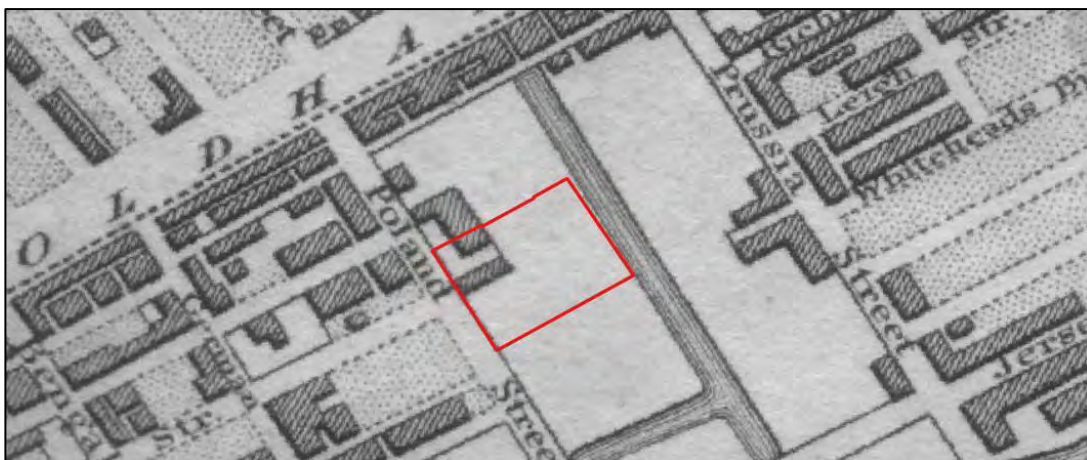


Plate 18: Houses (GE01) shown on Bancks & Co.'s map of 1831

Gazetteer Entry 02

Site Name	23 to 29 Poland Street, (site of)
HER number	-
Site Type	Workers' housing
Period	Nineteenth century
NGR	SJ 85170 98895
Source	OS mapping, census returns
Description	The houses at 23 to 29 Poland Street were constructed by 1831. The houses comprised two storeys. Due to site development, the houses were demolished by 1908.
Assessment	Archaeological remains of the houses may survive in-situ within the Site boundary.



Plate 19: 24-28 Poland Street, Ancoats

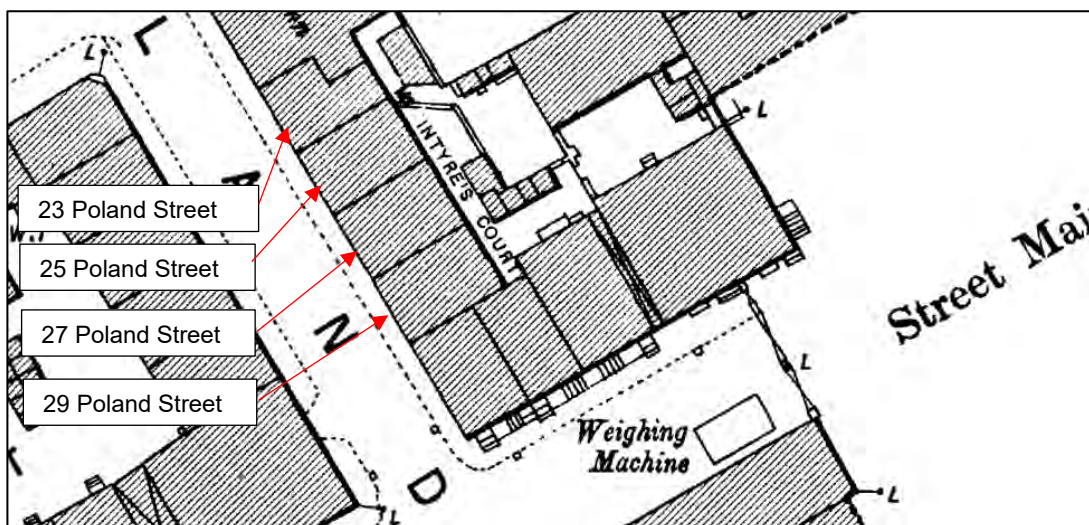


Plate 20: Floor plan of the houses shown Ordnance Survey Town Plan of 1891

Gazetteer Entry 03

Site Name	131 to 137 George Leigh Street (site of)
HER number	-
Site Type	Workers' housing
Period	Nineteenth century
NGR	SJ SJ85170 98895
Source	OS mapping, census returns
Description	The houses at 131 to 137 George Leigh Street were constructed by 1831. The houses comprised two storeys, with basements. Due to site development, the houses were demolished by 1908.
Assessment	Archaeological remains of the houses, particularly the cellars may survive in-situ within the Site boundary.



Plate 21: 131 to 133 George Leigh Street

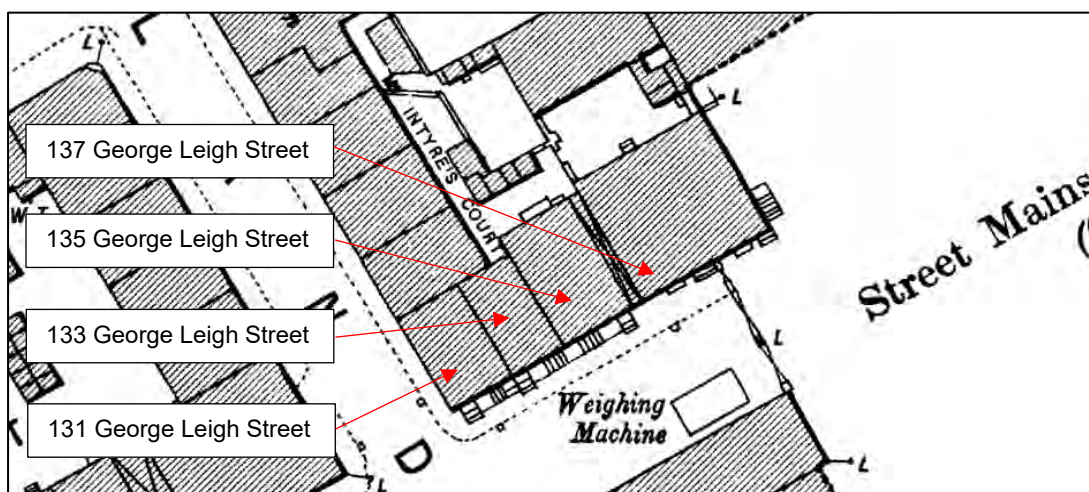


Plate 22: Floor plan of the houses shown Ordnance Survey Town Plan of 1891

Gazetteer Entry 04

Site Name	McIntyre's Court (site of)
HER number	-
Site Type	Workers' housing
Period	Nineteenth century
NGR	SJ SJ85170 98895
Source	OS mapping, census returns
Description	The houses in McIntyre's Court were constructed by 1831. As no photographic evidence of the houses in the court could be found it's difficult to assess the presence of cellars. Due to site development, the houses were demolished by 1908.
Assessment	Archaeological remains of the houses, particularly the cellars may survive in-situ within the Site boundary.

Gazetteer Entry 05

Site Name	Street Mains Department (Gas) (site of)
HER number	-
Site Type	Gas department
Period	Nineteenth century
NGR	SJ85170 98895
Source	OS mapping; Slater 1911
Description	The Street Mains Department was labelled on the 1891 OS map. In 1900, new buildings were constructed in the corporation yard to provide more accommodation for carrying on the work of the department. The buildings replaced earlier buildings, which had been erected on the site at various periods over the previous forty years. The new offices were built in two sections: blocks to the right of the entrance and blocks to the left. The plans for the new buildings stated that <i>"The blocks on the right hand side of the entrance will have on the ground floor a general office, store-room and testing shed, while the first and second floors will be used as a workshop for lamp repairs and a general storage warehouse. On the left of the entrance gateway will be situated the store-keeper's house, a mess room for the workmen, and stabling for the horses"</i> . The new buildings cost approximately £13,000 to construct and the project was carried out under the direction of architect Joseph Swarbrick Slater's directory of 1911 listed the Street Mains Department as the Manchester Corporation Gas Pipe Stores, which were managed by William Payne.
Assessment	Remains of the mains street department may survive within the Site boundary.

Gazetteer Entry 06

Site Name	Poland Street Glass Works (site of)
HER number	12429.1.0
Site Type	Glass works
Period	Nineteenth century
NGR	SJ85170 98895
Source	OS mapping
Description	Burtles Tate & Co (1858–1924) company taken over by Butterworths in 1924. The site was approximately 20m by 40m and map evidence suggests there were two kilns (a). Site under units 1–4 of Poland Street Industrial Estate. These units are small light structures and there is good potential for below-ground remains.
Assessment	The glass works appears to have been located to the south of the Site, however, remains of the glass works may be identified along the southern boundary of the Site,

Gazetteer Entry 07

Site Name	Prussia Street Arm of the Rochdale Canal (site of)
HER number	-
Site Type	Canal
Period	Nineteenth century
NGR	SJ 85198 98914
Source	OS mapping
Description	The Prussia Street Arm of the Rochdale Canal bounded the Site to the east, with the arm to the east falling outside of the Site boundary. The canal was built in the early nineteenth century and opened in 1808. The Prussia Street Arm was filled in during the second half of the twentieth century.
Assessment	The Prussia Street Arm of the canal was located to the east of the Site, however, remains associated with the canal may be identified along the eastern boundary of the Site.

