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MANCHESTER

Archaeological Desk-based Assessment

Armitage & Son's
Works,
32-34 Laystall
Street,
Manchester

Client:

McCaul Group Limited

Technical Report:

Ashley Brogan

Report No:

2020/99





Site Location: The development area is bounded by Laystall Street to the north, Brock Street to the east, 51 and 53 Ducie Street to the south and Pigeon Street to the west

NGR: Centred at NGR SJ 84981 98264

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Summary

The McCaul Group is preparing design proposals for the repurposing of the former J Armitage & Son's Works at 32-34 Laystall Street, a Grade II listed building (List Entry No 1282990) in Manchester city centre (centred on NGR SJ 84981 98264). In order to facilitate the planning process, the McCaul Group commissioned Salford Archaeology to carry out an archaeological desk-based assessment of the proposed development site. This was intended to establish, as far as possible, the nature and significance of the sub-surface archaeological resource in order to enable informed recommendations to be made for the future treatment of any surviving remains.

The Laystall Street and Pigeon Street frontage of the scheme area was occupied in the late eighteenth century by terraced houses, with a public house, the Welsh Harp, located at the junction. The area to the rear of Laystall Street was developed in the early nineteenth century for back-to-back workers' housing. All of these houses were cleared during the second half of the nineteenth century in advance of the development of 32-34 Laystall Street and the associated yard and workshops to the rear. The new warehouses were constructed for John Armitage & Sons, a brick and tile manufacturer with offices in Manchester and Sheffield. The firm let out some of the workshops to clothes manufacturers and, by the mid-twentieth century, the majority of the complex was used for the manufacture of clothes.

The proposed development comprises the refurbishment and alteration of the Grade II listed building, and the demolition of a warehouses to the rear in advance of the construction of a new apartment building. The delivery of the proposals has some potential to damage or remove any below-ground remains of the earlier houses and the public house, which may be of some archaeological interest and thereby have an adverse impact on buried archaeological remains.

The requirement for any further archaeological investigation in advance of, or during, development works will be determined by the Greater Manchester Archaeological Advisory Service, in their capacity as archaeological advisor to Manchester City Council. However, based on the results of this assessment, it may be anticipated that further investigation via an archaeological evaluation may be required to establish whether or not the remains of the back-to-back housing, the eighteenth-century housing and the public house survive within the proposed development area.

Should any significant buried remains be encountered during the initial evaluation, it may be appropriate to implement an archaeological strategy that will ensure an archival record is compiled prior to the ultimate loss of the remains.

1. Introduction

1.1 Planning Background

In September 2020, McCaul Group commissioned Salford Archaeology to carry out an archaeological desk-based assessment to support the redevelopment of 32-34 Laystall Street, a Grade II listed buildings in Manchester city centre (referred to herein as 'the Site'). The desk-based study 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 future treatment of any surviving 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. Method Statement

The assessment considers the potential impact of the proposed development upon any buried archaeological remains within the Site, and comprises a desk-based study. 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 3-12), is used to assess the significance of the remains (Chapter 6) and impact of the proposed development (Chapter 7). Recommendations for the future treatment of the archaeological resource is given in Chapter 8.

3. The Setting

3.1 Location

The Site (centred on NGR SJ 84981 98264) is situated on Laystall Street, which lies in the Piccadilly area of Manchester city centre (Figs 1 and 2). The Site comprises 32-34 Laystall Street, and is bounded by Laystall Street to the north, Brock Street to the east, 51 and 53 Ducie Street to the south, and Pigeon Street to the west (Plate 1). The Site lies at a height of approximately 47m above Ordnance Datum (aOD).



Plate 1: Recent aerial view looking north across the Site

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 solid geology of the area comprises the Chester Sandstone Formation, which is overlain by glaciofluvial deposits of till (British Geological Survey).

3.3 Designations

The Site contains the Grade II listed building occupying 32-34 Laystall Street (Table 1). The Site does not contain any Scheduled Monuments, or any Registered Parks and Gardens, and is not located within a conservation area. The potential impact of the proposed development on the listed building within the Site will be assessed in a separate Heritage Statement, and the present report focuses exclusively on the below-ground archaeological resource.

List Entry No.	Description	Grade	NGR
1282990	32 and 34 Laystall Street	II	SJ 84982 98253

Table 1: Summary of listed buildings within the Site

There are eight statutory listed buildings within a 200m radius of the Site boundary (Table 2, below). Any potential impact of the proposed development on the settings of these listed buildings will also be assessed in the separate Heritage Statement.

HER No.	Description	Grade	NGR
1270666	Store Street Aqueduct	II*	SJ 85009 98116
1207994	Brownsfield Mill	II*	SJ 84892 98400
1254689	Former Rochdale Canal Warehouse	II*	SJ 84800 98336
1217852	Former Junction Works at Paradise Wharf	II	SJ 84917 98185
1270859	Rochdale Canal Towpath Footbridge and associated ramps opposite Brownsfield Mill	II	SJ 84917 98394
1200857	Stable Block to South East of Junction Works at Paradise Wharf	II	SJ 84957 98166
1247479	Rochdale Canal Lock Number 83, to the East of Tariff Street	II	SJ 84880 98353
1247485	Rochdale Canal Lock Number 82, to East of Great Ancoats Street	II	SJ 84956 98450

Table 2: Summary of listed buildings within a 200m 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 3). 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 – 2200 BC
	Bronze Age	2200 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 3: Summary of British archaeological periods and date ranges

4.1 Prehistoric Period

4.1.1 Archaeological Evidence

The current understanding of 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 (*ie* rivers) (Gregory 2007).

Physical indications of human activity are provided by a small number of residual finds. A Neolithic flint flake, for instance, 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 arrowhead 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 evidence 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, particularly due to the intensive development since the mid-eighteenth century.

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. 1.8km south-west of the Site. The fort underwent several phases of development, with the earlier defences being deconstructed and improved. The military complex evolved in response to the ongoing 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. The Roman Road heading north from the fort at Castlefield ran nearby the Site, along Deansgate, and is labelled on the 1848 OS map. 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 settlement was well connected in terms of trade and consequently lasted until the late third century AD. The Roman road linking Manchester to Castleshaw ran along the line of Old Mill Street, which is located 176m to the east of the Site.

4.2.2 Archaeological Potential

The Roman road linking Castlefield Roman Fort to Castleshaw runs within 180m of the Site, however, the potential for any *in-situ* remains of Romano-British activity to survive is considered to be very low due to the intensive development throughout the post-medieval and industrial periods.

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 at Manchester, which was then part of Viking Northumbria. It has been suggested that the burh lay within the area around the cathedral, which became 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 archaeological remains from this period is considered to be very 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 growing town of Manchester at its centre (Williams with Farnie 1992, 3). By the 1780s, the national demand for textiles, particularly cotton, began 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). This process of industrial development was facilitated greatly by the introduction of canals, which provided the first efficient means of transporting bulk loads of goods. 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). This economic climate was linked to a rapid growth in the town's population; in 1773, an estimated 22,481 people lived in Manchester, but this figure had more than tripled to 75,281 by 1801 (Lloyd-Jones and Lewis 1993).

The Ashton Canal: the Piccadilly area became a local focus of the canal network, and particularly for the Ashton Canal and the Rochdale Canal. The Ashton Canal was first proposed in 1791 and was intended to provide a 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, which included the construction of an impressive aqueduct over Store Street (HER 1387.1.0), although the terminus basin at Piccadilly had yet to be finished. 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 (Keaveney and Brown 1974, 14). 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 terminus. 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 (Hadfield and Biddle 1970). The Ashton Canal was finally completed in 1799 (HER 11313.1.0), and several warehouses were established at the terminus in Piccadilly Basin.

Several components of the Ashton Canal lie within 250m of the Site, including the aqueduct over Store Street (HER 1387.1.0) and the first in a flight of 13 locks leading to Dukinfield (HER 8280.1.0). The structures are currently afforded statutory protection as Grade II* and Grade II listed buildings respectively.

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 links made Piccadilly Basin a key location in the local canal network, and a focus for the trans-shipment of goods.

The completion of the Ashton-under-Lyne Canal in 1796, and the Rochdale Canal in 1804, was a key catalyst in the phenomenal expansion of Ancoats and Piccadilly Basin, and led to the transformation of the area from a semi-rural district to an industrial suburb. This was coupled with a breakthrough in the application of steam power to manufacturing, and the national demand for textiles, particularly cotton, which created the explosion of factory building. In Ancoats, the new breed of textile mills 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 (Williams 2002, 35).

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 operated it as a single concern together with the Peak Forest and Macclesfield canals. With the development of the railways in the 1830s and 40s, the canals experienced competition for goods haulage.

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 twentieth century but 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 apart from the short section between Castlefield and the Ashton Canal junction at Piccadilly.

The onset of the rapid industrialisation centred on Manchester from the eighteenth century resulted in a massive expansion of the town's population. The development Site at the end of the eighteenth century is captured on a detailed plan by Green in 1787-1794 (Fig. 3). The map shows the plans for new streets to be laid out across the area. The new streets included Lees Street (now Laystall Street), Lomax Street, Bank Street (now Brock Street) and Pigeon Street, which were located off Great Ancoats Street.

The most common site-type built within the area between the late eighteenth and early nineteenth centuries comprised workers' housing. Areas such as Angel Meadow and Ancoats included inferior, and generally, later housing in the form of back-to-backs: twin rows of one-up one-down houses sharing a common rear wall. In the course of the first half of the nineteenth century, houses of all types within the area became notorious for their overcrowding and insanitary conditions. Engels famously described the squalid state of Long Millgate and its neighbouring courts, an area containing dwellings from the pre-industrial town as well as more recent workers' houses (Engels 1845). The district equally attracted the attention of nineteenth-century commentators and was widely acknowledged to be one of Manchester's worst slums by the end of the century.

Aspects of housing conditions in Manchester: the earliest dwellings for the new breed of factory worker were erected with little legislative control. The Manchester Police Commissioners had sought to apply a rudimentary form of building regulations as early as 1792, including a requirement to provide party walls between properties. However, in the absence of any practical way of enforcement, the regulations were largely ignored (Hylton 2003, 152).

There was a marked contrast between the housing from the late eighteenth century, and that from the 1820s and 1830s, even including the use of poorer-quality bricks and mortar for the later houses (Nevell 2008, 136; Pearlman 1956, 3). Most of the workers' houses built during this period were erected without any form of water supply or sanitation; 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).

The better quality eighteenth-century houses had also been compromised by this time, 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. The houses were therefore increasingly overcrowded and cellars were used as separate dwellings (Nevell 2008, 152; Marr 1904, 34 and 60).

There are several contemporary descriptions of Manchester's nineteenth-century housing stock, including that provided by Dr J Ferriar in the proceedings of the Board of Health in 1805, who noted that 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).

According to Engels, in the north-western part of the town, very poor workers' housing was present at Shude Hill, specifically the area contained by Long Millgate, Ashley Lane, Angel Street, Withy Grove/Shude Hill, which was composed of a newer stock of housing arranged around ill-ventilated alleys and courts (1845, 62). Engels noted that this area was slightly 'better than the slums in the valley of the Irk', and the 'streets do sometimes have gutters' (*ibid*), though most had a cellar dwelling beneath each property and 'filth, heaps of refuse and ashes and dirty pools in the streets are common to both districts' (*ibid*). He also notes that in the Shude Hill area there were large numbers of pigs kept in the courts or allowed to roam freely, and in 'nearly every court there are one or more little nooks in which pigs are kept' and that the inhabitants 'throw all their garbage into these sites' (*ibid*). Engels noted that, together, the Irk slums and the Shude Hill area were known as the 'Old Town' (although he is at pains to stress that the appalling living conditions were solely a product of the industrial age) and it was this 'Old Town' area, that he described as 'hell upon earth'.

In the late eighteenth and early nineteenth centuries, several acts and by-laws were passed that were designed to regulate the living conditions within Manchester (Nevell 2014). These date from 1790 onwards, were initially implemented by the Police Commissioners, and included by-laws relating to the width of streets, paving, drainage, as well as rudimentary building regulations relating to providing party walls. However, as evidenced by the descriptions of Engels and other social commentators, these by-laws were largely ineffectual (Hylton 2003, 152) and Manchester continued on its very specific social and economic trajectory, which meant that by the mid-nineteenth century it formed one of the pre-eminent industrial slum cities in the country.

By that time, the atrocious living conditions within the town, coupled with the appearance of liberal social reformers and local politicians, created a legislative watershed in Manchester, following which a series of more effective acts were passed that were specifically designed to improve the living conditions of those occupying workers' housing.

The first of these was the Manchester Police Act of 1844, which 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). This was further aided by the Public Health Act of 1848, which 'gave 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 were also made illegal in 1853, through the Manchester New Streets Act, though this was largely unsuccessful at first, and the cellar population of Manchester is calculated at 22,924 in 1845 and 12,396 in 1861 (Roberts 1993, 22). Indeed, it was not until 1868-72 that the majority of cellar dwellings in Manchester were vacated (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 without compensation being given to their owners; however, this said, a compensation of £15 was normally paid for each dwelling demolished (*ibid*). 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, which had to be at least 70ft square. 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)

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).

4.5 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 1787-94, which shows housing fronting Lees Street (now Laystall Street). The map shows four terraced houses along Lees Street and six along Pigeon Street (Plate 2; Fig. 3). The street plan shown on Green's map resembles the present street pattern, with Brock Street (formerly Bank Street) to the east of the Site, Ducie Street to the south and Pigeon Street to the west.

Three courts of houses had been to the rear of the houses along Laystall Street by 1824, and appear on Swire's map of that year (Plate 3; Fig. 4). More houses had also been added to the row of houses shown in Green's map. Little detail is shown on this map, although Bancks & Co.'s map of 1831 shows that these courts consisted of back-to-back housing (Plate 4; Fig. 5).

The detailed Ordnance Survey Town Plan of 1851 depicts the same configuration of buildings shown on Bancks & Co.'s map of 1831, but also indicates that many of the terraced houses within the Site were furnished with cellars, as implied by the presence of pavement lights (Plate 5; Fig. 6). The public house, located at the junction between Lees Street and Pigeon Street, is labelled 'The Welsh Harp'. The only identifiable additional development within the Site is a possible extension to the rear of the end-of-terrace house. The area surrounding the Site had become more developed by 1851, with more housing, a machine manufactory and Methodist school constructed within the formerly undeveloped areas shown on Bancks & Co.'s map.

