Paul Butler Associates
Planning, Development & Heritage Consultants

Cert Property

162-166 Oldham Road, Manchester

Heritage Statement

14 October 2016

Paul Butler Associates, 31 Blackfriars Road, Salford, Manchester M3 7AQ
t. 0161 835 3530 I e. pba@paulbutlerassociates.co.uk I w. www.paulbutlerassociates.co.uk

Professional Planning, Development & Heritage Advisors since 1992.
Members of the Royal Town Planning Institute (RTPI). Recognised by the Institute of Historic Building Conservation (IHBC) as a Historic Environment Service Provider (HESPR).

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Job Number: 16.1027

Project: 162-166 Oldham Road

Client: Cert Property

File Name: heritage statement 01

Document Preparation/Checking Record:

	Name and Qualifications	Position	Date
Prepared by:	Ralph Taylor BSc MPLAN MRTPI Steven Price BA MA MPhil	Planner Associate Archaeologist	13.10.2016
Checked by:	Tom Flanagan MTCP MRTPI	Director	14.10.2016
Issued by:	Tom Flanagan MTCP MRTPI	Director	14.10.2016

Document Revision Record:

Issue No.	Date	Details of Revisions



Photograph of 162-166 Oldham Road taken in 1960.

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1. Introduction

1.1 This Heritage Statement has been prepared by Paul Butler Associates on behalf of CERT Property. The statement has been provided to accompany an application for a scheme involving the demolition 162-166 Oldham Road and the redevelopment of the site with a part 5, part 7 storey mixed use commercial and residential building.

1.2 The site does not contain any known designated heritage assets, however 162-166 Oldham Road dates from approximately 1870 and was originally built as shops and houses. Due to its age, the building may be regarded as a non-designated heritage asset by Manchester City Council. The site also lies within the Ancoats Conservation Area.

1.3 This statement has been prepared to consider the potential impact of the proposed development upon any heritage significance of 162-166 Oldham Road and upon the character and appearance of the Ancoats Conservation Area. The statement has been prepared in accordance with national and local planning policy guidance; and, following a visual and photographic survey of the site (undertaken on 14th January 2016), together with examination, analysis and assessment of available historic records and cartographic sources held by Manchester Central library and the Greater Manchester Archaeological Advisory Service. The Historic Environment Record has also been consulted and is attached at appendix 1.

Structure of the Statement

1.4 This statement includes:

- A description of the application site and surrounding area;
- An overview of the proposed scheme;
- A review of relevant heritage national and local planning policy guidance;
- An assessment of the heritage significance of 162-166 Oldham Road;
- An assessment of the impact of the scheme on the Ancoats Conservation Area; and
- A conclusion.

1.5 The proposed scheme is supported by a Design and Access Statement and drawings prepared by BOHO Architects.

2. The Application Site and Surrounding Area

2.1 The site is situated on the south side of Oldham Road, with Poland Street forming the western boundary and Portugal Street the southern boundary. The eastern boundary is formed by a footpath between Oldham Road and Portugal Street. The current building on site is not listed but does appear on the Historic Environment Record (no. 6416.1.0).



Aerial view of the proposed site.

2.2 The existing building on site is three storeys in height (above basement) and is currently occupied by a Solicitor's firm. The building occupies the western portion of the site adjacent to Poland Street (162-164), the eastern portion of the site is occupied by surface car parking (166), part of which is secured by palisade fencing. A detailed physical description of the site building externally and internally is provided at Section 6.



View of 162-166 Oldham Road.

2.3 The site is approximately 550 sq metres in size. Vehicular access into the secured parking area is obtained from Portugal Street to the rear via a gated access. A more informal parking area fronts on to Oldham Road. Pedestrian access into the building is taken from the front of the property on the corner of Oldham Road and Poland Street. The public footways surrounding the site are generally well maintained.



View of the car park to the east of 162-166 Oldham Road.

2.4 On street parking restrictions exist on Portugal Street and Poland Street between 08:00 and 18:00, and these roads are also subject to a 20 mph speed limit. Oldham Road, which forms the main arterial route from Oldham into Manchester City Centre is subject to a 30mph speed limit, with on-street parking and loading being prohibited.

2.5 The surrounding area is characterised by retail and commercial interspersed with residential uses, reflecting the sites' location on the fringe of the city centre. The units on Oldham Road in proximity to the site are occupied by retail and commercial uses of various scales. South west of the site, a new residential apartment building occupies the plot between Portugal Street and Silk Street.

2.6 The site lies just inside the north-western boundary of the Ancoats Conservation Area, which runs along Oldham Road. The Conservation Area was designated in 1989 and extends to Great Ancoats Street to the west.

3. The Proposed Scheme

3.1 The proposed scheme seeks to demolish the existing building and redevelop the site with a mixed-use residential led development. The proposal comprises a part 5, part 7 storey building. The maximum height of the building will be 27.2metres in height (to top of the parapet gable wall) and will have a footprint of 561 sqm.

3.2 The residential element will occupy levels 1 to 6 of the new building and will provide 30no. 1 and 2 bedroom apartments. At ground floor level a new retail unit will be provided in addition to the entrance to the main residential area, core and back of house areas including plant, refuse / recycling, and cycle storage. A communal roof terrace will be provided at fifth floor level comprising decking and a green roof.

3.3 Access to the retail and residential elements of the scheme will be via the Oldham Street frontage, whilst the back of house / ancillary areas will also be accessed to the rear from Portugal Street.

3.4 The new building will have a contemporary design but with references to the Ancoats Conservation Area. It will comprise two types of brickwork with concrete banding proposed to define floor levels. Concrete detailing is also proposed at ground floor level around window apertures. Full height glazing will be provided to the corner retail unit with backlit U-channel glass and galvanised steel mesh to the car park. Asymmetrical fenestration to the upper floors provide visual interest and a contemporary aesthetic.



CGI of the proposed development.

3.5 Further information with respect to the design of the proposed development can be obtained from the Design and Access Statement prepared by BOHO Architects.

4. The Heritage Planning Policy Context

4.1 The heritage planning policy of relevance to the proposed scheme, and which provides the context for its assessment, is set out within national and local planning policy guidance.

National Planning Policy Guidance

Town and Country Planning Act 1990

4.2 Section 38(6) of the Planning Act states that the determination of planning applications must be made in accordance with the Development Plan, unless other material considerations indicate otherwise. This establishes the Development Plan as the primary decision making document when considering planning applications.

4.3 In this instance the development plan currently comprises the Manchester Core Strategy Development Plan, saved policies of the Unitary Development Plan for Manchester and The Guide to Development in Manchester Supplementary Planning Document. The provisions of these documents are discussed below.

National Planning Policy Framework

4.4 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and sets out the Government's planning policies regarding the conservation of the historic environment. The NPPF is a key part of reforms to make the planning system less complex and more accessible; to protect the environment; and to promote sustainable growth. It replaces all previous national Planning Policy Guidance and is a material consideration in planning decisions.

4.5 NPPF places great emphasis on the role of decision makers to promote sustainable development. Paragraph 7 advises that sustainable development has three dimensions: '*economic, social and environmental*', all of which are of relevance to the determination of an application for the proposed scheme. The demolition and replacement of 162-166

with a high quality designed mixed-use scheme will provide economic benefits through job creation and the provision of new homes; social benefits through the provision of a mix of apartments to meet a local need; and, environmental benefits through the redevelopment of a brownfield site and the efficient reuse of land, which will also act as a catalyst for the redevelopment of other underused land and buildings in this part of Manchester.

4.6 In relation to determining planning applications, the NPPF sets out a presumption in favour of sustainable development which should be seen as a golden thread running through planning decision making. Unless material considerations indicate otherwise, local planning authorities are urged to *'approve development proposals that accord with the development plan without delay'*. The NPPF (paragraph 186) is clear that *'local planning authorities should approach decision taking in a positive way to foster the delivery of sustainable development'*.

4.7 Section 12 of the NPPF deals with conserving and enhancing the historic environment. Paragraph 128 advises that *'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting'*. 'Significance' is defined by Annex 2: 'Glossary of NPPF' as: *'The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting'*. 'Setting of a heritage asset' is also defined by Annex 2 as *'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'*

4.8 Paragraph 129 of the NPPF advises that *'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a*

heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal'.

4.9 Paragraph 131 of the NPPF advises that *'In determining planning applications, local planning authorities should take account of; the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness'*.

4.10 Paragraph 132 of the NPPF advises that *'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification'.*

4.11 Paragraph 133 advises that '*Where a proposed development will lead to substantial harm to the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss*'; and, paragraph 134 states that *'where a development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal'.*

4.12 Paragraph 135 states that *'The effect of an application of the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset'*.

4.13 Paragraph 137 advises that *'Local planning authorities should look for opportunities for new development within Conservation Areas within the setting of heritage assets to*

enhance or better reveal their significance'. Para 138 states that *'Not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm under para 133 or less than substantial harm under para 134, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area'*.

4.14 Paragraph 141 states: *'Local planning authorities should … require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible'*.

Local Planning Policy Guidance: The Development Plan for Manchester

Manchester Core Strategy Development Plan Document (July 2012)

4.15 Manchester's Local Development Framework Core Strategy Development Plan Document was adopted on 11th July 2012. The plan contains various core strategic objectives which seek to support and encourage economic growth, residential development and investment within the City over the plan period. The proposed development is therefore supported in principle by the strategic economic development policies of the plan. Heritage policies of the core strategy of relevance to the proposed scheme include:

- Policy EN 1 'Design Principles and Strategic Character Areas' which states that developers will be expected to consider the City's heritage.

- Policy EN 3 'Heritage' which states that new development 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 conservation areas.

Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (adopted 1995)

4.16 The Manchester Unitary Plan is part of the adopted development plan for the area and is a key document for decision making regarding the site. The Plan was produced under a now-superseded system of development planning and its extant policies are 'saved', which means they will continue to be used for development control purposes until replaced by the Local Development Framework currently being prepared. Heritage saved policies of the UDP of relevance to the proposed scheme include:

- DC18 'Conservation Areas' states that consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance or character of the area; and, where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.

