

Stocktons, Ancoats

Manchester, Greater Manchester

Archaeological Desk-Based Assessment

Client Name:	Liquid Business (Manchester) Limited
Document Title:	Stocktons, Ancoats, Manchester
Document Type:	Archaeological Desk-Based Assessment
Grid Reference:	385108 398234
Planning Reference:	Pre-application
Invoice Code:	L11595
OA Document File Location:	https://files.oxfordarchaeology.com/nextcloud/index.php/f/31268525
OA Graphics File Location:	https://files.oxfordarchaeology.com/nextcloud/index.php/f/31792556
Issue No:	v.3
Date:	12 March 2025
Prepared by:	Ashley Brogan MCIfA (Archaeologist)
Checked by:	Graham Mottershead (Senior Project Manager)
Edited by:	Graham Mottershead (Senior Project Manager)
Approved for Issue by:	Alan Lupton (Lancaster Operations Manager)
Signature:	

Disclaimer:

This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of Oxford Archaeology being obtained. Oxford Archaeology accepts no responsibility or liability for the consequences of this document being used for a purpose other than the purposes for which it was commissioned. Any person/party using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm their agreement to indemnify Oxford Archaeology for all loss or damage resulting therefrom. Oxford Archaeology accepts no responsibility or liability for this document to any party other than the person/party by whom it was commissioned.

Oxford office

Janus House
Osney Mead
Oxford
OX2 0ES

t. +44 (0)1865 236 800

Cambridge office

15 Trafalgar Way
Bar Hill
Cambridge
CB23 8SQ

t. +44 (0)1223 850 500

Lancaster office

Mill 3
Moor Lane Mills
Moor Lane
Lancaster
LA1 1QD

t. +44 (0)1524 880 250

E: info@oxfordarchaeology.com
W: oxfordarchaeology.com
Oxford Archaeology is a registered Charity: No. 285627

Stocktons, Ancoats, Manchester

Archaeological Desk-Based Assessment

Contents

LIST OF FIGURES	4
LIST OF PLATES	4
SUMMARY	6
1 INTRODUCTION	8
2 PROPOSED DEVELOPMENT	8
3 LOCATION, TOPOGRAPHY AND GEOLOGY	8
4 AIMS AND OBJECTIVES	9
5 PLANNING BACKGROUND	10
5.1 NATIONAL PLANNING POLICY	10
5.2 PLACES FOR EVERYONE JOINT DEVELOPMENT PLAN	11
5.3 LOCAL PLANNING POLICY	12
6 METHODOLOGY	13
6.1 SCOPE AND SOURCES CONSULTED	13
6.2 ASSUMPTIONS AND LIMITATIONS	14
7 HISTORIC AND ARCHAEOLOGICAL BASELINE	14
7.1 INTRODUCTION	14
7.2 DESIGNATED HERITAGE ASSETS	14
7.3 PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS	14
7.4 PREHISTORIC PERIOD (500,000 BP – AD 43)	14
7.5 ROMANO-BRITISH PERIOD (AD 43 – 410)	15
7.6 THE MEDIEVAL PERIOD (AD 410 – 1550)	15
7.7 POST-MEDIEVAL PERIOD (1550-1900)	16
7.8 MODERN	18
7.9 DEVELOPMENT OF THE SITE AREA	18
7.10 AERIAL PHOTOGRAPHS	32
8 PREVIOUS IMPACTS AND SURVIVAL	32
9 ARCHAEOLOGICAL POTENTIAL AND SIGNIFICANCE	33
9.1 INTRODUCTION	33
9.2 CRITERIA	33
9.3 POTENTIAL AND SIGNIFICANCE	34
10 POTENTIAL IMPACTS	34
11 POTENTIAL FOR FURTHER WORK	35
12 CONCLUSION	35
APPENDIX A GAZETTEER OF KNOWN HERITAGE ASSETS WITHIN THE STUDY AREA	36
APPENDIX B FIGURES	39

APPENDIX C	BIBLIOGRAPHY AND LIST OF SOURCES CONSULTED	53
CARTOGRAPHIC SOURCES		53

List of Figures

Figure 1 Site location	40
Figure 2 Site boundary superimposed onto Green's map of 1787	40
Figure 3 Site boundary superimposed onto Swire's map of 1824	42
Figure 4 Site boundary superimposed onto Bancks & Co.'s map of 1832	43
Figure 5 Site boundary superimposed onto the Ordnance Survey 1:10560 map of 1851	44
Figure 6 Site boundary superimposed onto the Ordnance Survey 1:500 map of 1891	45
Figure 7 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1908	46
Figure 8 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1922	47
Figure 9 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1955	48
Figure 10 Locations of HER entries within the study area	49
Figure 11 Modern map showing locations of listed buildings within the study area	50
Figure 12 Modern map showing location of additional gazetteer entries (OA 1 - OA 4; OA 7)	50
Figure 13 Modern map showing location of additional gazetteer entries (OA 5 - OA 6; OA 8 - OA 9)	52

List of Plates

Plate 1 Site location (source: Google Earth 2024)	9
Plate 2 Extract from Yates' Map of Lancashire, published 1786	17
Plate 3 Extract from Green's map of 1787	19
Plate 4 Extract from Laurent's map of 1793	20
Plate 5 Extract from Swire's map of 1824	22
Plate 6 Extract from Bancks' & Co.'s map of 1832	23
Plate 7 Steam Locomotives, specimen of locomotive engineered by W. Fairbairn and Sons, Manchester, 1840	23
Plate 8 Fairbairn's boiler shop, 1853	24
Plate 9 Extract from the 1:1056 Ordnance Survey map of 1851	25
Plate 10 Extract from Adshead's map of 1851	25
Plate 11 Extract from the 1:500 Ordnance Survey map of 1891	26
Plate 12 No. 40 Mather Street and No. 136 Gt. Ancoats Street, with chimney of the Iron & Steel Warehouse visible in the background, 1902	27
Plate 13 Extract from the 1:2500 Ordnance Survey map of 1908	28
Plate 14 Extract from Goad's Insurance Plan of 1928	28
Plate 15 Extract from the 1:2500 Ordnance Survey map of 1955	29
Plate 16 Rose & Crown at the corner of Store Street and Great Ancoats Street, 1966	29
Plate 17 Fairbairn's Buildings, or "Fairburns Buildings", 1966	30
Plate 18 View of the 19th-century offices at Store Street	30
Plate 19 View of the remains of Fairbairn's works at Ducie Street (formerly Mather Street)	30

Plate 20 View of 19th-century works at Ducie Street (formerly Mather Street), with view matching that seen in the 1902 photograph of Mather Street.....	32
---	----

SUMMARY

Oxford Archaeology was commissioned by Liquid Business (Manchester) Limited to prepare an archaeological desk-based assessment ahead of the proposed development of land at Stocktons, Ancoats, Manchester (NGR 385108 398234). The purpose of this assessment is to identify archaeological heritage assets that may be affected by the proposals. The site is located within the within the Ancoats area of Manchester and is bounded by Ducie Street to the north, Store Street to the south, Great Ancoats Street to the east and warehouses to the west.

The site was likely predominately rural prior to the post-medieval period. It has been speculated that the Roman road from Manchester to Castleshaw would have run along the course of Store Street. During the 18th century, several houses and buildings were located within the site, as depicted on Green's map. In c 1817, William Fairbairn moved his works to the site. William Fairbairn went onto become one of the most notable engineers of the 19th century and retained his works at Mather Street for several decades. Fairbairn worked with different partners over his career, including James Lillie in the early years and later John Hetherington, who had the Vulcan Works at the site in the mid-19th century. By the late 19th century, the foundry had fallen out of use and the buildings were repurposed as an iron and steel warehouse. The structures survive within the site.

In total, 73 heritage assets have been identified within the study area from the HER and through the desk-based assessment. Of these, 9 are located within the site. The heritage assets within the site boundary are not afforded statutory designation and are thus not considered to be of national importance that would require preservation in situ. The 9 assets identified within the site boundary include the iron and steel warehouse, Shooter's Brook Iron Works No.2 (Fairbairn's Foundry), Vulcan Iron Works, the culverted Shooter's Brook, the Rose and Crown public house, 18th-century buildings at Shooter's Brook and houses and shops at Great Ancoats Street, Back Mather Street and Fairbairn's Buildings.

The potential for any remains dating to the prehistoric, Roman or medieval periods is considered to be very low. This is due to the likelihood that later development would have damaged or destroyed any remains dating to these periods. Many of the structures associated with Fairbairn's and Hetherington's works survive within the site as standing buildings. Beyond these structures, earlier phases of the iron works likely survive beneath the warehouses, although some of the archaeological remains may have been affected by later phases of development. The buildings at Great Ancoats Street, including the public house, shops, houses and possibly earlier phases of the iron works likely survive within the site as below-ground remains due to the lack of development in this area since their demolition.

The delivery of the development will demolish the standing buildings within the site and will include ground-breaking and earth-moving works which will remove any archaeological remains within the site. The potential archaeological remains of the iron works within the site are considered to be of medium significance due to the association with William Fairbairn and the development of Manchester during the industrial period. Remains of houses and shops within the site are considered to be of low significance. The impact of the proposed development is therefore considered to be moderate upon the buildings and archaeological remains associated with the iron works, and minor upon archaeological remains of low significance.

It is expected that further work will be required. The scope of any further archaeological investigation will be determined in consultation with Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.

1 INTRODUCTION

- 1.1.1 Oxford Archaeology (OA) has been commissioned by Liquid Business (Manchester) Limited to prepare an archaeological desk-based assessment for the proposed development of land at Stocktons, Ancoats, Manchester, henceforth known as 'the site.' The site is centred on NGR 385108 398234 and its location is shown on Figure 1.
- 1.1.2 This report has been prepared in accordance with the Chartered Institute for Archaeologists (CIfA) Standards and Guidance for Historic Environment Desk-based Assessments (CIfA, 2020) and Planning Practice Guidance (2021) - Historic Environment, published by the Ministry of Housing, Communities and Local Government (Ministry of Housing, Communities and Local Government, 2019).

2 PROPOSED DEVELOPMENT

- 2.1.1 Current proposals for the development site include the demolition of all structures within the site and the erection of two high-rise residential blocks with basements and landscaping.

3 LOCATION, TOPOGRAPHY AND GEOLOGY

- 3.1.1 The site lies within the Ancoats area of Manchester and comprises a rectangular plot of land measuring at approximately 0.4ha in area. The site is bounded by Ducie Street to the north, Store Street to the south, Great Ancoats Street to the east and warehouses to the west (Plate 1; Figure 1).
- 3.1.2 The Manchester Conurbation is located within a gently rolling lowland basin, bordered by the Pennine uplands to the east and north. The region primarily encompasses the Mersey River valley, with the Irwell, Medlock, and Irk rivers serving as the main waterways through Manchester. The site situated approximately 0.4km to the northwest of the River Medlock and lies at approximately 40m above OD.
- 3.1.3 The solid geology of the area is mapped as sandstone of the Chester Formation, a sedimentary bedrock formed between 250 and 247.1 million years ago during the Triassic period. This is overlain by superficial Devensian deposits of till, formed between 116 and 11.8 thousand years ago during the Quaternary period (BGS, 2024).

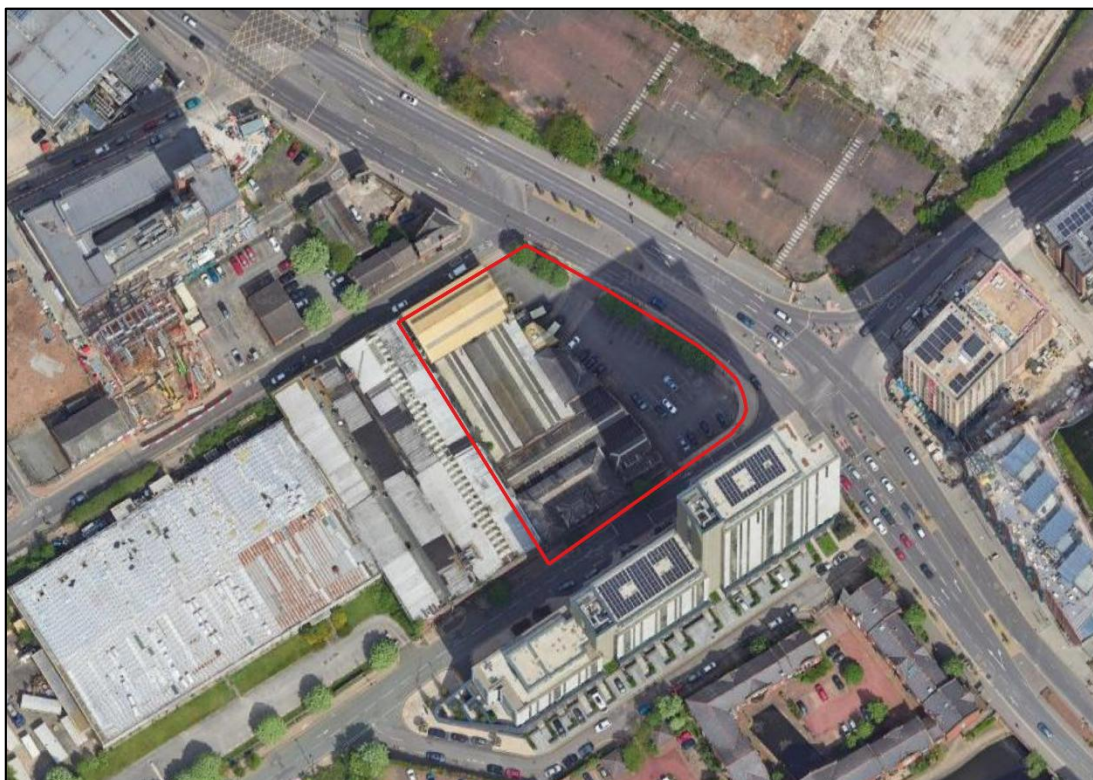


Plate 1 Site location (source: Google Earth 2024)

4 AIMS AND OBJECTIVES

4.1.1 The purpose of this desk-based assessment is to determine as far as reasonably possible, from existing records and observations, an understanding of the historic environment within the site and surrounding study area in order to:

- provide an assessment of the potential for archaeological remains to survive within the site;
- assess the significance of known and predicted archaeological remains;
- assess the likely impacts of previous development upon the survival of any archaeological remains;
- assess the potential for impacts from the proposed development upon the surviving archaeological resource; and
- provide proposals for further evaluation, whether or not intrusive, where the nature, extent or significance of the archaeological resource is not sufficiently well defined.