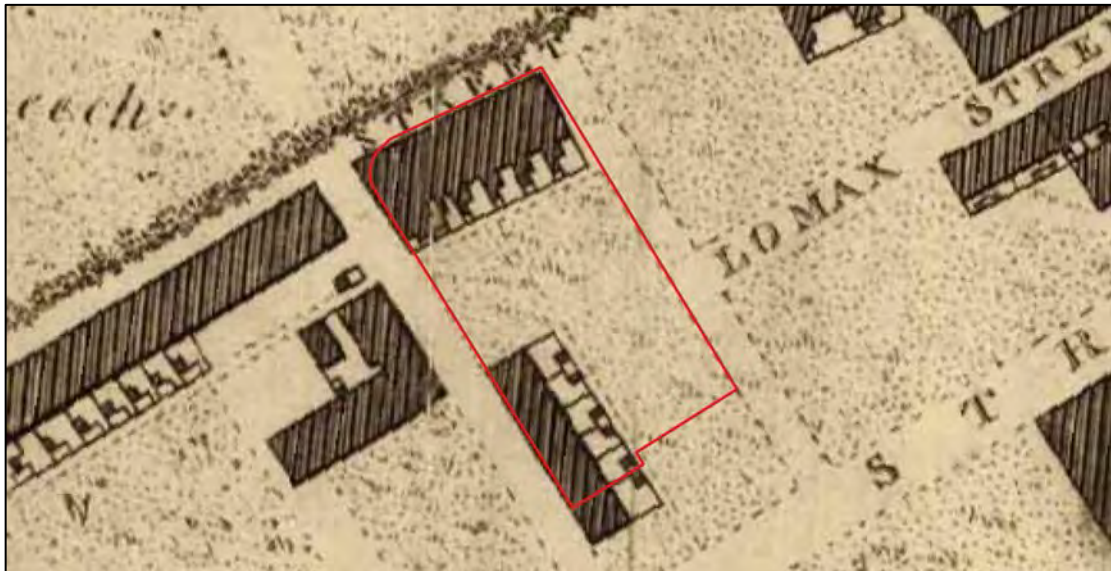


Plate 2: Site boundary superimposed onto Green's map of 1787-1794

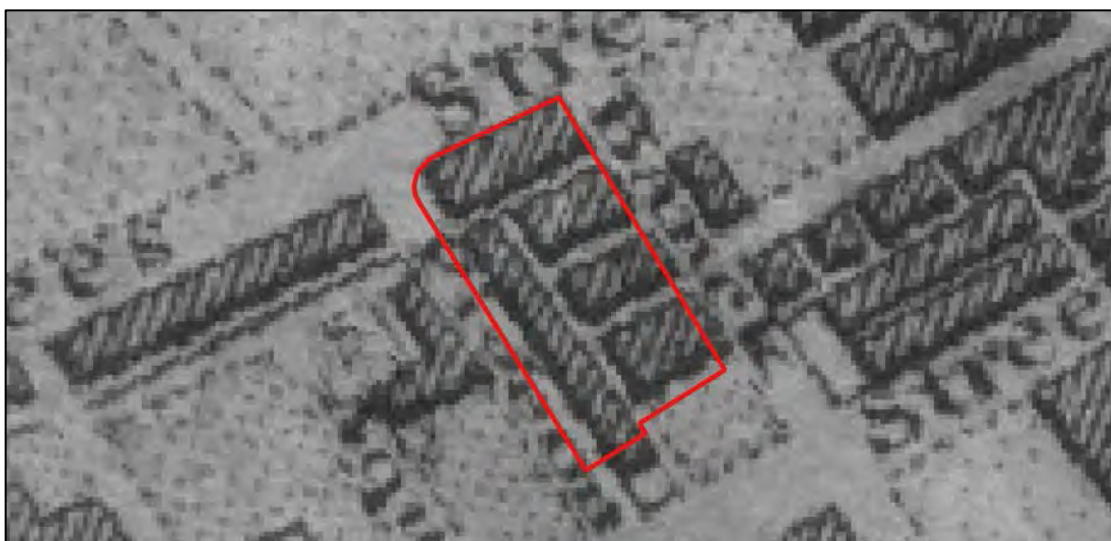


Plate 3: Site boundary superimposed onto Swire's map of 1824



Plate 4: Site boundary superimposed onto Bancks & Co.'s map of 1831



Plate 5: Site boundary superimposed onto the 1851 OS Town Plan

The terraced houses of Laystall Street were demolished during the late 1860s / early 1870s, perhaps in the wake of the introduction of the Manchester Waterworks and Improvement Act of 1867, and the Site was redeveloped by J. Armitage & Sons, a brick and tile company that was already established within Sheffield. The firm first gained premises in Manchester at 19 Store Street in 1863 and, by 1864, Armitage had premises on Lees Street Wharf, located at the corner of Laystall Street (formerly Lees Street) and Tariff Street (formerly Leech Street), directly on the Rochdale Canal (Stephen Levrant 2020).

During the 1870s, Armitage & Sons constructed a new building within the Site. An indenture, dated to 22nd February 1878, records the transfer of the site of the works from James Edmondson to John Armitage. The new building at 32-34 Lees Street operated as the head offices and works for the firm, although advertisements published in local newspapers show that rooms were available to let within the warehouse for other works and businesses.

By 1881, the works were advertising garden pots, seed pans, garden edging vases, which were available at the Lees Street premises (*Manchester Evening News* 04 August 1881). In 1886, the sale of cupola fire bricks, boiler seating blocks, tiles and fire clay was advertised (*Manchester Evening News* 19 April 1886). Later that year, flags, cement, plaster of Paris were also advertised (*Manchester Evening News* 04 December 1886).

John Armitage died in November 1890 in Sheffield (Plate 6) and thereafter the firm continued under the direction of John's sons, Charles and Alfred (*Manchester Courier and Lancashire General Advertiser* 15 November 1890). Alfred, however, died just four years later, in 1894, aged just 44. After Alfred's death in 1894, the firm was carried on by his brother Charles and Charles' two sons, John and Harry. The three ran the business until 1903, when due to financial difficulties, the works was sold to a private company under the title of 'The Armitage Works Co. Ltd'. In 1905, part of the works was sold for use as a clothes manufactory (Stephen Levrant 2020, 29-30).

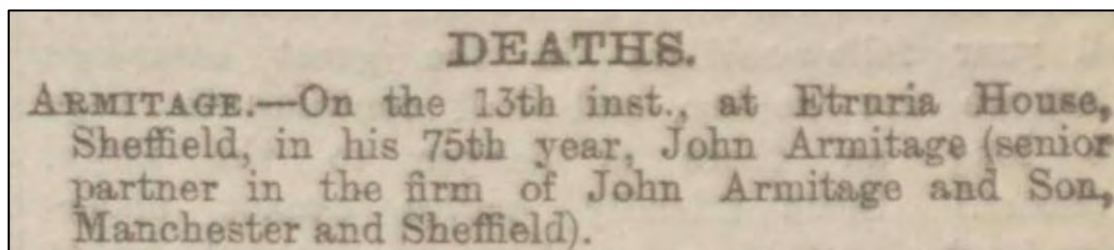


Plate 6: Death of John Armitage reported in the *Manchester Courier and Lancashire General Advertiser*, 15 November 1890

The detailed Ordnance Survey 1:500 Town Plan of 1891 shows 32-34 Lees Street, together with a clothes manufactory located along the western boundary of the Site and a smaller building at the southern boundary (Plate 7; Fig. 7). A large yard was located to the rear of 32-34 Lees Street.

A photograph taken in 1906 shows derelict houses along Lomax Street, which resemble those located within the Site during the first half of the nineteenth century (Plate 8). The houses captured in the photograph all evidently had cellars, seemingly with separate entrances to the ground floor, suggesting that they may have been intended as separate dwellings. The entrance to the brick and tiles works within the Site can also be seen in the background of the photograph, with chimney pots on display above the gateway.

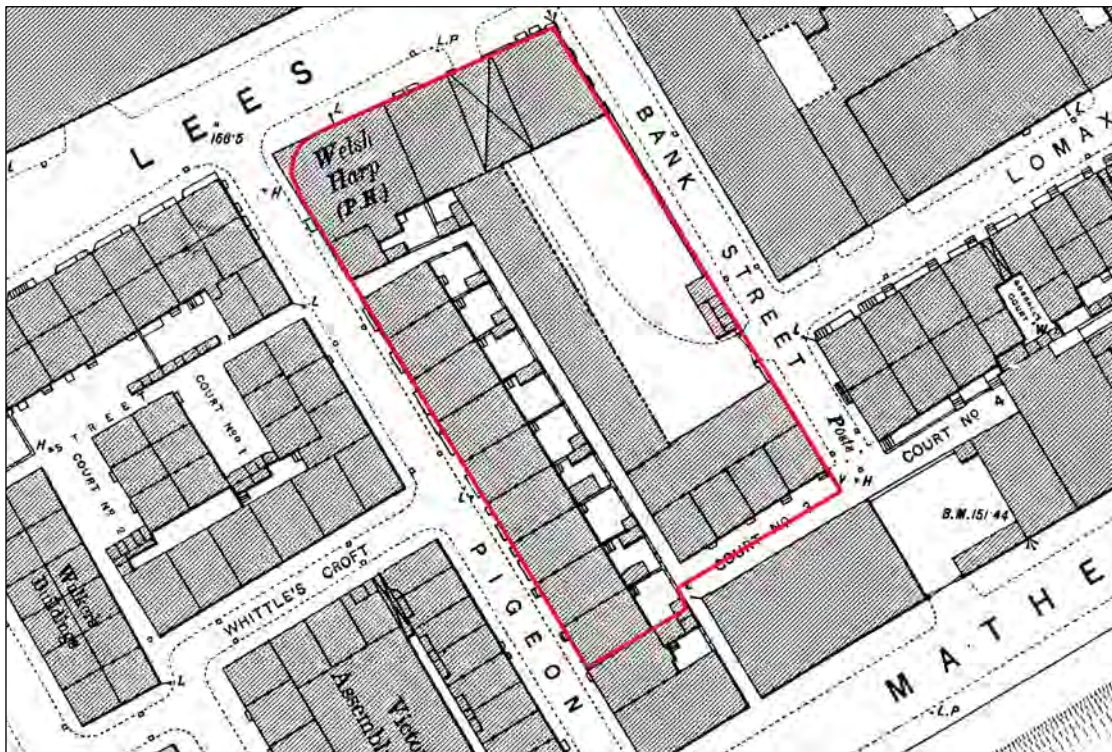


Plate 7: Site boundary superimposed onto the 1891 OS map



Plate 8: Terraced houses located along Lomax Street with the Site in the background with chimney pots on display by the gateway, locating west towards the Site, 1906

The configuration of building occupying the Site on the 1908 OS map (Plate 9; Fig. 8) appears largely similar to the 1891 OS Town Plan, although an additional structure is shown in the yard of the 1922 OS map, which is later labelled on Goad's insurance plan as 'stage'. Armitage & Co. was included in Slater's directory of 1911, which stated that works were still located at Lees Street and operated as fire brick makers. The 1922 OS map (Plate 10; Fig. 9) shows little development within the Site between 1908 and 1922, although Bank Street had been renamed Brock Street during this period.



Plate 9: Site boundary superimposed onto the 1908 OS map



Plate 10: Site boundary superimposed onto the 1922 OS map

Goad's insurance plan of 1929 labelled the various functions of the premises (Plate 11). The plan shows that the majority of the works was used as a clothes factory. The plan shows that 32-34 Lees Street consisted of three floors and a basement, and the narrow building along the western boundary of the Site comprised four stories to the north and three stories to the south. Offices were located on the first floor. A lime store and garage were included within the buildings to the south of the Site.

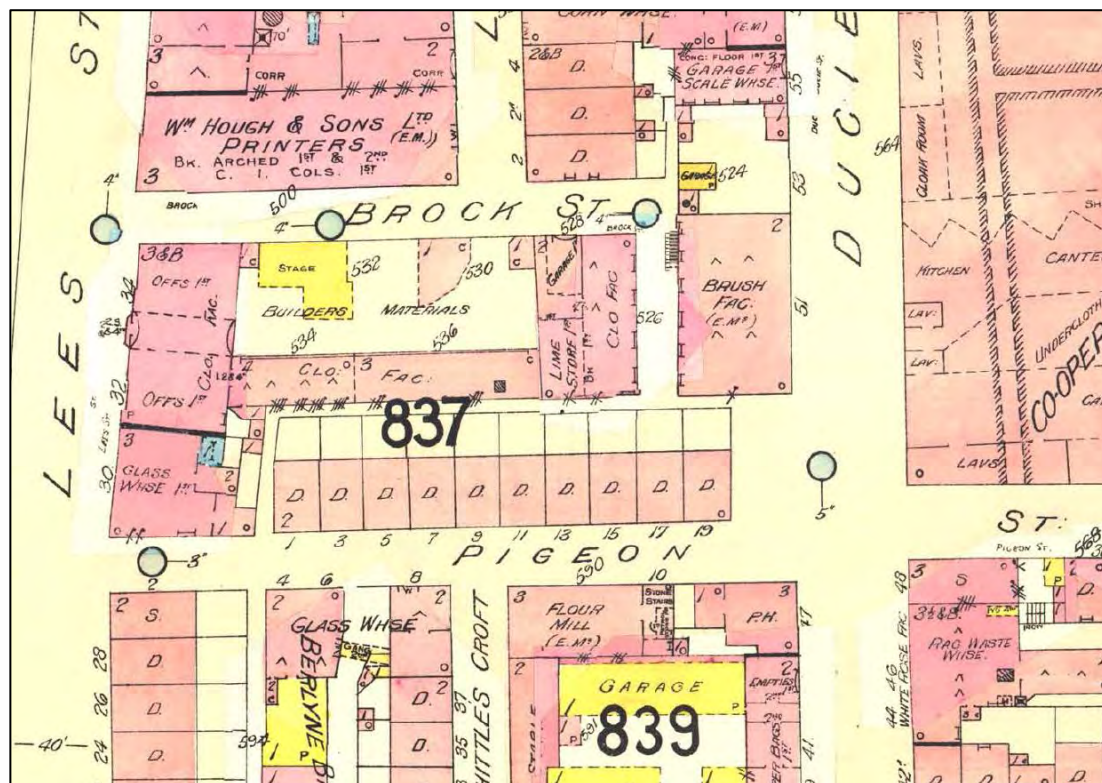


Plate 11: Site boundary superimposed onto Goad's insurance plan of 1928

The 1954 OS map shows an extension to the rear of 32-34 Laystall Street (Plate 12; Fig. 10). The extension was built by architect Peter Cummings, who was commissioned in December 1952 by Justman Limited. The building comprised two storeys and a flat roof (Stephen Levrant 2020, 32).