Guide to Development in Manchester Supplementary Planning Document (April 2007)

4.17 The guidance identifies the City's heritage as an asset. Paragraph 2.6 states that new developments should acknowledge the character of conservation areas and will only be acceptable if they preserve or enhance their special nature; and, paragraph 12.7 states that the relationship between new and existing buildings, particularly those with an historic role, will be important, and developers are encouraged to look positively at the role that older buildings can play in delivering a sense of place within the City Centre.

The Ancoats Conservation Area Appraisal

4.18 The Ancoats Conservation Area Appraisal will be a material consideration in the determination of a proposal for the redevelopment of the site at 162-166 Oldham Road. The guidance sets out the various elements that contribute to the character and

appearance of the conservation area, against which any development proposals should be assessed.

Ancoats & New Islington Neighbourhood Development Framework

4.19 This Neighbourhood Development Framework was prepared in October 2014. Its purpose is to guide future development in this area of the City, in a form that creates attractive and successful neighbourhoods where increasing numbers of people will choose to live. The proposed development site is identified within the Pollard Street Area and paragraph 4.87 states *'Across the northern edge of the zone are a series of traditional shops that line Oldham Road. The street-related retail in many of these buildings has been closed, the buildings are in poor condition and there is no consistent building line, style or massing'; and paragraph 4.88 states that 'development should support the better integration of Ancoats with Miles Platting'.* The framework sets out the key actions and priorities for the redevelopment of this part of the Ancoats.

5. Archaeological and Historical Background

5.1 The current understanding of any activity in Manchester during the prehistoric period is very poor, and evidence for Greater Manchester is sparse and based on chance finds. This perhaps reflects the unfavourable geological conditions, as boulder clay predominates in the area, whereas evidence suggests that prehistoric communities preferred well drained sands. However, it is reasonable to suggest that the Castlefield area may have been beneficial for late prehistoric settlement on account of the natural topography and its riverside location. However, physical evidence is fragmentary and the best evidence was yielded from an archaeological excavation that was targeted on a plot of land at 73 - 83 Liverpool Road (OAN 2005). An assemblage consisting of 2 Mesolithic flints, 1 Neolithic/Bronze Age waste flake and 1 fragment of Late Bronze Age / Iron Age pottery was found (Gifford 2005). Also, dugout canoes of the Bronze Age period were discovered during the excavation of the Manchester ship canal. In addition to these artefacts, the Greater Manchester HER includes four sites of prehistoric date in the area between Castle Street and Tomlin Street (OAN 2005). All of the prehistoric artefacts from the Castlefield area are residual, having come from secondary deposits. This indicates a background level of prehistoric activity for the area which has yet to have any defined foci (Gifford 2005). No prehistoric finds have been found on the site itself.

5.2 A Roman fort was established in the Castlefield area in 79AD (Fletcher 1989, 3). The original fort comprised a turf rampart with timber gates, and covered an area of cw.2ha. A fort of this size could hold a 480 man infantry unit. The fort was rebuilt in stone around AD 200 (Bryant *et al* 1986) and was supported by a substantial settlement, or vicus. This settlement originated largely during the early 2nd century and incorporated numerous buildings and a concentration of iron-working hearths or furnaces. Much of the current understanding of the Roman vicus in Manchester is derived from the analysed results obtained from three major excavations, which have all focused on the area to the north of the fort (OAN 2005). These excavations revealed extensive evidence for several successive phases of occupation commencing during the late 1st century and continuing into the 3rd century. Less is known of the settlement to the south of the fort. However, it is believed to have

incorporated a bath house on the north bank of the river Medlock, which was discovered during the 1770s and a temple of Mithras (OAN 2005).

5.3 Funerary remains have been discovered near the eastern boundary of Castlefield which represent part of the little understood cemetery of the settlement, which likely flanked the roads to the fort. Graves and artefacts were discovered in 1849 when Pioneer Quay was excavated in 1832 around the area of Great Jackson Street (OAN 2005). No Roman artefacts have been found on the site, although it lies c. 0.6km from the site of the fort.

5.4 There is very little archaeological evidence in the region as a whole that denotes the period between the end of the Roman occupation and the Norman Conquest. However, the supposed remains of four sunken-floored buildings of Anglo-Saxon type were discovered beyond the north gate of the Roman fort, although their date and interpretation was not conclusive (OAN 2005). The Anglo-Saxons did however, build a settlement to the north of the fort, founding the beginning of the medieval town of Manchester, around the manor house and parish church of St Mary. In 1223, the right to hold an annual fair was obtained, and the town was important enough to be granted a charter in 1301 (Kidd 1993, 14). The Castlefield area became known as Aldport or The Old Town and a house and park in the area, what would later become known as Aldport Lodge, became the home of the Mosley family in 1601. The Lodge was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester but was burned down by the victorious Parliamentarians (GMAAS 2014).

5.5 During the 18th century the surrounding area was predominantly agricultural consisting of isolated settlements and market towns with Manchester at the centre. By the middle of the century, Manchester was expanding at a considerable rate, and it was during this period that Deansgate, Market Street and Shude Hill developed commercially (Farrer and Brownbill 1911, 180). Casson and Berrys map of Manchester from 1741 shows this development.

5.6 The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey. The first canal in Britain was constructed from 1758 to 1761 by James Brindley, to

transport coal from Worsley to Manchester (GMAAS 2014). As early as 1808, 10 of the town's eventual 23 private canal branches had been constructed, the remaining 13 branches being added in the trading booms of 1815–16, the mid-1820s, the early 1830s, and the mid-1840s. 25 Landowners perceived two potential uses for canalside land: as factory sites and as coal, stone, and timber wharfs (Maw et.al 2011, 5). Rochdale canal was originally conceived in 1776, and opened officially in 1804, although construction work continued for another few years. The width of the canal made it more successful than the Huddersfield Narrow Canal and it became the main highway of commerce between Lancashire and Yorkshire (Hadfield and Biddle 1970). The canal lies c. 300m to the southeast of the site, and runs parallel to Oldham Road.

5.7 The streets of Ancoats were laid out during the latter part of the 18th century, with little development taking place other than small houses and shops along Great Ancoats Street and Oldham Road (GMAAS 2016). Greens map of the late 18th century shows that the southern side of Oldham Road was already developed by this time, including the site itself. The buildings appear to be houses or shops, with land available to the south ready for development. The turn of the century saw Old Mill built in two phases, and the Mill would become one of the group of Murray's Mills (GMAAS 2016).

5.8 Swire's map of 1824 shows that the surrounding area had continued to develop over the turn of the century. To the south of the site a canal arm had been dug running from the Rochdale Canal up to Portugal Street, with land still available for development either side. At this time Manchester was the largest textile centre in the world.

5.9 Much of the workers housing at this time lacked common sewers, were not provided with toilets and were badly ventilated, damp and dirty. They were also densely occupied, often having more than one family living in the same house. Consequently diseases spread in the 1830's and 40's (Nevell 2008). In order to address the issues brought about by the back to back houses a by-law was passed in 1844 which required every house to have a flushing toilet, making back to back houses redundant as they didn't have the space. Further, cellar dwellings were made illegal in 1853. Between 1868 and 1872 it has been recorded that some 2400 cellar dwellings were closed, with just 108 surviving by 1878

(Redhead 2010-11, 55-56). Adshead's map of 1849 shows the site in more detail. Along Oldham Street there were 5 buildings listed as places of business, with the Spread Eagle Inn at the eastern end. To the rear of the site along Poland Street, the buildings are houses with several small back-to-back dwellings. The 1850 OS town plan shows a similar situation, although cellar lights are clearly present along the Oldham Road elevation of the buildings. The 1843 trade directory (Slater 1843) shows who was operating in these buildings at this time. The numbers of the properties were different at this time, with number 180 being at the corner of Oldham Road and Poland Street, where it is now number 162. At number 180 (at the corner with Poland Street) was Arthur Britain, a beer retailer, with Edward Butterworth, a druggist next door. At 184 was the shopkeeper Ellen Wood, with Thomas Ambler the boot maker at 186 and Robert McCurdy, a shopkeeper at 188. The 'Spread Eagle' was ran by Edmund Clegg. Little had changed by 1852, with Ellen Wood listed as a provision dealer at 184 and Thomas Ambler had moved from boot making to furniture broker. Benjamin Turton had taken over at the Spread Eagle (Slater 1853).

5.10 By 1861 several changes had been made, with Jasper Howcroft a beer retailer operating at 180 next to John Broadbent, a tobacconist, at 182. Mary Ann Burgess, a milliner operated out of 184 and William Edgeley had taken over the furniture broker business at 186. 188 was not listed but the Spread Eagle had changed hands again, this time being ran by Joseph Buckley (Slater 1861). The census records for this year show different numbering than that of the trade directories. Furthermore, the numbers of the houses along Portugal Street are unknown. However, what the census records do show is that many people were living along Portugal Street, with several people to a house. The population of the Ancoats area reached its peak in this year, with 56,000 people living in the area (EH 2011). Changes were again evident by the end of the 1860's with 180 unlisted and 182 occupied by Frederick Lackman, a pawnbroker. James Allen was a linen draper at 184 and John Copeland was a shopkeeper at 186. The Spread Eagle was by this time run by Richard Ackley (Slater 1869). The 1871 census shows a similar situation, although Robert Wood, a pawnbroker, is shown at 180 and 182. It is also worth noting that each property is only listed as having a single family, suggesting that cellars were not used as dwellings here by this time.

5.11 The 1896 OS map shows that by this time the western end of the site had undergone redevelopment. Here the buildings are shown much as they are today, with the rounded corner to Poland Street evident along with the rear extension along this side. The remainder of the site remains the same, with shops along Oldham Road and the smaller houses along Portugal Street. This most likely occurred in the late 1860's when number 180 was not listed in 1869 and Robert Wood took over 180 and 182 by 1871, likely in the new building. The 1876 trade directory (Slater) shows some continuity, with Martha Allen operating the draper business from 184, the wife of James who was listed in 1869. Robert Wood was listed at 180 of this year and William Mitchell was a furniture broker at 186. The Spread Eagle was ran by Richard Ackley's wife, Mary.

