Government Property Agency

AtkinsRéalis



MANCHESTER DIGITAL CAMPUS

Environmental Statement
Volume 4 - Appendix 13.2: Heritage Statement

NOVEMBER 2024

Notice

This document and its contents have been prepared and are intended solely as information for Government Property Agency and use in relation to Environmental Impact Assessment of the Manchester Digital Campus

AtkinsRéalis UK Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 45 pages including the cover.

Document history

Document title: Environmental Statement Volume 4 -Appendix 13.2 Heritage Statement

Document reference: MDCX-ATR-XX-XX-RP-Z-000038

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Planning submission issue	AS	SH	KS	TC	25/11/24

Contents

1. Introduction 4
2. Legislation and Planning Policy 5
3. Methodology 7
4. Consultation 11
5. Historic development 12
6. Heritage Assets and their Significance 15
7. Design proposals 27
8. Impact Assessment 34
9. Conclusion 42
10. References 43

1. Introduction

This Heritage Statement has been prepared by AtkinsRéalis, on behalf of the Government Property Agency (GPA) as part of an application for full planning permission for the development of a new civil service campus and associated public realm on part of the former Central Retail Park in Ancoats (herein referred to as the 'Proposed Development'). This Heritage Statement will identify the significance of heritage assets potentially affected by the proposals and assess the potential impact of the Proposed Development on the assets.

An Environmental Impact Assessment (EIA) has been undertaken and an Environmental Statement (ES) prepared as part of the application for planning permission. This Heritage Statement forms an appendix to the Historic Environment chapter: ES (Volume 2) Chapter 13. Baseline conditions and potential impacts upon archaeology are considered in the archaeological Desk Based Assessment (DBA) presented at ES (Volume 4) Appendix 13.1. The findings of this assessment are summarised in this report.

This Heritage Statement is supported by the technical appendices to the main ES comprising:

- ES (Volume 4) Appendix 13.1 – Desk Based Assessment
- ES (Volume 4) Appendix 13.3 – Heritage gazetteers
- ES (Volume 5) Figure 13.1 – Location of designated assets
- ES (Volume 5) Figure 13.3 – ZTV and designated assets
- ES (Volume 5) Figure 13.5 – Green's 1794 plan of Manchester
- ES (Volume 5) Figure 13.6 – Edward Baines' 1824 map of Manchester & its environs
- ES (Volume 5) Figure 13.7 – Banck's Co.'s Plan of Manchester & Salford, 1832
- ES (Volume 5) Figure 13.8 – Ordnance Survey 1:1056 map sheet 29, 1851
- ES (Volume 5) Figure 13.9 – 1876 Map of the City of Manchester
- ES (Volume 5) Figure 13.10 – Ordnance Survey 25" map, sheet CIV.7.22, 1891
- ES (Volume 5) Figure 13.11 – Goad Insurance map of Manchester, 1928
- ES (Volume 5) Figure 13.12 – 1941 Bomb map of Manchester

1.1 The Scheme

The Proposed Development is located in the former Central Retail Park in Ancoats (NGR) SJ 85031 98455) and covers an area of approximately 2.8 ha. It is bounded by Great Ancoats Street to the south, Old Mill Street to the east, Hugh Oldham Way to the north and the Rochdale Canal to the west. To the south-east, the remainder of the Central Retail Park site will be subject to a separate application for planning consent. The Proposed Development is currently vacant brownfield land following demolition of the Central Retail Park. Hardstanding of varying levels is now present across the Proposed Development Site.

The Proposed Development includes the development of a new civil service campus across two office buildings. There will also be some ground floor commercial space (circa 1,000 m2).

A full description of the Proposed Development can be found in the Design and Access Statement which accompanies this planning application.

1.2 Aims and Objectives

The aim of this Heritage Statement is to assess the impact of the Proposed Development on the significance of built heritage assets to enable the local planning authority to reach a balanced judgement on the proposals. In order to achieve this, the specific objectives of this assessment are to:

- Review heritage asset data from the National Heritage List for England and the Greater Manchester Historic Environment Record (HER);
- Identify and contextualise the historic development of the Proposed Development and the surrounding environs;
- Identify known built heritage assets within the Proposed Development boundary and surrounding study area which may be impacted by the Proposed Development;
- Proportionately assess the heritage significance and contribution of setting of built heritage assets potentially impacted by the Proposed Development;
- Assess the likely impact of the Proposed Development on the significance of these heritage assets;
- Assess the impacts on the heritage assets in terms of harm, as required by the National Planning Policy Framework (NPPF) and weighs harm against the wider public benefits of the Proposed Development; and
- Provide recommendations for appropriate mitigation.