Little alteration to 32 and 34 Laystall Street is shown on subsequent mapping, such as the 1971 OS map (Plate 13; Fig. 11). During this period, Lees Street had been renamed Laystall Street and the terraced housing of Pigeon Street and the Welsh Harp public house had been demolished.

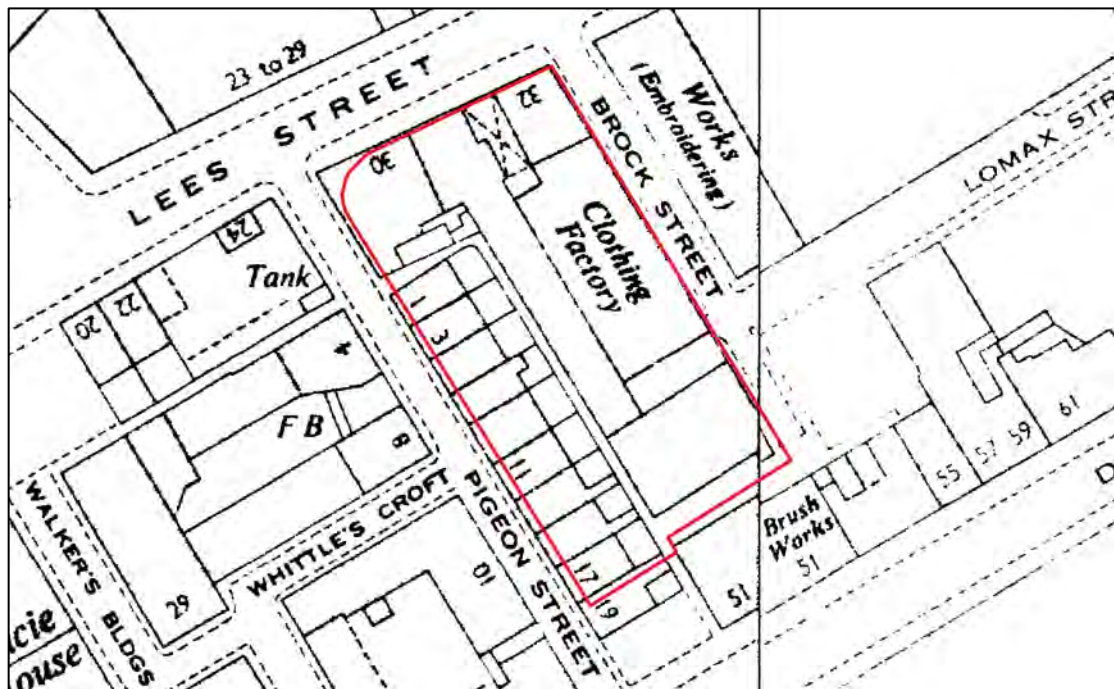


Plate 12: Site boundary superimposed onto the 1954 OS map

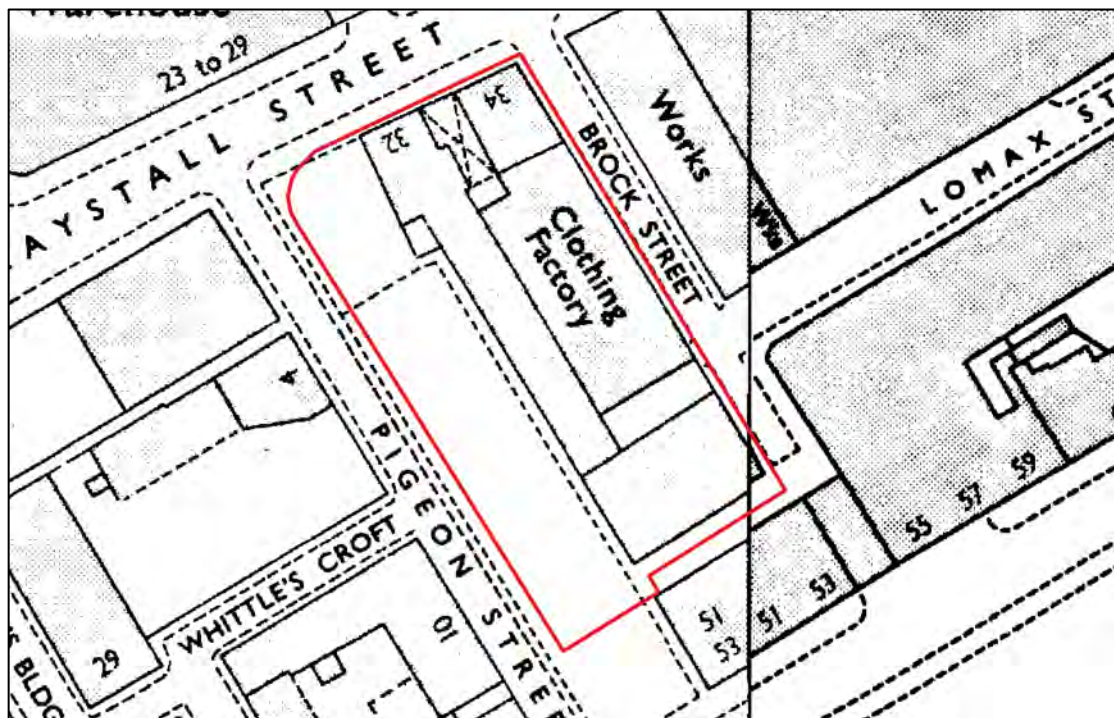


Plate 13: Site boundary superimposed onto the 1971 OS map

5. Gazetteer

The following gazetteer entries summarise the sites of potential archaeological interest within the Site (Figures 12 and 13). The identification of these non-designated heritage assets is drawn primarily from the historic map regression analysis.

Gazetteer Entry 01

Site Name	32 and 34 Laystall Street
Designation	Grade II listed building
HER number	12061.1.0
Site Type	Warehouse
Period	Mid-late nineteenth century
NGR	SJ 84970 98280
Source	HER; OS mapping; Historic England
Description	The buildings were constructed in the mid-late nineteenth century for Armitage & Sons, who let out parts of the premises to a clothes manufacturer.
Assessment	The buildings are extant and will undergo alterations as part of the proposed development.

Gazetteer Entry 02

Site Name	Eighteenth-century terraced housing at Lees Street (site of)
Designation	No designation
Site Type	Housing
Period	Eighteenth century
NGR	SJ 84970 98280
Source	Green's map of 1787-1794; Swire 1824; Bancks & Co. 1831
Description	Housing is shown on eighteenth-century mapping fronting Lees Street (now Laystall Street). The housing was demolished in advance of the construction of 32 and 34 Laystall Street.
Assessment	Remains of the buildings are unlikely to survive due to the development of 32 and 34 Laystall Street, which are cellared. The later building will remain extant so there is no potential for archaeological investigation or remains within this area.

Gazetteer Entry 03

Site Name	Back-to-back housing in courts to the south of Laystall Street (site of)
Designation	No designation
Site Type	Dwellings
Period	Eighteenth century
NGR	SJ 84983 98262
Source	OS mapping
Description	Back-to-back housing was constructed within the Site prior to 1824. The housing was shown on the 1851 OS map and demolished in advance of the construction of 32-34 Laystall Street in the second half of the nineteenth century. The houses were likely cellared.
Assessment	The site of the back-to-back housing has been built upon since their demolition, however, cellars of the back-to-backs may survive <i>in-situ</i> .

Gazetteer Entry 04

Site Name	Narrow wing along western boundary of Site
Designation	Non-designated heritage asset
Site Type	Warehouse
Period	Nineteenth century
NGR	SJ 84976 98260
Source	OS mapping
Description	The narrow building located along the western boundary of the Site was constructed in the second half of the nineteenth century and was mainly used as a clothes manufactory.
Assessment	The buildings are extant and will be demolished as part of the proposed development.

Gazetteer Entry 05

Site Name	Building to the south of the Site
Designation	Non-designated heritage asset
Site Type	Warehouse
Period	Nineteenth century
NGR	SJ 84991 98246
Source	OS mapping
Description	The building located by the southern boundary of the Site was constructed in the second half of the nineteenth century and was mainly used as a clothes manufactory.
Assessment	The building is extant and will be demolished as part of the proposed development.

Gazetteer Entry 06

Site Name	1950s extension
Designation	No designation
Site Type	Warehouse
Period	1950s
NGR	SJ 84982 98267
Source	OS mapping
Description	The extension was constructed to the rear of 32-34 Laystall Street during the early 1950s. The extension was built on the site of the former back-to-back houses.
Assessment	The buildings are extant and will be demolished as part of the proposed development.

Gazetteer Entry 07

Site Name	Terraced housing along Pigeon Street (site of)
Designation	No designation
Site Type	Housing
Period	Eighteenth century
NGR	SJ 84970 98253
Source	OS mapping; Green 1787-1794; Swire 1824; Bancks & Co. 1831
Description	A row of six terraced houses is shown on Green's map of 1787-1794. More houses were added to the row of terraces prior to 1824. The 1954 OS map shows ten houses within this row, which are addressed 1-19 Pigeon Street (odd). The houses were demolished between 1954 and 1971.
Assessment	The site of the houses has remained undeveloped since their demolition in the mid-twentieth century.

Gazetteer Entry 08

Site Name	Welsh Harp Public House (site of)
Designation	No designation
Site Type	Public house
Period	Eighteenth century
NGR	SJ 84958 98272
Source	OS mapping; Green 1787-1794; Swire 1824; Bancks & Co. 1831
Description	The public house is shown on Green's map of 1787-1794 and is first labelled as the Welsh Harp on the 1851 OS map. The public house was located at the junction between Pigeon Street and Lees Street (now Laystall Street) and was addressed 30 Lees Street. The public house was demolished between 1954 and 1971.
Assessment	The site of the public house has remained undeveloped since its demolition in the mid-twentieth century.

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 *Archaeological Potential*

There are no known prehistoric, Roman, medieval or post-medieval sites within the Site or its vicinity and the potential for remains deriving from these periods is considered to be very low. There is some potential for the archaeological remains of the back-to-back housing shown on Swire's map of 1824, Bancks & Co.'s map of 1831 and the 1851 OS map to survive within the Site. It is likely that at least some of these houses were cellared, in which case the remains of these cellars may survive *in-situ*.

There is also potential for the remains of eighteenth-century buildings to survive within the Site, including the remains of the Welsh Harp public house (GE08) and the terraced houses of Pigeon Street (GE07).

6.3 *Significance of archaeological remains*

The investigation of the physical remains of back-to-back housing 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 and modern periods, including:

7.24 Need to excavate urban cellars to examine life 'below stairs' in the middle-class house and cellar dwellings and workshops in working class houses

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

Remains of eighteenth-century houses may be considered somewhat rare within Manchester, and therefore any surviving remains of the terraced houses of Pigeon Street (GE07) would be of local significance. Similarly, remains of the eighteenth-century public house (GE08) would also be of local significance.

7. Impact of Development

7.1 Development Proposals

The design proposals for the Site allow for the refurbishment of 32-34 Laystall Street and the demolition of the buildings to the rear of the listed building in advance of the construction of a new apartment building. The area covered by the footprint for the new apartment building will necessitate ground-breaking works, that will likely disturb any surviving buried archaeological remains within this area, specifically cellars associated with the early nineteenth-century back-to-back housing to the rear of 32-34 Laystall Street. It is not anticipated that the area of Site covered by the footprint of the listed building will require any below-ground physical interventions, and therefore any below-ground archaeological remains within that part of the Site will not sustain any impact from development.

7.2 Impact of Development on Below-Ground Remains

Any ground-breaking works to the rear of 32-34 Laystall Street required to deliver the design proposals have some 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 cellars of a block of nineteenth-century back-to-back housing (GE03), which were located to the rear of 32-34 Laystall Street, and eighteenth-century houses (GE07) and a public house (GE08). These remains may be disturbed by ground-breaking works required for the proposed new apartment building. These remains are likely to be of local significance and the unmitigated adverse impact of the proposed development on these remains is likely to be substantial.

8. Recommendations

8.1 *Recommendations and Further Investigation*

The requirement for any further archaeological investigation in advance of, or during, development works will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. However, based on the results of this assessment, it may be anticipated, that further investigation via an archaeological evaluation may be required to establish the extent and condition of the cellar remains of the back-to-back houses and eighteenth-century buildings that were located within the footprint of the proposed development.

Should any significant buried remains be encountered during the initial evaluation, it may be appropriate to implement an archaeological strategy that will ensure an archival record is compiled prior to the ultimate loss of the remains.