5.12 The site changed little over the early part of the 20th century with the maps up to the 1930's showing little to no change. The trade directories show that the Woods continued to operate over the turn of the century before the building became the home of the "Refuge Assurance Co. Ltd (branch)" with Fras. W. Gatley listed as the superintendent by 1911. This was a life insurance and pensions company, which had its offices on Oxford Street until the late 19th century. By 1921 they were sharing number 182 with Joseph Edward Palfreyman, a warehouseman. By 1932 there were more in the building, with the Polo Café listed at 180 and Floor Renovations Ltd. and the National Union of General Municipal Workers (Woman's Section) both at 182, along with the Refuge Assurance Co. Slum clearance came onto the agenda, especially after the 1933 housing act, and it was after this that many of the houses in the area were demolished as they were unfit for habitation (EH 2011). The Spread Eagle was still operating at this time, although had been demolished by 1945.

6. Physical Description of 162-166 Oldham Road

6.1 The Historic Environment Record describes the building as a:

'Late-C19 brick-built building with 3 storeys, 2x3 bays. Shop – former offices or warehousing and possible former dwellings to rear. Hipped roof. Entrance on corner. (NB: restored and "To Let" in April 1988)'

General Description

6.2 The building is constructed on the north and west sides in a red orange brick in Flemish bond, and on the other sides with mottled brick in stretcher bond. The building is three storeys with extensions to the rear and all windows are modern UPVC. To the east of the site the area of ground has been fenced off and is tarmacked for use as a car park.

Exterior Description

6.3 (Plates 1-9). The main frontage faces onto Oldham Road with a wide curved corner to Poland Street. The Oldham Street frontage has large modern UPVC shop front windows at ground floor level flanking a shuttered doorway in the centre. Above this the face is of red brick with two large windows at first and second floor levels. The windows are identical, with a depressed arch lintel with false keystone in sandstone, brick jambs and a sandstone cill. The cill forms a string course which runs around the north and west sides. In the centre of the face at these levels a narrow brick pier projects. The western corner curves around to Poland Street, the curve being blank with the exception of a recessed ground floor doorway. Along Poland Street the face is of 3 bays, with a rear extension providing a fourth bay up to first floor level. Each bay houses a tall portrait window with depressed brick arch lintel and false keystone, brick jambs and a sandstone cill. The sandstone string course runs only to the first bay. At ground floor level the first bay contains a modern shop frontage and the fourth bay is blank.

6.4 The rear of the building is generally featureless, although butted by later extensions. The visible remaining windows are small portrait windows with simple depressed arch lintels. The bricks vary across the face, showing that much rebuilding has occurred. The eastern elevation is constructed in a modern mottled brick, with older dull brown brick to the northern corner. Four windows lie close to the centre, each small with simple flat brick lintels and cills.

Interior Description

6.5 (Plates 10 – 19). The main entrance is in the rounded corner at Oldham Road and Poland Street. The ground floor has been modernised with the insertion of stud walls and plaster ceilings for the most part. In some areas false ceilings cut across windows, and near the entrance is a cast iron stanchion. Some original high moulded timber skirting remains, evident next to the smaller modern skirting on the stud walls. A second entrance, between the shop fronts on Oldham Road lead into a corridor area giving access to the staircase and the floors above. This hallway has ornate moulded cornices and corbels as well as panelling details in the ceiling and a rose. The staircase itself is dog-legged with square newel posts, decorative square balusters, and square supporting columns with moulded carved timber capitals.

6.6 The first floor (plates 20 – 26) is much the same as the ground, with several inserted partitions. However, the surviving skirting is higher and more ornate. Alterations are visible in the form of inserted doorways, but these are minimal. Also, the moulded timber frames of both the doors and windows are more ornate than the ground floor.

6.7 The second floor (plates 27 – 30) is much plainer and has been modernised into a living space. The plaster roof of the northwest corner shows the curving wall and identifies the poor condition of the roof with evidence of water ingress.

6.8 There are two areas of the basement (31 – 39), each showing the brick built construction as well as fireplaces and flagged stone floor. Blocked light wells are also evident as is a heated washbasin. The basements are accessed via steps formed of brick and stone.

7. Heritage Significance of 162-166 Oldham Road

7.1 The English Heritage Publication 'Conservation Principles: Polices and Guidance' (EH 2008) suggests a number of criteria which will assist in the recognition of heritage values in the historic environment.

Exterior

Evidential Value

7.2 The evidential value is medium. It provides evidence of past human activity in terms of the construction and use of shops in the area, during the mid-19th century, as well as activities in the basement.

Historical Value

7.3 The historical value is medium as the building was constructed around 1870, although replaced the former houses on the site dating to the late 18th century.

Aesthetic Value

7.4 The aesthetic value is low-medium. Many historic features have been lost including the original shopfront, corner windows, and roof cornice and parapet as can be seen through comparison with 1960s photograph (figure 11). Modern alterations such as UPVC windows and roller shutters have a negative impact on the building's appearance.

Communal Value

7.5 The communal value is low. The building was developed in the mid-19th century, and was surrounded by earlier buildings, which have since been cleared.

Interior

Evidential Value

7.6 The evidential value is medium. The modernisation has removed features, although some do exist, most notably in the basement, where evidence of past activity is apparent, as well as the hallway.

Historical Value

7.7 The historical value is medium. The building was constructed as a redevelopment of earlier buildings on the site around 1870. Many of the features date from this period.

Aesthetic Value

7.8 The aesthetic value is medium. The building retains some of its original form and fabric, such as skirting and timber surrounds, as well as the detailing of the main hallway to the staircase.

Communal Value

7.9 The communal value is low. Again, the building was a later development on the site, separate from the surrounding buildings which have since been cleared

7.10 It is known that the criteria set out in Annex 1 of 'Scheduled Monuments' (DCMS 2010) for assessing the national importance of an ancient monument have been drawn upon by Archaeological Curators when considering the significance of non-designated heritage assets. These are also useful here for considering the site as a whole.

Period

7.11 The building was erected around the late 1860's early 1870's to replace late 18th century buildings. The significance is therefore low – medium.

Rarity

7.12 Numerous buildings were erected during this period across Manchester many still stand today. The significance is therefore low – medium.

Documentation

7.13 The buildings appear in trade directories and census returns of the time. The significance is therefore low - medium

Group value

7.14 The building was erected as redevelopment in an area of late 18th century buildings, which have since been cleared. The significance is therefore low.

Survival/Condition

7.15 The building has survived well and is in a generally good condition, although roof leaks are apparent. The significance is therefore medium.

Fragility/Vulnerability

7.16 The building is in a generally good condition, although is currently water damaged due to a leaking roof. It is not considered to be immediately vulnerable to vandalism or detrimental conditions, although if left vacant it would become quite vulnerable.

Site	Heritage Interest	Significance
Exterior	Evidential, Historical, Aesthetic,	*Medium* The building was constructed as a redevelopment of the end of a row of terraced shops, and retains several features from the 1870's along Oldham Road and Poland Street faces. The other faces have been redeveloped and rebuilt and are thus of less value.
Interior	Evidential, Historical, Aesthetic,	*Medium* Although the interior has seen modernisation, it still retains features of historical and evidential value, most notably in the basement, where redevelopment has been minimal. It also has an aesthetic value, mostly with regard to the ornate features found on the ceiling in the hallway.

Archaeological Potential

7.17 There are also areas of below ground archaeological potential which need to be considered.

Prehistoric & Roman

7.18 The site likely had basements in the 18th century which would have removed any evidence. However, such evidence is unlikely to have been present anyway. The potential is therefore low.

Medieval - Post Medieval

7.19 The site was in agricultural use during this time, although again the development and insertion of basements in the late 18th century would likely have destroyed this. However, small patches of plough soils may have survived. The potential is therefore low to medium.

Industrial

7.20 As noted, the plot developed on in the late 18th century, and likely had cellars. The potential for below ground archaeology on the car park area of the site is high, due to the demolition of the late 18th century housing without any further development on it. The significance of such archaeology would be local.

Period	Significance	Potential
Prehistoric / Roman	*Regional.* Prehistoric artefacts have been discovered nearby and artefacts found from the period will add to the body of information about the prehistory of the north west	*Low* It is unlikely that any prehistoric or Roman activity will be found on the site due to later developments
Medieval/ post-medieval	*Regional.* Artefacts found from this period will add to the small but growing body of evidence for forms and types produced and manufactured in and around Manchester.	*Low* It is unlikely that any Medieval or post-medieval activity will be found on the site due to later developments
Industrial	*Local* The plot was built upon in the late 18th century and represents the early development of Manchester at the start of the Industrial Revolution, with the potential to reveal information about the way people lived at this time.	*High* The east side of the site has undergone no further development since the demolition of the late 18th century housing.

Analysis

7.21 The site was first developed in the late 18th century, and is shown on Greens map of this time as having buildings on it. Many of these lasted until the mid-20th century, when they were finally demolished. The present standing building however, was a redevelopment in the late 1860s/early 1870s, and it is unlikely that any remains of the earlier building were incorporated.

7.22 The street numbering has changed since the 19th century. Whereas the site is now 162 – 166 Oldham Street, it was previously 180 – 190, with 180 at the corner with Poland Street and 190 being the Spread Eagle Inn. The present building is believed to have been erected sometime between 1861 and 1871. The reasoning behind this comes from the trade directories, where there was a lot of change in ownership over this time, and from 1871 the Wood family occupied no. 180 until the turn of the century. The census records that Robert Wood lived at 180 and 182 Oldham Street, operating as a pawnbroker with his Brother Samuel, as well as another apprentice and a housekeeper. Given that Robert Wood occupied both properties, and it had an ornate central entrance, it suggests that he was a well-established businessman and it was built for/by him as his business and home. In 1869 no. 180 is not listed, which may suggest that it was being constructed. Why this plot was chosen for Mr Woods building is unknown, especially with the rest of the terrace block being untouched. It may suggest that the previous buildings were damaged beyond repair, perhaps by a fire. It would have been quite a grand building by comparison, rising twice as high as those next to it as can be seen in a photograph taken in the 1960's (Figure 11). It is also worth noting that the basement of this building is also likely redeveloped, as the footprint is larger and shows evidence of cellar lights, suggesting that the cellar was expanded.

7.23 Cellar dwellings were made illegal in 1853. Between 1868 and 1872 it has been recorded that some 2400 cellar dwellings were closed, with just 108 surviving by 1878 (Redhead 2010-11, 55-56). The impact of these laws is apparent on the subject site itself, as by the time of the 1871 census, no cellars are recorded as being occupied in the properties along

Oldham Road. It is likely that some cellars will have survived below ground, as excavation on the nearby George Leigh Street have demonstrated (OAN 2008).