This assessment is focussed specifically on the built heritage. A separate assessment of archaeological remains and the potential impacts on them is presented in the DBA presented within ES (Volume 4) Appendix 13.1.

2. Legislation and Planning Policy

2.1 Legislation

The Planning (Listed Buildings and Conservation Areas) Act 1990[1]:

The Planning (Listed Building and Conservation Area) Act 1990 provides protection to listed buildings and conservation areas of 'special architectural or historic interest'. Section 66 of the Act requires that the local planning authority shall 'have special regard to the desirability of preserving a listed building or its setting, or any features of special architectural or historic interest it possesses' when determining applications for development.

Section 72 of the Act also addresses conservation areas, for which decision makers must 'pay special attention to the desirability of preserving or enhancing the character or appearance'.

2.2 National Planning Policy

National Planning Policy Framework (NPPF)[2]:

Section 16 of the NPPF contains specific national policies relating to the historic environment and how the importance of a heritage asset should be considered in relation to development proposals.

Paragraph 200 of the NPPF requires a description of the significance of the heritage assets affected by a proposal including the contribution made by their settings to be included in the planning application. 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.

Paragraph 201 states that 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

[1] The Planning (Listed Buildings and Conservation Areas) Act 1990. Available from: Planning (Listed Buildings and Conservation Areas) Act 1990 (legislation.gov.uk)

[2] Department of Communities and Local Government, 2023, National Planning Policy Framework. Available from: National Planning Policy Framework - Guidance - GOV.UK (www.gov.uk)

asset) and 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.

Paragraph 205 states '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'.

Paragraph 206 states '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'.

Paragraph 207 states that '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 the substantial harm or total loss is necessary to achieve sustainable public benefits that outweigh the 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.

For proposals that lead to less than substantial harm, this harm should be weighed against the public benefits of the proposal (paragraph 208).

Paragraph 209 states 'the effect of an application on the significance of non-designated heritage assets should also be taken into account in determining the application'.

Paragraph 212 states that local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

2.3 Local Planning Policy

Manchester Core Strategy 2012 to 2027[3]:

Policy EN 3 - Heritage of the Manchester Core Strategy 2012 to 2027 sets out considerations and requirements that must be met by any developer wishing to undertake work in Manchester:

"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.

[3] Manchester City Council. 2012. *Manchester's Local Development Framework, Core Strategy Development Plan Document.* Consulted at: https://www.manchester.gov.uk/downloads/download/5672/core_strategy. Consulted 14/06/24

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."

Strategic Regeneration Framework, Former Central Retail Park[4]

The development of proposals for the former Central Retail Park have been guided by the Strategic Regeneration Framework prepared by AtkinsRéalis for Manchester City Council and the GPA to guide the future development of this key, long-term strategic regeneration site in the city centre. The Strategic Regeneration Framework is a material consideration in the determination of future planning applications for the site.

Key principles for development of the Former Central Retail Park relate to place making, high quality development connectivity. Sustainability, scale and mass, form and layout, and use. Key points relevant to the Historic Environment include:

- The need for development of the Site to take into consideration the character of the conservation area, and to respond positively to this;
- The need for new buildings to consider the setting of adjacent buildings and relation to their setting;
- The potential of the Rochdale Canal to provide connectivity to neighbouring districts;
- The need for development of the Site to respond positively to the neighbouring area and extend the urban grain of Ancoats and New Islington; and
- Offices along the western part of the Proposed Development to step down to respond to the scale of the Ancoats Conservation Area and listed buildings within this.

2.4 Guidance

- Historic England, 2018, Conservation Principles, Policies and Guidance;
- Historic England, 2019, Statements of Heritage Significance: Analysing Significance in Heritage Assets;
- Historic England, 2015, Managing Significance In Decision-Taking In The Historic environment, Historic Environment Good Practice Advice in Planning Note 2;
- Historic England, revised 2017, The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3; and
- DCLG, 2014: updated 2019, National Planning Policy Framework, Planning Practice Guidance: Conserving and Enhancing the Historic Environment.