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Appendix 1: Sites Recorded on the HER Within 250m

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
Monuments					
24.1.8	Roman	Roman Road (site of)	Road	SJ 8493 9806	To east of the Site Area the line of the Roman road between Castleshaw and Manchester is believed to have been followed by Briscoe Lane, Cemetery Road and Mill Street. The continuation of this line would place the Roman road along the present Store Street.
1386.1.0	19 th Century	Dale Street Basin – Rochdale Canal	Canal; Canal Basin	SJ 8480 9820	Built c.1804 in Dale Street, the canal linked with the Ashton terminus. The basin has been filled in and is now used as a car park. Rochdale Canal had two locks, Piccadilly & Dale Street, leading onto Dale Wharf & Piccadilly Basin. The latter had canal arms (infilled c 1935) going into the 1806 (Dale Street or Carver's) Warehouse, an 1833 warehouse (off Hilton Street) and the 1836 (Rochdale Canal Company) Warehouse on Tariff/Upper Stanley Street. There were numerous quayside cranes, also tunnels and drive shafts for hoists. Replaced c.1898 by use of public hydraulic system. Dale Wharf had two warehouses dated 1822 and 1817.
1386.2.0	1804	Rochdale Canal	Canal	SJ 8486 9830	Linear SJ 8486 9834 to SJ 834 976. Urban canal section c.1.25 miles long, connected with the Ashton-under-Lyne Canal at Dale Street. Nine broad locks down to the Bridgewater Canal at Castlefield which gave it the name 'Rochdale Nines'. A third junction is formed with the Manchester & Salford Canal in Great Bridgewater Street area. Infilled canal arms. Part of the Cheshire Ring of canal navigations. Parliamentary approval of 1799, and 1800. Completed 1804. Now mainly used for pleasure craft. Originally proposed in 1766, but not built until 30 years later, the 33-mile canal linked the Bridgewater Canal to the Calder and Hebble Navigation in Yorkshire. The Manchester section, over 8 miles long with 8 locks, opened in 1804

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
1403.1.0	1797	Ashton Canal	Canal	SJ 8490 9819	The Manchester and Ashton Under Lyne Canal was first opened to navigation in 1797 and closed to commercial traffic in 1957. There were also several branches joining the main canal. These consisted of the Stockport branch (SJ 893912 - SJ 883982) opened in 1797 and abandoned in 1962; Hollinwood branch (SD 908030 - SJ 901979) opened 1796, abandoned in 1961; Fairbottom branch (SD 935017 - SD 919010) opened 1796, abandoned in 1955.
2110.1.0	1815	Lock Keeper's House (site of)	House	SJ 8471 9813	Formerly a listed building at 79 Dale Street, dating from c 1815. Brick-built, with cellar, ground and first floors. One room deep, with central hallway and stairs. Pitched slate roof, gabled. Projecting corbel on south-western elevation. Although still visible on an aerial photograph of the late 1990s, this building was no longer shown on mapping by 2006 and has presumably been demolished
2112.1.0	1815	69-71 Dale Street (site of)	House	SJ 8468 9818	Terraced row of brick-built housing, with attached storage shed infill to rear, originally comprised of four dwellings with cellar, ground, and first floor. Evidence of alterations including bricked-up doorways, windows and possible cellar entrance, steps up to ground floor, and doorway above cellar. Built c.1815, possibly for the Rochdale Canal Company. Site redeveloped with a modern building along the street frontage
2113.1.0	19 th Century	Warehouse (site of)	Warehouse	SJ 8484 9832	Originally standing between the 1836 warehouse canal arm and Tariff Street bridge. Demolished in 1991. Brick-built, with ground and first floors. Large access doors, and apertures for lifting beams on the western and eastern elevations, access doors on northern and southern elevations. Rectangular plan. Slate roof. 8 internal bays (4 each side). Tie-beam roof trusses, collar beam, principal rafter, ridge and three purlins each side, all jointed with cast iron brackets.

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
2115.1.0	1822	1822 Warehouse (site of)	Canal Warehouse	SJ 8473 9816	Parts of the warehouse foundations survive near to the Dale Street Car Park barriers. The warehouse was demolished .1940, but was owned by the Rochdale Canal Company.
6361.1.0	1792-7	Ashton Canal	Canal	SJ 8947 9774	The canal was constructed from 1792-7. The canal cost approximately £170,000. The peak annual tonnage in 1838 was 522,469 tonnes. The canal was still in good use until the increased popularity of road haulage forced it to close in the 1920s. Most sections of the canal can still be seen and pleasure traffic is encouraged to use it. A wide variety of buildings exist along the whole length of the canal from industrial warehouses, mills and factories to domestic dwellings and cottages (1) (2). Canal gradually being cleaned and re-opened (TAS 97). Ashton is the terminus of three canals (Ashton, Peak Forest, Huddersfield Narrow) constructed in the 1790s. They were part of one enterprise, with the same shareholders, and the engineer was Benjamin Outram. Part of the impetus was the drive to deliver locally produced coal to Manchester, for which the Ashton Canal to Manchester was constructed 1792-7
11312.1.0	1799	Ashton/Rochdale Canals Junction	Canal	SJ 8483 9813	c 1799 canal, open [to] through traffic c.1800. Site and remains of warehouses are still visible. Note shipping holes.
8370.1.1	1824	Dale Warehouse Underground Wheel	Industrial Site; Water Wheel	SJ 8471 9818	The wheel provided motive power for hoists in adjacent and nearby canalside warehouses via gearing and lineshafts. The machinery, which is 95% intact, represents the only known subterranean waterwheel in the Manchester area of early TC Hewes design. The wheel is a high breast shot design, 16 ft diameter and 7 ft wide with timber spokes and iron and timber buckets. 5 ft diameter hub mounted on 1.5 ft axle. Fed from former canal arm (which linked to Piccadilly Lock) terminating in the 1806 warehouse. A stone vault houses the wheel and 2 lineshaft tunnels lead from this chamber; (1) 71 ft long leading to now demolished warehouse and 7 ft long to the 1806 warehouse. MRIAS recorded this feature and applied to have it scheduled in 1993.

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
11314.1.0	1820	Jutland Street Bridge	Aqueduct; Bridge	SJ 8487 9811	With the Ashton Canal arriving in 1797, an aqueduct was thrown across the valley bottom at this point in a skewed form with Shooters Brook flowing in an open channel through the central arch. The brook was later culverted and a road made over it, connecting Great Ancoats Street to London Road (Store St). The bridge over the canal was built in c.1820. The fall from the canal bridge to Store Street is 228 feet (over 70m).
11315.1.0	1799	Paradise Wharf	Warehouse; Canal Basin	SJ 8490 9815	Opened in 1799, this canal basin contains a warehouse of c.1840 and stables built by the Peak Forest Canal Co (1). An archaeological watching brief was undertaken on the site of Paradise Wharf in central Manchester (SJ 849 981) during the refurbishment of the Junction Lead Mills Warehouse. This recorded evidence for the internal and external joist systems in the form of wall cranes and jib cranes. It also indicated a two-phased development from steam to electric power of the hoist system. A below-ground archaeological watching brief was also undertaken in the car park immediately south of the Junction Lead Mills site. This revealed the foundations of a Type 1 canal warehouse built in the period 1794-1831. This comprised a multi-storey handmade brick structure with a single central canal arm running northwards from the Ashton Canal. The canal arm had been filled in during the early 20th century and a series of cellars built along its length. The warehouse was demolished during the mid-20th century but the cellars had been re-used as air-raid shelters during the Second World War.
11416.1.0	19 th Century	Goods Station	Goods Station; Ironworks	SJ 8483 9802	Rectangular range arranged round a central yard shown on 1845 map at corner of Store Street and Junction Street. Named as Store Street Iron Works on the 1849 map, which on the west shows an elongated range named as the Manchester, Sheffield and Lincolnshire Railway Company's General Stores. By 1889 the iron works had been replaced by a building which along with the earlier railway stores formed part of the goods station of the MS & LR, accessed by a railway carried over Store Street.

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
11698.1.0	1830	Former Wire Mill (site of)	Wire Mill; Textile Mill	SJ 8501 9829	Industrial building, probably formerly a cotton spinning mill, latterly a wire mill. c.1830, extended and altered. Red brick in English garden wall bond with some sandstone dressings (roof not visible). Rectangular plan. Five storeys, 18 windows with raised sills, flat-arched heads and altered glazing; 2 tall round-headed arches at right-hand end, both altered but with radiating glazing bars in the heads; round-headed doorway at ground floor of 6th bay, with rusticated stone surround; inserted doorway in 13th bay; various tie-plates. Coped parapet. Octagonal chimney at east end. Interior (GMAU Report): timber-floored construction. The building was still present at the time of a late 1990s aerial photograph. However, the site had been cleared by 2005
13997.1.0	Early 19 th Century	4-6 Brewer Street (site of)	House	SJ 8472 9835	Pair of houses built between 1808 and 1819 shown on map 1886-1901 (Goad) as 2-storey dwellings. Extant 1931-2 but modified or replaced by 1965. Site now car park area
13998.1.0	Early 19 th Century	51 Hilton St. (site of)	Machine Shop	SJ 8472 9834	[STEVENSON SQ. CA] Rectangular range along Brewer Street built between 1808 and 1819 with yard to rear. Replaced 1831-45 by larger rectangular 3-storey range, named on 1848 map as machine manufactory, demolished after 1965. Remains of exterior walls of handmade brick still stand to a height of 1m on Brewer Street and Tariff Street
13999.1.0	Early 19 th Century	51 Hilton St. (site of)	Machine Shop	SJ 8471 9835	[STEVENSON SQ. CA] Rectangular range built between 1898 and 1819. Between 1848 and 1889 a larger block was established here, shown on plan of 1886-1901 (Goad) as containing a boiler on the north and 30hp engine on south. Base of associated chimney still survives to rear
15860.1.0	Early 19 th Century	51 Hilton St. (site of)	Hat Factory	SJ 8470 9833	[STEVENSON SQ. CA] Built between 1808 and 1819, 2 storeys, handmade brick, Flemish and English Garden Wall bond, with hipped roof and rear octagonal brick chimney. Used by cloth cap manufacturer in 1870s and hat block manufacturer 1890s; powered by adjoining engine and boiler house range (13999.1.0)

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
Buildings					
2022.1.0	19 th Century	Walker's Buildings	House	SJ 8493 9824	Originally block of back-to-back/side-to-back houses converted to industrial/workshop premises in 1896. A survey was carried out to identify materials or features remaining from houses for later recovery and reconstruction. First built in 1820s were 3 pairs of back-to-backs, with an addition to S gable of 2 pairs of back-to-backs and one pair of side-to-backs a few years later (2,3). After conversion to industrial premises the building underwent many alterations until last used in 1989. N & W elevations both post-1896 conversion. S elevation has 50% of original hand-made bricks & one doorway whilst E elevation has large amount of brickwork, 2 windows and 2 doorways. Surviving internally are 2 staircases,
Listed Buildings					
12061.1.0	1888	32-34 Laystall Street	Warehouse	SJ 8497 9828	[GRADE II LIST ENTRY NO: 1282990] Garment warehouse. Dated 1888; altered. Red brick in Flemish bond with dressings of moulded buff and white terracotta; roof not visible. Rectangular plan. Eclectic style with Romanesque elements. Three storey 5-window façade, symmetrical, centre bay breaking forwards. Centre has segmental-headed waggon doorway with terracotta surround enriched with shafts, keystone, etc. 1st floor oriel with window of 2 round-headed lights, Tudor-flower band, arcaded 3-light window at 2nd floor and above this attached lettering "ESTABLISHED 1888". Flanking the centre, round-headed doorways at ground floor, round-headed windows at 1st floor, square-headed windows at 2nd floor, beyond these coupled windows on all floors, those at ground and 2nd floors square-headed, and those at 1st floor round-headed and set in large round-headed blank arches (Tudor-flower sill-bands to these); all these windows with much moulded terracotta enrichment, including twisted shafts with floiated caps. Enriched bracketed eaves. Unusual degree of High Victorian decoration on relatively small building

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
1385.1.0	19 th Century	London Warehouse	Railway Warehouse	SJ 8477 9807	[GRADE II LIST ENTRY NO: 1217858] Circa 1850. Brick, stone dressings. 7 storeys. of 10 bays, each recessed & with one window having segmental head & stone sill. Long & short quoins at sides. Plain stone cornice & brick parapet. East side has 2 double, twin-arched openings to ground storey & 4 shallow gables surmounting cornice. Built by the Manchester, Sheffield and Lincs Railway in 1867.
2111.1.0	1807	Rochdale Canal Company Office	Industrial Site; Office	SJ 8469 9817	[GRADE II LIST ENTRY NO: 1200844] Built c.1820 [Maw <i>et al</i> 2009 article suggests an 1807 date]. Offices of the Rochdale Canal Company. The centre of operations for the wharves and warehousing of the company. Building comprises ground and first floor accommodation, central hall, stairway. Rectangular plan, with pitched slate roof, gabled. Sash windows to the front and side elevations, hall and stair-lights to rear. Brick built, front and side elevations are finished in stucco, the rear is finished in pebble-dash. Entrance on Dale Street, has ornate door. Office of Rochdale Canal Company. Earlier C19, altered. Scored render (front) and roughcast, on brick; slate roof (now felted). Rectangular double-depth plan.
2119.1.0	1820s	Brownsfield Mill	Textile Mill	SJ 8489 9840	[GRADE II* LIST ENTRY NO: 1207994] Selected for detailed survey. Marked on map (1) as "Gerrard's Mill", as a cotton mill on map and no details on map. Ancoats Study Group record photograph no: 3601. The spinning mill dates back to the late 1820s and has 2 wings. The eastern wing is the earliest and has 7 storeys and 12x7 bays. Timber internal construction with cast-iron columns. Internal engine house to western end. Small rectangular windows have stone sills and brick heads. Gable slate roof. Stair tower and privy tower. The later western wing has 6 storeys and 7x6 bays. It has taking-in doors to each storey located in the second bay from the north overlooking the yard. It has rectangular brick arch windows with stone sills. The chimney is located within the stair tower See Slides List. It is a Grade II* listed building. Built in 1825 & located along side of Rochdale Canal. Steam powered cotton spinning mill, with timber frame construction and internal engine house. Unusual for underground boilers and stair tower enclosing chimney.