Heritage Value and Mitigation

7.24 The building is of low-medium local significance, mainly in virtue of some surviving historic architectural detail as well as some evidential value. The land to the east has a high potential for industrial archaeological remains relating to the houses from the late 18th century. These include the terrace houses fronting Oldham Road, as well as the Spread Eagle Inn and the back to back dwellings along Portugal Street. Recommended mitigation is a level 2/3 historic building survey of the standing building as well as archaeological investigation of the below ground remains to the east side of the site.

8. Heritage Assessment

8.1 Published on 27 March 2012, the National Planning Policy Framework (NPPF) sets out the Government's planning policies for England. The NPPF builds upon the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 and requires applications affecting the significance of any heritage asset to be accompanied by an assessment of the asset's significance, including any contribution made by their setting, in addition to consideration of the potential impact of the application on the significance.

8.2 Significance is defined by Annex 2: Glossary of NPPF as: '*The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting*'.

8.3 With regard to the potential impact of the development proposal on above ground heritage assets, there are two types of heritage impacts that must be considered as part of the application:

- The demolition of the 162-166 Oldham Road.
- The impact of the proposed demolition of 162-166 Oldham Road and redevelopment of the site on the Ancoats Conservation Area.

Demolition of 162-166 Oldham Road

8.4 The application building is recognised as a non-designated heritage asset. Paragraph 135 of the NPPF advises that '*…In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*'.

8.5 The proposed scheme involves the complete demolition of 162-166 Oldham Road to enable the redevelopment of the wider site (including the land to the east of the building currently used as a car park) with a high quality residential-led mixed use development.

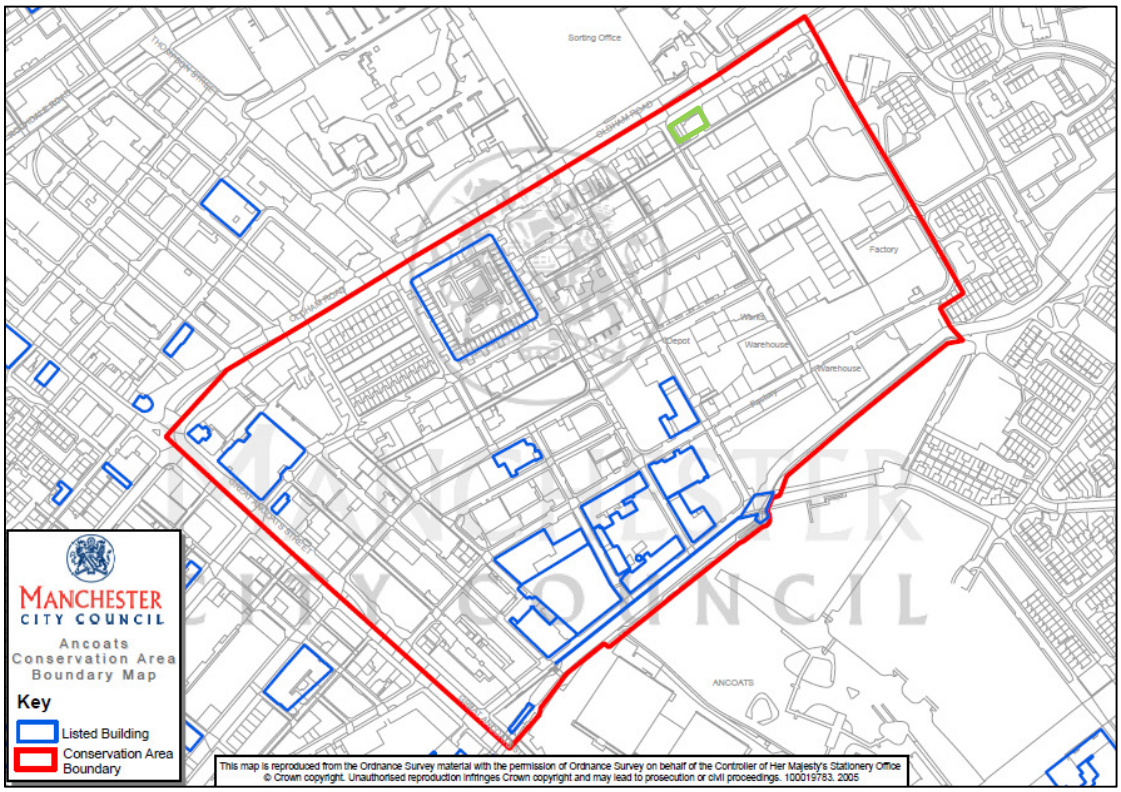
8.6 The application building is not nationally listed and is only of local interest. As demonstrated by the previous section, the building is considered to have medium to low heritage significance overall. The building is only of modest aesthetic value and has undergone a significant level of unsympathetic alteration including the installation of UPVC windows, metal security shutters and modern signage, which have further diminished its appearance. Historic features have also been lost including the shopfront, corner windows and roof cornice and parapet.

8.7 The building dates from around 1870 and a period when widespread development was taking place across Manchester. Many buildings from this period survive throughout the City and are of greater heritage significance than the site building. Despite the building having only low-medium significance it is recommended that a level 2/3 historic building survey of the standing building is undertaken prior to demolition which will help mitigate its loss.

8.8 In accordance with Paragraph 135 of the NPPF, to enable a judgement to be made as to whether the demolition of 162-166 Oldham Road is acceptable, it will be necessary to consider the wider benefits associated with the scheme and whether these outweigh the heritage impact resulting from the demolition of the building.

The impact of the development on the Ancoats Conservation Area

8.9 The site lies just inside the north-western boundary of the Ancoats Conservation Area, which runs along Oldham Road. In order to make an assessment of the impact of the scheme on the conservation area it is first necessary to identify what is significant about it.



Map of the Ancoats Conservation Area Boundary and listed buildings. The application site is outlined in green.

8.10 The Ancoats Conservation Area was designated in 1989 and is bounded by Great Ancoats Street, Oldham Road, Kemp Street, Wadeford Close, Jersey Street and the Rochdale Canal. The principal buildings in the conservation area are the massive cotton spinning mills, which are located adjacent to the Rochdale Canal and the nearby housing. This juxtaposition and inter-linking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

8.11 The streets of Ancoats were laid out during the latter part of the 18th 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.

8.12 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 mills design to be appreciated today. The first single-class housing area in the country was built in 1889 to provide homes for miller 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 and the prosperity of the mills declined steadily.

8.13 The Ancoats Conservation Area Appraisal identifies that much of the area's character derives from the size, mass and construction of the older buildings. Generally these are built in red brick between two and six storeys high with pitched slate roofs; windows are vertically proportioned and simply divided. The appraisal confirms that new buildings will generally be encouraged but that they must relate to the existing context in form, scale and materials.

8.14 The application site lies on the edge of the conservation area and there are no listed buildings located in this part of the conservation area. This part of the conservation area is characterised by low rise development fronting Oldham Road and it does not possess the same level of heritage significance as other parts of the conservation area, for example the cluster of nationally listed mill buildings near the Rochdale Canal. The relative poor quality of this area is recognised within the Ancoats & New Islington Neighbourhood Development Framework which states '[there] *are a series of traditional shops that line Oldham Road. The street-related retail in many of these buildings has been closed, the buildings are in poor condition and there is no consistent building line, style or massing'.*

8.15 The application building makes some, albeit limited contribution to the character and appearance of the conservation area. However as noted previously, this contribution is diminished due to the loss of historic features and unsympathetic alterations that have previously taken place. To the east of the building, the former pub and back-to-back housing have been demolished leaving a cleared site and 162-166 Oldham Road isolated. This part of the site is currently used as surface level car parking, it is generally in a poor condition and surrounded by palisade fencing. The lack of built development has a negative impact on the Ancoats Conservation Area. Overall it is considered that the

application site has a negative impact on the character and appearance of the conservation area.

8.16 Paragraph 137 of the NPPF advises that local planning authorities should look for new development opportunities in conservation areas. Similarly, at a local level the Ancoats Conservation Area Appraisal states that new development will generally be supported within the conservation area. In order to appraise the overall impact of the scheme upon the conservation area it is necessary to assess what contribution the proposed new building will have on its character and appearance. A detailed commentary on the design approach taken is provided within the Design and Access Statement prepared by BOHO Architects. This evidences that the proposed development has been designed in a thoughtful manner responding to the site's context and the character and appearance of the conservation area. These aspects of the scheme are discussed below.

8.17 Within the conservation area buildings are generally set at the back of pavement. The new building will reinforce this feature and will occupy the whole of the site with frontages to Oldham Road, Portugal Street and Poland Street. This approach also enables the efficient use of previously developed land in a highly accessible and sustainable location.

8.18 The development will reference the scale and massing of listed mill buildings within the conservation area as well as Victoria Square (grade II listed) located to the west of the site along Oldham Road. The development will be part 5, part 7 storeys in height and is of a scale which is appropriate for Oldham Road and its role as a major arterial route into Manchester City Centre. The 7 storey element of the proposed building will be on the Oldham Road/Poland Street corner. This is appropriate from an urban design perspective with the taller element helping to visually 'sign-post' the route. It references Victoria Square which steps up in height on the Oldham Road/Bengal Street corner of the building.

8.19 The dominant building materials in the conservation area are brick and stone detailing. The proposed development reflects this with brick utilised on the elevations. Two tones of brick are used which helps create visual interest as well as breaking up the massing of the scheme. Brick is a robust material and will withstand the environmental effects associated with being located on a busy arterial route.

8.20 The ground floor will comprise full-height glazing to the retail unit and U-channel glass and galvanised steel mesh to the car park. These materials will give the ground floor a contemporary appearance and enable interaction and interest to take place with the street. The windows on the upper levels will be deeply recessed and vertically proportioned referencing the historic mill buildings as well as maximising natural light within the apartments. An asymmetrical window arrangement is proposed in order to give the building a more contemporary appearance and provide visual interest.