6. Significance

6.1 The Policy Context of Heritage Assets

The archaeological resource of an area can encompass a range of assets, including below-ground remains, earthworks, and standing buildings and other structures. Some of these remains may have statutory protection, such as Scheduled Monuments or listed buildings. Others do not, but may nevertheless be of archaeological significance. Under both national and local planning policy, as outlined below, both statutory and non-statutory remains are to be considered within the planning process.

The NPPF sets out the Government's planning policy and framework for England, and how these are expected to be implemented. The NPPF places particular emphasis on assessing the development proposals in line with an up-to-date local plan. Consequently, Manchester's Core Strategy (adopted July 2012) was consulted as the key Development Plan Document in the Local Development Framework (LDF), with particular reference to Policy EN3: Heritage. In determining applications, local planning authorities must be able to understand the significance of any heritage assets affected by a proposed development in order to assess its impact. This enables the conservation of heritage assets in a manner suitable to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations, or else they can be recorded and advance understanding of the significance of any heritage assets to be lost in a manner proportionate to their importance and the impact, and to make this evidence publicly accessible.

6.2 Assessment Methodology and Significance Criteria for Below-Ground Archaeological Remains

An accepted methodology for assessing archaeological significance is the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of *Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979* (DCMS March 2010). These criteria have all been utilised in this assessment and are listed below:

- Archaeological Interest
- Historic Interest
- Period
- Rarity
- Documentation
- Group Value
- Survival/Condition
- Fragility/Vulnerability
- Diversity
- Potential

6.4 Historic and Archaeological Significance

6.4.1 Archaeological Interest

The need for further archaeological investigation of “life below ground” has been identified as a research initiative in the North West Regional Research Framework. Therefore, any surviving remains of the houses at 21 to 29 Poland Street (GE02). 131-137 George Leigh Street (GE03) will be of archaeological interest. Other areas of archaeological interest within the Site may include the remains of McIntyre’s Court (GE04) the Street Mains Department (GE05), the eighteenth-century housing shown on Green’s map (GE01), any remains of the Poland Street Glass Works (GE06) that encroach into the southern edge of the Site, and any remains of the Prussia Street arm of the Rochdale Canal (GE07) that survive at the eastern edge of the Site.

6.4.2 Historic Interest

The nineteenth-century houses, which may survive as below-ground remains within the Site, are of historical interest due to their link to the poor living conditions endured by the working-class of Manchester, particularly the Irish immigrants that arrived in Manchester in the nineteenth century. The Street Mains Department has a historical link to the development of gas works within Manchester.

6.5 Baseline Significance Conditions

6.5.1 Period

No prehistoric, Roman or medieval activity is known to have taken place within the Site, and the potential for such remains is considered to be extremely low due to the intensive development of the Site since the eighteenth century.

The most likely remains to be encountered within the Site would date to the industrial period, which would include the nineteenth century remains of the houses fronting Poland Street, George Leigh Street and McIntyre’s Court. Other remains may include the houses shown on Green’s map, which would date to the late-eighteenth century. Archaeological remains of eighteenth and nineteenth century housing would be considered significant due to period.

6.5.2 Rarity

Any surviving eighteenth century remains would be considered significant due to rarity, as these were often disturbed by the later industrial development of the town during the nineteenth and twentieth centuries. The nineteenth -century housing had cellar dwellings into the 1870s, which would make remains of these houses also significant due to rarity.

6.5.3 Documentation

The historical development of the Site from the late-eighteenth century can be traced reasonably well from cartographic and other primary sources. Further documentary research would undoubtedly furnish additional evidence, although this is unlikely to alter the outline and conclusions presented in this assessment.

6.5.4 Group Value

The potential archaeological remains within the Site are associated with the development of Ancoats during the nineteenth century and comprise workers' housing and the Street Mains Department, where gas pipes were stored. The Street Mains Department may therefore share a group value with other gas works within the wider area of Ancoats.

6.5.5 Survival / Condition

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown, however, it is possible that structural elements survive beneath the hardstanding and industrial units within the Site, particular where cellars were present. The later Corporation Yard may have damaged some of the remains, however, it is likely that any cellars within the Site will survive *in-situ*.

6.5.6 Fragility/Vulnerability

Any buried archaeological remains, should they be present and survive *in-situ*, are vulnerable to damage or destruction during any earth-moving works associated with the proposed development.

6.5.7 Diversity

The heritage assets within the Site are mostly associated with the development of Ancoats during the nineteenth century, however, the possible remains of eighteenth-century houses add some diversity.

6.5.8 Potential

There are no prehistoric sites within the Site or its environs, and the potential for prehistoric, Romano-British or medieval remains is considered to be very low. There is some potential for remains of workers' houses to survive within the Site boundary, which would include the houses at Poland Street, George Leigh Street and McIntyre's Court. Many of these houses had cellars, which were occupied as cellar dwellings during the nineteenth century.

The study of cellar dwellings has been recognised as a legitimate avenue of research. This is articulated in the current *Archaeological Research Framework for North West England* (Newman and McNeil 2007; McNeil and Newman 2007), which identified several initiatives that should be prioritised for archaeological research of the industrial period, including *Initiative 7.24 and 7.25*:

Initiative 7.24: "Need to excavated urban cellars to examine life 'below stairs' in the middle-class house and cellar dwellings and workshops in working-class houses".

Initiative 7.25: "Where threatened with redevelopment excavations are required of now undeveloped and cleared former working-class areas regarded as slums".

Initiative 7.6: "A study of the development of workers' housing in Greater Manchester and east Lancashire should be undertaken to examine the development of different housing types to inform conservation agendas"

Initiative 7.7: "Study and compare the material culture of industrial workers' households in rural and industrial communities with those of farm labourers, to

identify and explain similarities and differences and possibly identify ethnic as well as cultural affinities.”

6.6 Significance of Below-Ground Archaeological Remains

It can be concluded from the information gained from the desk-based research that the Site is of archaeological interest and has the potential to contain remains of several sites: the houses shown on Green’s map of 1787-1794 (GE01); 23 to 29 Poland Street (GE02); 131 to 137 George Leigh Street (GE03); and McIntyre’s Court (GE04). It possible that buried remains of the Poland Street Glass Works (GE06) survive at the southern edge of the Site, and it is also possible that buried remains of the Prussia Street arm of the Rochdale Canal (GE07) survive at the eastern edge of the Site.

Using the above criteria, the Site most likely contains non-statutory remains of local significance, or at most regional, significance (Table 4). The houses at 23 to 29 Poland Street (GE02), 131 to 137 George Leigh Street (GE03) and McIntyre’s Court (GE04) hold both historic and archaeological significance and therefore may be of high local significance.

GE No	Heritage Asset Name	Significance
01	Houses shown on Green’s map of 1787-1794	Local
02	23 to 29 Poland Street	High Local
03	131 to 137 George Leigh Street	High Local
04	McIntyre’s Court	High Local
05	Street Mains Department (Gas)	Local
06	Poland Street Glass Works	High Local / Regional
07	Prussia Street arm of Rochdale Canal	Local

Table 4: Assessment of the significance of the heritage assets identified within the Site

7. Impact of Development

7.1 Development Proposals

The design proposals for the Site would deliver the Ancoats Mobility Hub development. The delivery of the proposals will involve ground-breaking and earth-moving works that have the potential to affect any surviving archaeological remains within the Site.

7.2 Impact of Development on Below-Ground Remains

Any ground-breaking works association with the proposed development has the potential to have an adverse impact on buried archaeological remains.

This assessment has demonstrated that the Site has the potential to retain buried remains of the houses shown on Green's map of 1787-1794 (GE01); 23 to 29 Poland Street (GE02); 131 to 137 George Leigh Street (GE03); McIntyre's Court (GE04), Street Mains Department (GE05) and possibly the Poland Street Glass Works (GE06) and the Prussia Street arm of the Rochdale Canal (GE07).

Any such remains that do exist within the Site are likely to be of local, high local, or regional significance and without a programme of mitigation the scheme could damage or destroy these remains.

8. Further Investigation

8.1 Heritage Assets

The NPPF makes clear that where the loss of the whole or a material part of a non-designated heritage asset's significance is justified by a development, the developer should be required to record that asset and advance understanding of its significance, and to make this evidence publicly accessible.

The assessment has demonstrated that there is potential for buried archaeological remains to exist on the Site, which, pending the extent of their survival and condition, would merit preservation 'by record'.

8.2 Further Investigation

The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. Following discussions with GMAAS however, it is recommended that further archaeological investigation via an archaeological strip, map and record evaluation be undertaken across the north-western corner of the Site to establish the presence or absence of buried archaeological remains relating to the former workers' housing (GE01 – GE04) and, if present, their extent and significance. In addition, it is recommended that a small evaluation trench be located at the eastern edge of the Site, across the edge of the former canal arm (GE07) primarily to establish whether the edge of the canal survives intact and if so to establish the depth. It is also recommended that an evaluation trench is located at the southern edge of the Site in order to establish whether any buried remains of the former glass works exists within the Site, such as structural remains or manufacturing waste.

Should significant archaeological remains be encountered during the evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource prior to its ultimate loss, in line with the guidance provided by the National Planning Policy Framework.

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The desk-based assessment was researched and written by Ella Cole and the illustrations were produced by Sarah Mottershead. The report was edited by Ashley Brogan and Anthony Lee.