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
8370.1.0	1806	Dale Warehouse	Canal Warehouse	SJ 8469 9819	[GRADE II* LIST ENTRY NO: 1200845] 1806. 4 storeys, attic & basement, coursed freestone, fairly low pitched slate roof. One dormer with low gable & 8 small skylights. Large, alternating block stone quoins; bands at floor levels & basement plinth. Widely-spaced 4-pane windows have lintels, jambs & sills of single stone blocks. Basement: arched entrance to left & 2 very wide open arched bays, formerly over canal arms from Piccadilly Basin. Central round arched entrance on left returned side with 4 full-length stone framed loading doors in line above & small wood canopy over uppermost door. Gabled ends, that to N having Venetian window to attic storey. Moulded eaves cornice on W side. East facing, away from street. Less regular fenestration on west side, which is partly obscured. Disused at time of inspection (1972). It is a grade II* listed building. A watershot, grit stone building. Four main phases to building. Water wheel power system installed in 2nd phase 1824, with vertical through all floors drive shaft powered both internal and external 5th floor hoists operated circa 85 years. Converted to electric power late C19 early C20. Both boat bays fell into disuse and backfilled mid to late C20. Final phase of activity relates to buildings use for retail purposes late C20.
8370.2.0	1822	Entrance Archway... RCC	Arch; Lodge	SJ 8470 9816	[GRADE II LIST ENTRY NO: 1200846] c 1822. High, wide, round, arched entrance with stone voussoirs, in wall of coursed freestone with battlemented top. Quarteroctagonal lower lodge building with battlemented parapet & sash window, abutting on back of wall. The main entrance to the canal basin. Quarter-octagonal lodge is associated with the entrance, crenellated parapet, sash windows. Entrance archway to former terminus of Rochdale and Ashton Canals. 1822 (according to former list). Rusticated sandstone ashlar. Screen wall approx. 10m long and approx. 8m high, with small lodge attached to rear of north end. Gothick style. The screen wall has a large round-headed archway in the centre, the jambs protected by tapered cast-iron bollards, a 12-pane sashed window to left with a keyed lintel, a blocked former doorway to the right, a full-width rectangular panel near the top, with a moulded surround, and a plain frieze

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
8636.1.0	1836	Jackson's Warehouse	Warehouse	SJ 8480 9833	[GRADE II* LIST ENTRY NO: 1254689] Jacksons Warehouse is a Type 1 canal warehouse built in 1836 by the Rochdale Canal company. It is brick built with austere façades with small semi-circular arched windows. There are two arched shipping holes in the southern elevation along with cathead cranes at the top of the elevation. Internally, the floors comprise wooden joists and transverse beams supported by cast-iron, circular-section, columns and lateral spine wall. The roof structure comprises a series of wooden King Post trusses. Some original detailing survived within the structure, including a number of loading openings associated with a surviving hoisting mechanism and line shafting in the roof space, and three hoist wheels in the roof space. Canal warehouse, now workshops and stores. Dated 1836 on south parapet; altered.
8371.1.0	1900	49 & 51 Dale Street	Commercial; Warehouse	SJ 8466 9826	[STEVENSON SQ. CA; GRADE II LIST ENTRY NO: 1292485] Some various trade warehouses, c 1900. Iron frame, cladding of red brick, red terracotta and sandstone dressings. Slate roof to front and flat asphalted roof to rear. Irregular U-shape. Basement, 5 storeys except for China Lane side of 4 storeys.
11336.1.0	19 th Century	Junction Lead Mills	Lead Works	SJ 8491 9818	[GRADE II LIST ENTRY NO: 1217852] The Junction Lead Mill complex is a four-storey brick building with three pitched, slate roofs. The interior has wooden floors and beams, supported by circular cast iron columns, with cart entrances in the NW and SW corner of the building and three loading bays in the S elevation. Triangular in plan, with overall dimensions c.210 x 400m with its narrowest end at its junction with Ducie Street and Aqueduct Street, where the NE corner of the building comes to a rounded point. Here there is a lowered chimney built into the corner of the building. It has four phases spanning the period c.1850 to mid-20th century and for most of its life was used as a warehouse.
11336.2.0	19 th Century	Stable Block SE of Junction Lead Mills	Stables	SJ 8496 9817	[GRADE II LIST ENTRY NO: 1200857] Stable block to former lead works, restoration in progress at time of survey. Early to mid C19, altered. Red brick in English

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
11688.1.0	1908	Langley Buildings	Warehouse	SJ 8467 9824	[STEVENSON SQ. CA; GRADE II LIST ENTRY NO: 1197773] Home trade and mail-order warehouse and newspaper printing office, now mail-order warehouses. 1908, for J.D.Williams & Co. Steel columns and girders, concrete floors, with cladding of brown and red faience and red brick, slate roof with skylights. Long narrow rectangular plan filling plot bounded on other sides by China Lane, Back China Lane, and Hilton Street, with entrance blocks at both ends and warehousing between. Baroque style. Basement, 2+3 storeys and attic, with 3-bay façade. Very ornate treatment includes channelled rustication in brown faience at the lower level, a moulded cornice to 1st floor arched over a curved oriel in the centre, giant composite pilasters to the upper level with a decorated cornice and a semicircular pediment over the centre; splayed corner doorways under 3-sided 1st-floor oriels; a central round-headed arch to the 2nd and 3rd floors containing 3-light sashed windows and a panel between them with a banner lettered "LANGLEY BUILDINGS", and in the flanking bays round-arched 3-light windows at 2nd floor and 2-light windows on the floors above, all with pilastered surrounds and those at the top floor round-headed with keystones. Chimney to left of pediment; mansard roof.
11692.1.0	1913	Industry House	Factory; Warehouse	SJ 8468 9823	[STEVENSON SQ. CA; GRADE II LIST ENTRY NO: 1282971] Various warehouses and mantle factory, now mail-order warehouse and clothing factory. 1913. Iron columns and girders, concrete floors, with cladding of red brick, the front faced with buff faience; flat concrete roof with felt cladding and skylights. Rectangular plan at right-angles to street, with chamfered corners (later addition to rear). Basement, 5 storeys and attic, a 5- bay range plus 3-sided corners in simplified baroque style; basement and ground floor treated as a rustic, with channelled piers (the channelling carried up to 3rd floor on the corners) and a frieze with inlaid gold-coloured lettering "FRED W. MILLINGTON LTD"; string-course over 3rd floor, prominent dentilled cornice over 4th floor, parapet with ornamental upstands over the corners. The main range has coupled sashed windows on all floors, those of the 1st and 2nd in giant architraves with cornices on consoles and panelled aprons between the floors, and those above with moulded architraves

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
11704.1.0	19 th Century	64 and 66 Dale Street	Warehouse	SJ 8464 9822	[STEVENSON SQ. CA; GRADE II LIST ENTRY NO: 1200843] Shipping warehouse, now clothing wholesalers' premises. Mid to later C19, altered. Red brick in Flemish bond with sandstone dressings and slate roof. Rectangular plan parallel to street, with shallow rear addition and internal loading bay entered from the front. Basement and 4 storeys, a 12-window facade (4 to No.66 and 8 to No.64), with sill-bands to all floors and corbel-table to the cornice; the ground floor has a rectangular loading entrance below the 5th and 6th windows, with cast-iron surround (and modern roller-blind door); otherwise all the openings have recessed reveals, those at ground floor round-headed, including slightly taller doorways with keystones at the left end and to the right of the loading entrance, windows with altered glazing and one altered as a doorway; and those of the upper floors all segmental-headed sashes.
12062.1.0	1899	Former Horrocks, Crewdson & Co. Warehouse	Warehouse	SJ 8466 9816	[STEVENSON SQ. CA; GRADE II LIST ENTRY NO: 1200801] Cotton manufacturers' warehouse, now clothing warehouse. Probably 1899, by Charles Heathcote, for Horrocks, Crewdson & Co.; altered. Iron frame and concrete floors, with cladding of red brick and red sandstone dressings, slate roof. Rectangular plan with chamfered corners, loading formerly at rear. Simplified baroque style (harmonising with associated showrooms and warehouse at 107 Piccadilly, q.v.). Basement and 5 storeys, 5 bays between corner turrets, with banded sandstone piers to ground floor, string-courses above and below all other floors and sandstone bands between, octagonal corner turrets, 3-bay pilastrade to 3rd and 4th floors with corniced entablature.
12089.1.0	1800	Lock No. 83	Canal Lock	SJ 8487 9835	[GRADE II LIST ENTRY NO: 1247479] Canal lock, c.1800, for Rochdale Canal Company; now disused. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates, ladder in centre of north side. Forms group with Brownfield Mill, Binns Place (q.v.), and towpath ramp opposite this (q.v.).

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
12089.2.0	1804-5	Lock No. 84	Canal Lock	SJ 8473 9814	[GRADE II LIST ENTRY NO: 1247557] Canal lock. 1804-5, for Rochdale Canal Company; restored. Coursed and squared sandstone, wooden gates. Chamber of 14- foot width with pairs of gates at both ends, ladder in centre of south side. First in series of 9 locks on extension linking former Rochdale basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order. Forms group with Dale Street Warehouse (q.v.)
12168.1.0	1906	16-18 Tariff Street	Office; Warehouse	SJ 8472 9831	[STEVENSON SQ. CA; GRADE II LIST ENTRY NO: 1380335] Packing warehouse, now offices. 1906, with minor late C20 alterations. By James William Beaumont, architect, of Manchester. Red brick on low stone plinth with ashlar sandstone dressings and moulded brick detailing. Multiple ridge roof, with Welsh slate covering. Rectangular plan, with centrally placed narrow rectangular courtyard/light well accessed from streets to east and west. FRONT(NORTH) ELEVATION. Symmetrical 8-bay frontage range to Tariff Street, of 6 storeys above a basement. Entrances to bays 2 and 7, with stepped approaches to altered double doorways set within ashlar surrounds. Ashlar cill band to first and sixth floor. Ground floor shop-front windows with metal lintol beams and deep stall risers, and above, coupled sash windows without glazing bars to all floors. These are flat-headed, except to upper floor, where openings have semi-circular arched heads below a shallow parapet. Bays 2 and 7 have triple windows, a wide central opening with narrower flanking windows, all with sash frames, and with the lintels set lower than in other 6 bays. The heads of these bays step up above parapet level, with a wide banded semi-circular arch to the heads of the upper floor windows. Angled corner to right returns onto Hilton Street, and incorporates ground floor single doorway with late C20 canopy. Stacked single light openings above extend to 5th floor, those above first floor in widened chamfered frontage carried on shallow corbels. SIDE(WEST) ELEVATION: Assymetrical façade with wide central vehicular entrance beneath flat metal lintel beam-wagon. Windows in couples and triples, arranged 1,2,2,2,4,3,3,3, with entrance to bay 7, and raised parapet with wide arch to window heads. Remaining elevations reflect various aspects of these elevational details.

HER (PRN) ID	Date/Period	Name	Site Type	Location	Description
Event					
12404.1.0	-	Piccadilly Basin Development Phase II	Event	SJ 8486 9832	The University of Manchester Archaeological Unit conducted an archaeological watching brief along the central Manchester sector of the Rochdale Canal, its associated basin and industrial buildings for a major area redevelopment and for the construction of a new multi-storey car parking facility as part of the Piccadilly Basin Improvement Scheme at NGR SJ 8486 9832 (centred). The aim of the watching brief was to record any features or artefacts revealed by the ground disturbance phase of the excavations as the site would impinge upon the canal. There was also the possibility that the remnants of a number of demolished buildings which had once formed part of the basin complex might be uncovered. The results of the watching brief provided some below-ground evidence for the industrial structures that once stood on the site of the car park. No physical evidence or artefacts were found which may indicate that these structures were any earlier than the 19th century. The ground works also uncovered a canal arm that lay opposite Brownsfield Mill, built in the 1820s. During the first phase of the watching brief when work was being carried out on the basin opposite Brownsfield Mill (UMAU 2000) there was no indication that the canal arm was still present. However, it is possible that the arm had been closed off and natural silting had rendered the brickwork indistinguishable

Appendix 2: Figures

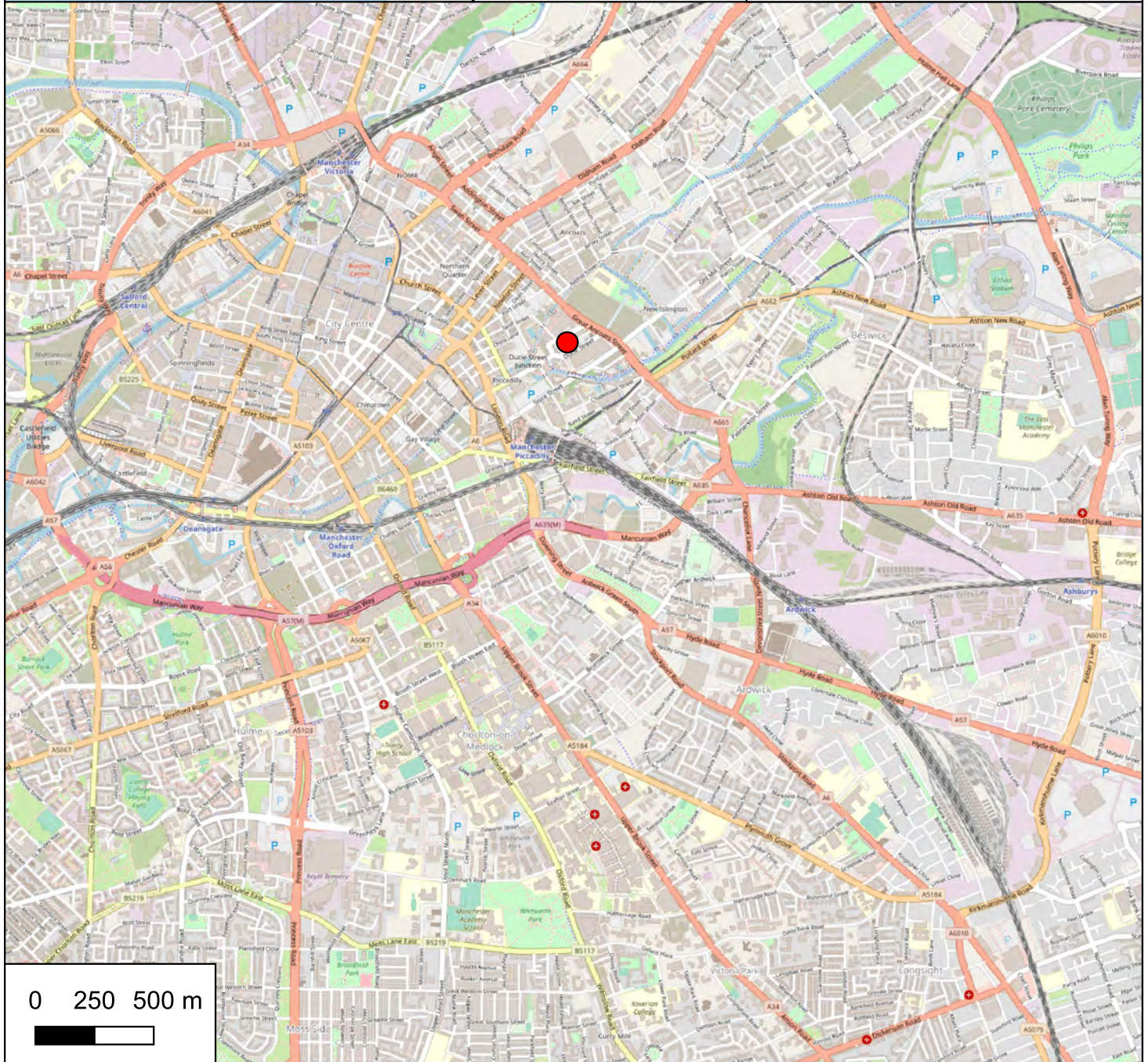
- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed on Green's map of 1787-1794
- Figure 4: Site boundary superimposed on Swire's map of 1824
- Figure 5: Site boundary superimposed on Bancks & Co's map of 1831
- Figure 6: Site boundary superimposed onto the Ordnance Survey 1:1056 Town Plan of 1851
- Figure 7: Site boundary superimposed onto the Ordnance Survey 1:500 Town Plan of 1891
- Figure 8: Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1908
- Figure 9: Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1922
- Figure 10: Site boundary superimposed onto the Ordnance Survey 1:1250 map of 1954
- Figure 11: Site boundary superimposed onto the Ordnance Survey 1:1250 map of 1971
- Figure 12: Locations of gazetteer entries (GE) 01 and 04-08 superimposed on modern mapping
- Figure 13: Locations of gazetteer entries (GE) 02 and 03 superimposed on modern mapping
- Figure 14: Area of archaeological potential (GE03; GE07; GE08)