5 PLANNING BACKGROUND

5.1 National Planning Policy

5.1.1 Section 16 of National Planning Policy Framework (NPPF) as issued in December 2024 sets out the Government's planning policies in relation to the conservation and enhancement of the historic environment (NPPF, 2024).

5.1.2 Paragraphs 207 and 208 state:

207. 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. 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.

208. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

5.1.3 Paragraphs 212 and 213 state:

212. 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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

213. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional (non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets).*

5.1.4 Paragraphs 214 and 215 state:

214. *Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

- a) the nature of the heritage asset prevents all reasonable uses of the site; and*
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.*

215 *Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.*

5.1.5 Paragraph 216 states:

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect 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.

5.1.6 Paragraph 218 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. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

5.2 Places For Everyone Joint Development Plan

5.2.1 The *Places For Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside Trafford and Wigan, 2022 to 2039* was adopted on the 21st March 2024.

5.2.2 Policy JP-P2: Heritage (p. 192; March 2024) states:

We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.

Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for

conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:

- 1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;*
- 2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;*
- 3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;*
- 4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and*
- 5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.*

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.

Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and place making, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan.

Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

5.3 Local Planning Policy

- 5.3.1 The Manchester Local Plan (Manchester City Council, 2012) was adopted in July 2012 and sets out the planning policies for the city until 2027. Policy EN 3 relates to heritage and states that:

- 5.3.2 *“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.”

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

6 METHODOLOGY

6.1 Scope and Sources Consulted

- 6.1.1 A 250m search area (hereafter the study area) has been used to identify designated and non-designated heritage assets which could be affected by the proposed development (Figures 10-13). The assessment was informed through a desk-based review.

- 6.1.2 The following sources were consulted to inform this assessment:

- The National Heritage List for England (NHLE) for designated heritage assets;
- Greater Manchester Historic Environment Record (HER) for non-designated heritage assets and archaeological events;
- The Greater Manchester Record Office for historic maps and manuscripts;
- Groundsure Mapping for Historic Ordnance Survey Maps;
- Aerial Photographs as held by the Historic England Archive in Swindon;
- LiDAR data as held by the Environment Agency;
- The North West Regional Research Framework (NWRRF);
- Geotechnical data as held by the client and the British Geological Survey; and
- Other relevant primary and secondary sources including published and unpublished works as held by OA and relevant libraries.

- 6.1.3 For ease of reference each heritage asset identified has been allocated a unique OA number. This is included in the heritage gazetteer provided in *Appendix A*, referred to in the text where relevant and marked on Figures 8 - 10. A full list of sources consulted can be found in *Appendix C*. Historic mapping for the site is depicted on Figures 2 - 9 within *Appendix B*.

6.2 Assumptions and Limitations

- 6.2.1 Data used to compile this report consists of secondary information derived from a variety of sources. The assumption is made that this data is reasonably accurate.
- 6.2.2 The records held by the Greater Manchester HER are not a record of all surviving heritage assets, but a record of the discovery of a wide range of archaeological and historical components of the historic environment. The information held within it is not complete and does not preclude the subsequent discovery of further heritage assets that are, at present, unknown.

7 HISTORIC AND ARCHAEOLOGICAL BASELINE

7.1 Introduction

- 7.1.1 The nature of the archaeological resource within the site and the surrounding study area is discussed by period below. The locations of designated sites and non-designated heritage assets are shown on Figure 10 to 13. Further details of all sites are provided in *Appendix A*.

7.2 Designated Heritage Assets

- 7.2.1 Designated heritage assets within the study area relate to listed buildings and include:
- Two grade II* listed buildings (OA 10; 18);
 - Eleven grade II listed buildings (OA 11-17; 19-22; and,
 - Ancoats Conservation Area.
- 7.2.2 The closest of these designated heritage assets is the grade II listed 32 and 34 Laystall Street (OA 14), which is located at Laystall Street, 65m to the west of the site.

7.3 Previous Archaeological Investigations

- 7.3.1 A desk-based assessment was produced for the Ashton Canal Corridor in 2001 by UMAU. The site is included briefly within the assessment, which states “At the eastern end of Store Street an iron works had been erected by 1849, the predecessor of the late 19th/early 20th iron and steel warehouse whose buildings still stand on this site” (UMAU, 2001). No recommendations were made specifically referring to the iron and steel works; however, the report concluded that the overall development would “damage or destroy archaeological remains and standing buildings of sufficient significance to warrant their preservation by record..” The report recommended that “a rapid survey, involving a photographic record and appropriate measured drawings, is undertaken ahead of the works.” (UMAU, 2001).

7.4 Prehistoric Period (500,000 BP – AD 43)

- 7.4.1 Evidence dating to the prehistoric period is limited within the Manchester region; however, several stray finds have been recovered from the area which indicate a prehistoric presence. These stray finds have included two Mesolithic flints and a possible early Bronze Age scraper recovered from the Liverpool

Road area (HER 13944.1.0) and a Neolithic stone hammer and arrowhead unearthed at Castlefield in 1845 (HER 119.1.0). A bronze palstave believed to date to the Bronze Age was found within the study area in 1908 near the Whitworth Works, within a gravelly soil at a watercourse (HER 2003.1.0).

- 7.4.2 It has been suggested that prehistoric activity may have been based in the Castlefield and Ardwick areas of Manchester due to the natural topography and the abundance of natural water sources (Gregory, 2007). The natural topography of the site nearby the River Medlock may have therefore made the area desirable for prehistoric settlement; however, development within the site would have likely removed prehistoric remains. The potential for remains dating to the prehistoric period is therefore considered to be low.

7.5 Romano-British Period (AD 43 – 410)

- 7.5.1 The Romans arrived in the Greater Manchester region in c AD 70. The Roman military established the fort known as *Mamucium* within the Castlefield region of Manchester during the governorship of Agricola (AD 77-84). The fort was positioned at what is now Camp Street in Castlefield, located approximately 3.5km to the west of the site. The first phase of the fort comprised of a five-acre wooden structure (Bruton, 1909). The fort underwent several alterations, with earlier phases deconstructed and improved, throughout its use until the end of the Roman occupation of the region three centuries later. An extramural settlement, known as a *vicus*, developed alongside the fort, where the civilians would have settled due to the security and commercial benefits of the nearby fort (Arrowsmith, 2016).

- 7.5.2 A network of Roman roads also developed around Manchester, which linked the fort to the numerous other military centres in the region, including Wigan, Ribchester, Chester and Castleshaw. The road linking Manchester to Castleshaw may have run through the site or through the study area. The projected road runs along Mill Street and then by Cemetery Road and Briscoe Lane to Newton Heath. Excavations undertaken at Gaskell Street in Newton Heath in 1856 found the road to be 24ft in width with gravel surface on a log base, which was designed to carry the road over boggy areas (HER 24.1.0). Outside of the forts and associated extramural settlements, the pre-Roman settlement patterns and practices likely continued, which comprised of dispersed farmsteads dependant on pastoral economy and cereal production (GMAU, 2010, p. 17).

- 7.5.3 No Roman remains have been recovered from within the site; however, it is possible that the Roman to Castleshaw Roman road was located within the area. Despite this, the potential for Roman remains to survive within the site is considered to be low due the development of the area during the industrial period.

7.6 The Medieval Period (AD 410 – 1550)

Early-Medieval Period (AD 410 – 1065)

- 7.6.1 Very little archaeological evidence dated to the period between the end of Roman occupation and the Norman Conquest has been recovered from within Manchester. During this period, Manchester and the surrounding region came

under the control of several kingdoms. Settlement within the area surrounding the cathedral may have been established following the occupation of Manchester by Edwin in AD 620 and by AD 919 the Anglo Saxon King, Edward the Elder, had established a fortified base, or burh, at Manchester (Farrer & Brownbill, 1911). Manchester was one of the dependencies of the Royal Manor of Salford prior to the Norman Conquest. The period is often characterised as a time of economic decline and administrative collapse, which led to a change in the political landscape.

- 7.6.2 No early medieval remains have been identified within the site or the study area and later development would have likely removed any remains, had they been present. The potential for remains dating to the early medieval period is therefore considered to be low.

Later Medieval Period (1066 – 1550)

- 7.6.3 The manor of Manchester came into the possession of the Grelley family following the Norman Conquest (Farrer & Brownbill, 1911). In 1282 there were 150 burgesses in the town, which had a borough court. In the 1220s, the king granted the town permission to hold a market every Saturday and an annual fair, which was held on the eve, feast and morrow of St Matthew. Thomas Grelley was granted the Great Charter of Manchester in 1301 from which point Manchester was a free borough (Farrer & Brownbill, 1911). The medieval centre of Manchester was located at Deansgate and was mapped from burgage plots in Michael Morris' book, 'The Archaeology of Greater Manchester: Medieval Manchester' (Morris, 1983).
- 7.6.4 Ancoats was predominately rural throughout the medieval period. The earliest records of Ancoats include the placenames 'anncotes', 'ana cots', 'einecote' or 'elnecot,' which in Old English translate to 'lonely cottages' (Cooper, 2005). These early names are often attributed to individuals of the same name mentioned in deeds, including John de Ancoats before 1182 and Ralph de 'Hanekotes' in 1242. Two oxgangs of land was granted by Robert Grelley to Ralph de Ancoats in c 1200 (Farrer & Brownbill, 1911). A 14th-century document refers to Ancoats as one of eight hamlets within the township of Manchester (Tait 1904). It is thought that the settlement at Ancoats comprised cottages and farmhouses along Ancoats Lane (now Great Ancoats Street), Newton Lane (now Oldham Road), and Butler Lane (Miller & Wild, 2007).
- 7.6.5 Whilst there is some potential for medieval activity to have taken place within the site, it is most likely that the activity would have been associated with agricultural practice and any surviving evidence would be very unlikely to survive due to later development. The potential for remains dating to this period to survive within the site is therefore considered to be low.

7.7 Post-Medieval Period (1550-1900)

- 7.7.1 Throughout the 18th century, the demand of textiles increased and the construction of mills within the town transformed Manchester into a centre for the manufacture of cotton (Baines, 1835). The industrial expansion of the town was further facilitated by the construction of the canals and railways, which provided a cost-effective way to transport goods. Ancoats remained rural into

the 18th century. Prior to the 17th century, the land within Ancoats comprised two parts, one of which was held by the Byrons of Clayton and the other half was held by the Traffords. In the early 17th century, the land owned by the Byrons was sold to Oswald Mosley and in 1610 the land held by the Traffords was sold to Ralph Kenyon (Farrer & Brownbill, 1911).

- 7.7.2 The transformation of Ancoats from a semi-rural area into a centre of industry began in the late 18th century when land was sold to developers. Yates' Map of Lancashire shows the course of Shooter's Brook prior to the rapid development of the surrounding land (Plate 2). The earliest industrial sites were constructed along the course of Shooter's Brook (Miller & Wild, 2007); however, the watercourse was small and therefore inadequate, leading some to experiment with steam power. John Kennedy of Salvin's Factory is reputed to have first applied steam power to one of his spinning mules in 1793 (Lee, 1972). The demand for textiles, accompanied by the breakthroughs in the use of steam power, cheap land and reliable transport provided by the canals led to the creation of a new breed of mill building in Ancoats (Miller & Wild, 2007). Industrial sites were constructed on an unprecedented scale. This boom in industry created work and so numerous workers' houses were constructed between the various industrial sites.



Plate 2 Extract from Yates' Map of Lancashire, published 1786

- 7.7.3 Many of the workers' houses within Ancoats were of poor quality. A rudimentary form of buildings regulations was brought in during the late 18th century in an attempt to improve living conditions (Hylton, 2003). Housing conditions continued to deteriorate and by the 1820s and 1830s many of the houses within Ancoats were built of poor-quality bricks and mortar and had no

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

7.7.4 Attempts to improve living conditions in Manchester were made in the 1840s, when a requirement for houses to have a toilet with a covering door came into place and the construction of back-to-back housing was banned (Lloyd-Jones & Lewis, 1993; Muthesius, 1982). Cellar dwelling became illegal in 1853 and advances in housing legalisation in the 1860s led houses unfit for habitation to be demolished and set the minimum standards for room sizes.

7.7.5 Ancoats was described in a guidebook, published in 1857, which quoted the following from the Cotton Metropolis in Chambers' Repository: 'The oldest and the worst working district of Manchester is the region known as Ancoats Here, however, you will find the truest specimens of the indigenous Lancashire population and hear the truest version of the old Anglo-Saxon pronunciation ... The type of the true Lancashire spinner and weaver lingers in its dark alleys and undrained courts in greater purity than in any of the more recent, more improved, and more healthy districts.' (Farrer & Brownbill, 1911).

7.8 Modern

7.8.1 Industry in the region entered a period of decline during the early 20th century and during the inter-war years due to a global economic depression and shrinking markets. The majority of the 19th-century residential areas were demolished in the post-war years. Various new developments have taken place across Ancoats; however, numerous surviving industrial sites remain within the area and contribute to the distinctive character of Ancoats.

7.9 Development of the Site Area

7.9.1 The development of the site can be traced through the available historic mapping. Green's map of 1787 shows Shooter's Brook running through the site before being culverted and running beneath Ancoats Lane (now Great Ancoats

Street) (Plate 3; Figure 2). Several 18th-century buildings were located within the site, including houses fronting Ancoats Lane and Mather Street. A longer rectangular building is shown, which may represent an industrial building or warehouse, and a small square-shaped building are shown at Shooter's Brook, set back from the roads. Laurent's map of 1793 shows a similar layout to Green's map; however, Ogden Street is shown running through the centre of the site (Plate 4).