3. Methodology

This Heritage Statement has been produced in accordance with the requirements of National Planning Policy Framework (NPPF) (Department of Communities and Local Government, 2023), Planning Practice Guidance (Department of Communities and Local Government, 2021) and Conservation Principles (Historic England, 2008). The information presented within this document is correct at the time of writing to the best knowledge of the author, within the limits imposed in dealing with historic materials and mapping.

[4] Manchester City Council. 2022. *Strategic Regeneration Framework, Former Central Retail Park*. Available from: Former Central Retail Park draft regeneration framework | Manchester City Council

3.1 Baseline Data Collection

For the purposes of establishing baseline conditions for this assessment a study area was defined, encompassing the Proposed Development and an area extending 250m around this. The extent of the study area is based on professional judgement and has been designed to account for the sensitivity of the historic environment and the potential impacts of the Proposed Development, accounting for:

- The historical context of the Proposed Development; and
- The settings of the built heritage assets surrounding the Proposed Development.

The following sources of data were consulted during preparation of this Heritage Statement:

- National Heritage List for England (NHLE) maintained by Historic England, for listed buildings, scheduled monuments, registered parks and gardens, and registered historic battlefields;
- Greater Manchester Historic Environment Record (HER), for information relating to designated and non-designated assets, including unlisted buildings and structures of historic interest;
- Ordnance survey mapping, including OS one-inch historical mapping up to modern mapping;
- Historic survey mapping sourced from John Rylands Library, University of Manchester;
- Published literature and articles pertaining to the history and architecture of Ancoats;
- Primary sources such as newspapers, trade directories and census data;
- Manchester City Council Local Image Collection and the Francis Frith Collection for historic photographs of the local area;
- North West England Regional Research Framework;
- Aerial Photos sourced from Historic England Archives;
- Online resources: web-published material including local planning authority (LPA) policies;
- Published sources on the history and architecture of the study area; and
- Site visits undertaken 12 October 2022 and 16 May 2024.

3.2 Assessment of value

The definition of cultural significance is readily accepted by heritage professionals both in the UK and internationally and was first fully outlined in the Burra Charter, which states in article one that ‘cultural significance’ or ‘cultural heritage value’ means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. This definition has since been adopted by heritage organisations around the world and is applicable to ‘Section 16: Conserving and enhancing the historic environment’ of the National Planning Policy Framework (NPPF, 2023).

Annex 2 of the NPPF defines significance (for heritage policy), (hereafter referred to as heritage value) as *“the value of a heritage asset to this and future generations because of its heritage interest”*. The NPPF identifies that heritage interest may be archaeological, architectural, artistic or historic. The NPPF also identifies that significance can be derived from the asset itself, and that the setting of an asset may contribute to its significance.

Where known heritage assets are identified, their value is determined using professional judgement with reference to existing designations where available.

Table 3-1 sets out the general criteria for assessing the value of heritage assets. Professional judgement is applied in each case, so that individual examples of heritage assets may be of greater or lesser value than the examples shown in the table. For previously unidentified sites where no designation has been assigned, an estimate has been made of the likely historic, artistic, or archaeological importance of that resource based on professional knowledge and judgement.

Table 3-1 - Criteria for the assessment of value

Value	Description	Example
Very High	Internationally important or significant heritage assets	World Heritage Sites, or buildings recognised as being of international importance.
High	Nationally important heritage assets generally recognised through designation as being of exceptional interest and value.	Grade I and II* Listed Buildings, Grade I and II* Registered Parks and Gardens, Scheduled Monuments, Protected Wreck Sites, Registered Historic Battlefields, Conservation Areas with notable concentrations of heritage assets and non-designated assets of national or international importance.
Medium	Nationally or regionally important heritage assets recognised as being of special interest, generally designated.	Grade II Listed Buildings, Grade II Registered Parks and Gardens, Conservation Areas and non-designated assets of regional or national importance, including archaeological remains, which relate to regional research objectives or can provide important information relating to particular historic events or trends that are of importance to the region.
Low	Assets that are of interest at a local level primarily for the contribution to the local historic environment.	Non-designated heritage assets such as locally listed buildings, non-designated archaeological sites, non-designated historic parks and gardens etc. Can also include degraded designated assets that no longer warrant designation.
Negligible	Elements of the historic environment which are of insufficient significance to merit consideration in planning decisions and hence be classed as heritage assets.	Non-designated features with very limited or no historic interest. Can also include highly degraded designated assets that no longer warrant designation.
Unknown	The importance of an asset has not been ascertained.	