Appendix 1: Census Return Data

1851 Census Return

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Mary	Murphy	Head	Widow	45	1806	Seamstress	Ireland
Peter	Murphy	Son	Unmarried	20	1831	Piecer	Ireland
John	Murphy	Son	Unmarried	11	1840	Errand Boy	Ireland
John	Demy	-	Married	55	1796	Cabinet Maker	Ireland
Martha	Demy	-	Married	50	1801	Seamstress	Ireland
Joseph	Demy	-	Unmarried	18	1833	Apprentice	Manchester
Charles	Hughes	-	Married	40	1811	Boiler Maker	Oswestry, Shropshire
Ann	Hughes	-	Married	29	1822	-	Cheshire
Elizabeth	Jepson	-	Unmarried	16	1835	Servant	Liverpool

Table 5: The Murphy Household recorded as living at 22 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
John	Crompton	Head	Married	48	1803	Greengrocer	-
Maria	Crompton	Wife	Married	43	1808	Doubler	-
Betsey	Crompton	Daughter	-	18	1833	Doubler	-
Sarah	Crompton	Daughter	-	15	1836	Frame Tenter	-
Jane	Crompton	Daughter	-	9	1842	-	-
Maria	Crompton	Daughter	-	2	1849	-	-

Table 6: The Crompton household recorded as living at 23 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
George	Clarke	Head	Married	57	1794	Wood Turner	Macclesfield
Jane	Clarke	Wife	Married	38	1813	-	Wales
George	Clarke	Son	Unmarried	18	1833	Sawyer	Salford
Emma	Clarke	Daughter	Unmarried	20	1831	French Polisher	Salford

Table 7: The Clarke Household recorded as living at 27 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
James	Jones	Head	Married	44	1807	Lamplighter	Prestwich, Lancashire, England
Ann	Jones	Wife	-	44	1807	-	Manchester, Lancashire, England
William	Jones	Son	Unmarried	18	1833	Mechanic	-
Martha	Jones	Daughter	Unmarried	16	1835	Weaver	Manchester, Lancashire, England
John	Jones	Son	Unmarried	14	1837	Glassworker	-
Elizabeth	Jones	Daughter	-	2	1849	-	-

Tables 8 & 9: The Jones Household recorded as living at 25 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Samuel	Bethell	Head	Married	33	1818	Millwright	Didsbury, Lancashire
Mary Ann	Bethell	Wife	-	38	1813	-	Didsbury, Lancashire
Alfred	Bethell	Son	-	5	1846	-	Didsbury, Lancashire
Ernest	Riddle	Head	Married	31	1820	Engineer	Oldham, Lancashire
Eve	Riddle	Wife	Married	30	1821	-	Oldham, Lancashire
James	Riddle	Son	Unmarried	5	1846	-	Oldham, Lancashire
Frances	Riddle	Daughter	-	1	1850	-	Manchester
Robert	Blackwood	Lodger	Married	41	1810	Grinder	Isle of Man
James	Simpson	Lodger	Married	29	1822	Fitter	Hull
Margaret	Simpson	Lodger	Married	32	1819	-	-

Table 10: The Bethal household recorded as living at 28 Poland Street

1861 Census Return

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
James	Moore	Head	Married	32	1829	Bolt Sewer	Wicklewood, Norfolk
Margaret	Moore	Wife	Married	28	1833	Spinner	Wicklewood, Norfolk
Thomas	Moore	Son	-	6	1855	-	Manchester
Catherine	Moore	Daughter	-	1	1860	-	Manchester
Mary	Wagle	Daughter In Law	Unmarried	26	1835	Spinner	Walton, Ireland

Table 11: The Moore household recorded as living at 22 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
George	Passe	Head	Married	38	1823	Cotton Spinner	Blackford, Lancashire
Elizabeth	Passe	Wife	Married	34	1827	-	Manchester
Martha	Passe	Daughter	-	10	1851	Scholar	Manchester
Emily	Passe	Daughter	Unmarried	3	1858	-	Manchester
Mary	Passe	Daughter	-	0	1861	-	Manchester
Mary Ann	Then	Niece	Unmarried	20	1841	Cotton Mill	Manchester

Table 12: The Passe household recorded as living at 23 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
James	Jones	Head	Married	54	1807	Lamp Lighter	Manchester
Ann	Jones	Wife	Married	54	1807	-	Manchester
Martha	Jones	Daughter	Unmarried	26	1835	Cotton Weaver	Manchester
John	Jones	Son	Unmarried	24	1837	Glass Cutter	Manchester
Elizabeth	Jones	Daughter	Unmarried	12	1849	Scholar	Manchester
Alice	Jones	Niece	-	12	1849	Scholar	Manchester

Table 13: The Jones household recorded as living at 26 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Mary	Moran	Head	Widow	50	1811	Provision Dealer	Ireland
Bridget	Daly	Lodger	Widow	44	1817	-	Ireland
John	Daly	Lodger	Unmarried	20	1841	Boiler Maker	Ireland
Maria	Daly	Lodger	Unmarried	18	1843	Weaver Cotton	Ireland
Ellen	Daly	Lodger	Unmarried	16	1845	Weaver Cotton	Ireland
Peter	Daly	Lodger	Unmarried	15	1846	Labourer Foundry	Ireland
Mary	Halliwell	Lodger	-	5	1856	Scholar	Manchester

Table 14: The Moran household recorded as living at 26 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
William	Rigby	Head	Married	57	1804	Publican	Manchester
Cicely	Rigby	Wife	Married	52	1809	House Keeper	Manchester
Maria	Rigby	Daughter	Unmarried	26	1835	Assistant To...	Manchester
William	Rigby	Son	Unmarried	28	1833	Iron Moulder	Manchester
Sarah H	Rigby	Daughter	Unmarried	17	1844	House Servant	Manchester
Thomas	Rigby	Son	-	14	1847	Scholar	Manchester

Table 15: The Rigby household recorded as living at 27 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Mary	Dugan	Head	Married	40	1821	Dressmaker	Ireland
James	Dugan	Son	-	1	1860	-	Manchester, Lancashire, England

Table 16: The Dugan household recorded as living at 27 Poland Street

First name(s)	Last name	Relationship	Marital status	Sex	Age	Birth year	Occupation	Birthplace
Samuel	Housel	Head	Married	Male	23	1838	Book Maker	Ireland
Mary A	Housel	Wife	Married	Female	23	1838	Book Maker	Ireland
Ann J	Housel	Daughter	-	Female	6	1855	Scholar	Manchester, Lancashire, England
William	Housel	Son	-	Male	5	1856	Scholar	Manchester, Lancashire, England
Sarah A	Housel	Daughter	-	Female	0	1861	-	Manchester, Lancashire, England
Ann	Dwyer	Mother	Widow	Female	50	1811	Nurse	Ireland

Table 17: The Housel household recorded as living at 27 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
George	Wood	Head	Married	24	1837	Wood Turner	Idle, Yorkshire, England
Martha	Wood	Wife	Married	23	1838	-	Manchester, Lancashire, England
Elizabeth	Wood	Daughter	-	3	1858	-	Manchester, Lancashire, England
William	Wood	Son	-	0	1861	-	Manchester, Lancashire, England
John	Turver	Nephew	-	6	1855	-	Manchester, Lancashire, England

Table 18: The Wood household recorded as living at 28 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Mary A	Rothwell	Head	Married	55	1806	House Keeper	Manchester, Lancashire, England
Elizabeth	Rothwell	Daughter	Unmarried	21	1840	Power Loom Cotton Weaver	Manchester, Lancashire, England
John	Rothwell	Son	Unmarried	18	1843	Power Loom Cotton Weaver	Manchester, Lancashire, England
Ann	Rothwell	Daughter	Unmarried	16	1845	Doubler Cotton Mill	Manchester, Lancashire, England

Table 19: The Rothwell household recorded as living at 29 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Thomas	Roster	Head	Married	46	1815	Cordwainer	Manchester
Elizabeth	Roster	Wife	Married	46	1815	-	Manchester
James	Roster	Son	-	3	1858	-	Manchester

Table 20: The Roster household recorded as living at 29 Poland Street

1871 Census Return

First name(s)	Last name	Relationship	Age	Birth year	Occupation	Birthplace
George	Cope	Head	49	1822	-	Lancashire, England
Elizabeth	Cope	Wife	48	1823	-	Lancashire, England
Martha	Cope	Daughter	20	1851	-	Lancashire, England
Emelia	Cope	Daughter	13	1858	-	Lancashire, England
Mary	Cope	Daughter	10	1861	-	Lancashire, England
William	Rogers	Lodger	20	1851	-	Lancashire, England
Henry	Rogers	Lodger	18	1853	-	Lancashire, England

Table 21: The Cope household recorded as living at 23 Poland Street

First name(s)	Last name	Relationship	Age	Birth year	Occupation	Birthplace
James	Jones	Head	63	1808	Lamplighter	Lancashire
Ann	Jones	Wife	64	1807		Lancashire
Martha	Jones	Daughter	36	1835	Cotton weaver	Lancashire
Elizabeth	Jones	Daughter	22	1849		Lancashire
Robert	Jones	Grandson	9	1862	-	Lancashire
John	Jones	Grandson	5	1866	-	Lancashire
Alice	Lee	Lodger	22	1849	Doubler	Lancashire
Cecilia	Banks	Boarder	1	1870		Lancashire

Table 22: The Jones household recorded as living at 25 Poland Street

First name(s)	Last name	Relationship	Age	Birth year	Occupation	Birthplace
Thomas	Foster	Head	55	1816	shoemaker	Lancashire, England
Elizabeth	Foster	Wife	55	1816	greengrocer	Lancashire, England
James	Foster	Son	13	1858	Errand boy	Lancashire, England

Table 23: The Foster household recorded as living at 27 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
William	Lee	Head	-	35	1836	Minder	Lancashire, England
Hannah	Lee	Wife	-	32	1839	Weaver	Lancashire, England
Alice	Lee	Daughter	-	5	1866	-	Lancashire, England

Table 24: The Lee household recorded as living at 29 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Simon	Yates	Head	-	35	1836	Painter	Lancashire, England
Jane	Yates	Wife	-	34	1837	-	Lancashire, England
William	Yates	Son	-	12	1859	-	Lancashire, England
Fanny	Yates	Daughter	-	10	1861	-	Lancashire, England

Table 25: The Yates household recorded as living at 131 George Leigh Street. (George Leigh Street extends over Poland Street into the parameters of the site)

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
John	Strand	Head	-	32	1839	-	Lancashire, England
Rebecca	Strand	Wife	-	31	1840	Calico weaver	Ireland
George	Strand	Son	-	13	1858	-	Lancashire, England
Mary Ann	Strand	Daughter	-	7	1864	scholar	Lancashire, England
William Henry	Strand	Son	-	4	1867	-	Lancashire, England
Rebecca	Strand	Daughter	-	0	1871	-	Lancashire, England

Table 26: The Strand household recorded as living at 133 George Leigh Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Bridget	Philbin	Head	-	60	1811	-	Ireland
Patrick	Philbin	Son	-	35	1836	-	Ireland
John	Philbin	Son	-	30	1841	-	Ireland
Bridget	Philbin	Daughter	-	22	1849	-	Ireland

Table 27: The Philbin household recorded as living at 135 George Leigh Street.