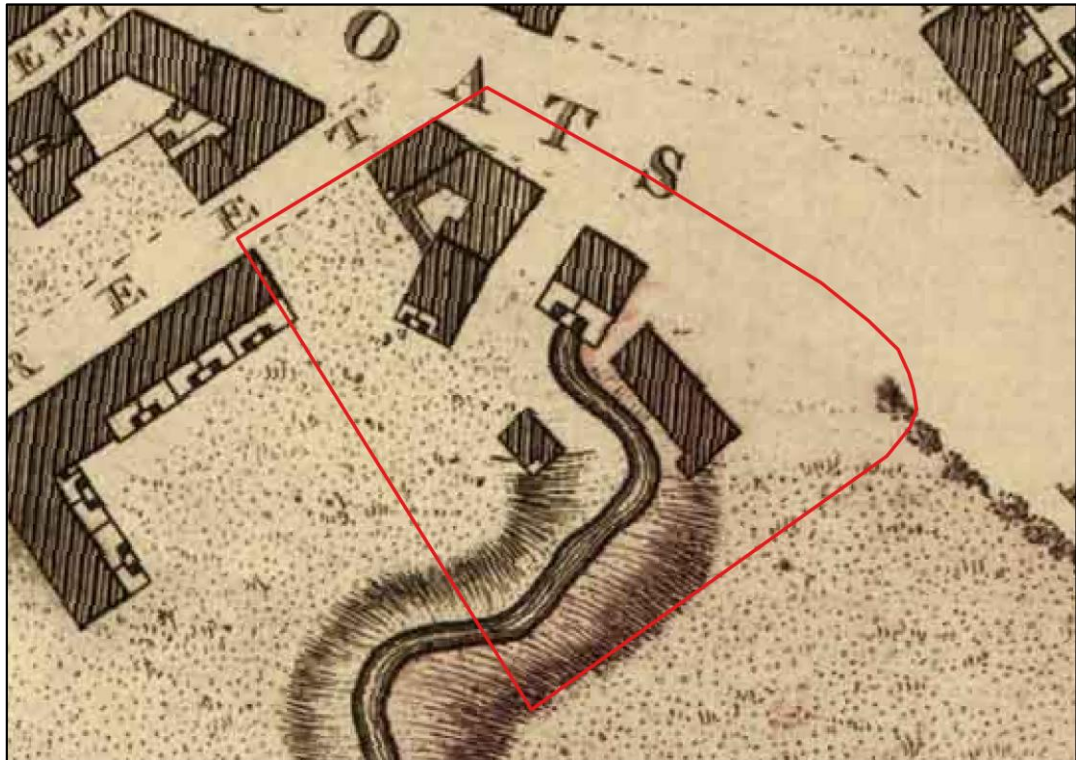


Plate 3 Extract from Green's map of 1787

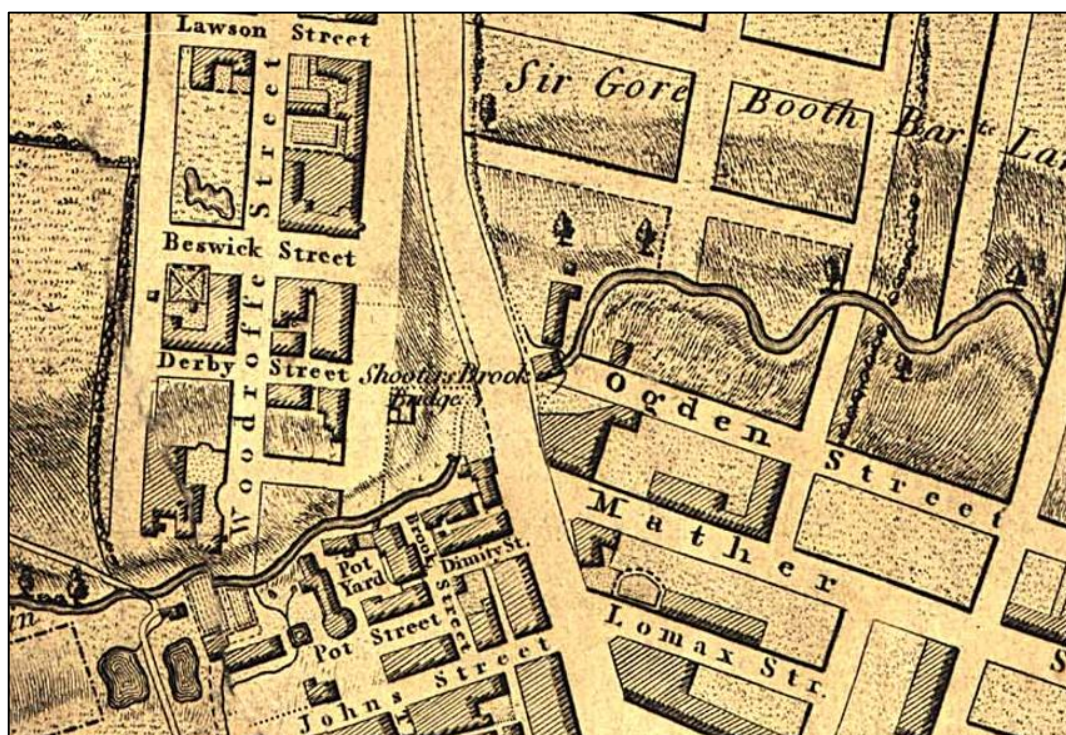


Plate 4 Extract from Laurent's map of 1793

- 7.9.2 The engineer William Fairbairn moved into an 'old building' within the site in c 1817. This 'old building' may have been the longer building and/or the small square-shaped building at Shooter's Brook shown at Green and Laurent's maps, or possibly a later building at Mather Street shown on Swire's map. Fairbairn had been born to a farming family in Kelso, Scotland, in 1789. The family moved between farms throughout Fairbairn's childhood until 1804 when William Fairbairn became the apprentice of John Robinson, a millwright at a colliery, where he eventually took on a role looking after the engines. During this period, Fairbairn became acquainted with George Stephenson and later worked with George's son, Robert, on the Britannia and Conway bridges over the Menai Strait (Science Museum Group, n.d.). In *The Life of Sire William Fairbairn*, which was partially written by Fairbairn himself, Fairbairn details the commencement of business in Manchester within a chapter covering the years 1817-1823, when Fairbairn was aged 28-34 (Fairbairn & Pole, 1877). During this time, Fairbairn developed relationships with many notable engineers and mill owners, including Mr Murdoch, Mr McConnel and Mr Kennedy. Fairbairn began working on a replacement for the Blackfriars Bridge across the River Irwell in 1816; however, Fairbairn left this job following a disagreement with the employer and instead set up with James Lillie, a millwright. The pair began to supply machinery to cotton mills.
- 7.9.3 Following a successful construction at Murray's Mills in 1817, Murray introduced Fairbairn & Lillie to the firm of Messrs. M'Connel and Kennedy. Fairbairn wrote: "The completion of Mr. Murray's order gave a new impetus to our business. Our

exertions had not been lost upon him, for he immediately recommended us to the attention of Mr. John Kennedy, partner in the firm of Messrs. M'Connel and Kennedy, then the largest spinners in the kingdom. They were on the point of building a new mill, and owing to Mr. Murray's recommendation we found no difficulty in making arrangements with Mr. Kennedy." (Fairbairn & Pole, 1877, p. 114). This was a major step in the career of Fairbairn, who stated "The erection of M'Connel and Kennedy's new mill was a great step in advance; we had now become engineers and millwrights of some consequence, and the complete and satisfactory execution of the millwork established our characters as young men who were likely not only to do well, but also to introduce improvements in the construction of machinery, millwork, and the general mechanism of other branches of industry." (Fairbairn & Pole, 1877, p. 115).

- 7.9.4 As a result of the success of the work with Murray and the subsequent recommendation of the firm to M'Connel and Kennedy, Fairbairn and Lillie received a boom in orders. Fairbairn stated "The results of these recommendations were a press of orders which poured in upon us from all sides, and an amount of work much greater than we could execute. Our means were but small; and although we had removed from the shed into an old building in Mather Street, immediately after the completion of Mr. Murray's work, we were nevertheless without a steam-engine, or any other power, except Murphy and three more assistants who turned the lathes, having added to the number since our removal from High Street." (Fairbairn & Pole, 1877, p. 115). Pigot's directory of 1821-22 records Fairbairn & Lillie, millwright, at 14 Mather Street (Dean & Pigot, 1821-2), located within the site.

- 7.9.5 Swire's map of 1824 shows the site during the period in Fairbairn & Lillie were constructing mills across Ancoats from a workshop located within the site (Plate 5; Figure 3). The layout of the buildings within the site is similar to that seen on Green's and Laurent's maps, indicating that Fairbairn & Lillie had not expanded the workshop across the central area of the site at this stage. Additional houses had been built fronting Great Ancoats Street and an additional building is shown at Mather Street, which may have been the site of the c 1817 iron works.

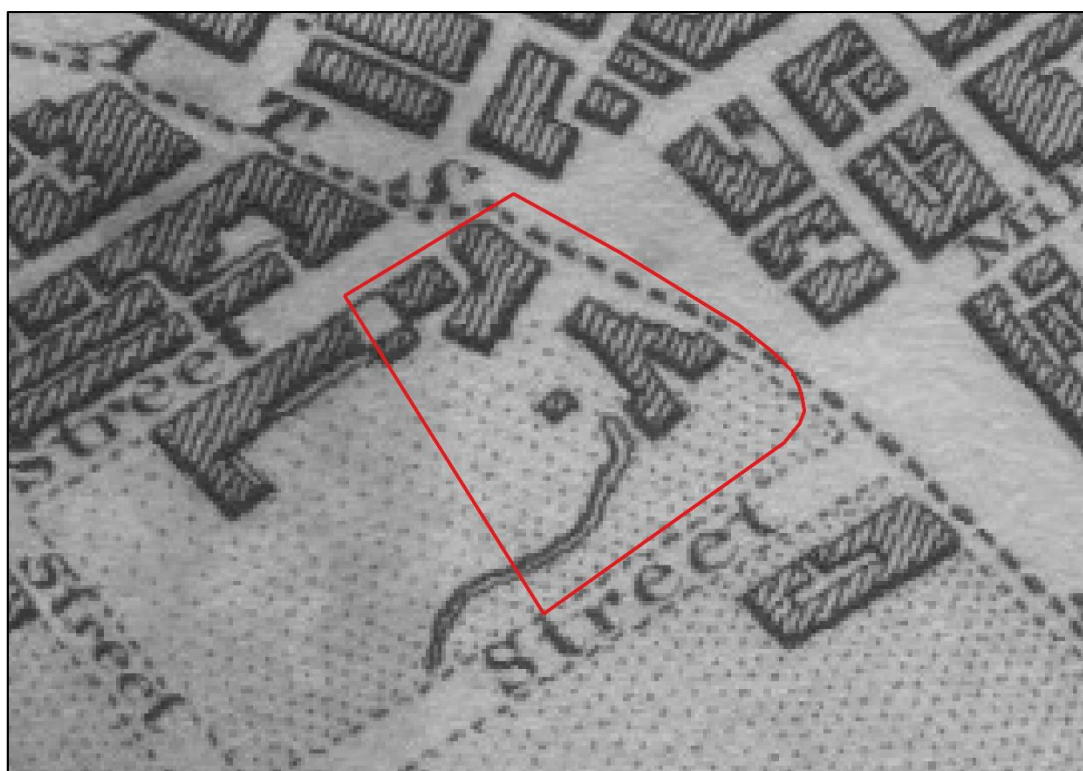


Plate 5 Extract from Swire's map of 1824

- 7.9.6 Banks & Co.'s map of 1832 shows the construction of additional buildings at Back Mather Street, which were likely associated with the iron works (Plate 6; Figure 4). In the same year of the map, the partnership between Lillie and Fairbairn dissolved as a result of a large loss in a cotton mill project and different views on expanding the business. Fairbairn continued his own work, concentrating on building light iron ships. Fairbairn temporarily moved his business to Millwall, London, in 1835, where he entered into a partnership with a former pupil, Andrew Murray (Science Museum Group, n.d.). In 1836 the premises erected at Millwall was the earliest iron shipbuilding yard in the country. Fairbairn also diversified his engineering by working with John Hetherington on boilers (Plate 8) and locomotives (Plate 7). Fairbairn was experimental in his works with iron and he introduced a riveting machine into the boiler making process (Science Museum Group, n.d.). In 1844, the Lancashire boiler designed by Fairbairn and Hetherington was patented (Graces Guide, n.d.). The partnership between Fairbairn and Hetherington was dissolved in 1844. John Hetherington continued his works as John

Hetherington & Co. and William Fairbairn continued his works as Fairbairn & Sons. Fairbairn sold the works at Millwall in London in 1844 and moved back to Ardwick, Manchester.