Table 3.2 - Criteria for assessment of impact magnitude

Magnitude of impact	Description of nature of impact
High Adverse	Changes to most or all key elements such that the resource is totally altered, extreme visual effects, gross change of noise or change to sound quality; fundamental changes to use or access; or comprehensive changes to setting resulting in total change to historic character and value of the asset resulting in the extensive removal of value, often resulting in substantial harm.
Medium Adverse	Changes to many key elements, such that the resource is clearly modified. Considerable changes to setting that affect the value of the asset, always within the scale of less than substantial harm.

Magnitude of impact	Description of nature of impact
Low Adverse	Changes to key materials or elements, such that the asset is slightly altered, slight visual changes to few key aspects of historic landscape, limited changes to noise levels or sound quality, slight changes to use or access resulting in limited changes to the value of the asset. Slight changes to setting affecting the value of the asset.
Negligible	Very minor changes to setting or form of the asset, that may fall within the lowest scale of less than substantial harm, but which may be identified as causing no harm.
No change/Neutral	No appreciable change to an asset's heritage value, with no harm.
Low Beneficial	Limited improvement of an asset's heritage value because of changes to its physical form or setting.
Medium Beneficial	Notable enhancement of an asset's heritage value because of changes to its physical form or setting.
High Beneficial	Substantial enhancement of an asset's heritage value as a result of changes to its physical form or setting.

3.2.1 Zone of Theoretical Visibility

A Zone of Theoretical Visibility (ZTV) has been produced in order to review the visual impact of the Proposed Development. Further information regarding the creation of the ZTV is provided in Volume 3: Townscape and Visual Impact Assessment. Verification of the accuracy of the ZTV was undertaken through a Site visit and collaboration with the professionals undertaking the Townscape assessment.

The ZTV has been used to inform assessment of the potential for impact on the setting of heritage assets surrounding the Proposed Development. The ZTV was reviewed to identify the potential for impacts on designated heritage assets beyond the 250m study area; however, no potential for impacts beyond the study area was identified.

3.3 Assessment of Setting

The contribution of the setting of each asset to its value has been assessed in accordance with Historic England's The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (GPA3). The guidance sets out a staged approach to this assessment:

1. Identifying the heritage asset and understanding its heritage value
2. Identifying the existing setting and historic setting of the heritage asset, to understand how its setting has changed over time; and
3. Assessing whether, how and to what degree the existing setting makes a contribution to the value of the heritage asset.
4. Assessing the impact of the Proposed Development on the heritage asset's setting, and the resulting implications for the value of the heritage asset; and
5. Maximising enhancements to the value of heritage assets and minimising harm through mitigation.

4. Consultation

During the preparation of the ES, consultation has been undertaken with Historic England through two online meetings on 31st January 2024 and 23rd May 2024, and one in person meeting on 8th November 2024 . Consultation focussed particularly on the impact on listed buildings, and the design response to their setting. Key feedback provided by Historic England included:

- The success of the proposals in setting back the proposed buildings from the canal and the listed mills to the north of Redhill Street and the good quality of the design;
- The materiality of the Proposed Development and the success of the proposed material palette in reducing the visual prominence of the new buildings and responding to the setting of the historic mills and conservation area;
- The reflection of the area's historic industrial character in the landscaping of the Canal Plaza; and
- The positive opportunity to continue high-quality public realm along the canal corridor from Cotton Fields Wharf; and
- The potential for interpretation and community engagement around the history and archaeology of the Proposed Development Site.

Consultation was undertaken with Heritage Management Director of Greater Manchester Archaeological Advisory Service (GMAAS) in their role as archaeological and heritage advisor to Manchester City Council with regards to monitoring of ground investigation works and archaeological evaluation works. It was determined that preparation of a detailed desk-based assessment for the Site was required, and that archaeological evaluation would be secured by planning condition and undertaken following removal of services across the Site. It was agreed during this period of consultation that this archaeological assessment would be primarily focused on the evolving industrial period of Ancoats during the 18th, 19th and early 20th centuries and would seek to identify the value and quality of subsurface remains dating from this period of growth and industry within this part of Manchester. In the formal scoping response provided by GMAAS in October 2024, the archaeological advisor noted that:

- Archaeological monitoring works have confirmed that there is potential for archaeological remains of interest to survive as below ground remains within the Proposed Development Site;
- The Proposed Development Site contains sites of potential archaeological interest relating to the development of Ancoats during the late 18th and early 19th centuries. It was noted that such remains are, however, unlikely to be of national significance, and the impact of development is not anticipated to be significant;
- It is likely that harm to the archaeological resource can be offset by recording in advance of or during groundworks, secured by planning condition; and
- GMAAS advised that archaeology could be scoped out of the ES, subject to provision of a detailed desk-based assessment as part of the planning application.