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Figure 1: Site location

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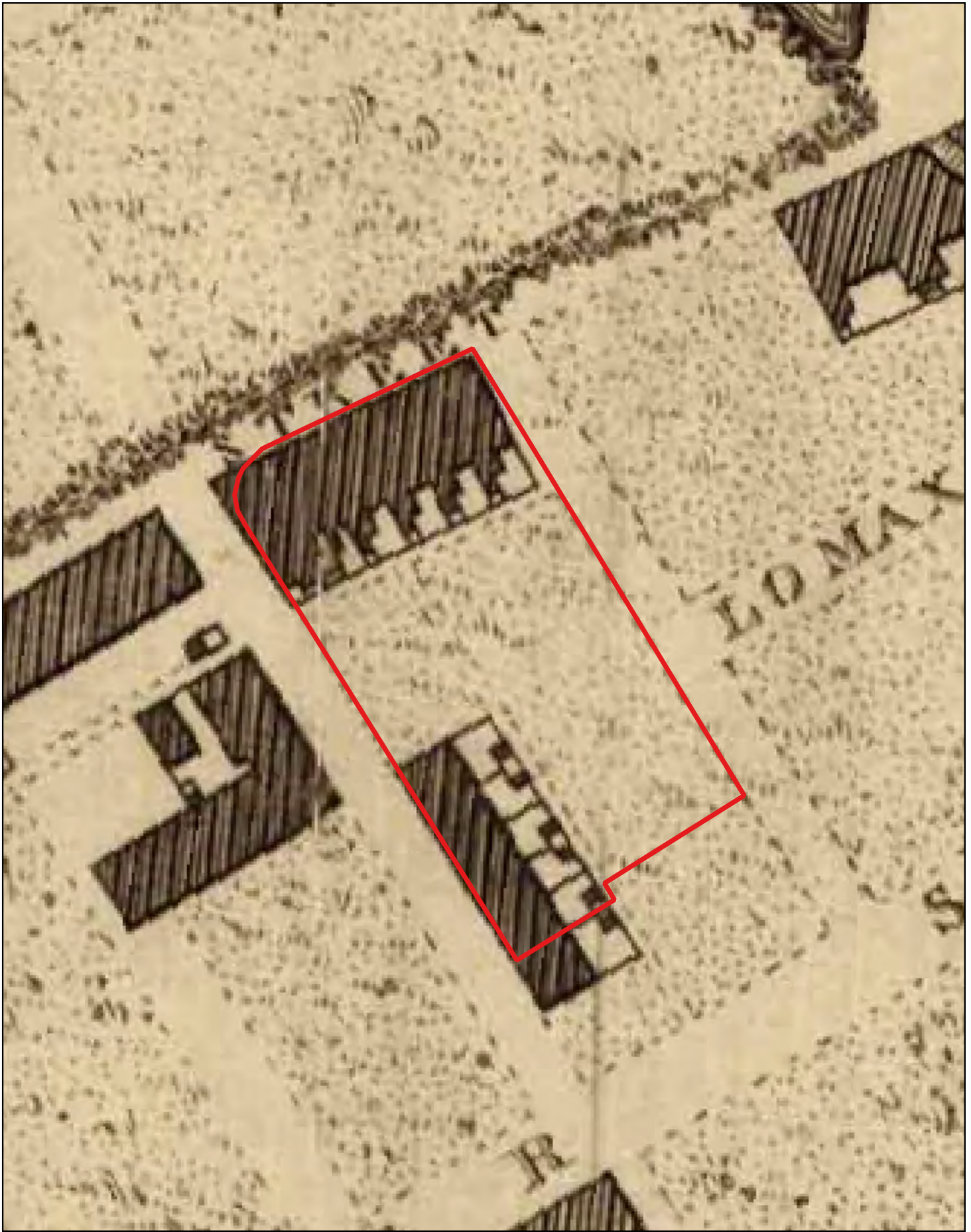
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Figure 2: Site boundary superimposed onto modern mapping

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0 7.5 15 m



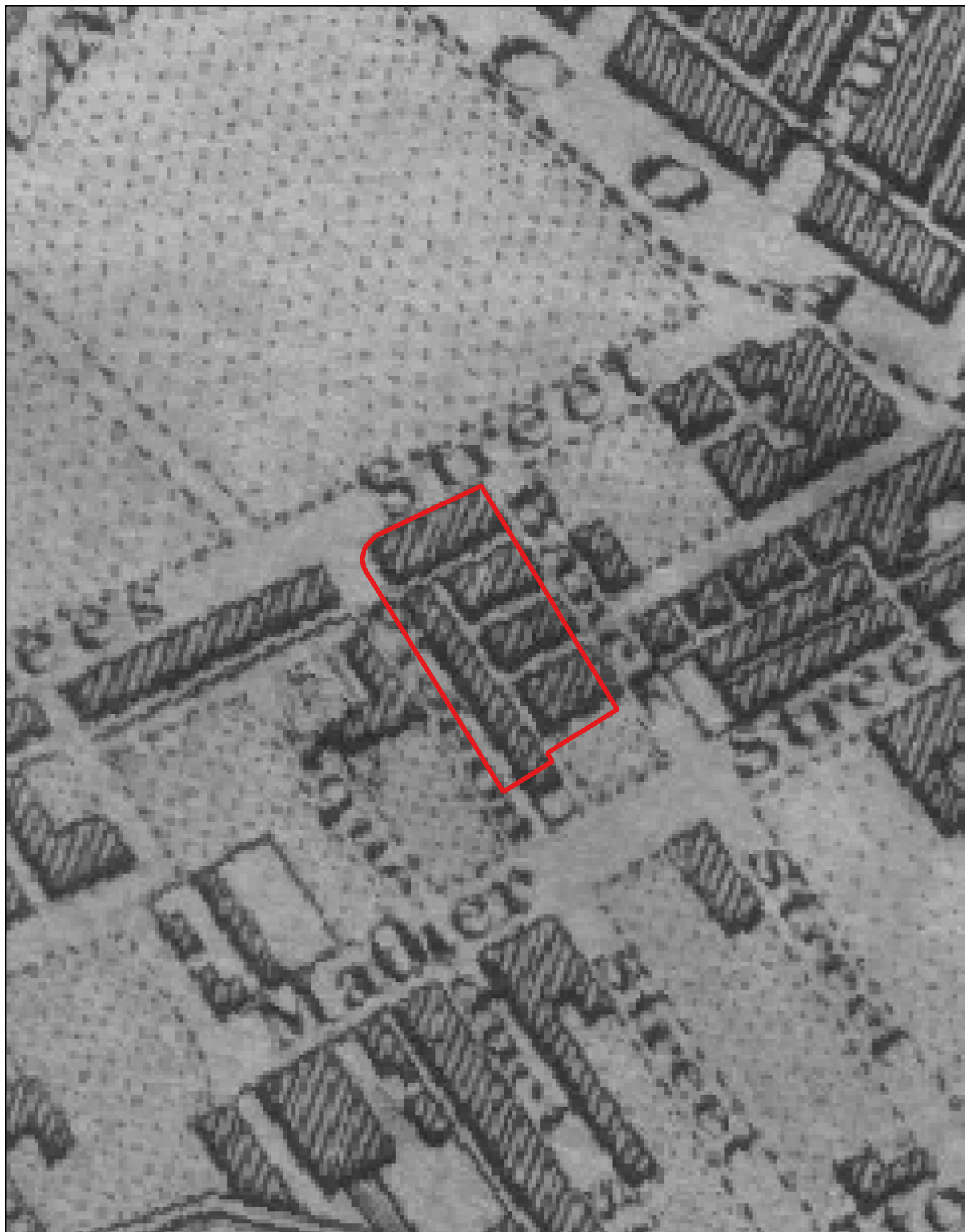


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Figure 3: Site boundary superimposed on Green's map of 1787-1794

0 12.5 25 m





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Figure 4: Site boundary superimposed
on Swire's map of 1824

0 20 40 m

A scale bar with a black segment and a white segment, representing 0, 20, and 40 meters.

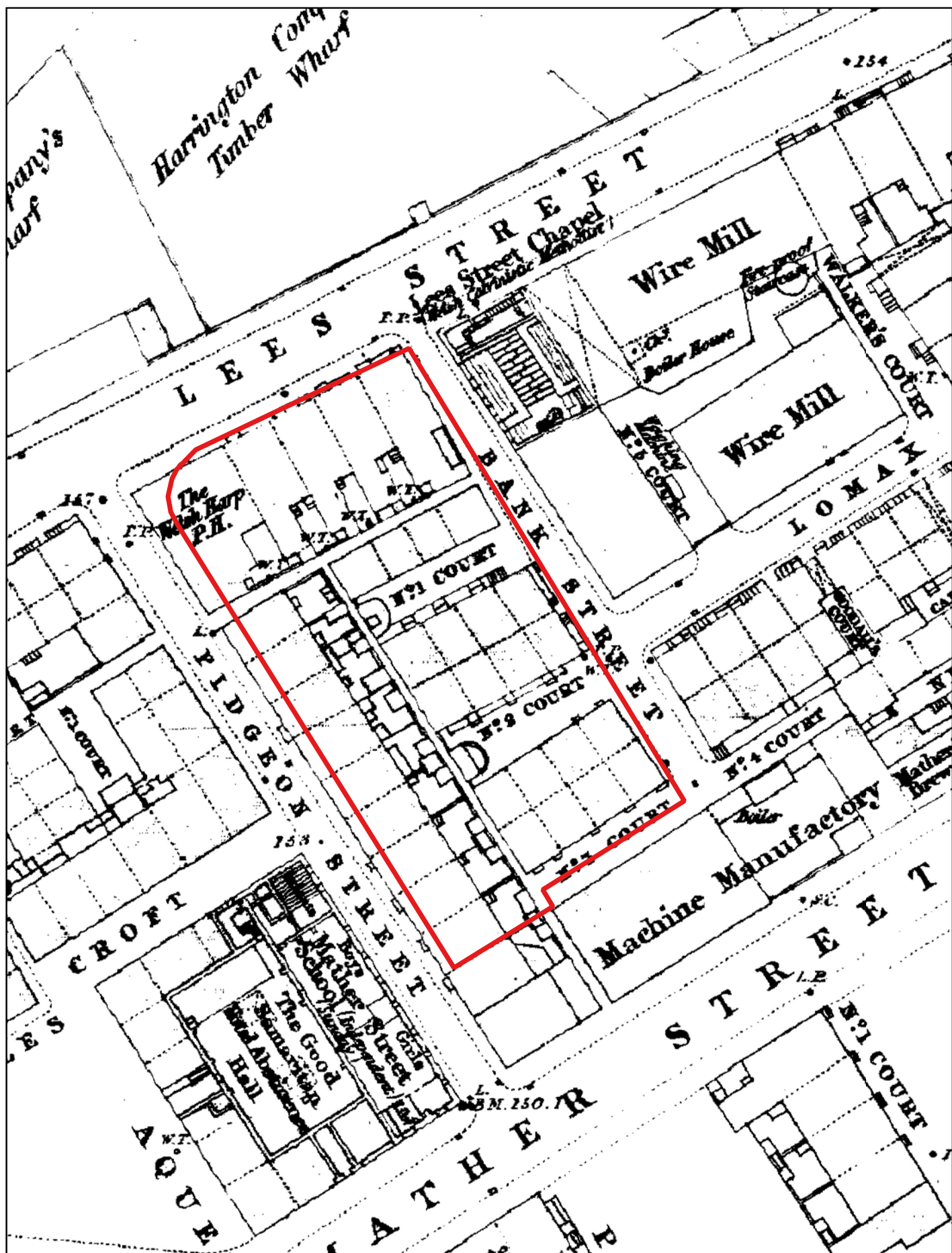


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Figure 5: Site boundary superimposed
on Bancks & Co.'s map of 1831

0 10 20 m

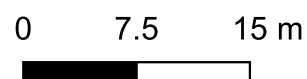


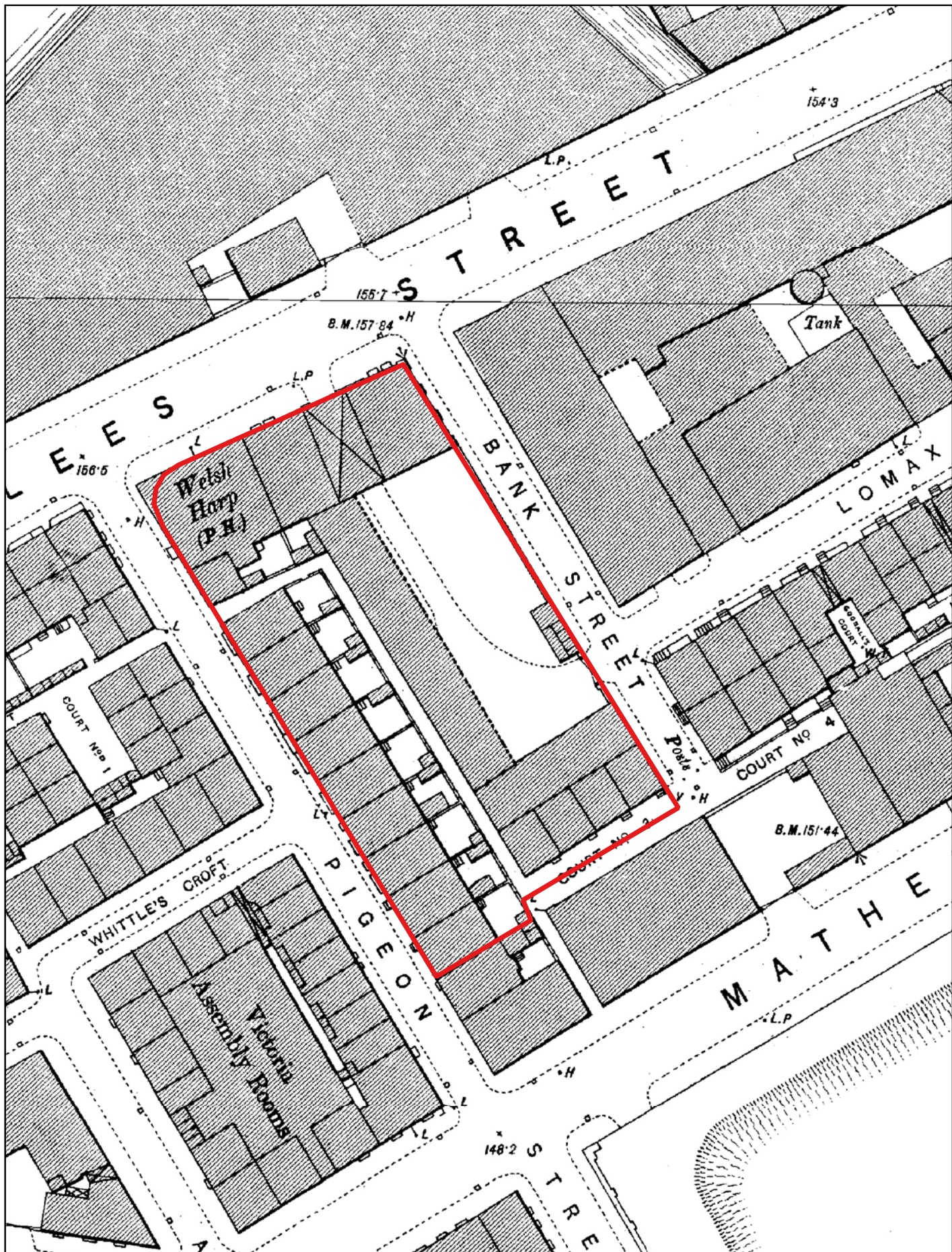


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Figure 6: Site boundary superimposed onto the 1:1056 Town Plan of 1851