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
John	Ward	Head	-	56	1815	-	Lancashire, England
Jane	Ward	Wife	-	29	1842	-	Lancashire, England
Mary	Burley	Visitor	-	24	1847	-	Lancashire, England

Table 28: The Ward household recorded as living at 137 George Leigh Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Edward	Howard	Head	-	40	1831	-	Ireland
Mary Ann	Howard	Daughter	-	16	1855	-	Ireland
Catharine	Howard	Daughter	-	14	1857	-	Ireland
Ann	O'Leary	Servant	-	28	1843	-	Ireland
Mary	O'Leary	-	-	11	1860	-	Lancashire, England
Samuel	Kindall	Visitor	-	39	1832	-	Yorkshire, England

Table 29: The Howard household recorded as living at McIntyre's Court, located in the corner of the site.

1881 Census Return

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
John	Collins	Head	Married	32	1849	Labourer Calendar Works Out Of Employ (Coyer)	Manchester, Lancashire, England

Mary	Collins	Wife	Married	31	1850	-	Manchester, Lancashire, England
John	Collins	Son	Single	10	1871	Scholar	Manchester, Lancashire, England
Robert	Collins	Son	Single	5	1876	Scholar	Manchester, Lancashire, England
Edward	Collins	Son	Single	3	1878	-	Manchester, Lancashire, England

Table 30: The Collins household is recorded as living at 2 George Leigh St, McIntyre's Court. This is the court located in the corner of the site.

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
John	Coe	Head	Widower	65	1816	Market Porter	Ashton under Lyne, Lancashire, England
Joseph	Coe	Son	Single	27	1854	Market Porter	Manchester, Lancashire, England

Table 31: The Coe household is recorded as living at 23 Poland Street.

First name(s)	Last name	Relationship	Age	Birth year	Occupation	Birthplace
Martha	Jones	Head	46	1835	Formerly Weaver	Manchester, Lancashire, England
Elizabeth	Jones	Sister	32	1849	Tack Tenter Card Room (Cotton Mill)	Manchester, Lancashire, England
Alice	Jones	Niece	9	1872	Scholar	Manchester, Lancashire, England
Austin	Coe	Boarder	23	1858	Greengrocer	Manchester, Lancashire, England
John W	Ainscough	Cousin	5	1876	Scholar	Manchester, Lancashire, England
Martha A	Ainscough	Cousin	3	1878	-	Manchester, Lancashire, England

Table 32: The Jones household is recorded as living at 25 Poland Street

First name(s)	Last name	Relationship	Age	Birth year	Occupation	Birthplace
Elizabeth	Carding	Head	30	1851	Fish Hawker	Manchester, Lancashire, England
Emma	Carding	Daughter	12	1869	Scholar	Manchester, Lancashire, England
Mary J	Carding	Daughter	4	1877	Scholar	Manchester, Lancashire, England
Sarah	Carding	Daughter	1	1880	-	Manchester, Lancashire, England
Mary	Dunkerley	Mother	55	1826	Housekeeper	Manchester, Lancashire, England
Mary	Jackson	Lodger	62	1819	Calico Weaver	Manchester, Lancashire, England

Table 33: The Carding household is recorded as living at 27 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
William	Jones	Head	Married	48	1833	Book Keeper (Clerk)	Manchester, Lancashire, England
Ellen	Jones	Wife	Married	42	1839	-	Manchester, Lancashire, England
Robert	Jones	Son	Single	19	1862	Hooker Packing W House (Cotton Manuf)	Manchester, Lancashire, England
John	Jones	Son	Single	16	1865	Fruit Salesman	Manchester, Lancashire, England
James	Jones	Son	Single	10	1871	Scholar	Manchester, Lancashire, England

Table 34: The Jones household is recorded as living at 29 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Eliza	Crawford	Head	Widow	64	1817	Sand Dealer	Eccles, Lancashire, England
Fanny	Fordsman	Boarder	Single	54	1827	Calico Weaver	Manchester, Lancashire, England
Mary	Gibbons	Boarder	Widow	61	1820	Nurse (S M S)	Wigan, Lancashire, England

Table 35: The Crawford household is recorded as living at 131 George Leigh Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
John	Mc Gee	Head	Married	31	1850	Dyer	Ireland
Mary A	Mc Gee	Wife	Married	29	1852	Launderess	Wrexham, Denbighshire, Wales

Table 36: The McGee household is recorded as living at 131 George Leigh Street.

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Richard	Laight	Head	Married	29	1852	Stable Man (H Man)	Withington, Gloucestershire, England
Louisa	Laight	Wife	Married	24	1857	-	Gloucestershire, England
Louisa	Laight	Daughter	Single	0	1881	-	Manchester, Lancashire, England

Table 37: The Laight household recorded as living at 133 George Leigh Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Ann	Reeson	Head	Widow	84	1797	Housekeeper	Ireland
Emma	Lofthouse	Grand Daughter	Single	21	1860	Fancy Box Maker	Manchester, Lancashire, England
Mary	Tetlock	Lodger	Single	25	1856	Fancy Box Maker	Manchester, Lancashire, England

Table 38: The Reeson household recorded as living at 135 George Leigh Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
John	Ward	Head	Widower	66	1815	Store Keeper Corp'n Pipe Yd	Hollinwood, Lancashire, England
John	Ward	Son	Married	33	1848	Tailor	Manchester, Lancashire, England
Mary	Ward	Daughter In Law	Married	32	1849	Formerly General Servant	Wales

Table 39: The Ward household recorded as living at 137 George Leigh Street.

1891 Census Return

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
John Thomas	Hardy	Head	Married	34	1857	General Labourer	Manchester
Mary Ann	Hardy	Wife	Married	30	1861	Cotton Mill Hand	Manchester

Table 40: The Hardy household is recorded as living at 23 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Martha	Jones	Head	Single	56	1835	Charwoman	Manchester
Alice	Jones	Niece	Single	19	1872	Net Maker	Manchester, Lancashire, England

Table 41: The Jones household is recorded as living at 25 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Samuel	Marchel	Head	Married	57	1834	Provision Dealer	Ireland
Eliza	Marchel	Wife	Married	46	1845	Provision Dealer	Ireland
Daniel	Marchel	Son	Single	25	1866	Groom	Manchester, Lancashire, England
Eliza	Marchel	Daughter	Single	23	1868	Assistant In Glass W H	Manchester, Lancashire, England

Samuel	Marchel	Son	Single	21	1870	Railway Porter	Manchester, Lancashire, England
Theresa	Marchel	Daughter	Single	14	1877	Scholar	Manchester, Lancashire, England
Timothy	McGrath	Visitor	Single	33	1858	House Painter	Ireland
Joseph	McGrath	Visitor	Single	19	1872	House Painter	Ireland

Table 42: The Marchel household recorded as living at 26 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
John	Doyle	Head	Married	50	1841	Night Watchman	Ireland
Ann	Doyle	Wife	Married	48	1843	Tailoress	Ireland
Sarah	Doyle	Daughter	Single	17	1874	Net Maker	Manchester, Lancashire, England
James	Williams	Boarder	Single	25	1866	General Labourer	Manchester, Lancashire, England
James	McEwen	Boarder	Single	20	1871	General Labourer	Manchester, Lancashire, England

Table 43: The Doyle household recorded as living at 27 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Ellen	Jones	Head	Widow	52	1839	Charwoman	Scotland
Robert	Jones	Son	Single	29	1862	Cloth Warehouseman	Manchester
James	Jones	Son	Single	20	1871	Signalman	Manchester

Table 44: The Jones household is recorded as living at 29 Poland Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Winifred	Degman	Head	Widow	68	1823	Hawker	Ireland
Mary	Degman	Daughter	Single	27	1864	Cotton Mill Hand	Manchester

Table 45: The Degman household is recorded as living at 131 George Leigh Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Thomas	Morras	Head	Married	29	1862	General Labourer	Manchester
Elizabeth A	Morras	Wife	Married	25	1866	-	Bowdon, Cheshire, England
James	Morras	Son	-	0	1891	-	Manchester
Patrick	Morras	Father	Widower	65	1826	General Labourer	Ireland
Ellen	Morras	Sister	Single	32	1859	Corset Maker	Manchester

Table 46: The Morras household is recorded as living at 133 George Leigh Street

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
John	Collins	Head	Married	42	1849	Warehouse Porter	Manchester
Mary	Collins	Wife	Married	40	1851	Charwoman	Manchester
John	Collins Junior	Son	Single	20	1871	Club Porter	Manchester
Robert	Collins	Son	Single	16	1875	Umbrella Fitter	Manchester
Edward	Collins	Son	-	14	1877	Stick Burner	Manchester
David	Collins	Son	-	9	1882	Scholar	Manchester
Mary A	Collins	Daughter	-	6	1885	Scholar	Manchester

Table 47: The Collins household is recorded as living at 135 George Leigh Street.