8.21 In summary, the scheme is considered to be a high quality design response to the site which successfully reflects the character and appearance of the Ancoats Conservation Area in a contemporary manner. The development will dramatically improve the current condition and visual appearance of the site and enhance the conservation area. On this basis the scheme is judged to comply with relevant provisions of the NPPF, Core Strategy Policy EN1 and EN3, and Saved UDP Policy DC18. Due to the improvements associated with the development, an assessment against paragraphs 133 or 134 of the NPPF is not required.

8.22 The benefits of the scheme in terms of improving the character and appearance of the Ancoats Conservation Area (a designated heritage asset) are considered to clearly and decisively outweigh the loss of 162-166 Oldham Road (a non-designated heritage asset) which is only of low-medium local significance. A building recording exercise of 162-166 Oldham Road is however recommended which will satisfy the requirements of Paragraph 141 of the NPPF and ensure appropriate mitigation.

8.23 Notwithstanding the heritage benefits to the conservation area, there are also significant planning and regeneration benefits associated with the proposal which weigh heavily in support of the planning balance, including:

- Redevelopment of a prominent site with a scheme of high design quality which responds to the character and appearance of the conservation area.

- Provision of a variety of uses that will have a positive impact on the regeneration of the area. The housing will meet an identified need for accommodation in Manchester City Centre and the mix will contribute to the creation of a sustainable community. The

ground floor retail use will add activity and vitality and provide passive surveillance to Oldham Road.

- Securing direct investment into the local community through the provision of jobs during the construction stage and spending in nearby facilities by future residents/employees.

- The encouragement of further investment into this key gateway area to Manchester City Centre.

9. Conclusion

9.1 This Heritage Assessment has been prepared to consider the potential heritage impact of a development involving the demolition of 162-166 Oldham Road and the redevelopment of the application for a part 5, part 7 storey mixed-use residential led development.

9.2 The report has identified that 162-166 Oldham Road dates from around the 1870s. The building possesses modest evidential and aesthetic value giving the building low-medium local significance. The current poor condition of the site has a negative impact on the character and appearance of the Ancoats Conservation Area. The proposed development has been sensitively designed and reflects various elements of the conservation area such as back of pavement siting, scale and massing, and materially. These historic references combine with contemporary elements to provide a high quality design which will significantly improve the site and the character and appearance of the conservation area more widely. The improvements to the conservation area are considered to clearly and demonstrably outweigh any harm attributable to the loss of 162-166 Oldham Road. For these reasons it is considered that the proposed scheme accords with relevant provisions of the NPPF, Core Strategy Policy EN3, Saved UDP Policies DC18, DC19, EM14 and the Guide to Development in Manchester.

10. Bibliography

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EH – English Heritage

HER – Historic Environment Record

GMAU - Greater Manchester Archaeology Unit

GMAAS – Greater Manchester Archaeological Advisory Service

OAN – Oxford Archaeology North

NPPF – National Planning Policy Framework

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Slater's Directory of Manchester 1876

Slater's Directory of Manchester 1883

Slater's Directory of Manchester 1892

Slater's Directory of Manchester 1900

Slater's Directory of Manchester 1911

Slater's Directory of Manchester 1921

Kelly's Directory of Manchester 1932

Kelly's Directory of Manchester 1945

Maps

1794 Green's map of Manchester and Salford

1824 Swire's map of Manchester

1849 Adshead's map of Manchester

1850 OS 1:500 town plan

1896 OS map Lancashire sheet CIV.7.12

1908 OS map Lancashire sheet CIV.7

1922 OS map Lancashire sheet CIV.7

1932 OS map Lancashire sheet CIV.7

1954 OS map Lancashire Sheet CIV.7

Appendix 1: Historic Environment Record

Greater Manchester Archaeological Advisory Service Monument Full Report

SMR Number 6416.1.0 **Site Name** 162, Oldham Road

SMR Number	Site Name	Record Type
6416.1.0	162, Oldham Road	Building

Monument Types and Dates

COMMERCIAL (AD 19th Century - 1800 AD to 1899 AD)
SHOP (AD 19th Century - 1800 AD to 1899 AD)

Description and Sources

Description

Late-C19 brick-built building with 3 storeys, 2x3 bays. Shop – former offices or warehousing and possible former dwellings to rear. Hipped roof. Entrance on corner. (NB: restored and "To Let" in April 1988) (1).

Sources

Photograph: 3461 & 3467.

(1) Monograph: Ancoats Study Group. 1988. Initial Street Survey. 1987-88.

Location

National Grid Reference

Centred SJ 8509 9896 (10m by 10m) SJ89NE

Administrative Areas

District Manchester, Greater Manchester
Township Manchester, Manchester, Greater Manchester

Address/Historic Names

162–66 (even) Oldham Road (at junction with Poland Street), Ancoats, Manchester, Greater Manchester

Designations, Statuses and Scorings

Associated Legal Designations

Conservation Area - Ancoats Active DGM1611

The streets of Ancoats were laid out during the latter part of the 18th 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 curtain-wall 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 form 1818-

Greater Manchester Archaeological Advisory Service Designation Full Report

04/02/2016

162–166 Oldham Road, Manchester – Conservation Area falling partly within 250m of NGR SJ 85095 98965

DesigUID: DGM1611 **Type:** Conservation Area **Status:** Active

Preferred Ref **National Ref** **Other Ref**

Name: Ancoats

Grade: **Date Assigned:** 01/06/1989 **Amended:** 01/06/1989 **Revoked:**

Legal Description

The streets of Ancoats were laid out during the latter part of the 18th 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.

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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 form 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 Brownsfield 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 19th 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.

Curatorial Notes

Designating Organisation: Manchester City Council

Location

Grid Reference: Centred SJ 8499 9873 (691m by 635m)

DesigUID: DGM1611 **Name:** Ancoats

Map sheet: SJ89NW **Area (Ha):** 21.04

Administrative Areas

District Manchester, Greater Manchester

Township Manchester, Manchester, Greater Manchester

Postal Addresses - None recorded

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Associated Monuments

12090.1.0	Listed Building: Towpath footbridge and associated ramps opposite Brownsfield Mill
12091.1.0	Listed Building: Retaining wall on S. side of Redhill Street, W. of Union Street Bridge
12401.1.0	Listed Building: Waulk Mill (formerly Doubling and Fireproof Mills)
12428.1.0	Monument: Manchester Glass Bottle Works (site of)
12429.1.0	Monument: Poland Street Glass Works (site of)
12430.1.0	Monument: Prussia Street Glass Works (site of)
12431.1.0	Monument: German Street Glass Works (site of)
12432.1.0	Monument: British & Foreign Flint Glass Works (site of)
13698.1.0	Monument: Jersey Street Mills and Jersey Street Dwellings (site of)
13699.1.0	Monument: Stone Mason's Yard, Jersey Street (site of)
1386.2.0	Monument: Rochdale Canal
1386.2.1	Monument: Canal basin off Rochdale Canal (site of), Murrays' Mills
15556.1.0	Monument: Housing, Jersey Street (site of)
15558.1.0	Monument: Building, Jersey Street (site of)
15559.1.0	Monument: Housing, Jersey Street/Hood Street (site of)
15560.1.0	Monument: Timber Yard & Housing, Blossom Street (site of)
15561.1.0	Monument: Housing, Hood Street (site of)
15562.1.0	Monument: Cotton Mill, Hood/Murray Street (site of)
15743.1.0	Monument: Housing, George Leigh Street (site of)
15744.1.0	Monument: Housing, Cotton Street (site of)
15814.1.0	Building: St Michael's Clergy House
15815.1.0	Monument: St Chad's Church School (site of)
15816.1.0	Monument: St Mary's Square (site of)

DesIgUID: DGM1611 **Name:** Ancoats

15817.1.0	Monument: Housing on Loom Street/ Cotton Street (site of)
15841.1.0	Monument: Bengal Street/George Leigh Street (site of houses)
15842.1.0	Monument: Housing, Loom Street (site of)
15843.1.0	Monument: Housing, Loom Street (site of)
15844.1.0	Monument: Housing, Bengal Street (site of)
15845.1.0	Monument: Housing, George Leigh Street (site of)
15846.1.0	Monument: Workers' housing (site of), George Leigh Street
15847.1.0	Monument: Blossom Court (site of)
15848.1.0	Monument: Housing, Blossom Court/Blossom Street (site of)
15849.1.0	Monument: Housing, Blossom Street (site of)
15850.1.0	Monument: Housing, Sherratt Street/Blossom Street (site of)
15851.1.0	Monument: Workers' housing, Blossom Street (site of)
15852.1.0	Monument: Housing, Loom Street (site of)
15853.1.0	Monument: Housing, Loom Street (site of)
16126.1.0	Monument: Workers' housing, Pickford Street (site of)
16139.1.0	Monument: Building (site of), Radium Street
16140.1.0	Monument: Workers' Housing (site of), Silk Street
16141.1.0	Monument: Possible house (site of), George Leigh Street
16142.1.0	Monument: Walker's Cotton Mill (site of)
16143.1.0	Monument: Nadin's Court (site of), Silk Street
16144.1.0	Monument: Chadwick's Court (site of), George Leigh Street
16145.1.0	Monument: Shop at 113, George Leigh Street (site of)
16146.1.0	Monument: Boundary ditch (site of), Silk Street
16147.1.0	Monument: Workers' Housing (site of), Jersey Street (nr. Junction with Radium Street)
16148.1.0	Monument: Rochdale Canal, Bengal Arm (site of)
16148.1.1	Monument: Rochdale Canal, Bengal Arm (excavation)
16149.1.0	Monument: Workers' Housing (site of), Jersey Street (nr. Junction with Poland Street)
16150.1.0	Monument: Sunday School (site of), Radium Street
16151.1.0	Monument: Cotton works/ engineering works (site of), Poland Street
16152.1.0	Monument: Workers' housing (site of), Bengal Street/Jersey Street
16153.1.0	Monument: Ditch (site of), Bengal Street
16159.1.0	Monument: Bengal Street block (Murray's Mills) (site of)
16159.1.1	Monument: Subway (site of)
16165.1.0	Monument: The Royal Oak PH (site of)
16166.1.0	Monument: The Vine PH (site of)
2042.1.0	Building: McConnel & Kennedy Mills
2042.1.1	Listed Building: Royal Mill
2042.1.2	Listed Building: Paragon Mill
2042.1.3	Monument: Paragon Mill Carding Shed (site of)
2042.1.4	Monument: Warehouse (site of), McConnel & Kennedy Mills
2043.1.0	Listed Building: Murray's Mills
2043.1.1	Building: Murray's Mills
2043.1.2	Listed Building: New Mill (Murray's Mills)
2043.1.3	Listed Building: Little Mill
2043.2.0	Listed Building: Old Mill and Decker Mill
2043.2.1	Building: Old Mill/Decker Mill Engine House
2043.2.2	Monument: Old Mill Engine House (site of)
2043.2.3	Monument: Old Mill and Decker Mill Engine House (site of)
2043.2.4	Monument: Old Mill and Decker Mill Boiler House (site of)
2120.1.0	Listed Building: Sedgwick Mill