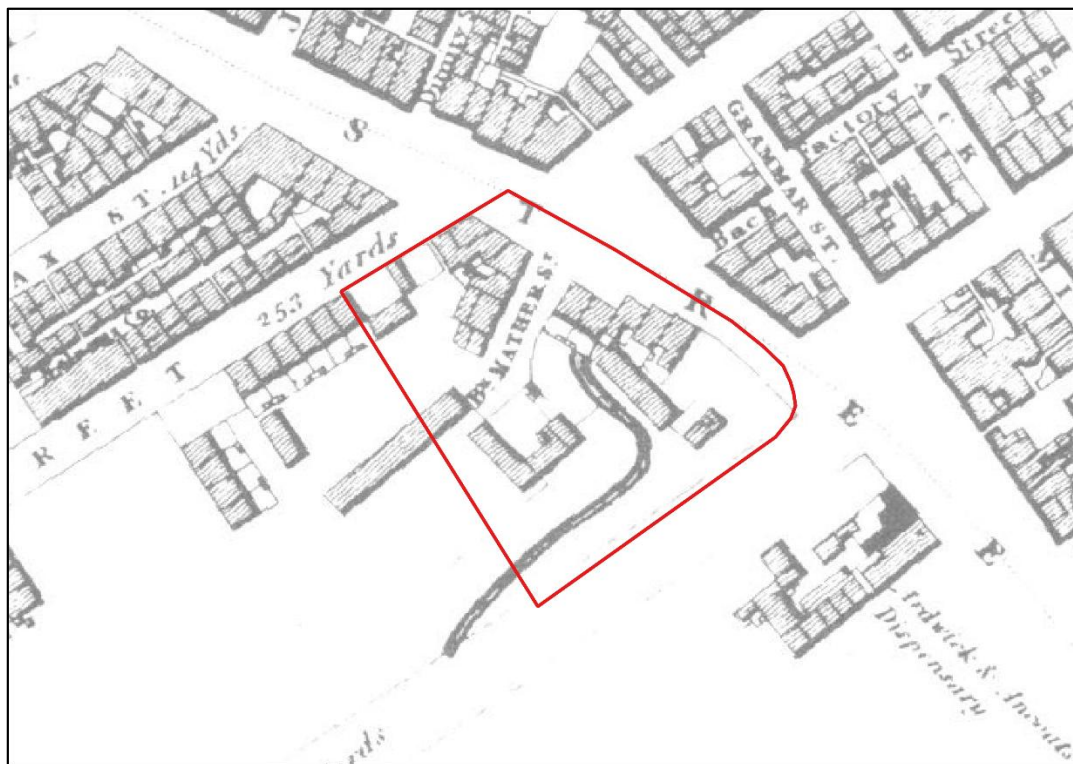


Plate 6 Extract from Bancks' & Co.'s map of 1832

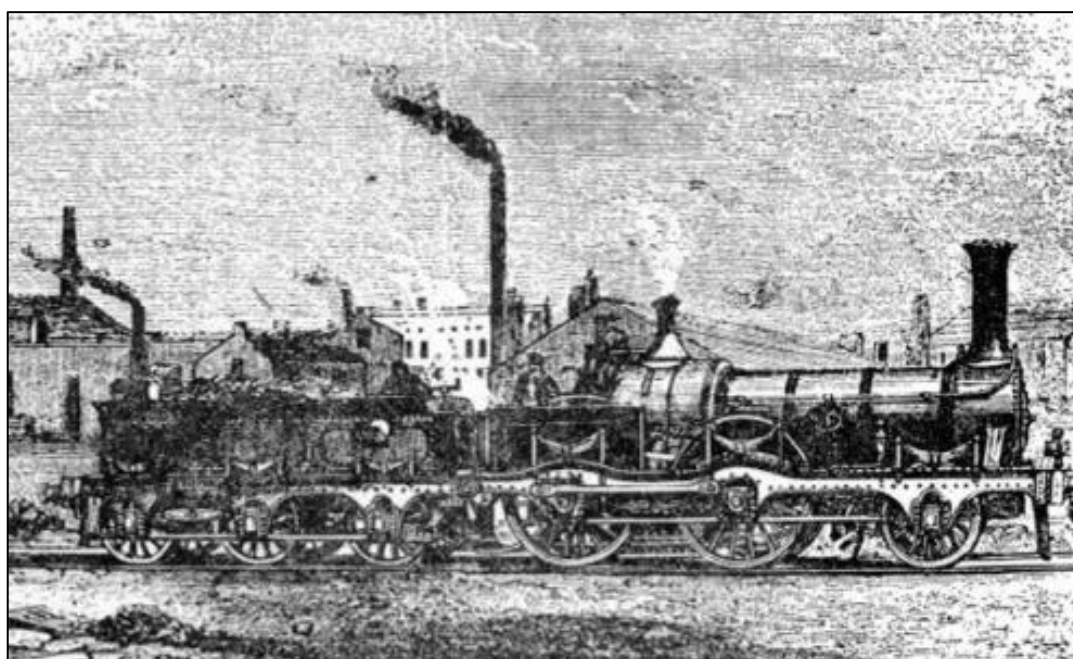


Plate 7 Steam Locomotives, specimen of locomotive engineered by W. Fairbairn and Sons, Manchester, 1840

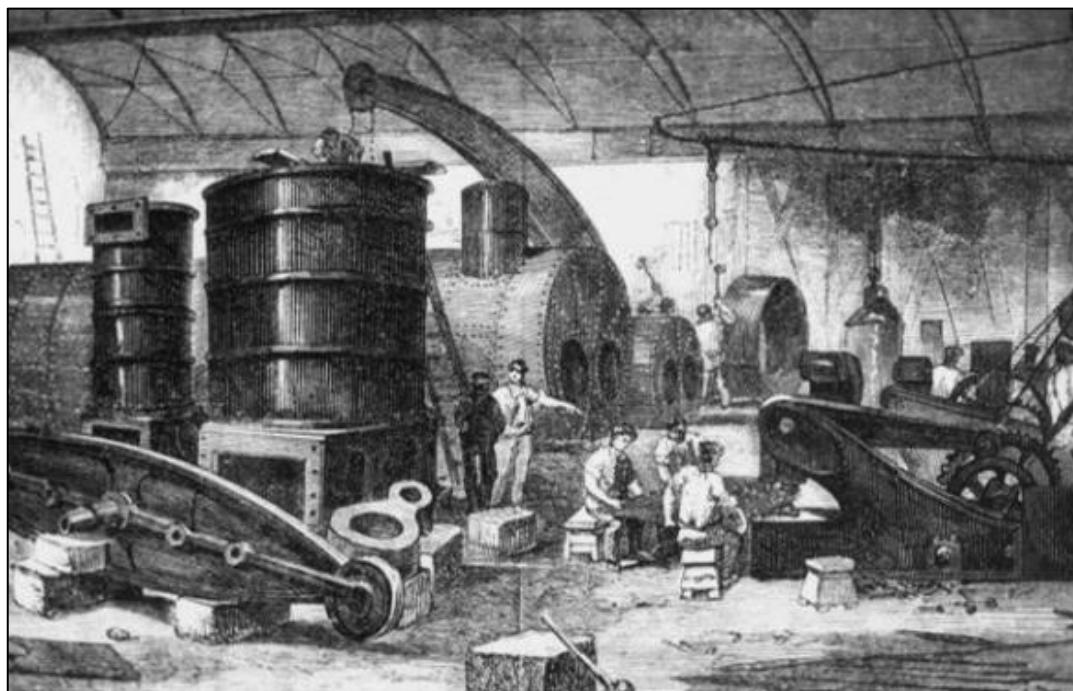


Plate 8 Fairbairn's boiler shop, 1853

- 7.9.7 The Ordnance Survey map of 1851 shows the site in more detail (Plate 9; Figure 5). The houses of Mather Street and Great Ancoats Street remained in use and a larger workshop was built at Mather Street, possibly on the site of the 1817 workshop. The map is the first to show Cross Mather Street, just beyond the southwestern boundary of the site. The works within the site had undergone much redevelopment during this period. Following the dissolved partnership between Fairbairn and Hetherington, Hetherington's iron works and Fairbairn's engineering works operated side-by-side at the site. Hetherington's works had become the Vulcan Iron Works, where mill works and tools were produced. By 1851 Hetherington had 200 employees and his sons joined him in the business in 1854, which resulted in a name change to Hetherington & Sons. The Vulcan Iron Works expanded to Pollard Street in 1856 (Science Museum Group, n.d.).
- 7.9.8 Fairbairn's premises at Mather Street became known as Shooter's Brook Iron Works No. 2 and was one of several premises owned by the firm. During the 1850s, Fairbairn became interested in safety in the workplace due to the accidents caused by machinery and so Fairbairn began the Manchester Steam Users' Association in 1854. In the same year, Fairbairn came the president of the Institution of Mechanical Engineers (Science Museum Group, n.d.). Adshead's map of 1851 shows the works, with Fairbairn's Foundry at Mather Street and Hetherington's Vulcan Works at Store Street (Plate 10). Both works were accessed via Back Mather Street. Great Ancoats Street is shown to have been lined with shops on Adshead's map of 1851. A row of terraced houses had been constructed behind the shops at Great Ancoats Street. The Rose & Crown public house was located at the junction between Great Ancoats Street and Store Street on the mid-19th century maps.



Plate 9 Extract from the 1:1056 Ordnance Survey map of 1851

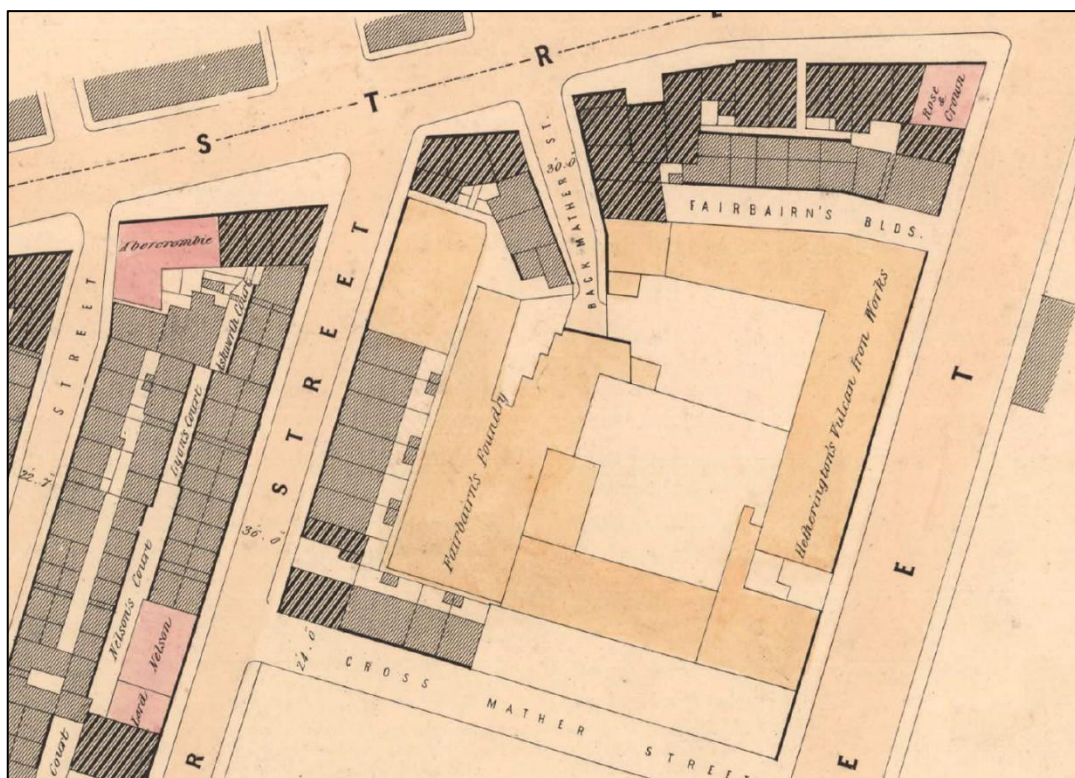


Plate 10 Extract from Adshead's map of 1851

- 7.9.9 Fairbairn and his works remained active throughout the 1850s and 1860s. From 1855 to 1860 Fairbairn was the president of the Manchester Literary and Philosophical Society and he published several works regarding engineering, including a handbook for engineers in 1856, an examination of the properties of iron in 1861, and a treatise on mills between 1861 and 1863 (Science Museum Group, n.d.). Fairbairn turned down a knighthood in 1861 and became a Baronet in 1869. Slater's directory of 1867 recorded Fairbairn & Sons at Canal Street and at Back Mather Street. John Hetherington's son, Joseph, was listed as a machine maker at Store Street on Slater's directory of 1867. William Fairbairn died in 1874 and an impressive funeral procession was arranged in Manchester. Due to the significance of his contributions, much of his work is held within museums and archives, including his notebook, which is held at the Manchester Science Museum (Science Museum Group, n.d.).
- 7.9.10 Hetherington's company continued into the 1870s and was included on Slater's directory of 1879; however, the Store Street works was no longer included with the address. Hetherington & Sons had likely left the works at Store Street between 1867 and 1879, but continued business at Vulcan Works at Pollard Street. The Ordnance Survey map of 1891 shows the foundry had been developed since the 1850s; however, the map marks the premises as 'disused'. Several of the buildings visible on the 1851 map remained extant, including buildings fronting Store Street and the buildings to the rear of the shops at Great Ancoats Street. Houses at Mather Street had been demolished and replaced by warehouses. The main changes to the iron works were located within the former timber and boiler yards of the works and the buildings formerly located at Cross Mather Street had been demolished.

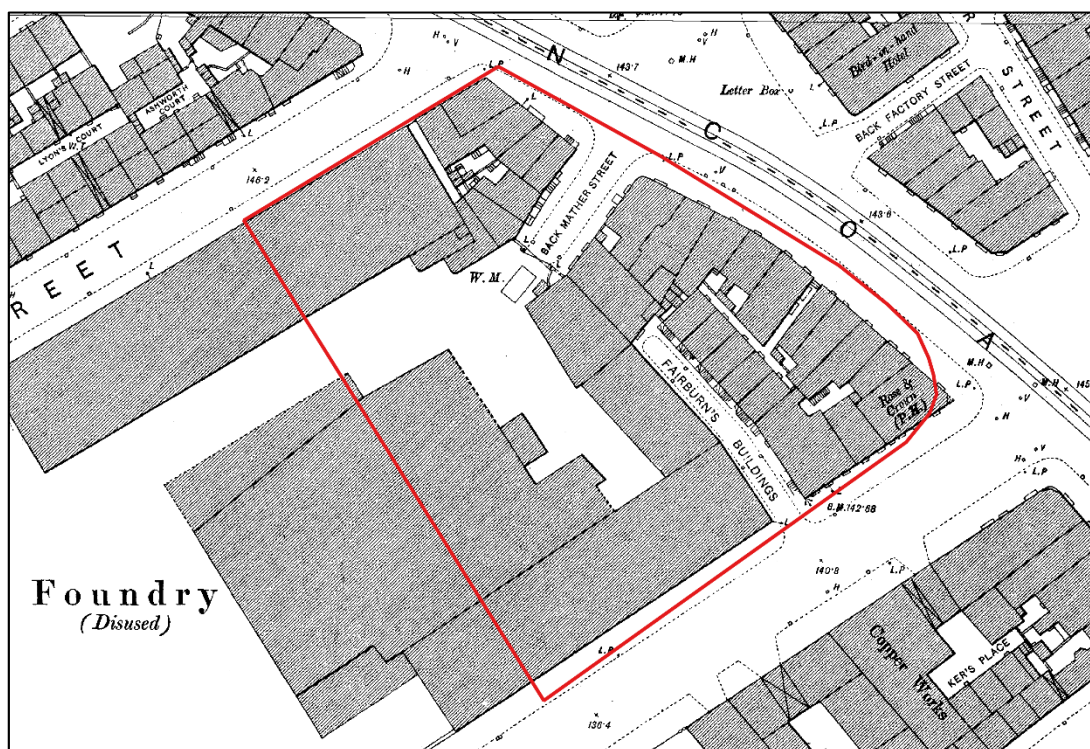


Plate 11 Extract from the 1:500 Ordnance Survey map of 1891

- 7.9.11 Following the closure of the foundry, the buildings associated with the works were reused for warehouses. Many of the yards were infilled with additional buildings; however, the buildings of the works were maintained. A photograph taken of the shop at the corner of Mather Street and Great Ancoats Street shows the wall of a warehouse and a chimney in the background. The warehouse is visible on maps from the mid-19th century and remains within the site (Plate 12).



Plate 12 No. 40 Mather Street and No. 136 Gt. Ancoats Street, with chimney of the Iron & Steel Warehouse visible in the background, 1902

- 7.9.12 The Ordnance Survey map of 1908 shows the shops and houses fronting Great Ancoats Street and an Iron and Steel Warehouse within the site (Plate 13; Figure 7). The warehouse is shown as one large building; however, the premises comprises numerous smaller buildings, which are visible on Goad's Insurance Plan of 1928 (Plate 14). Goad's plan lists C. C. Dunkerley & Co. as the occupiers of premises. The warehouse visible in the photograph dated to 1902 is shown as a riveting warehouse. Travelling cranes are shown and offices were located at Store Street. The largest warehouse was the girder warehouse, which had two travelling cranes. Goad's map also shows a lodging house, the Rose & Crown public house, an upholstery warehouse and a drug store along Great Ancoats Street.