Following consultation with Manchester City Council planners, it was determined that Archaeology would be included in the ES, enabling a full and rounded consideration of potential impacts on the historic environment.

Further remote consultation was undertaken in October 2024 to discuss the findings of the archaeological assessment and the proposed approach to archaeological evaluation and excavation across the Site. The constraints to archaeological evaluation due to the presence of services on the Site was discussed, with the lead GMAAS adviser keen to understand why these could not be removed to allow archaeological evaluation to proceed. Clarification was provided that the removal of the services would form part of the enabling works which are expected to take place in April or May 2025, and that archaeological works are not likely to be undertaken until this time and will be programmed into the overall enabling works programme.

5. Historic development

At the end of the 18th century, Ancoats mostly consisted of an open rural landscape with small areas of development and small-scale domestic industry. Its location, close to the rapidly expanding industrial centre of Manchester coupled with its affordable and undeveloped land, made it attractive to industrialists for the construction of factories, related infrastructure and worker's housing.

During the late 18th century small areas of early industrial development were founded surrounding the main waterways of Shooter's Brook and the River Medlock, utilising these watercourses as a source of power. The adoption of steam power for manufacturing, however, transformed and enabled the expansion of industry beyond these waterway corridors, leading to expansion of development across Ancoats and the culverting of Shooter's Brook to provide more land for development.

By the 1790s, development was occurring across the Proposed Development, as shown on Green's plan of Manchester, published in 1794. This map depicts a network of streets across the Site, the framework of which survived into the 20th century (ES (Volume 5) Figure 13.5). Small areas of industrial development were established along the main waterways of Shooter's Brook and the River Medlock. This included Salvin's factory, an early cotton mill, formerly located to the north-east of the Site, and an iron works located close to Great Ancoats Street (then named Ancoats Lane).

The expansion of Ancoats to become a significant focus in the Industrial Revolution was fuelled by the arrival of the canals. The Ashton Canal was approved by Act of Parliament in 1792, completed by 1799 and opened 1800, connecting Manchester to Fairfield. The Rochdale Canal was approved by an Act of Parliament, after several rejections, in 1784. The sections near Ancoats were open by 1800 and the full Rochdale Canal network was opened by 1804. The opening of these canals meant that transportation of heavy goods was far more affordable and rapid, and enabled the efficient movement of both raw and manufactured goods. This fuelled the growth of local industries including cotton spinning, silk, dye-works, chemical works, glass works, gear wheel manufacturing and iron bolt manufacturing.

The textile industry spread from Manchester into Ancoats during the late 18th and early 19th centuries. Fuelled by the combination of steam power and improved communications via the canal network, this resulted in rapid development of a dense townscape of mills, factories and housing which would foreshadow development across the industrialised world.[5] Historic mapping from the first half of the 19th century reveals the Proposed Development to have typified this development, with a dense network of streets lined by a mixture of industrial, commercial and residential buildings developing from during this period.

The industrial development of Ancoats was fuelled particularly by the establishment of the firms of Murray Brothers, and McConnel and Kennedy. Both the Murray Brothers, and McConnel and Kennedy were engineers from Kirkcudbright who had served apprenticeships with a machine-maker in Lancashire, before moving to Manchester to establish their businesses making cotton-spinning machinery. These businesses were very successful, due both to demand from the growing cotton spinning industry and their improvements to existing designs. This provided sufficient profits to enable the establishment of their own mills on Redhill Street to the north of the Rochdale Canal from 1797. Developed in phases, these mills formed substantial multi-storey, multi-building complexes designed to accommodate steam-engines and powered machinery. The mills established by Murray Brothers and McConnel and Kennedy were of massive scale, untypical for their time and industry. A survey of 1,811 records the mills operating 85,000 and 84,000 spindles respectively, as compared more typical mills which operated less than 10,000.[6] Five years later the mills are recorded to each have employed more than 1,000 people. Whilst mills of

[5] Rose, M.E., Falconer, K, & Holder, J. 2011. *Ancoats, cradle of industrialisation*. English Heritage, Swindon. p.13.