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2120.1.1	Listed Building: Sedgwick New Mill
2121.1.0	Listed Building: Beehive Mill
2121.2.0	Monument: Bee Hive Mills complex (Bengal Street block) (site of)
2122.1.0	Building: Textile Mill
2188.1.0	Monument: Supreme Mills (site of)
6401.1.0	Monument: 6, Oldham Road (site of)
6402.1.0	Monument: 8-18, Oldham Road (site of)
6403.1.0	Monument: Express Club Public House (site of)
6404.1.0	Monument: 28-30, Oldham Road (site of)
6405.1.0	Monument: Commercial Property (32-36, Oldham Road) (site of)
6406.1.0	Building: New X Surplus Store (10-14 Oldham Road)
6407.1.0	Building: The Cheshire Cheese Public House (former)
6408.1.0	Monument: 2, Cornell Street (site of)
6409.1.0	Monument: 8-10, Cornell Street (site of)
6410.1.0	Place: Anita Street
6411.1.0	Place: George Leigh Street
6412.1.0	Building: 44–68, Oldham Road
6414.1.0	Building: 116–122, Oldham Road
6415.1.0	Building: 126–160, Oldham Road
6416.1.0	Building: 162, Oldham Road
6417.1.0	Monument: The City Arms Public House (178, Oldham Road) (site of)
6418.1.0	Building: 196–208, Oldham Road
6419.1.0	Monument: 18, Portugal Street (site of)
6420.1.0	Building: Portugal Street Houses
6421.1.0	Building: The Shamrock Inn
6422.1.0	Building: 107–111, George Leigh Street
6423.1.0	Monument: 127, George Leigh Street (site of)
6424.1.0	Building: Virginia House
6426.1.0	Listed Building: Derros Building (29, Great Ancoats Street)
6427.1.0	Building: The Hudson Buildings
6428.1.0	Building: 39, Great Ancoats Street
6429.1.0	Building: Electricity Sub Station
6430.1.0	Building: 53, Great Ancoats Street
6431.1.0	Monument: 55-57, Great Ancoats Street (site of)
6432.1.0	Monument: 69-85, Great Ancoats Street (site of)
6433.1.0	Building: 5, Jersey Street
6434.1.0	Building: Electricity Sub Station
6435.1.0	Building: 17 & 19, Jersey Street
6436.1.0	Monument: Gun Street Building (site of)
6437.1.0	Building: 16, Blossom Street
6438.1.0	Building: 11–13, Blossom Street
6439.1.0	Building: 23–25, Gun Street
6440.1.0	Building: 24–26, George Leigh Street
6441.1.0	Building: The Edinburgh Castle Public House
6442.1.0	Building: 19, Blossom Street
6443.1.0	Monument: The Cornerstones Public House (30, George Leigh Street) (site of)
6444.1.0	Building: St Michael's School
6445.1.0	Monument: 27-29, Sherratt Street/ George Leigh Street (site of)
6446.1.0	Building: The Smith's Arms Public House
6447.1.0	Building: Loom Street Building (Express Motors)

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6448.1.0	Building: School House
6449.1.0	Building: 2–4, Loom Street
6450.1.0	Building: Building at junction of Cotton Street/Blossom Street
6451.1.0	Building: Warehouse on Blossom Street
6451.1.1	Monument: Chimney, Blossom Street
6452.1.0	Monument: Loom Street Warehouse (site of)
6453.1.0	Monument: 53-55, Blossom Street (site of)
6454.1.0	Monument: 87-93, Great Ancoats Street (site of)
6455.1.0	Monument: The Cotton Tree Public House (site of)
6456.1.0	Monument: Rochdale Canal Road Bridge (Great Ancoats Street)
6457.1.0	Listed Building: Canal Lock 82 on Rochdale Canal
6458.1.0	Building: The Coates School
6459.1.0	Monument: The Green Dragon Public House (8, Jersey Street) (site of)
6460.1.0	Listed Building: Union Street Bridge (Rochdale Canal)
6461.1.0	Monument: Former Canal Bridge
6462.1.0	Building: Radium Street Warehouse
6463.1.0	Building: Warehouse on Blossom Street/Hood Street
6464.1.0	Monument: 53–55, Jersey Street (site of)
6465.1.0	Building: Warehouse on Hood Street/Murray Street
6466.1.0	Monument: 11–13, Hood Street (site of)
6467.1.0	Monument: 1-9, Hood Street (site of)
6468.1.0	Monument: 58 & 60, Blossom Street (site of)
6470.1.0	Building: Regina Textile Mill
6471.1.0	Monument: Poland Street; building (site of)
6472.1.0	Building: The Cross Keys Public House (97, Jersey Street)
6473.1.0	Building: Phoenix Iron Works (former), Jersey Street
6473.1.1	Monument: Steam Power Plant (site of), Phoenix Iron Works
6474.1.0	Monument: Supreme Mills (site of)
6475.1.0	Monument: Screw and Bolt Works, 66a Jersey Street (site of)
6476.1.0	Monument: Prussia Street Canal Arm and Bridge, Rochdale Canal (site of)
6477.1.0	Building: 64, Jersey Street
6478.1.0	Monument: Former Canal Bridge
8289.1.0	Listed Building: Church of St. Peter (former)
8410.1.0	Listed Building: Daily Express Building
8490.1.0	Listed Building: Crown & Kettle Public House
8504.1.0	Listed Building: Victoria Square