Plate 13 Extract from the 1:2500 Ordnance Survey map of 1908

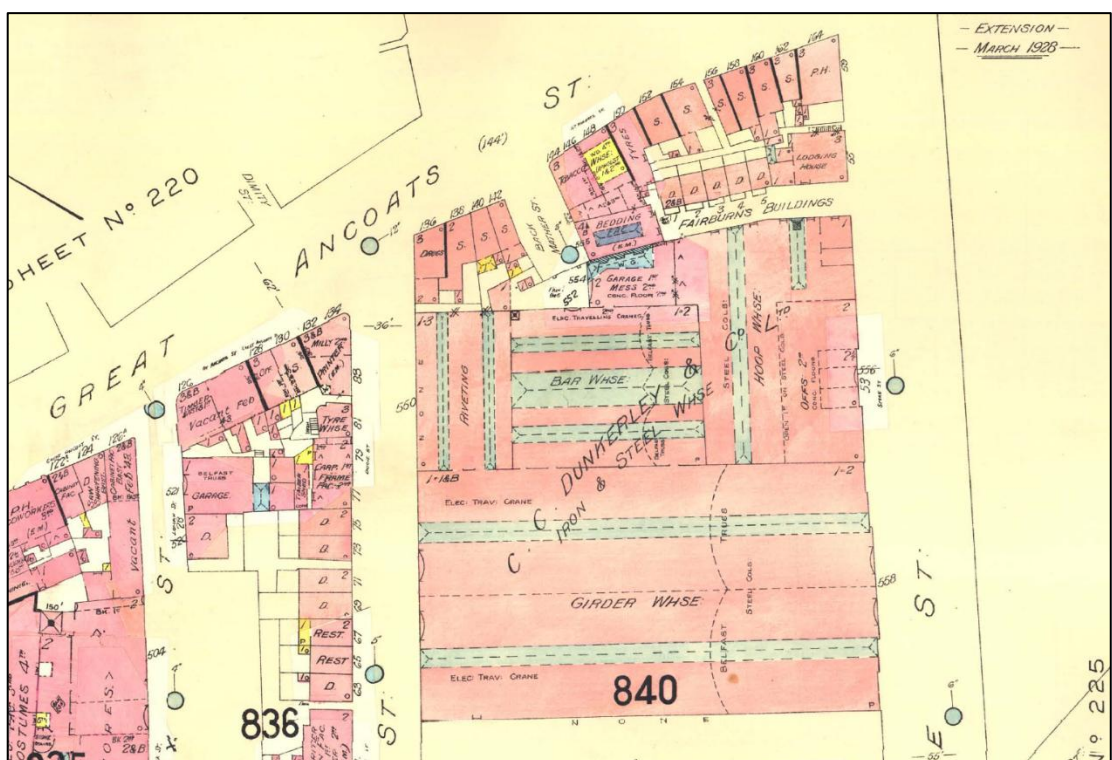


Plate 14 Extract from Goad's Insurance Plan of 1928

- 7.9.13 The site saw little change during the 20th century. The Ordnance Survey maps of 1955 and 1965 shows the warehouse within the site along with the buildings fronting Great Ancoats Street (Plate 13; Figure 9). The Rose & Crown public house was photographed in 1966 and the surrounding buildings are visible within the shot, including the 19th-century warehouses and offices at Store Street (Plate 16).

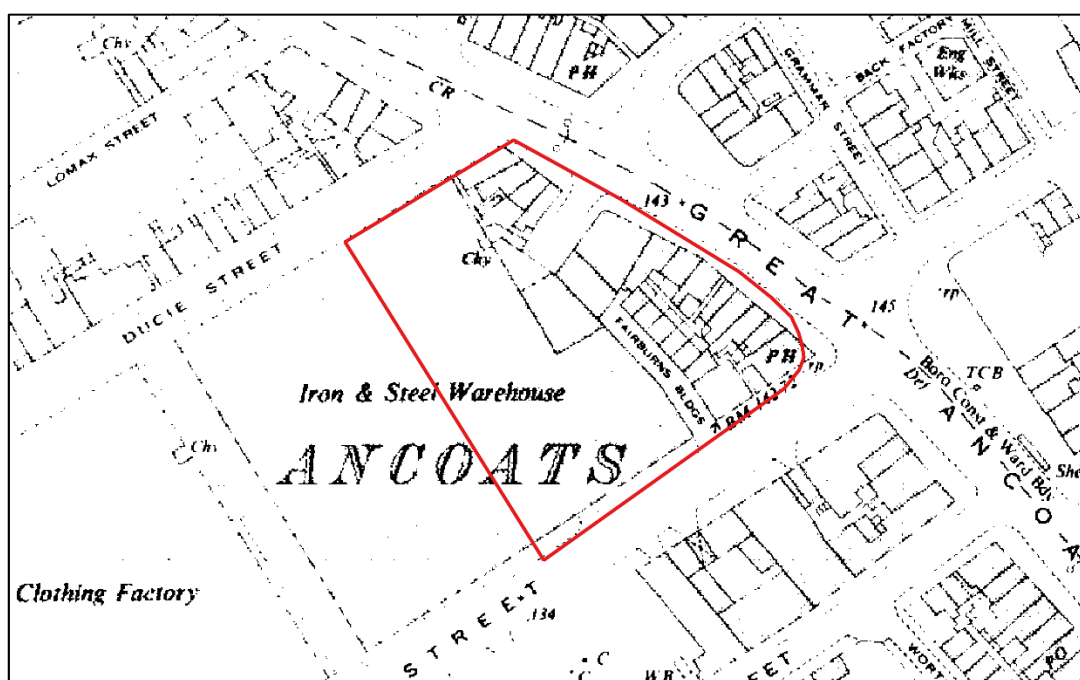


Plate 15 Extract from the 1:2500 Ordnance Survey map of 1955



Plate 16 Rose & Crown at the corner of Store Street and Great Ancoats Street, 1966

- 7.9.14 A photograph taken in 1966 shows the houses at Fairburns Buildings (formerly Fairbairn's Buildings) within the site (Plate 17). The buildings include the lodging house seen on Goad's plan of 1928 and the terraced houses to the rear of Great Ancoats Street.



Plate 17 Fairbairn's Buildings, or "Fairburns Buildings", 1966

- 7.9.15 The buildings fronting Great Ancoats Street were demolished in the late 20th century and the site of these buildings has been used as a car park since their demolition. The warehouses and offices formerly belonging to the iron works remain extant. The offices shown on Goad's map are visible at Store Street and were likely original part of the Vulcan Iron Works (Plate 18). Remains of 19th-century walls can be seen in the phases of the warehouses at Ducie Street (Plate 19) and the wall of the same warehouse appears the same it did in the photograph taken in 1902 (Plate 20; Plate 12)).



Plate 18 View of the 19th-century offices at Store Street



Plate 19 View of the remains of Fairbairn's works at Ducie Street (formerly Mather Street)



Plate 20 View of 19th-century works at Ducie Street (formerly Mather Street), with view matching that seen in the 1902 photograph of Mather Street

7.10 Aerial Photographs

- 7.10.1 A review of aerial photographs (APs) held at the Historic England Archive in Swindon was carried out as part of the baseline assessment. The photographs demonstrate the various phases of activity within the site due to the differences in roof construction; however, no additional heritage assets have been identified through the review of the aerial photographs.

8 PREVIOUS IMPACTS AND SURVIVAL

- 8.1.1 Many of the structures associated with Fairbairn's and Hetherington's works survive within the site as standing buildings. Beyond these structures, earlier phases of the iron works likely survive beneath the warehouses, although some of the archaeological remains may have been affected by later phases of development. The buildings at Great Ancoats Street, including the public house, shops and houses likely survive within the site as below-ground remains due to the lack of development in this area since their demolition.

9 ARCHAEOLOGICAL POTENTIAL AND SIGNIFICANCE

9.1 Introduction

- 9.1.1 In total, 73 heritage assets have been identified within the study area from the HER and through the desk-based assessment. Of these, 9 are located within the site. The majority of the archaeological sites within the study area developed as a result of the industrial development and expansion of Manchester from the 18th to 20th centuries. The potential archaeological sites located within the site include the remains of the iron works (OA 1, OA 5, and OA 6), the culverted course of Shooter's Brook (OA 2), houses and shops along Great Ancoats Street, Back Mather Street and at Fairbairn's Buildings (OA 3, OA 8 and OA 9), the Rose and Crown public house (OA 4) and 18th-century buildings at Shooter's Brook (OA 7).

9.2 Criteria

- 9.2.1 An accepted methodology for assessing the significance of potential archaeological sites not protected by a statutory designation is the use of the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979 (DCMS, 2010). These criteria consider archaeological interest, historical interest, period, rarity, documentations/finds, group value, survival/condition, fragility/vulnerability, diversity and potential.
- 9.2.2 *Archaeological interest* – The site is considered to be of high archaeological interest. The site includes the standing remains of the Iron Works, which have been reused for warehousing. Earlier phases of the iron works may also survive within the site.
- 9.2.3 *Historical interest* – The site holds high historical interest. The site is associated with one of William Fairbairn's earliest iron works, where he began operations in c 1817. Fairbairn is widely recognised as one of the most notable engineers of the 19th century. The Scottish Engineering Hall of Fame state "William Fairbairn was the greatest mill-builder and experimental engineer of the middle quarters of the nineteenth century" (Scottish Engineering Hall of Fame, n.d.). After Fairbairn's death, a statue of him was erected the Manchester Town Hall and a bust of Fairburn stands at Manchester Museum of Science & Engineering (prestwich.org, n.d.).
- 9.2.4 *Period* – The site is considered to be significant due to period. The buildings within the site date to the 19th century, which was a significant period in the development of Manchester, particularly as the site is directly linked to experimental engineering and mill construction of the period. Any remains dating to the pre-industrial period would be of interest and would contribute to the understanding of the town's development during these periods; however, potential for these earlier remains is low.
- 9.2.5 *Rarity* – Remains of 19th-century structures, particularly industrial works were fairly common across Manchester; however, many 19th-century iron works have been demolished entirely. The buildings within the site contain standing

remains of the iron works, and therefore the remains and archaeological potential of the site may be considered somewhat rare. Archaeological remains associated with the houses, shops and public house fronting Great Ancoats Street may not be considered significant due to rarity.

- 9.2.6 *Documentation/finds* – Existing records contribute to the significance of the archaeological remains within the site, as the documents detail the life of William Fairbairn and his significance in the development of engineering.
- 9.2.7 *Group value* – Remains within the site are most likely to comprise structural remains associated with 19th-century iron works occupied by Fairbairn and his various partners. Different phases of the site may survive and different buildings, such as warehouses and offices, survive as standing remains. The various elements of the iron works share a group value. Other remains within the site, such as the houses and shops, are contemporary with the works and may have housed the workers. There may therefore be some group value between the works and the workers' houses.
- 9.2.8 *Survival/condition* – Remains pre-dating the industrial period are very unlikely to survive within the site due to the construction of the iron works. Buildings and walls associated with the iron works survive within the site. Below-ground remains of earlier phases of the works likely survive within the site.
- 9.2.9 *Fragility/vulnerability* – Any surviving archaeological remains are at risk of being damaged or destroyed due to the proposed development.
- 9.2.10 *Diversity* – The possible surviving remains within the site are not considered to be diverse.
- 9.2.11 *Potential* – The warehouse within the site dates to the 19th century and was part of Fairbairn's iron works. The site therefore offers the potential to further understand the work of the engineer. Furthermore, the site presents the opportunity to contribute to research questions within the North West Regional Research Framework (NWRRF), including "Ind58: How have industrial buildings adapted to new technology and processes?". The potential for any remains dating to the prehistoric, Roman or medieval periods is considered to be low. This is due to the later development that would have damaged or destroyed earlier remains.

9.3 Potential and Significance

- 9.3.1 The significance assessment indicates that the site is of medium significance due to the association with William Fairbairn and the standing remains of the iron works. The site is of both historical and archaeological interest and has the potential to contribute to research questions within the NWRRF.

10 POTENTIAL IMPACTS

- 10.1.1 Current proposals for the development site include the demolition of all structures within the site and the erection of two high-rise residential blocks with basements and landscaping. The delivery of the development will therefore remove all 19th-century buildings within the site and include ground-

breaking and earth-moving works which will remove any archaeological remains within the site.

- 10.1.2 The assessment has demonstrated that the site contains remains of medium significance which will be destroyed as part of the proposed scheme. The impact of the proposed development upon remains of medium significance is therefore considered to be moderate. The impact of the proposed scheme upon remains of low significance, such as the houses and shops at Great Ancoats Street would be minor.

11 POTENTIAL FOR FURTHER WORK

- 11.1.1 It is anticipated that further work will be required. The scope of any further archaeological investigation will be determined in consultation with Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.

12 CONCLUSION

- 12.1.1 The desk-based assessment has provided a historical background to the site and has evaluated the archaeological potential of the site. Remains of the iron works are of medium significance and the impact is considered to be moderate. Remains of houses and shops within the site are considered to be of low significance and the impact upon these remains would be minor. It is therefore likely that further archaeological work will be required at the site; however, this decision will be determined by GMAAS.