First name(s)	Last name	Relationship	Marital status	Age	Birth year	Occupation	Birthplace
Samuel	Warrington	Head	Married	61	1830	Foreman Street Mains Department	Urmston, Lancashire, England
Mary A	Warrington	Wife	Married	61	1830	-	Millbrook, Cheshire, England

Table 48: The Warrington household recorded as living at 137 George Leigh Street

Appendix 2: Figures

- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed on Green's map of 1787-94
- Figure 4: Site boundary superimposed onto Swire's map of 1824
- Figure 5: Site boundary superimposed onto Bancks & Co.'s map of 1831
- Figure 6: Site boundary superimposed on the Ordnance Survey 1: 1056 Town Plan of 1851
- Figure 7: Site boundary superimposed on the Ordnance Survey 1: 500 Town Plan of 1891
- Figure 8: Site boundary superimposed on the Ordnance Survey 1:2500 map of 1908
- Figure 9: Site boundary superimposed on the Ordnance Survey 1:2500 map of 1922
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- Figure 12: Gazetteer Entries 01 and 05 shown on modern mapping
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- Figure 14: Areas of Archaeological Potential

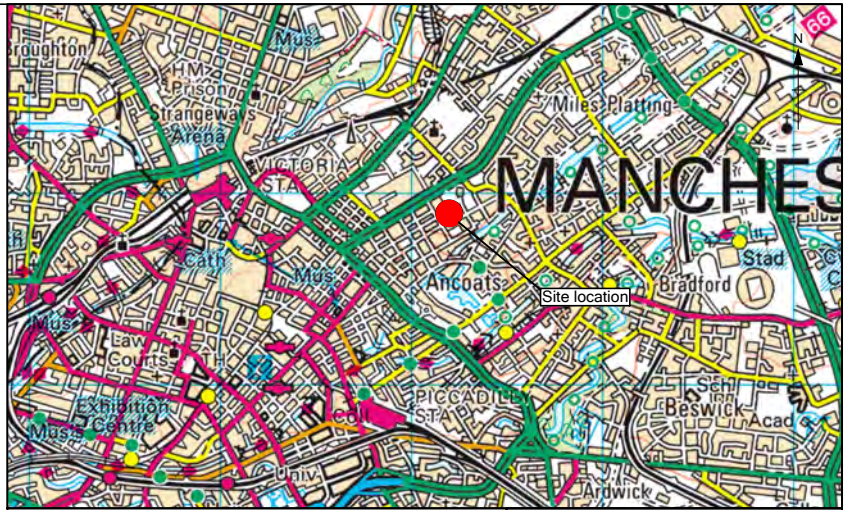


Figure 1:

Site Location

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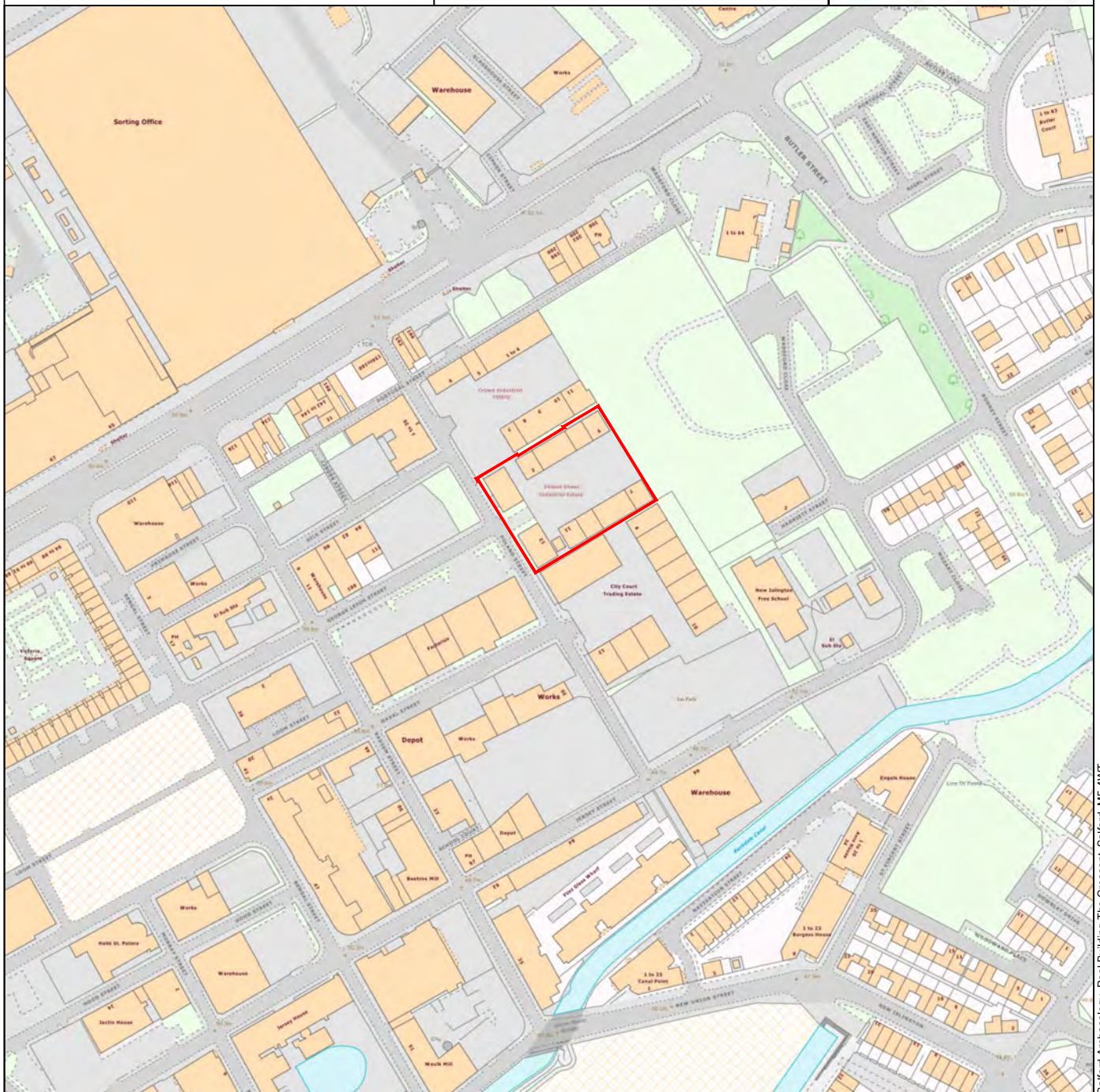




Figure 2:

Site Boundary Superimposed onto Modern Mapping

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Key:

Site Boundary


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0

50 m

Scale at A4 1:1000

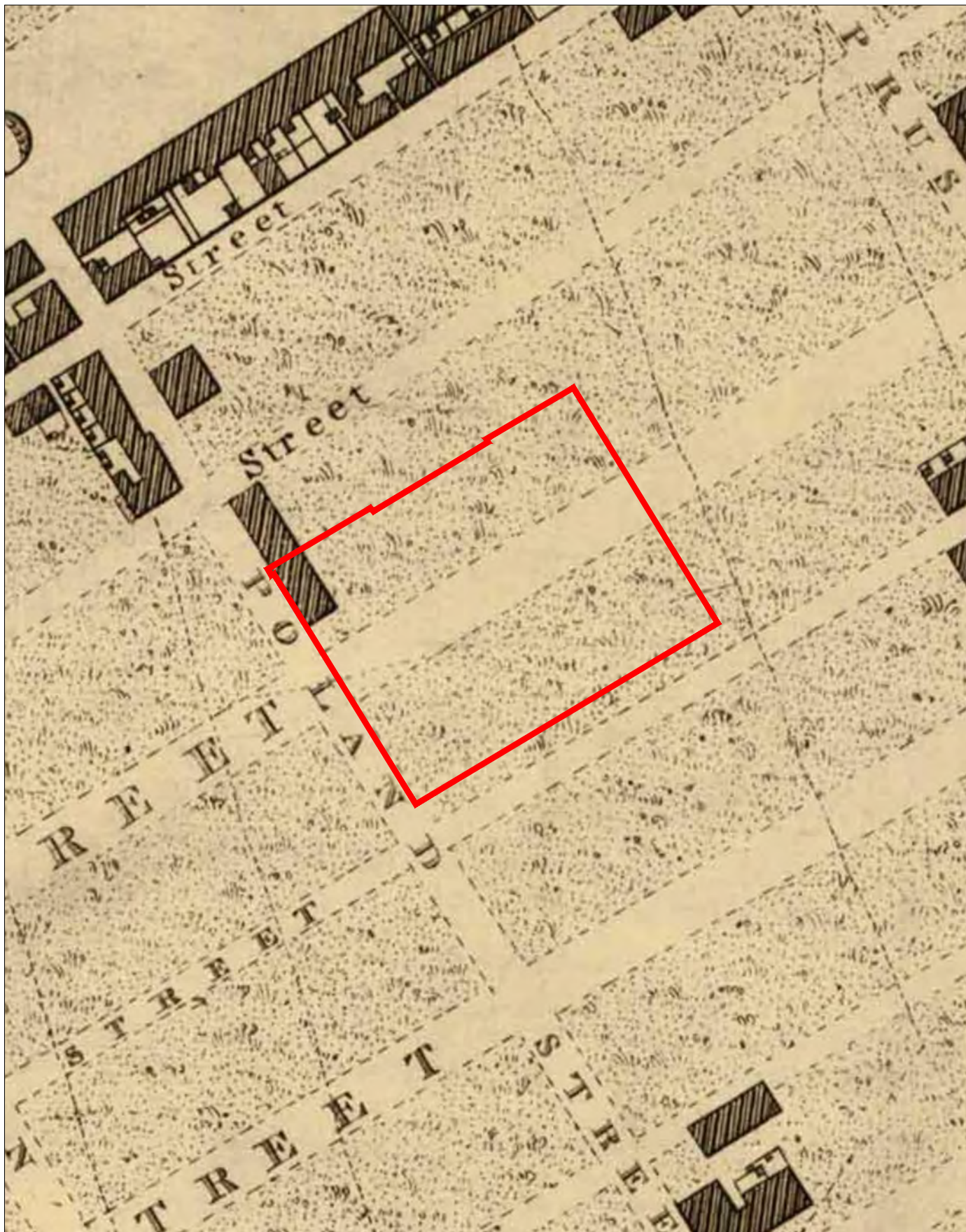


Figure 3:

Site Boundary Superimposed onto Green's Map of Manchester & Salford 1787-94



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0

50 m



Scale at A4 1:1000



Figure 5:

Site Boundary Superimposed onto Bancks & Co's Map of Manchester & Salford 1831



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

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Scale at A4 1:1000

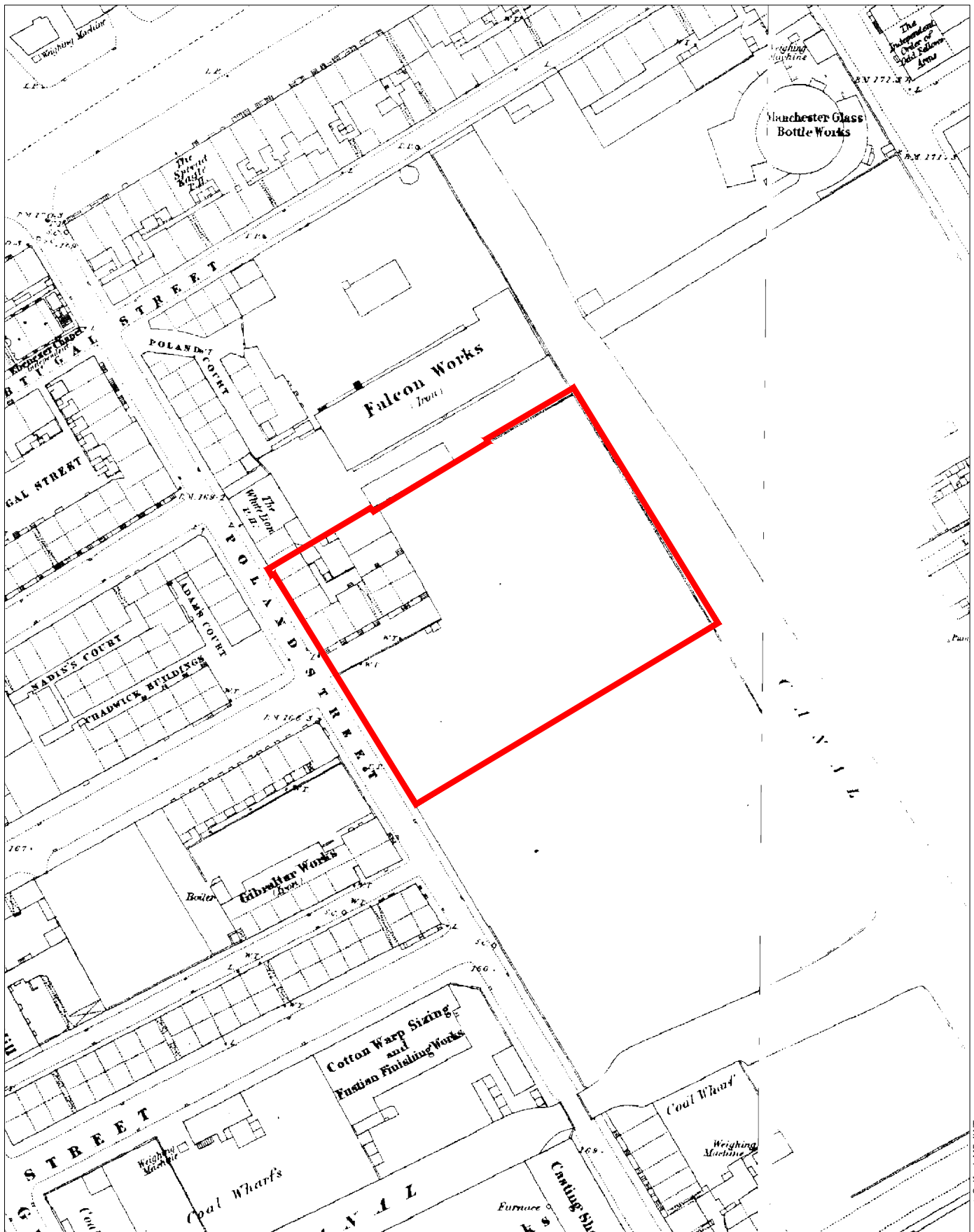


Figure 6:

Site Boundary Superimposed onto the 1:1056 Town Plan of 1851

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Key:

— Site Boundary



**SALFORD
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0

50 m

Scale at A4 1:1000

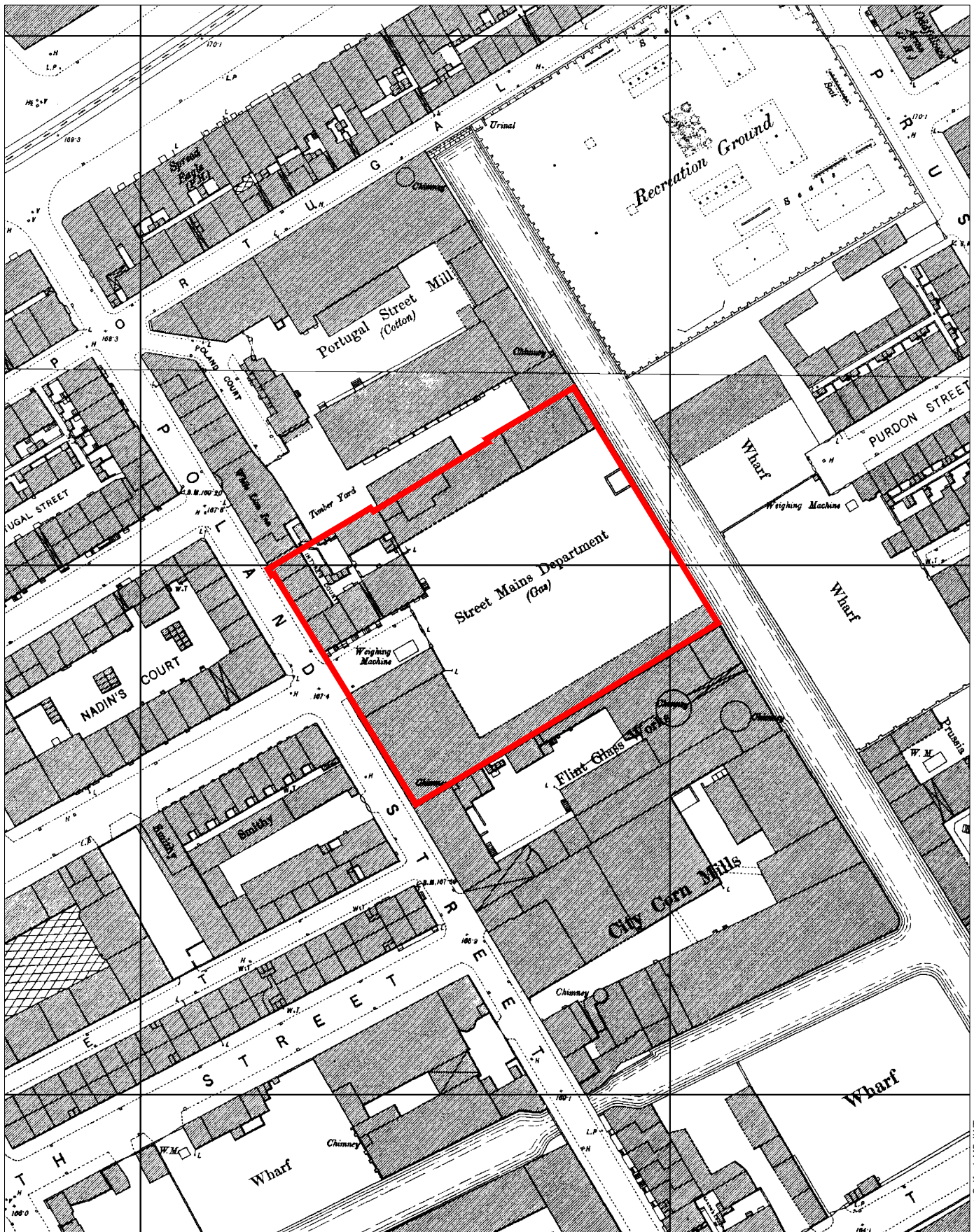
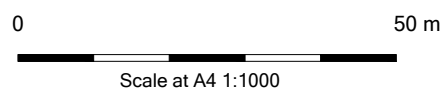