Additional Information

Appendix 2: Figures

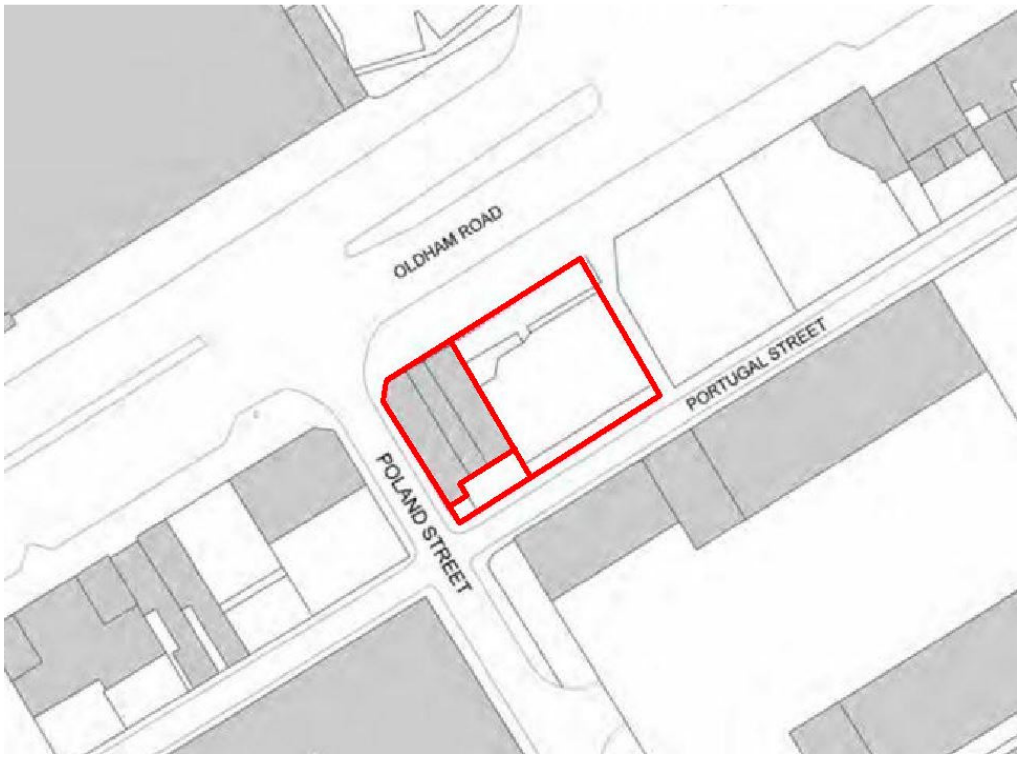


Figure 1: Location plan

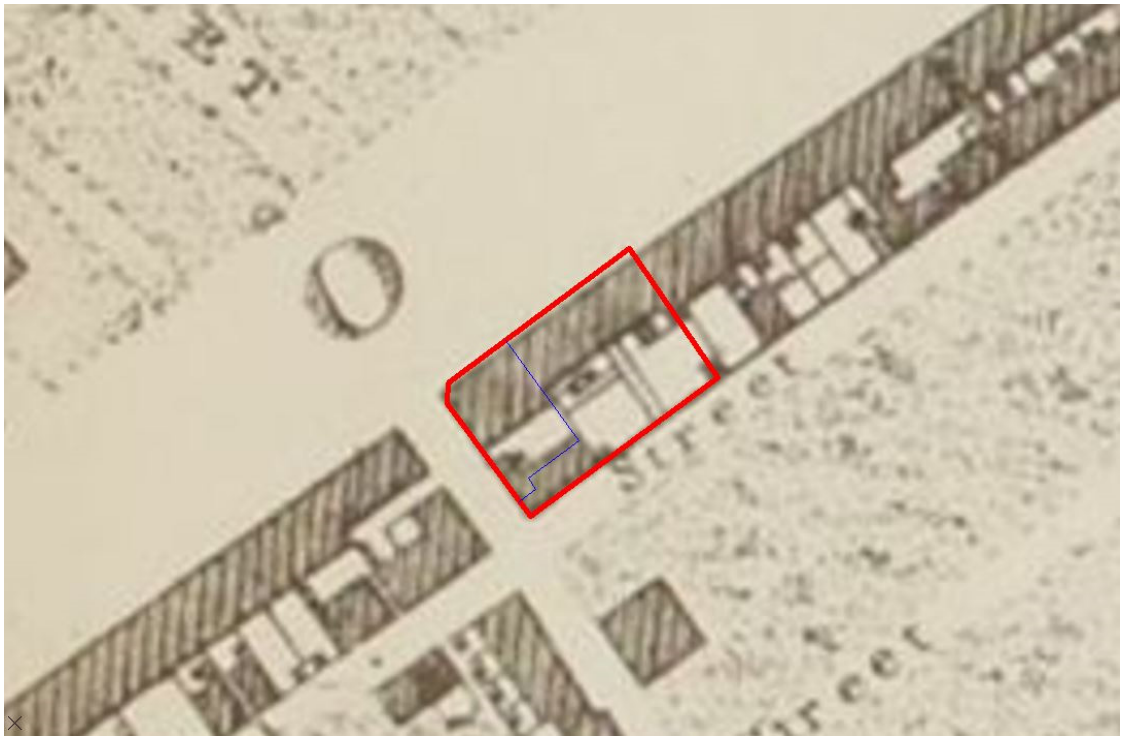


Figure 2: 1794 Green's map of Manchester and Salford

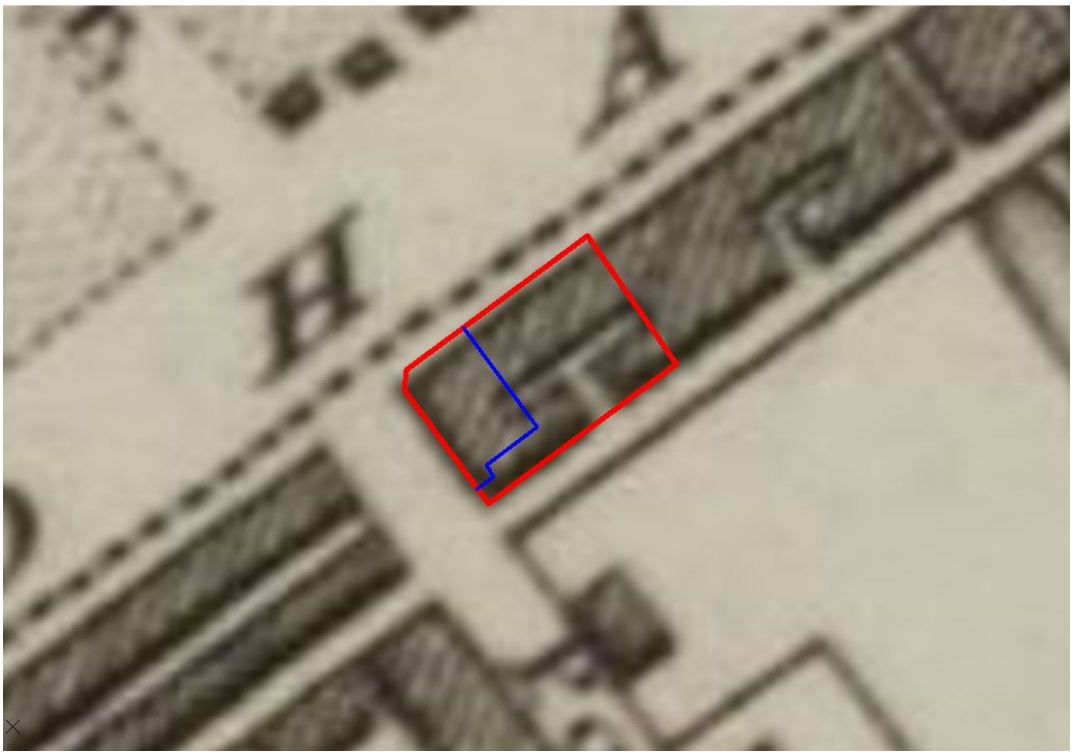


Figure 3: 1824 Swire's map of Manchester

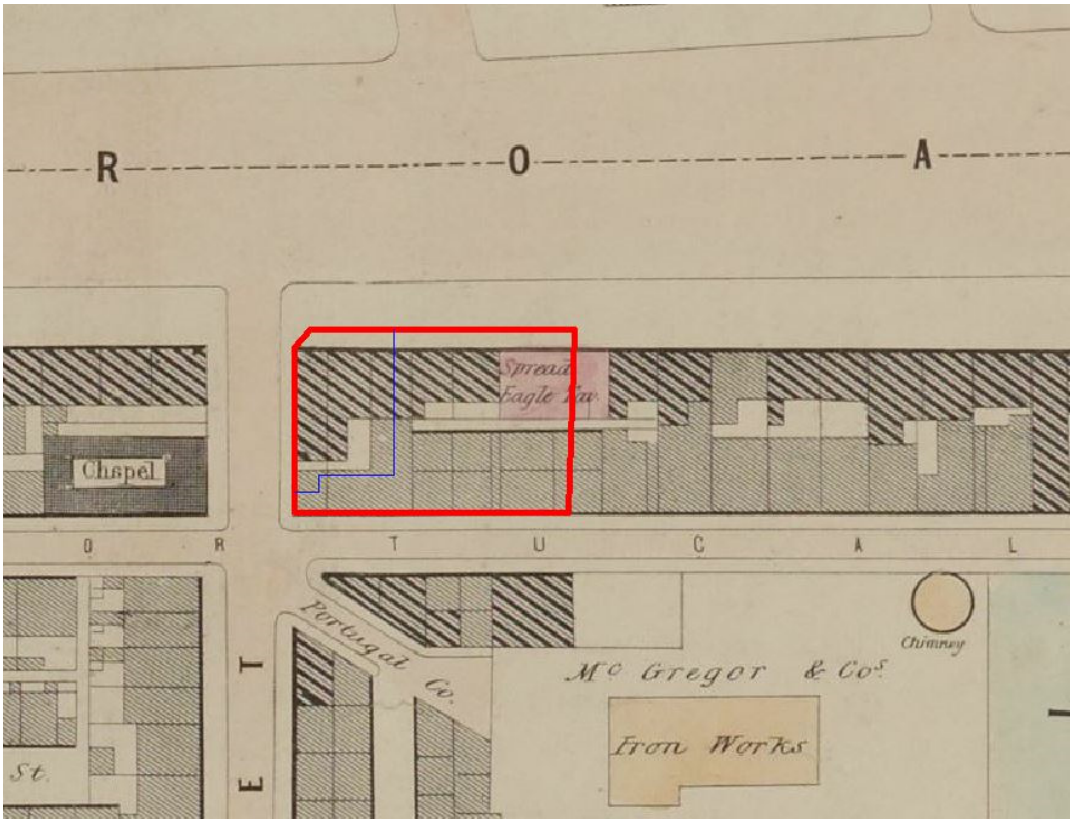


Figure 4: 1849 Adshead's map of Manchester



Figure 5: 1850 OS 1:500 town plan

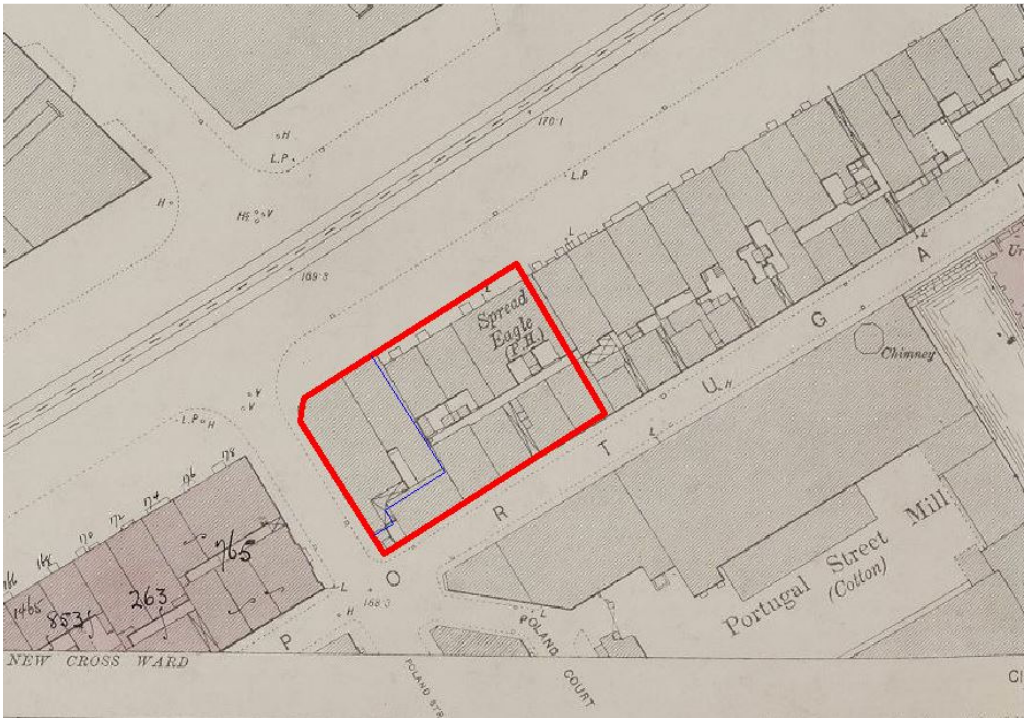


Figure 6: 1896 OS map Lancashire sheet CIV.7.12 1:500 scale



Figure 7: 1908 OS map Lancashire sheet CIV.7

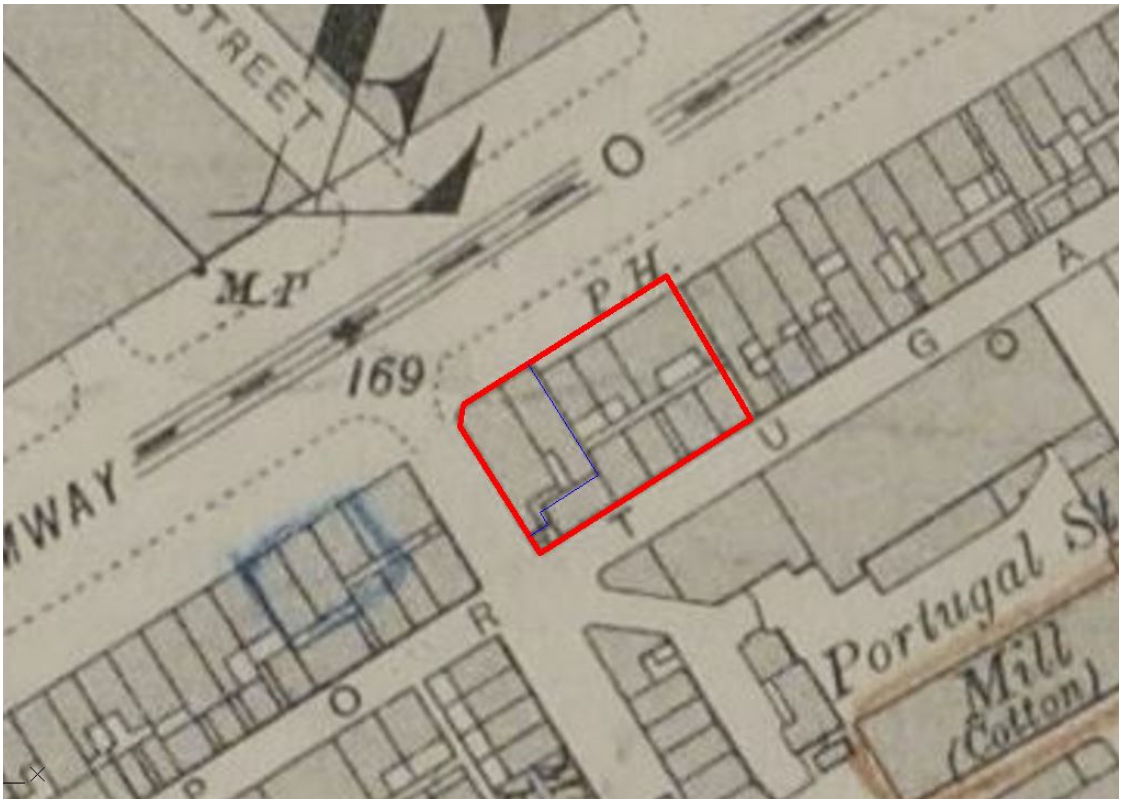


Figure 8: 1922 OS map Lancashire sheet CIV.7



Figure 9: 1932 OS map Lancashire sheet CIV.7



Figure 10: 1954 OS map Lancashire sheet CIV.7 1:1250 scale

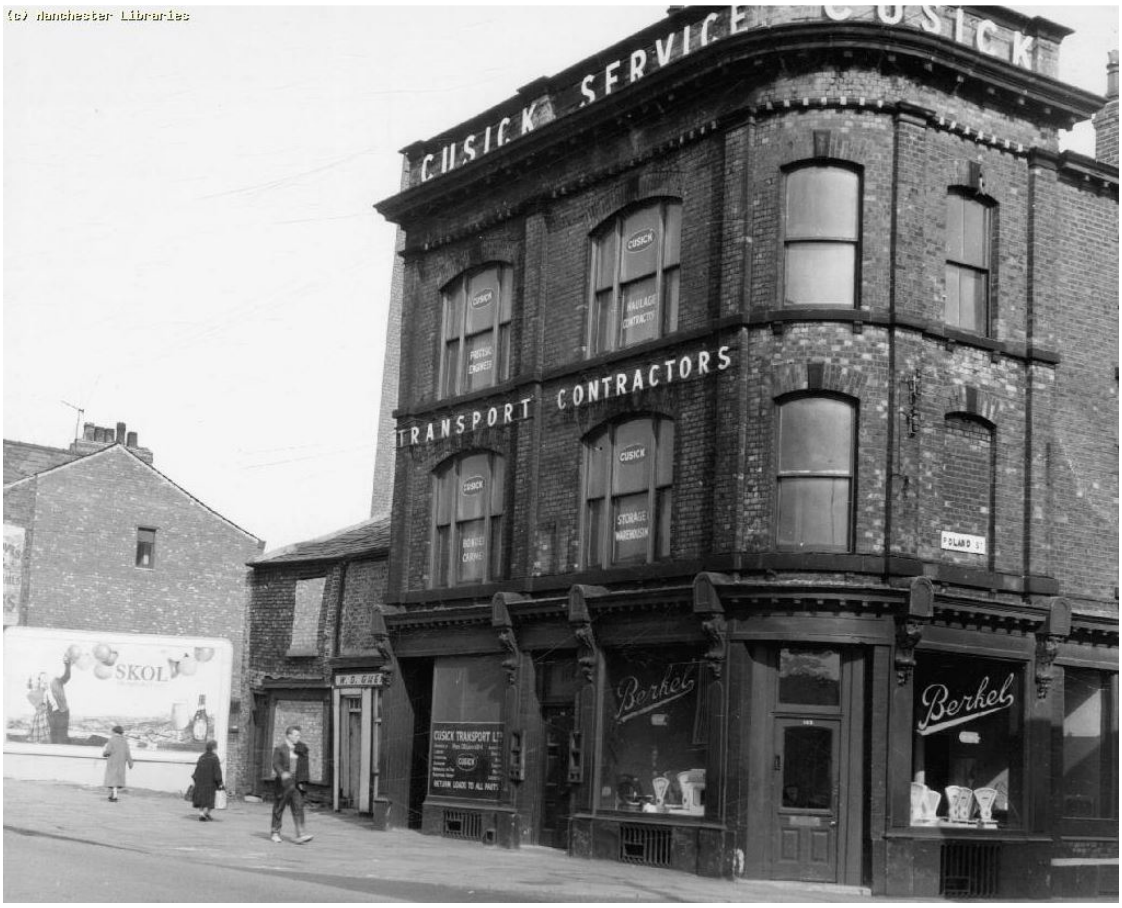


Figure 11: Photograph of the building showing attached 18th century property taken in 1960 (Manchester Library).

Appendix 3: Plates of Existing Building



Plate 1: Main frontage facing Oldham Road (left) and Poland Street (right) with rounded corner



Plate 2: Detail of windows on Oldham Road frontage



Plate 3: Detail of windows on Poland Street frontage



Plate 4: Oldham Road frontage with eastern side of building



Plate 5: Detail of eastern side of building showing different bricks, likely done during demolition of former buildings to the east.



Plate 6: Rear of the building facing Portugal Street



Plate 7: Detail of changing brickwork on extension and rear of building



Plate 8::Land to the east of the site, now a car park



Plate 9: Land to the east of the site, now a car park