APPENDIX A GAZETTEER OF KNOWN HERITAGE ASSETS WITHIN THE STUDY AREA

Abbreviations

LB	Listed Building	SM	Scheduled Monument
RPG	Registered Park and Garden	RB	Registered Battlefield
CA	Conservation Area	WHS	World Heritage Sites

OA Number	HER Ref	List Entry	Name	Grade	Period	Easting	Northing
1	11406.1.0	-	Iron and steel warehouse (former)	-	19 th century	38509	39823
2	-	-	Culverted Shooter's Brook	-	19 th century	385145	398235
3	-	-	Houses and shops at Great Ancoats Street	-	19 th century	385154	398254
4	-	-	The Rose and Crown public house	-	19 th century	385174	398241
5	-	-	Shooter's Brook Iron Works No.2 (Fairbairn's Foundry)	-	19 th century	385090	398250
6	-	-	Vulcan Iron Works	-	19 th century	385109	398220
7	-	-	18 th -century buildings at Shooter's Brook	-	18 th century	385145	398243
8	-	-	Fairbairn's Buildings	-	19 th century	385155	398242
9	-	-	Houses at Back Mather Street	-	19 th century	385114	398265
10	1387.1.0	1270666	Store Street Aqueduct	LB II*	18 th century	38500	39811
11	2152.1.0	1293172	Crusader Works	LB II	19 th century	385130	398025
12	11336.2.0	1200857	Stable block to southeast of Junction Lead Mills	LB II	19 th century	384957	398166
13	11336.1.0	1217852	Former Junction Works at Paradise Wharf	LB II	19 th century	384917	398185
14	12061.1.0	1282990	32 and 34 Laystall Street	LB II	19 th century	384982	398253
15	12089.1.0	1247479	Rochdale Canal Lock Number 83	LB II	19 th century	384879	398353
16	12090.1.0	1270859	Rochdale Canal Towpath Footbridge	LB II	19 th century	384917	398393
17	6457.1.0	1247485	Rochdale Canal Lock Number 82	LB II	19 th century	384956	398450
18	2119.1.0	1207994	Brownsfield Mill	LB II*	19 th century	384891	398399
19	11421.1.0	1197830	Ashton Canal Towpath Bridge	LB II	19 th century	385345	398229

20	8280.1.0	1197829	Ashton Canal Lock Number 1	LB II	18 th century	385293	398173
21	11422.1.0	1207654	Ashton Canal Lock Number 2	LB II	18 th century	385395	398237
22	11422.2.0	1279636	Ashton Canal Lock Keepers Cottage	LB II	19 th century	385367	398227
23	24.1.0	-	Manchester to Castleshaw Roman road (stretch of)	-	Roman	38673	39929
24	1386.2.0	-	Rochdale Canal	-	19 th century	38422	39816
25	2022.1.0	-	Walker's Buildings, Ancoats (site of)	-	19 th century	38493	39823
26	2045.1.0	-	York Mill (site of)	-	20 th century	38537	39834
27	2113.1.0	-	Warehouse/ storehouse (site of)	-	19 th century	38484	39832
28	6361.1.0	-	Ashton Canal	-	18 th century	38931	39821
29	6456.1.0	-	Rochdale Canal Road Bridge (Great Ancoats Street)	-	19 th century	38494	39842
30	11312.1.0	-	Ashton Canal/ Rochdale Canal junction	-	18 th century	38482	39812
31	11313.1.0	-	Canal basin on Ashton Canal	-	18 th century	385190	398151
32	11314.1.0	-	Jutland Street Bridge	-	19 th century	38487	39811
33	11315.1.0	-	Paradise Wharf	-	18 th century	384908	398152
34	24.1.8	-	Roman road (line of?)	-	Roman	38492	39806
35	11413.1.0	-	Ancoats Chapel (site of)	-	19 th century	38534	39804
36	11414.1.0	-	Tarpaulin/ saddlery works (site of)	-	20 th century	38506	39812
37	11415.1.0	-	Stone wharf	-	19 th century	38508	39814
38	11417.1.0	-	Pollard Street Mill (site of)	-	19 th century	38533	39813
39	11418.1.0	-	Pollard Street Fire Station/ 11 Pollard Street (site of)	-	19 th century	38540	39816
40	11424.1.0	-	Canal arm from the Ashton Canal (Pollard's canal branch) (site of)	-	19 th century	385379	398177
41	11424.1.1	-	Canal arm from the Ashton Canal (Soho canal branch) (site of)	-	19 th century	38547	39816
42	11698.1.0	-	Former wire mill (site of)	-	19 th century	38501	39829
43	12316.1.0	-	Ancoats Lower Branch (Ashton Canal) (site of)	-	19 th century	38540	39833
44	12330.1.0	-	Ashton Canal, Islington Branch (site of)	-	19 th century	38531	39843
45	12331.1.0	-	Allum Street Mill (Imperial Mill) (site of)	-	19 th century	38509	39849
46	12404.1.0	-	Piccadilly Basin Development Phase II, Rochdale Canal	-	19 th century	38485	39832
47	16160.1.0	-	Coal wharf	-	19 th century	38529	39840
48	16161.1.0	-	Coal wharf (site of)	-	19 th century	38526	39839
49	16167.1.0	-	Moore's Mill (site of)	-	19 th century	38526	39827

50	16168.1.0	-	Industrial school/ technical school (site of)	-	19 th century	38528	39826
51	16169.1.0	-	Terraced housing on former Back Mill Street/ Bradley Street (site of)	-	18 th century	38527	39824
52	16170.1.0	-	Back-to-back housing on former Bradley Street (site of)	-	19 th century	38526	39821
53	16171.1.0	-	Goolden's Buildings (site of)	-	19 th century	38530	39819
54	16172.1.0	-	Terraced housing on Old Mill Street (site of)	-	19 th century	38531	39832
55	16173.1.0	-	Terraced housing on Vesta Street (site of)	-	19 th century	38533	39829
56	16174.1.0	-	Spindle works (site of)	-	19 th century	38535	39826
57	16175.1.0	-	Ashton Canal – sub-branch off Islington Branch (site of)	-	19 th century	38533	39827
58	16504.1.0	-	Warehouse/ storehouse (site of)	-	19 th century	38484	39833
59	16505.1.0	-	Rochdale Canal – part of wall forming original northern bank (remains of)	-	19 th century	38484	39830
60	16923.1.0	-	Store Street Iron Works (site of)	-	19 th century	38486	39807
61	17302.1.0	-	Workers' housing on Aspden Street (site of)	-	19 th century	38514	39798
62	17303.1.0	-	Workers' housing on Fletcher Street (site of)	-	19 th century	38518	39800
63	17304.1.0	-	Workers' housing on Longacre Street and Aspden Street (site of)	-	19 th century	38515	39796
64	17305.1.0	-	Workers' housing on Paris Street (site of)	-	19 th century	38516	39794
65	17306.1.0	-	Workers' housing on Heyrod Street and Paris Street (site of)	-	19 th century	38517	39792
66	17307.1.0	-	Churchgate Buildings (institute, Sunday school and lads club) (site of)	-	19 th century	38520	39796
67	17308.1.0	-	Forty Row (originally Riders Row) (terrace) (site of)	-	19 th century	38524	39802
68	17312.1.0	-	Fields/ field boundaries in Ancoats (site of)	-	Post medieval	38542	39826
69	17373.1.0	-	Shooter's Brook Iron Foundry (site of)	-	18 th century	38515	39836
70	19007.1.0	-	Allum Street Foundry (site of)	-	19 th century	38504	39850
71	19008.1.0	-	Oil cloth manufactory (site of)	-	19 th century	38500	39847
72	19009.1.0	-	Machine manufactory (site of)	-	19 th century	38496	39845
73	19010.1.0	-	Iron foundry (site of)	-	19 th century	38499	39843

APPENDIX B FIGURES

Figure 1 Site location

Figure 2 Site boundary superimposed onto Green's map of 1787

Figure 3 Site boundary superimposed onto Swire's map of 1824

Figure 4 Site boundary superimposed onto Bancks & Co.'s map of 1832

Figure 5 Site boundary superimposed onto the Ordnance Survey 1:10560 map of 1851

Figure 6 Site boundary superimposed onto the Ordnance Survey 1:500 map of 1891

Figure 7 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1908

Figure 8 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1922

Figure 9 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1955

Figure 10 Locations of HER entries within the study area

Figure 11 Modern map showing locations of listed buildings within the study area

Figure 12 Modern map showing location of additional gazetteer entries (OA 1 - OA 4; OA 7)

Figure 13 Modern map showing location of additional gazetteer entries (OA 5 - OA 6; OA 7 – OA 8)