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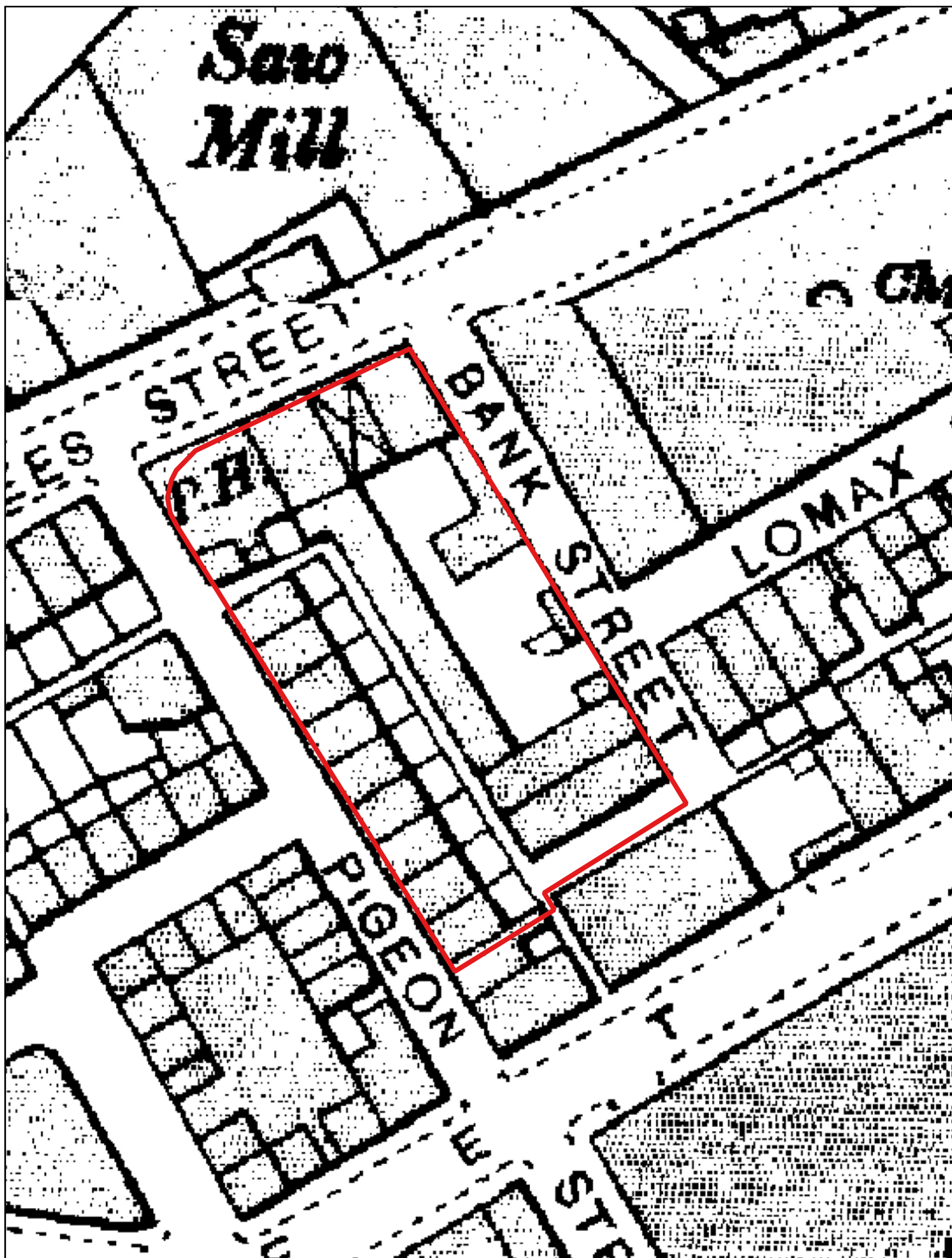
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Figure 7: Site boundary superimposed onto the 1:500 Town Plan of 1891

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0 7.5 15 m





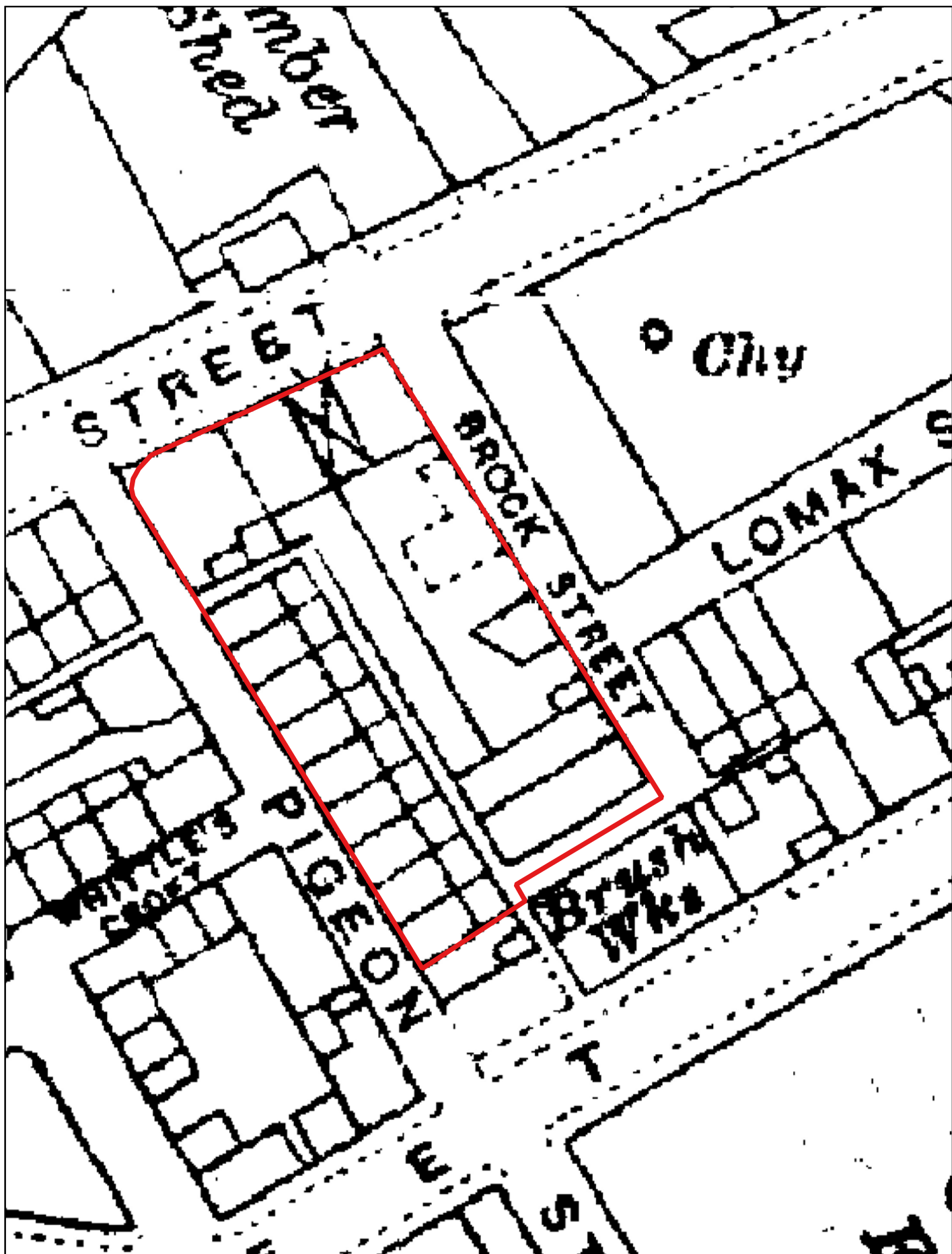
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Figure 8: Site boundary superimposed onto the 1:2500 County Series Map of 1908

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0 7.5 15 m





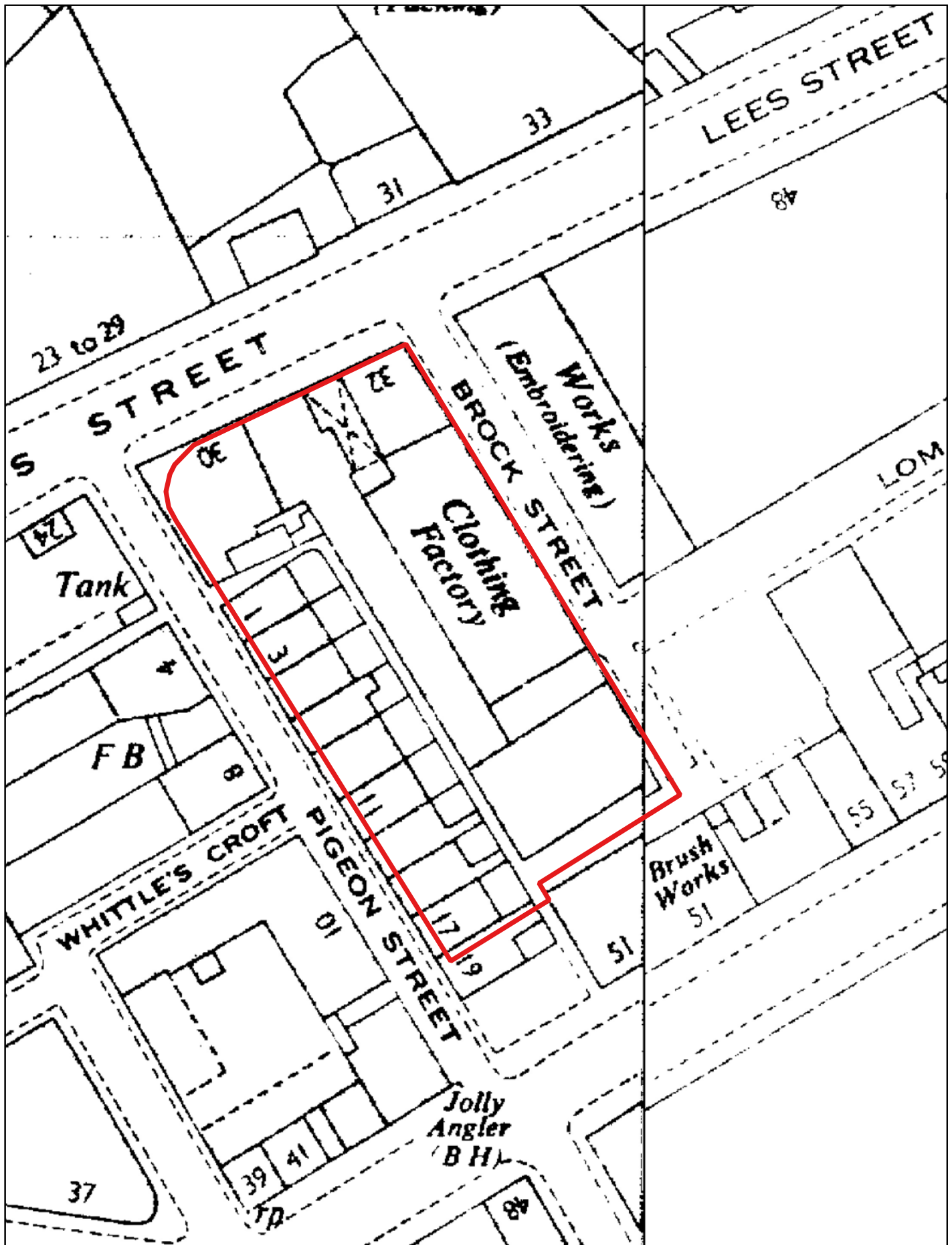
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Figure 9: Site boundary superimposed onto the 1:2500 County Series Map of 1922