Plate 10: Modernised ground floor office showing a cast iron stanchion



Plate 11: Delapidated office room showing plaster walls and false ceiling


Plate 12: Modernised office room with inserted stud walls



Plate 13: Office shown above with original skirting butted by modern skirting



Plate 14: Hallway showing elaborate mouldings



Plate 15: Hallway showing elaborate mouldings, cornice and rose at far end.



Plate 16: Hallway showing staircase at far end

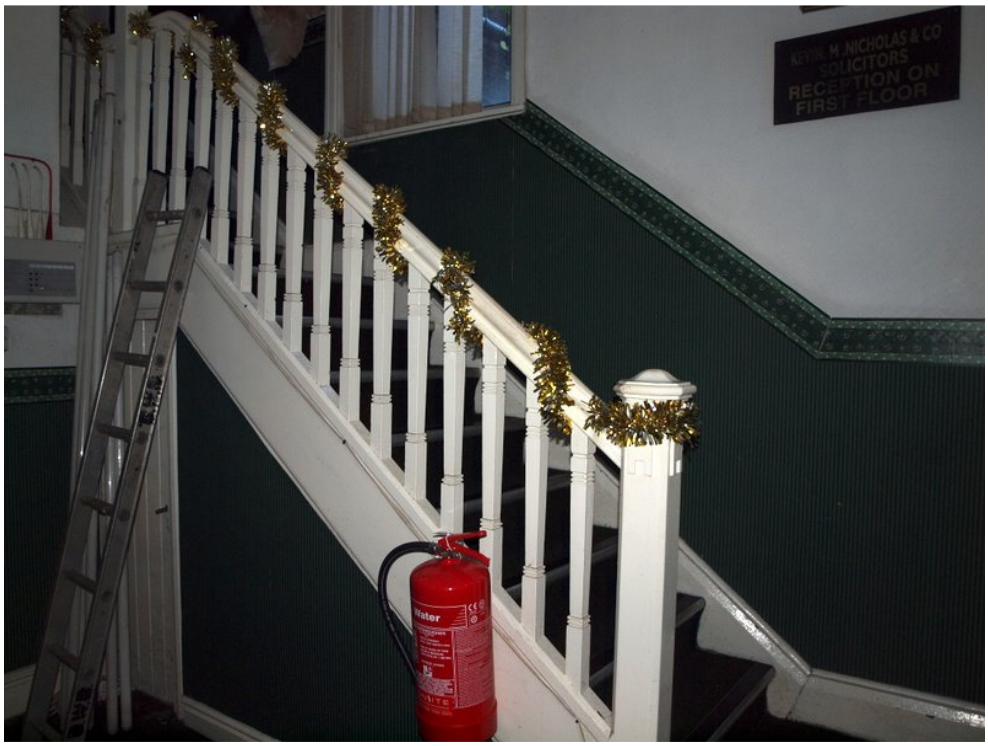


Plate 17: Detail of staircase


Plate 18: Detail of newel post



Plate 19: Detail of stair support to first floor



Plate 20: Modernised office with stud walls on first floor



Plate 21: Original high skirting butted by modern skirting. Note the detail and height compared to those on the ground floor (plate 13)



Plate 22: More original skirting on first floor, again taller and more decorative than the ground floor



Plate 24: Inserted doorway in first floor office



Plate 25: Moulded timber surround on first floor doorway



Plate 26: Modernised office with fireplace on first floor



Plate 27: Small modern office on second floor



Plate 28: Dilapidated corner room showing curving wall and water damage



Plate 29: Late 20th century second floor bedroom



Plate 30: Late 20th century second floor living room



Plate 31: Step down to basement of stone and brick



Plate 32: Fireplace with curving flue and alcove below



Plate 33: As above



Plate 34: Blocked windows



Plate 35: Fireplace



Plate 36: Blocked internal basement window



Plate 37: Detail of blocked lights



Plate 38: Fireplace and heated washbasin



Plate 39: fireplace