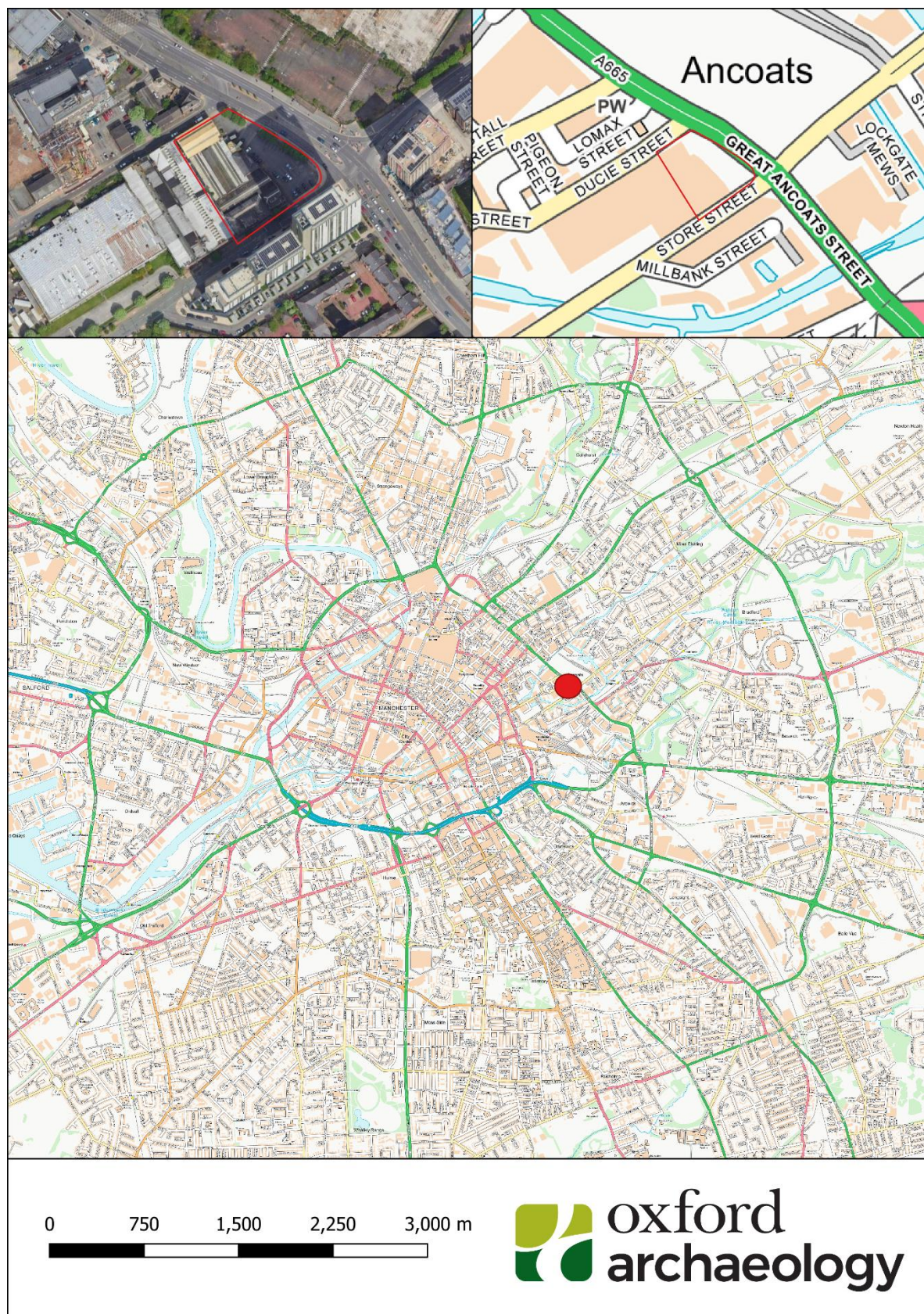


Figure 1 Site location

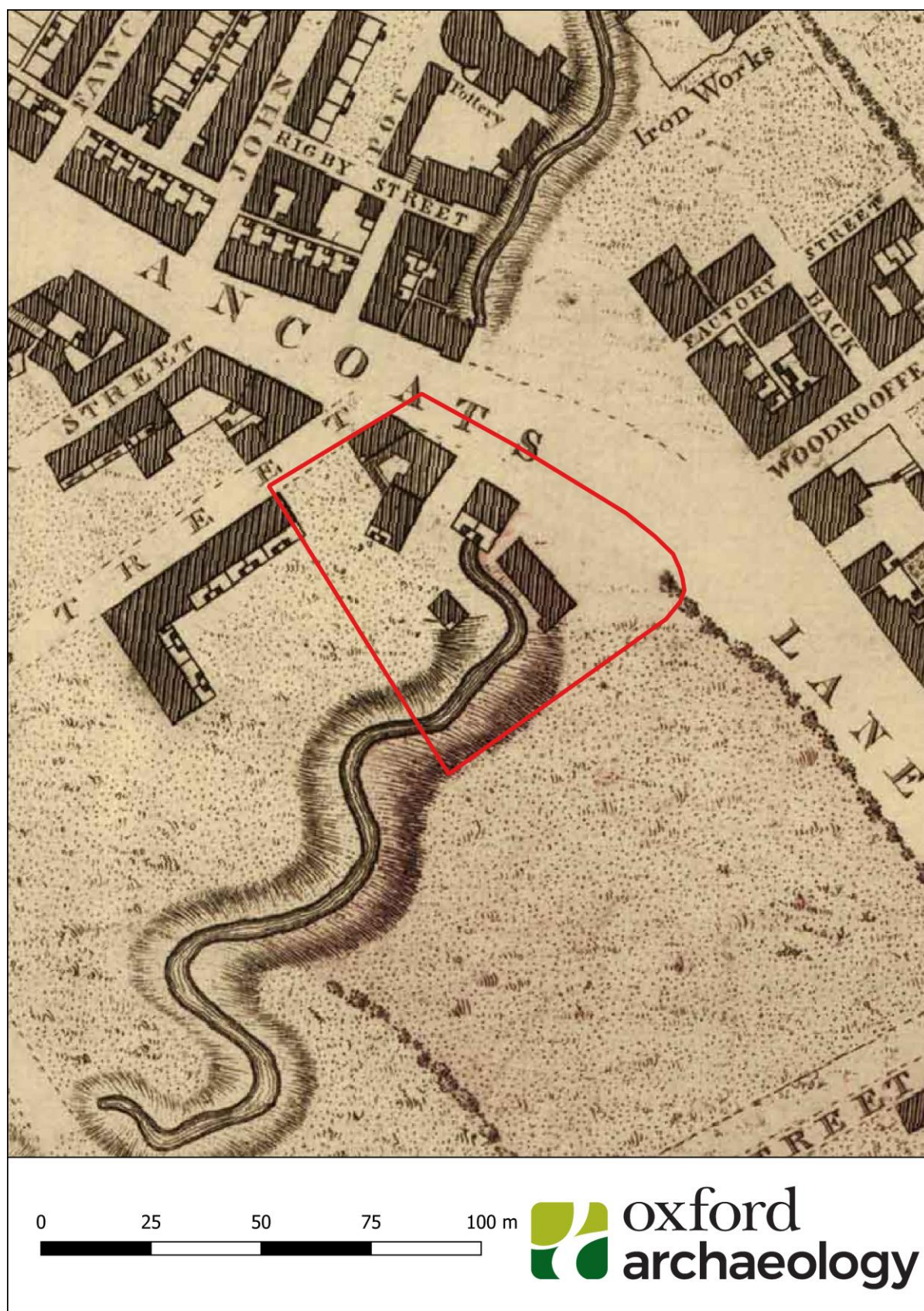


Figure 2 Site boundary superimposed onto Green's map of 1787

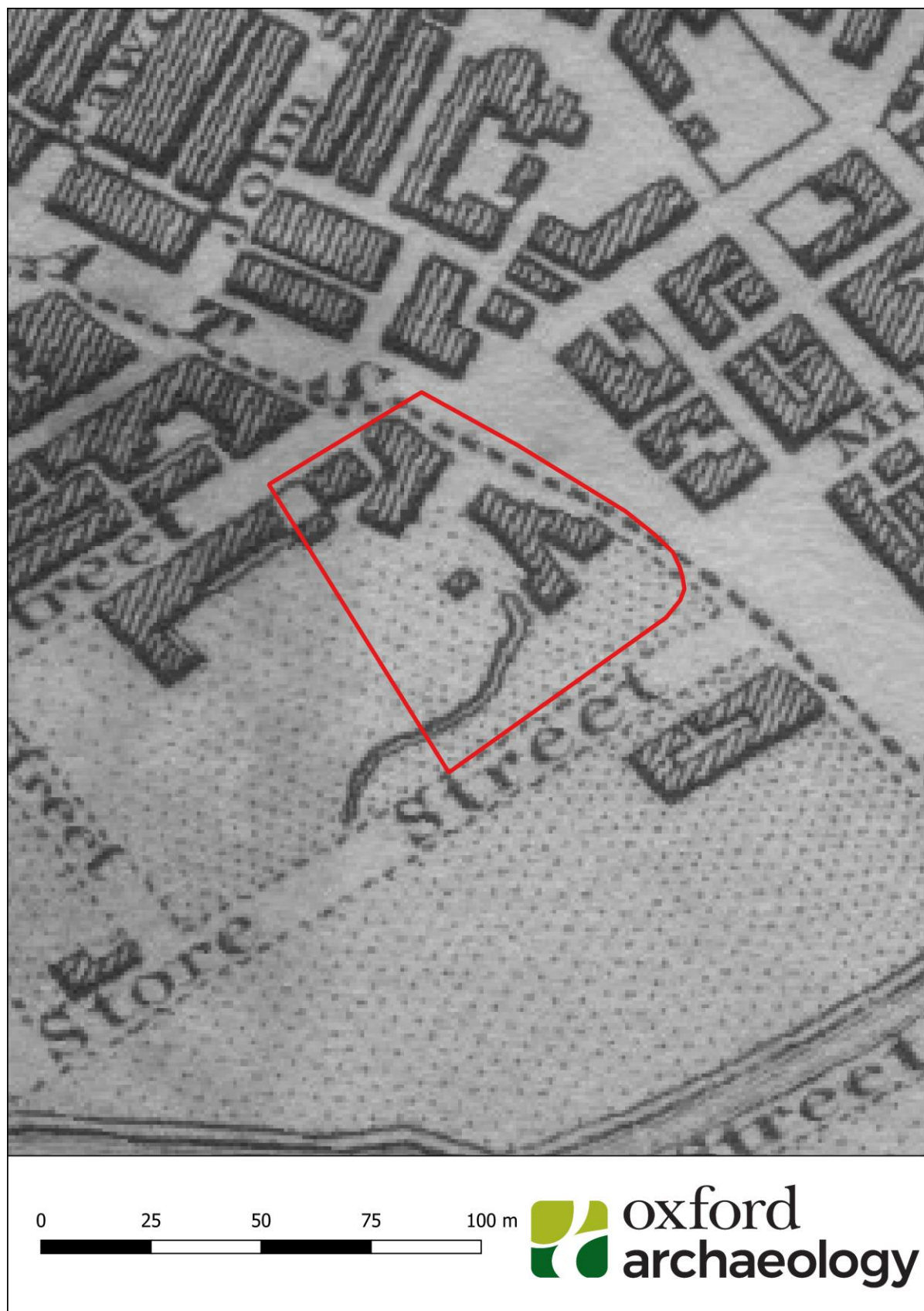


Figure 3 Site boundary superimposed onto Swire's map of 1824



Figure 4 Site boundary superimposed onto Bancks & Co.'s map of 1832



Figure 5 Site boundary superimposed onto the Ordnance Survey 1:10560 map of 1851

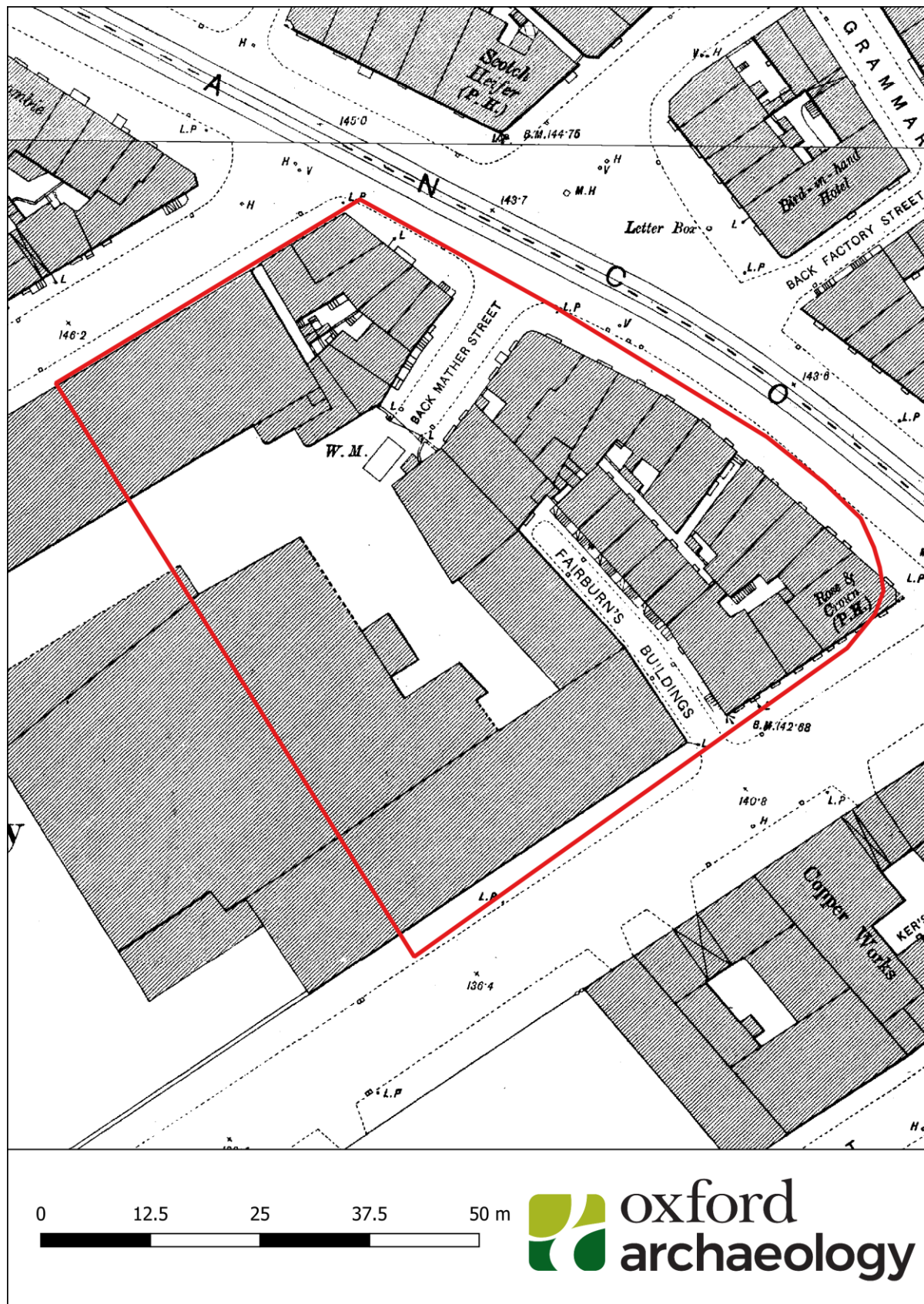


Figure 6 Site boundary superimposed onto the Ordnance Survey 1:500 map of 1891

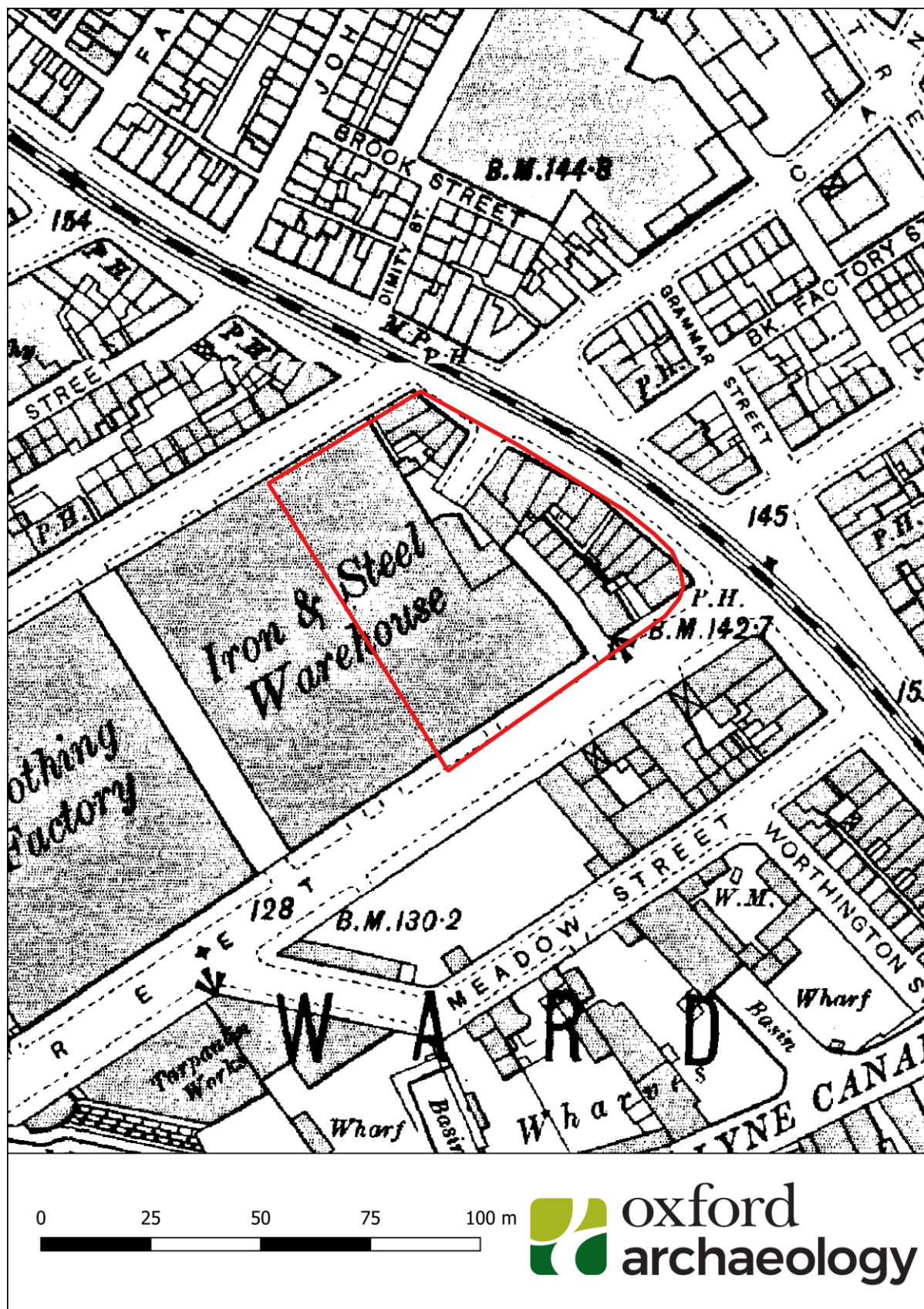


Figure 7 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1908

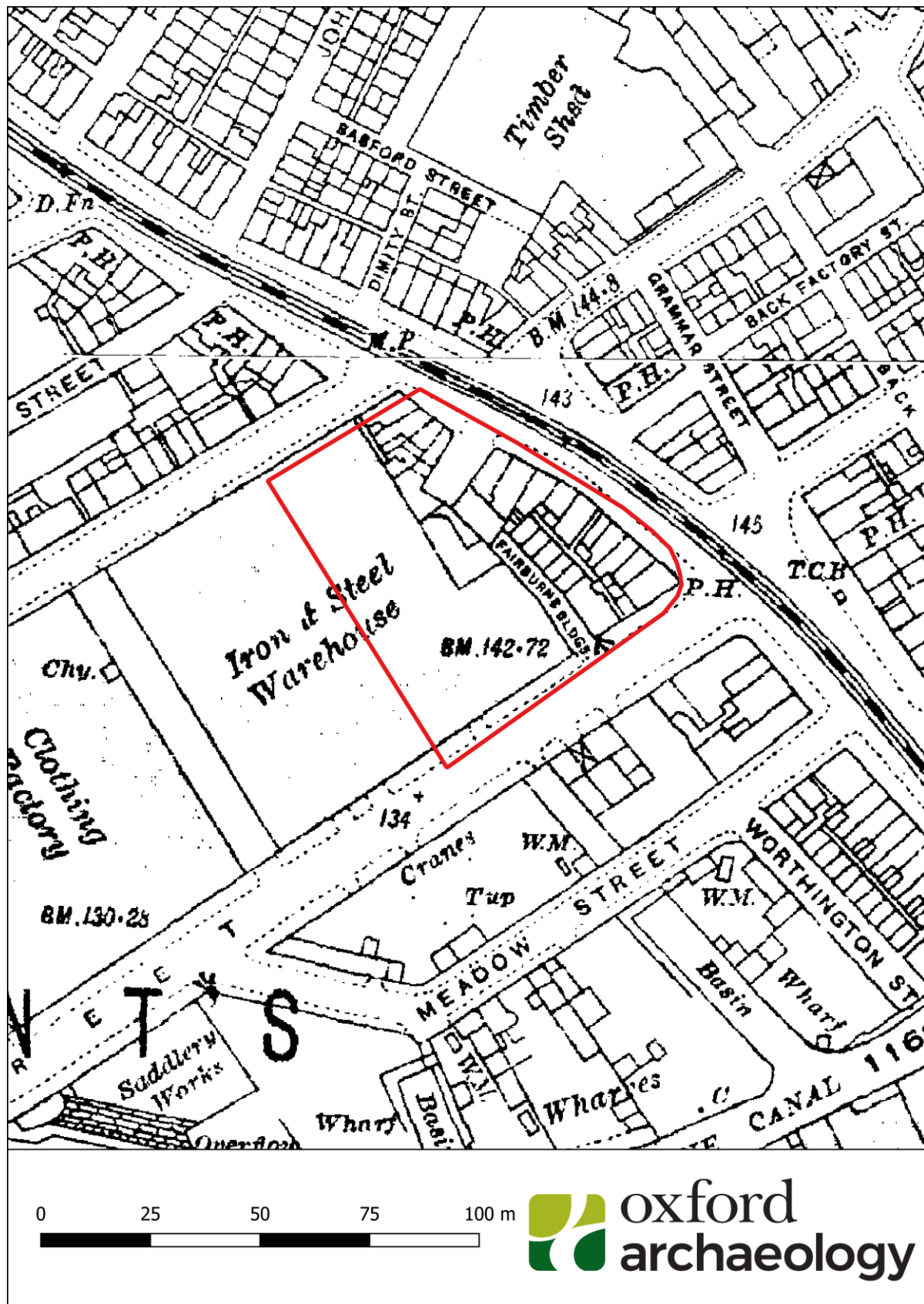


Figure 8 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1922

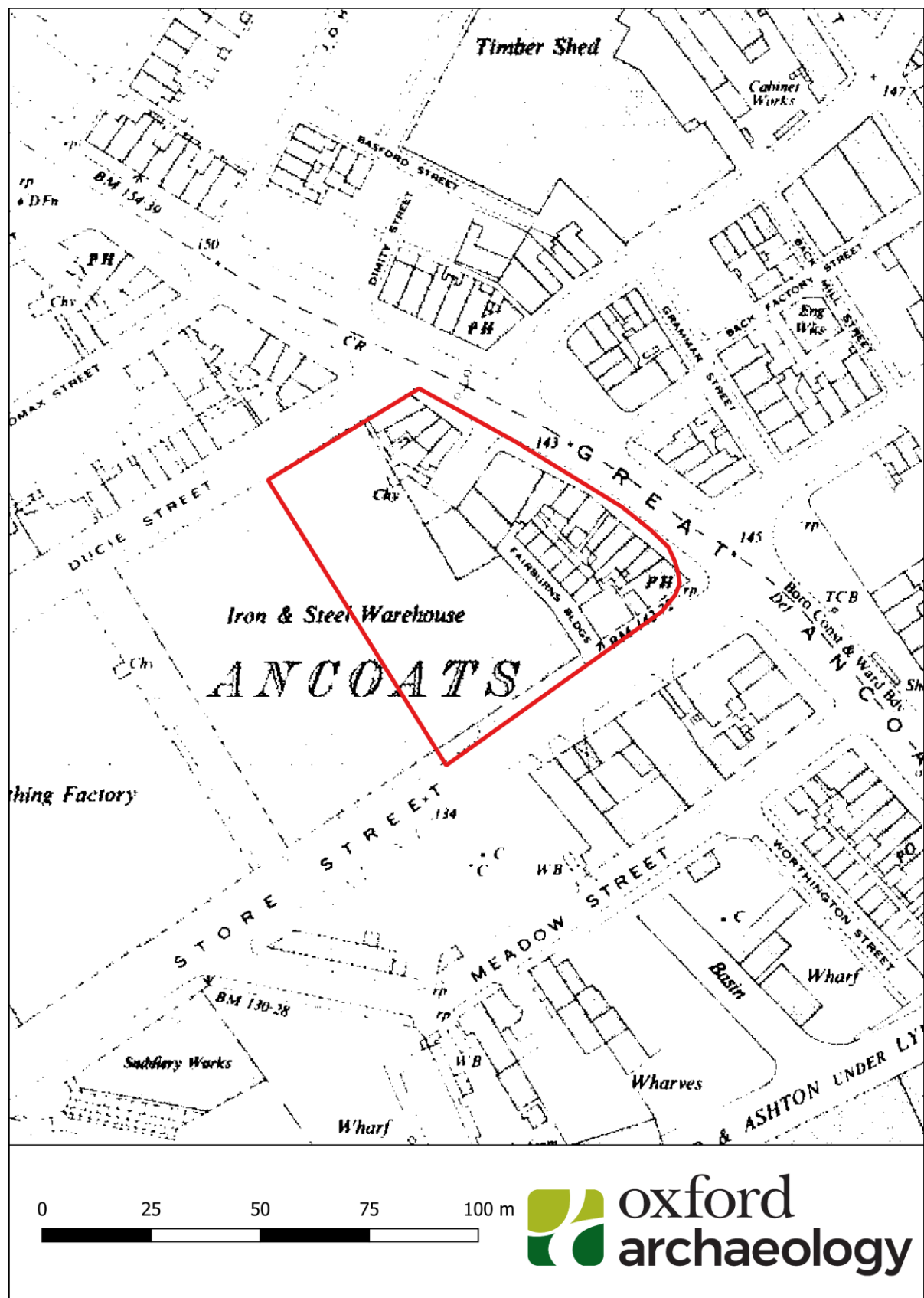


Figure 9 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1955



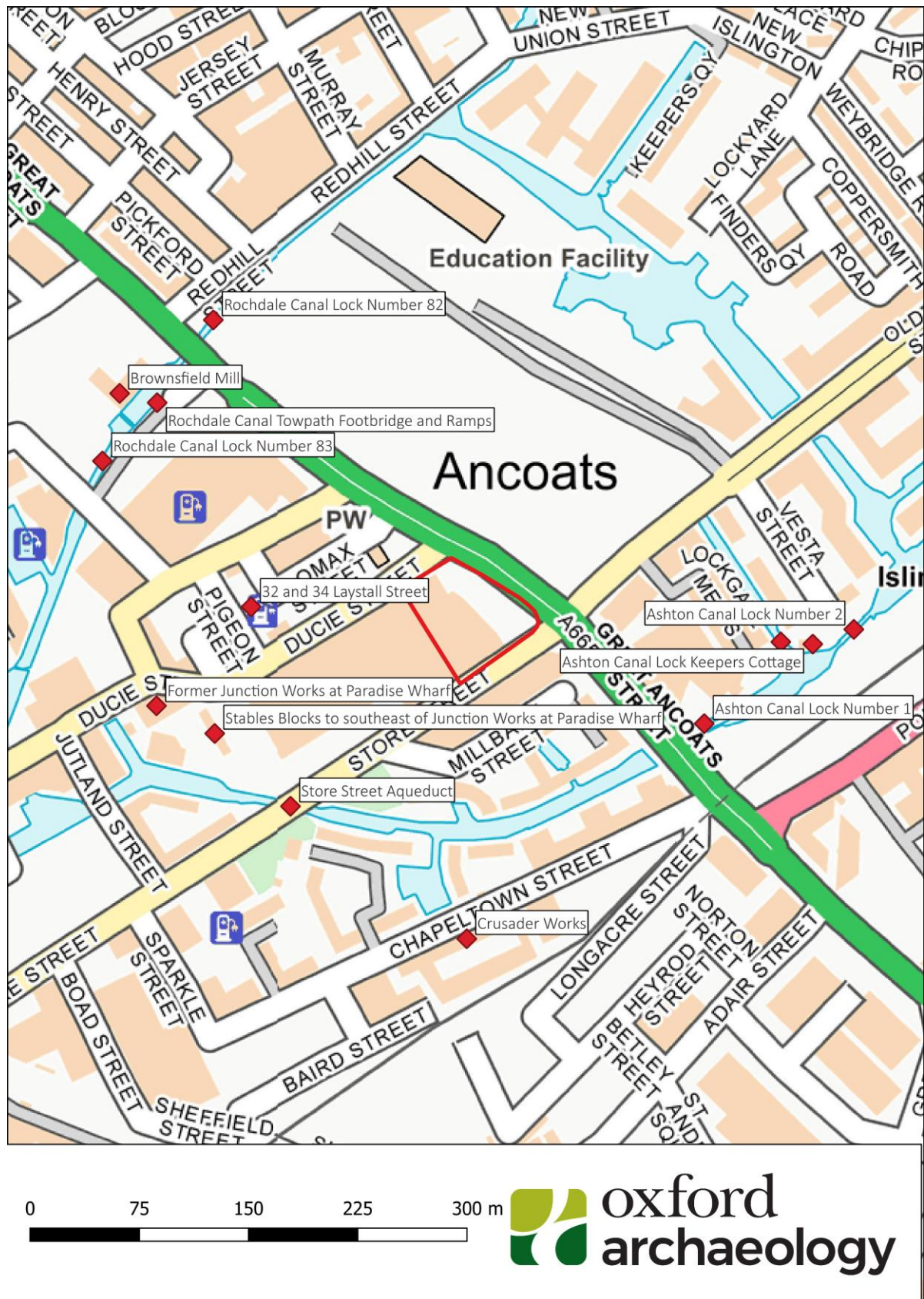


Figure 11 Modern map showing locations of listed buildings within the study area



Figure 12 Modern map showing location of additional gazetteer entries (OA 1 - OA 4; OA 7)



Figure 13 Modern map showing location of additional gazetteer entries (OA 5 - OA 6; OA 8 - OA 9)

APPENDIX C BIBLIOGRAPHY AND LIST OF SOURCES CONSULTED

Cartographic Sources

William Green's *A Plan of Manchester and Salford*, 1787-1794

William Swire's *Map of Manchester and its Environs*, 1824

Banks & Co.'s *A Map of Manchester and Salford*, published 1832

Ordnance Survey 1:1056 1st Edition map, published 1851

Joseph Adshead's *Map of the Town of Manchester*, 1851

Ordnance Survey 1:500 Town Plan, published 1891

Ordnance Survey 1:2500 map published 1908

Ordnance Survey 1:2500 map published 1922

Goad's *Fire Insurance Plan*, 1928

Ordnance Survey 1:2500 map, published 1955

Secondary Sources

Arrowsmith, P. (2016). Roman Gardens, Castlefield, Manchester – An Archaeological assessment for the Castlefield Forum.

Baines, E. (1835). *History of Cotton Manufacture in Great Britain*. London.

BGS. (2024). Geology Viewer. Retrieved November 8, 2024, from https://geologyviewer.bgs.ac.uk/?_ga=2.207782034.1483312967.1701081785-608916982.1701081785

Bruton, F. A. (1909). *The Roman Fort at Manchester*. Manchester.

CIfA. (2020). *Standard and Guidance for historic environment desk-based assessment*. Chartered Institute for Archaeologists.

Cooper, G. (2005). *Salford: An Illustrated History*. Derby: The Breedon Books Publishing Company.

DCMS. (2010). *Scheduled Monuments & nationally important but non-scheduled monuments*. Department of Culture, Media, and Sport.

Dean, R. W., & Pigot, J. (1821-2). *New Directory of Manchester, Salford, &c for 1821-2*. Manchester: Pigot & Dean.

Fairbairn, W., & Pole, W. (1877). *The life of Sir William Fairbairn*. London: Longmans.

Farrer, W., & Brownbill, J. (1911). "Townships: Manchester. In W. Farrer, & J. Brownbill, *A History of the County of Lancaster: Volume 4* (pp. 230-251). London: Victoria County History.