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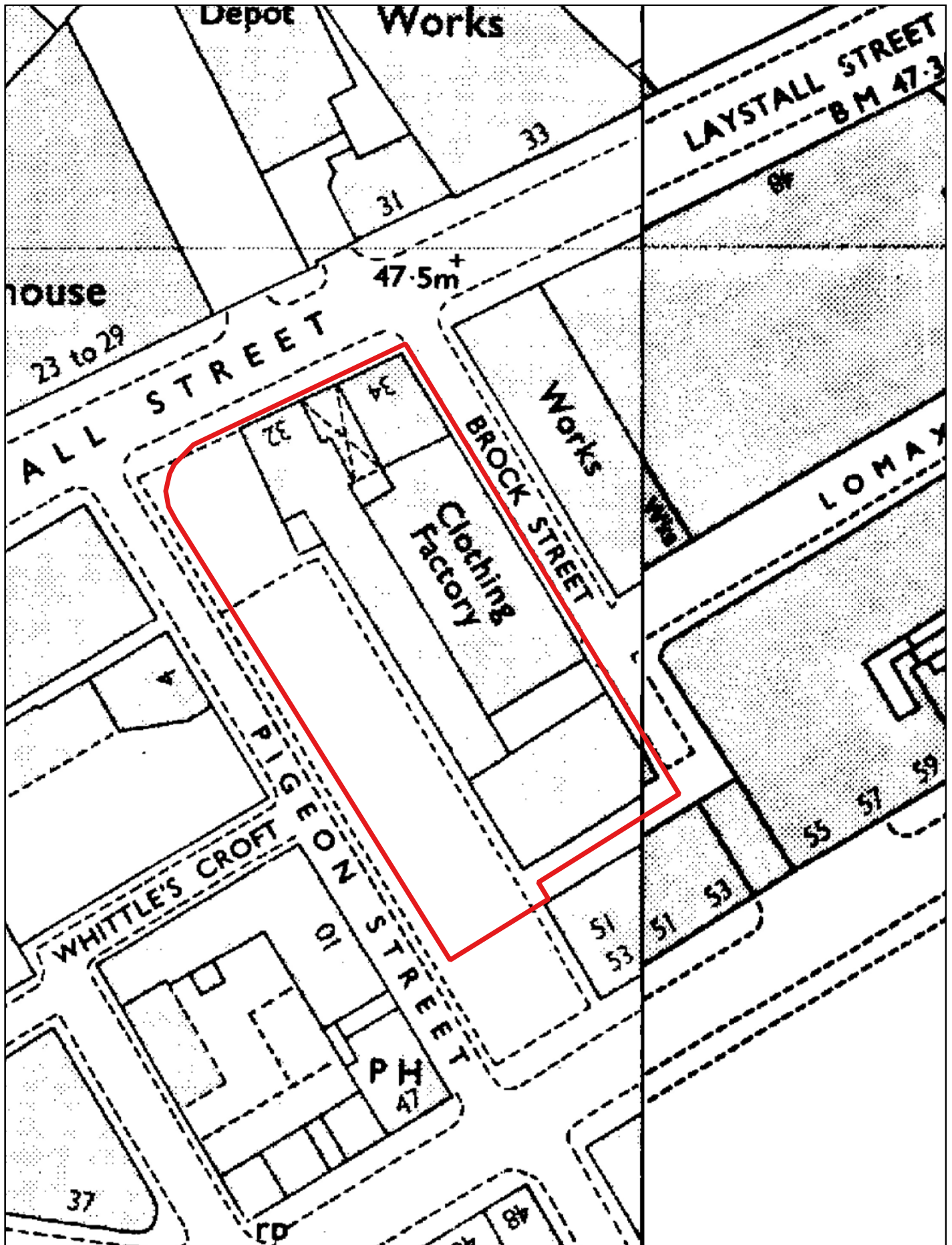
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Figure 10: Site boundary superimposed onto the 1:1250 National Grid Map of 1954

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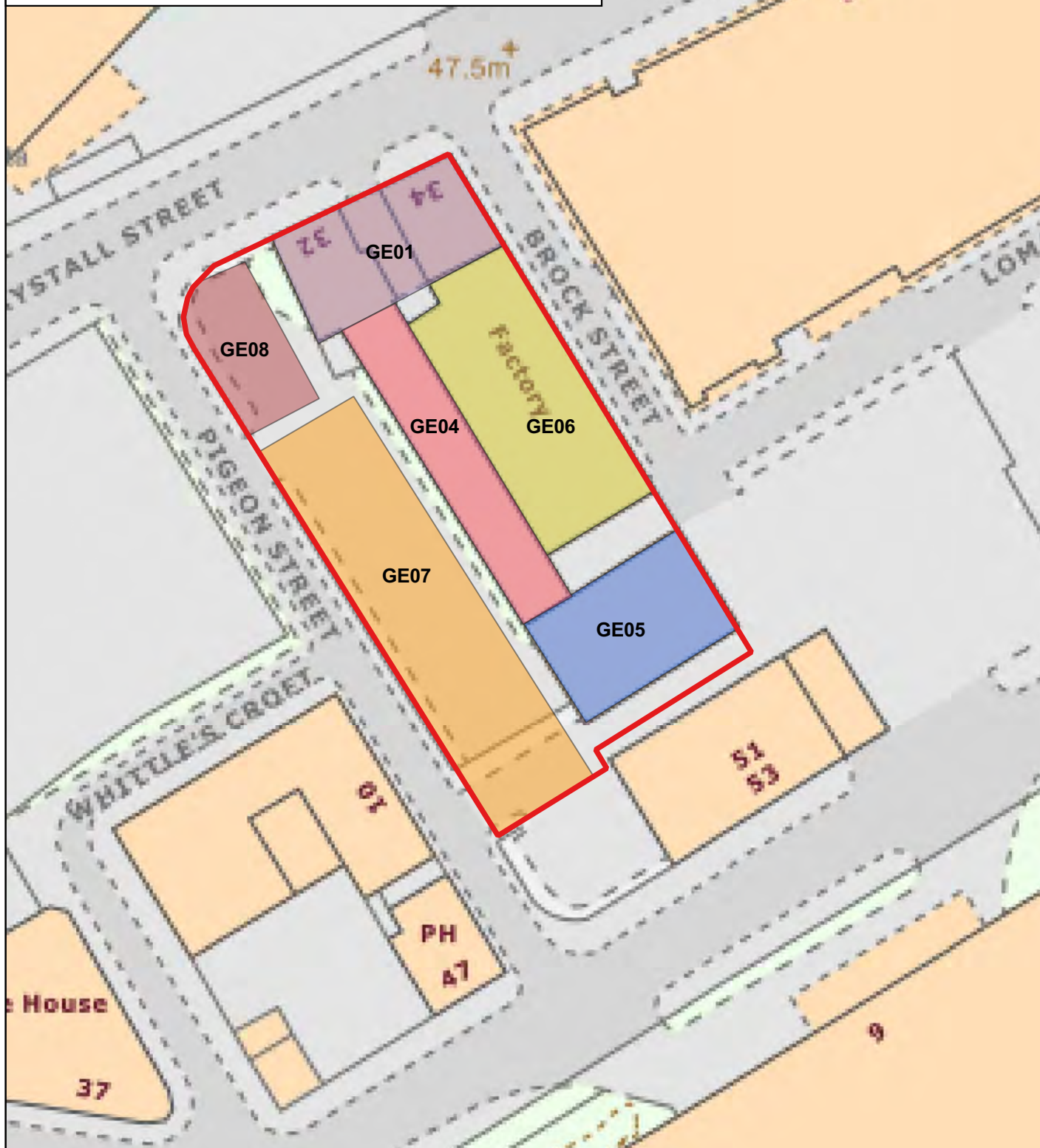
Figure 11: Site boundary superimposed onto the 1:1250 National Grid Map of 1971

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0 7.5 15 m



- GE01 32 and 34 Laystall Street
- GE04 Narrow wing along western boundary of Site
- GE05 Building to the south of the Site
- GE06 1950s extension
- GE08 Welsh Harp public house
- GE07 Terraced houses of Pigeon Street



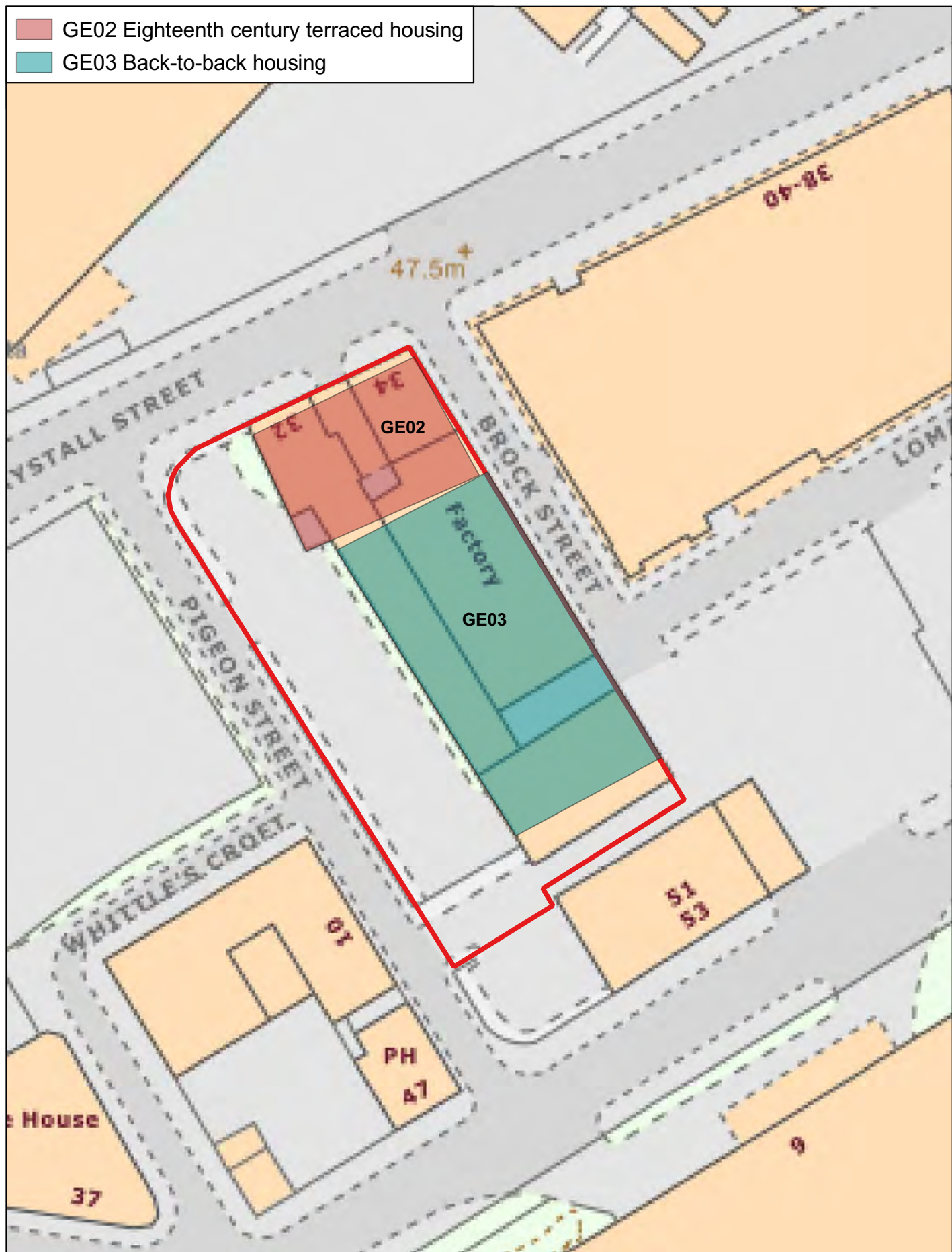
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Figure 12: Locations of gazetteer entries (GE) 01 and 04-08 superimposed on modern mapping

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0 7.5 15 m





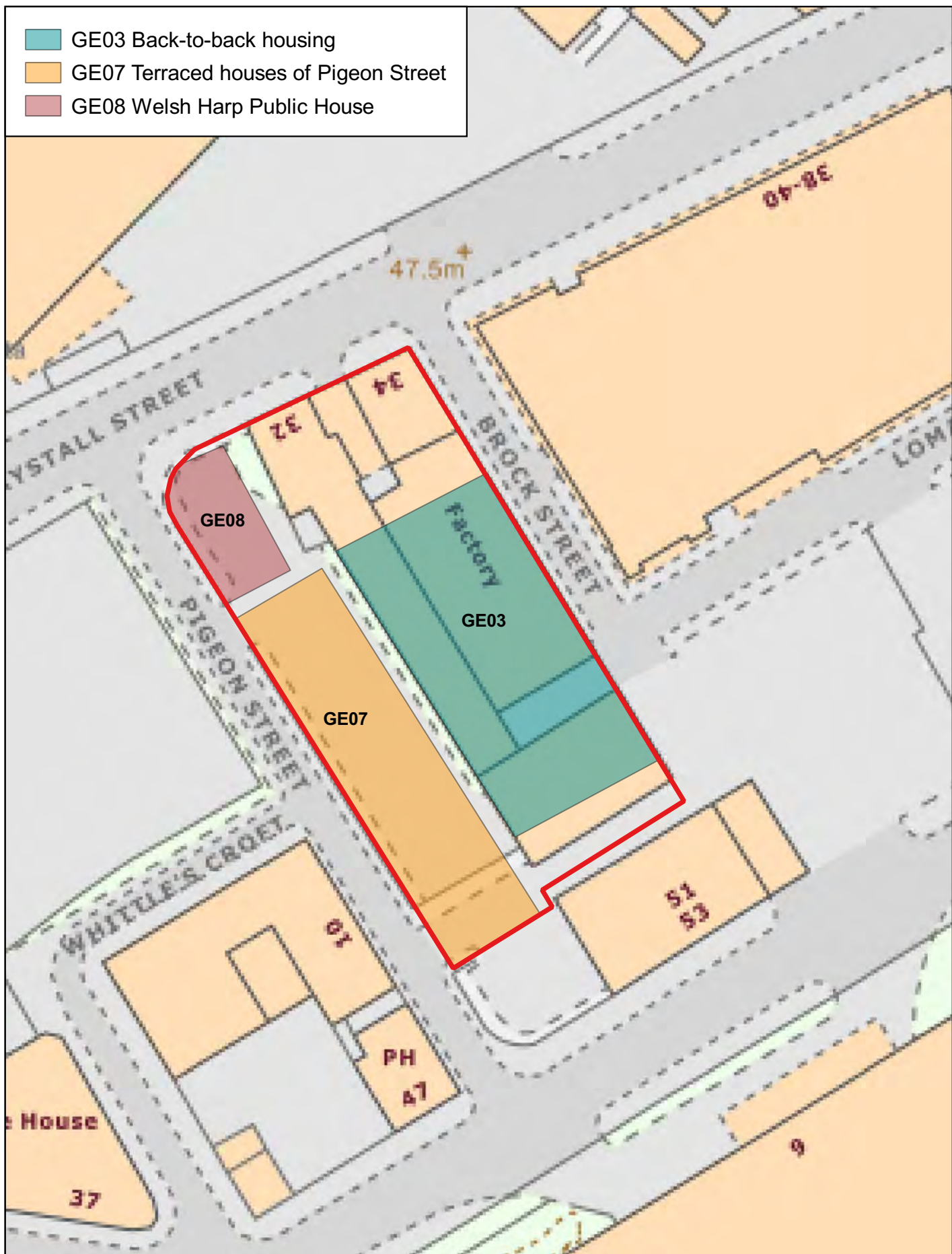
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Figure 13: Locations of gazetteer entries (GE) 02 and 03 superimposed on modern mapping

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0 7.5 15 m





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Figure 14: Areas of archaeological potential (GE03; GE07; GE08)

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0 7.5 15 m