Figure 7:

Site Boundary Superimposed onto the 1:500 Town Plan of 1891

Contains Ordnance Survey data © Crown copyright and database right 2021



Key:

— Site Boundary

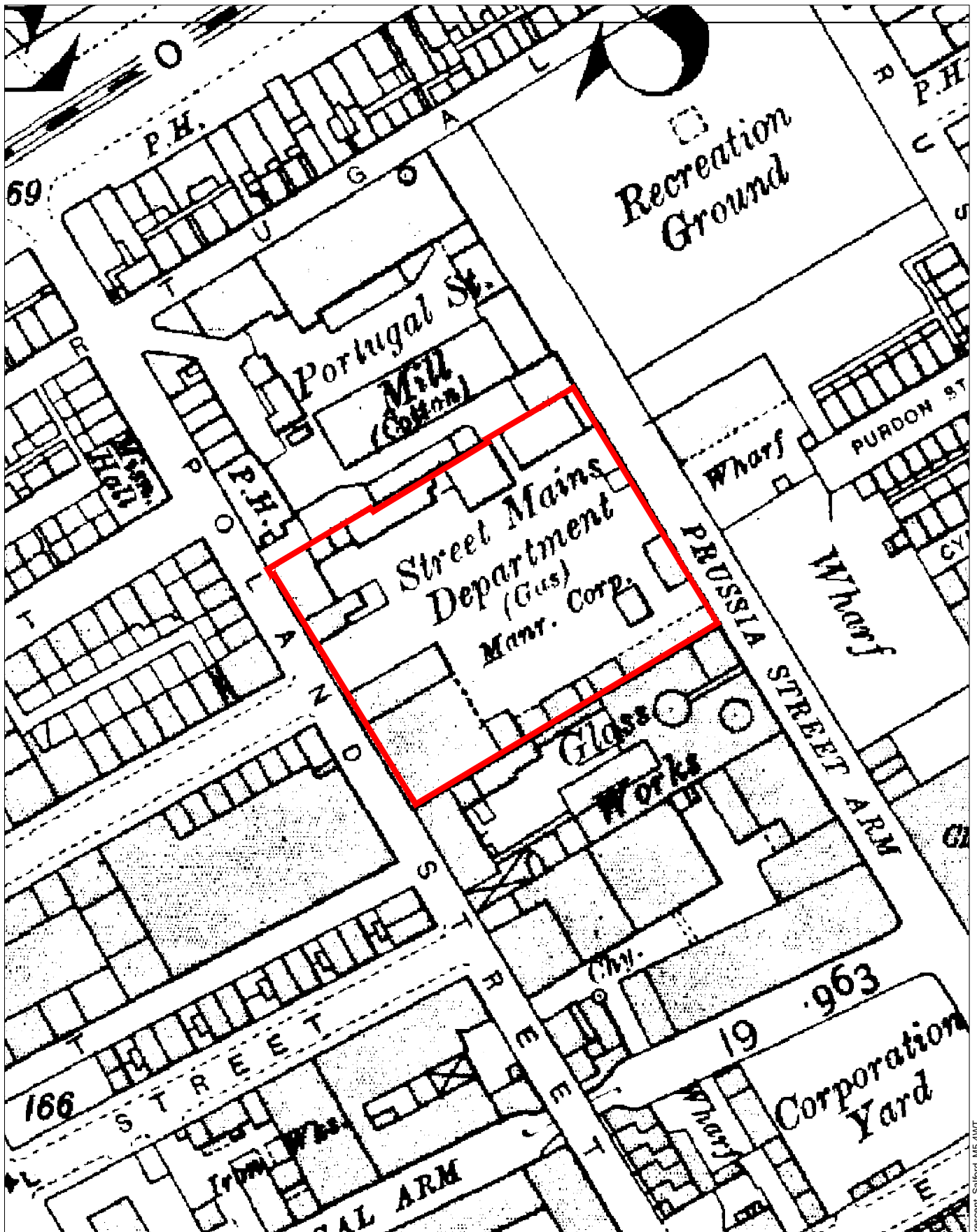


Figure 8:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1908

Contains Ordnance Survey data © Crown copyright and database right 2021

Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m

Scale at A4 1:1000

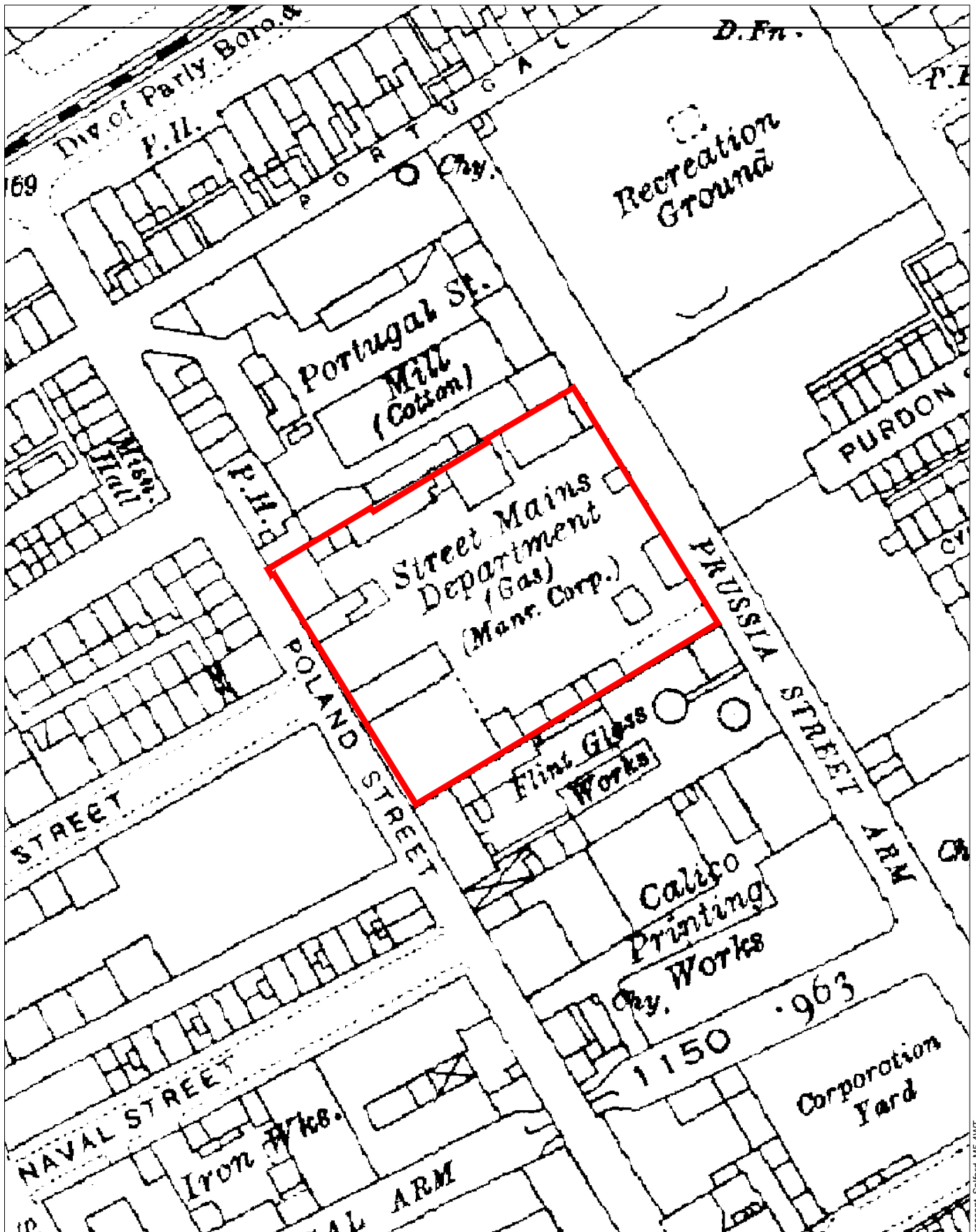


Figure 9:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1922

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Key:

— Site Boundary

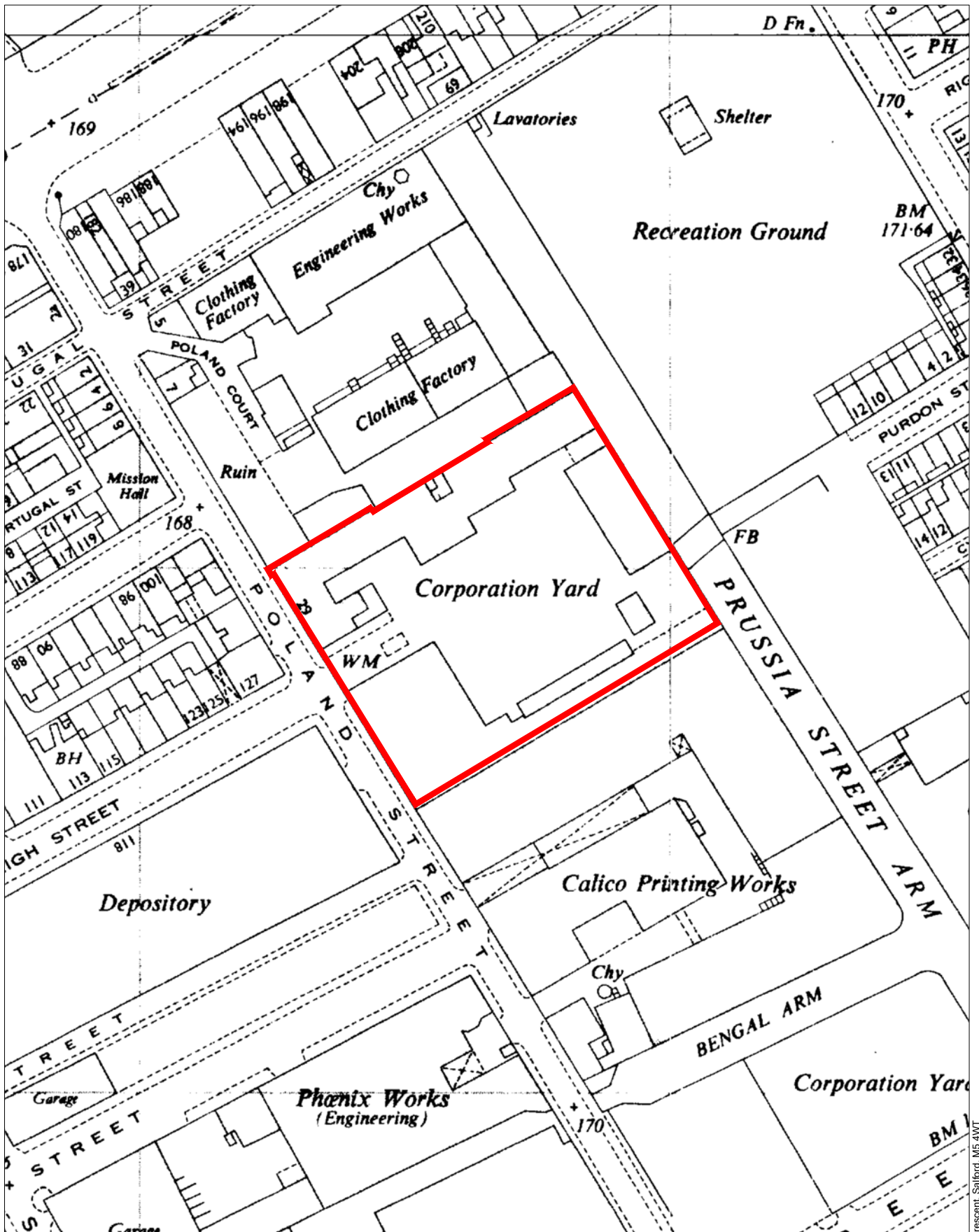


Figure 10:

Site Boundary Superimposed onto the 1:1250 National Grid Map of 1949

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Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0

50 m

Scale at A4 1:1000

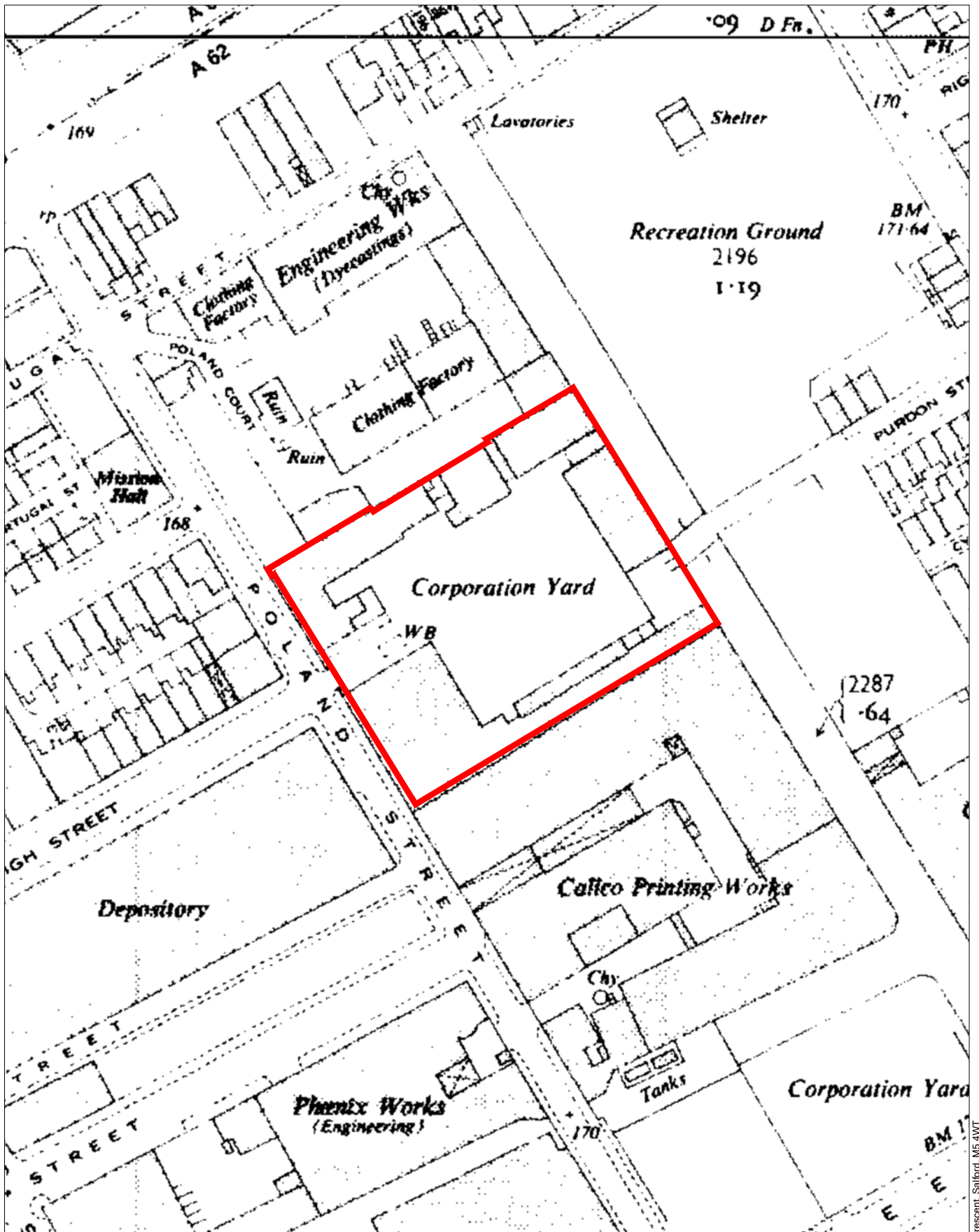


Figure 11:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1954

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Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0

50 m



Scale at A4 1:1000



Figure 12:

Gazetteer Entries 01 and 05 shown on modern mapping

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Key:

- GE01 Houses shown on Green's map (site of)
- GE05 Street Mains Department (site of)
- Site boundary



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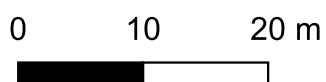




Figure 13:

Gazetteer Entries 02-04 and 06-07 shown on modern mapping

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Key:

- Site boundary
- GE02 Houses of Poland Street (site of)
- GE03 Houses of George Leigh Street (site of)
- GE04 McIntyre's Court (site of)
- GE06 Poland Street Glass Works (site of)
- GE07 Prussia Street Arm of Rochdale Canal (site of)



**SALFORD
ARCHAEOLOGY**

0 10 20 m



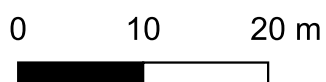
Figure 14:

Areas of Archaeological Potential

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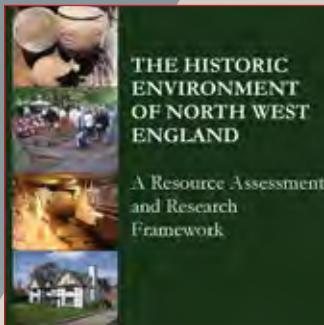


Key:

- Site boundary
- High Archaeological Potential
- Medium Archaeological Potential



CONSULTANCY



DESK-BASED ASSESSMENTS



WATCHING BRIEF & EVALUATION



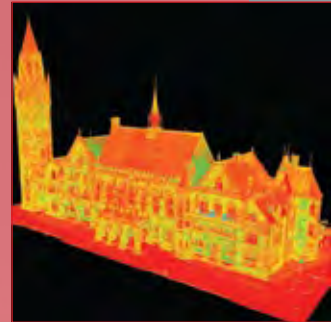
EXCAVATION



BUILDING SURVEY



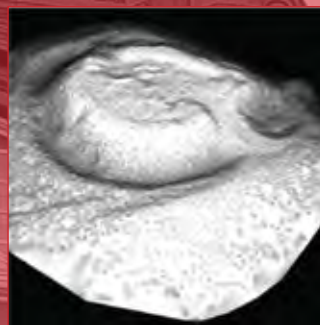
3D LASER SCANNING



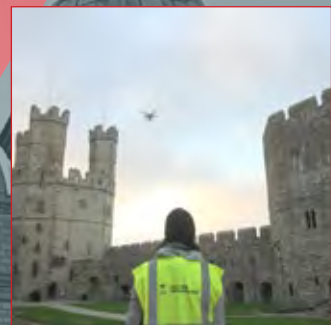
COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



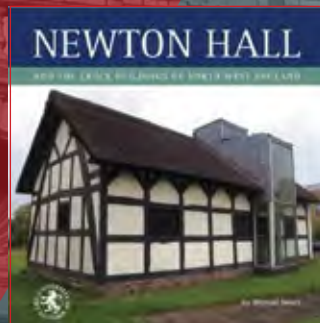
DRONE SURVEYS



WORKSHOPS & VOCATIONAL TRAINING



RESEARCH PUBLICATIONS



SEMINARS, DAYSCHOOLS CPD EVENTS