GMAU. (2010). *Greater Manchester Urban Historic Landscape Characterisation: Oldham District Report*. Manchester: Greater Manchester Archaeology Unit.

Graces Guide. (n.d.). William Fairbairn. Retrieved from *Grace's Guide To British Industrial History*: https://www.gracesguide.co.uk/William_Fairbairn

Gregory, R. A. (2007). *Roman Manchester: The University of Manchester's Excavations within the Vicus 2001-5*. Oxford.

- Hylton, S. (2003). *A History of Manchester*. Chichester.
- Lee, C. H. (1972). *A Cotton Enterprise 1795-1840: A History of M'Connel and Kennedy, Fine Cotton Spinners*. Manchester: Manchester University Press.
- Lloyd-Jones, & Lewis, M. J. (1993). *Housing Factory Works: Ancoats in the Early 19th Century*. Manchester Region History Review, 33-6.
- Manchester City Council. (2012). *Manchester's Local Development Framework Core Strategy*. Manchester: Manchester City Council.
- Miller, I., & Wild, C. (2007). *A & G Murray and the Cotton Mills of Ancoats*. Lancaster: Oxford Archaeology North.
- Ministry of Housing, Communities and Local Government. (2019). *Planning Practice Guidance - Historic Environment*. Ministry of Housing, Communities and Local Government.
- Morris, M. (1983). *The Archaeology of Greater Manchester: Medieval Manchester*.
- Muthesius, S. (1982). *The English Terraced House*. New Haven: Yale University Press.
- NPPF. (2023). *National Planning Policy Framework*. Ministry of Housing, Communities and Local Government.
- OA North. (2012). *Beswick Hub, Beswick, Manchester, Greater Manchester: Archaeological Desk-based Assessment*. Lancaster: Oxford Archaeology North.
- prestwich.org. (n.d.). Sir William Fairbairn. Retrieved from Prestwich: <https://prestwich.org.uk/history/people/fairbairn.html>
- Science Museum Group. (n.d.). Fairbairn, William 1789 - 1874 . Retrieved from Science Museum Group: <https://collection.sciencemuseumgroup.org.uk/people/ap16442/fairbairn-william>
- Science Museum Group. (n.d.). John Hetherington & Sons Ltd. Retrieved from Science Museum Group: <https://collection.sciencemuseumgroup.org.uk/people/ap18076/john-hetherington-and-sons-ltd>
- Scottish Engineering Hall of Fame. (n.d.). William Fairbairn. Retrieved from Scottish Engineering Hall of Fame: <https://engineeringhalloffame.org/profile/william-fairbairn>
- UMAU. (2001). *Ashton Canal Corridor, Manchester: An Archaeological Desk-Based Assessment*. University of Manchester: Manchester.

Cambridge office

15 Trafalgar Way,
Bar Hill,
Cambridgeshire, CB23 8SQ
T: +44(0)1223 850500
E: info@oxfordarchaeology.com

Lancaster office

Mill 3,
Moor Lane,
Lancaster, LA11 1QD
T: +44(0)1524 541000
E: info@oxfordarchaeology.com

Oxford office

Janus House,
Osney Mead,
Oxford OX2 0ES
T: +44(0)1865 980700
E: info@oxfordarchaeology.com
W: <http://oxfordarchaeology.com>



*Chief Executive Officer
Ken Welsh, BSc, MCIfA, FSA
Oxford Archaeology Ltd is a
Private Limited Company, No: 1618597
and a Registered Charity, No: 285627*