[6] Rose, M.E., Falconer, K, & Holder, J. 2011. *Ancoats, cradle of industrialisation*. English Heritage, Swindon. p.18

similar scale were being erected elsewhere, the concentration of these large-scale mills within Ancoats was unrivalled.[7]

The firms of Murray Brothers, and McConnel and Kennedy were notable for their innovation, successfully applying steam power to mule spinning and readily using their technological expertise to adopt new developments, as evidenced in the early use of gas lighting in the late 1800s.[8] It is thought that McConnel & Kennedy introduced the standard layout for textile mills of spinning mules on upper floors and use of the lower floors for cotton preparation.[9] Focused along Redhill Street to the north of the Rochdale Canal, the location of their mills adjacent to the canal was integral to their planning and operation, as is evidenced in the incorporation of a canal basin (now infilled) at the centre of the Murrays' Mills complex. Over the following decades, the mills were gradually expanded and improved with the development of additional land and the piecemeal replacement of buildings. This notably included the replacement of McConnel and Kennedy's early mills with Royal Mill (grade II* listed, 1247474).



Insert 5-1 - Union Street Mill, Ancoats. (What would later become Redhill Street) 1835. (m52534). Image provided by The Local Image Collection, Manchester City Council. Copyright: Manchester City Council 2010.

In addition to large-scale textile manufacture, industrial development within Ancoats expanded from the early 19th century to include a range of industries. This included smaller-scale cotton manufacturing, engineering (often supporting the textile industry), silk mills, dye work, chemical works, foundries and glass works. These industries were served by a network of warehouses, stores, timber and coal yards, small workshops and domestic manufacture. During the early 19th century Ancoats expanded so quickly that, as an industrial centre, it was large enough to equal other nearby industrial towns such as Oldham and Bolton.

[7] Rose, M.E., Falconer, K, & Holder, J. 2011. *Ancoats, cradle of industrialisation*. English Heritage, Swindon. p.17

[8] Hartwell, Claire. 2001. *Pevsner Architectural Guides: Manchester*. p 279

[9] Hartwell, Claire. 2001. *Pevsner Architectural Guides: Manchester*. p 279

In tandem with Ancoats' industrial development the construction of housing was undertaken to provide accommodation for the large numbers of workers required to support local industry. In the early 19th century, this housing was often constructed rapidly and cheaply, with little consideration of the resulting quality of living conditions, with cellar dwellings, back-to-back and court housing formerly present in the local area. Residential buildings were erected alongside industrial complexes, creating a dense industrial townscape. This can be seen across the Proposed Development and to the north of the Rochdale Canal on historic maps from the 19th century (ES (Volume 5) Figures 13.5-13.10). Movement to improve housing quality occurred from the mid-19th century with the gradual improvement, replacement or clearance of the worst quality housing. The population of Ancoats peaked in 1861, before gradually declining as a result of suburban expansion and growth of the tramway system, enabling movement of workers beyond the overcrowded city centre.

In the early 20th century, investment in the large mills on Redhill Street continued with the construction of Royal Mill for McConnel and Kennedy, which was the first mill to use electricity to power spinning machinery. The advent of the First World War led to much of the male workforce leaving to serve in the armed forces, resulting in increasing employment of women in the cotton industry. Local industries in Ancoats diversified to support the war effort, adapting to the manufacture of uniforms, tents and aircraft fabric.[10]

Problems of poverty and poor-quality housing continued to afflict Ancoats in the 20th century, and there was an increasing drive to relocate local residents to the better-quality housing being erected in suburbs such as Wythenshawe. Major programmes of clearance began after the Second World War, significantly reducing the local population and leading to the closure of schools and churches. By this time the cotton industry was in significant decline; cotton spinning in Ancoats had largely ceased by the 1960s and the cotton mills sublet or vacant. Other industrial and commercial premises such as timber yards and metal works were demolished. Buildings across the Proposed Development Site were cleared in the 1980s, eventually being redeveloped in the 2000s as the Central Retail Park. This building is extant in aerial photos from 2008.[11] The Central Retail Park was made up of large warehouse buildings surrounded by surface car parking.

Ancoats became the focus of regenerative development in the late 20th and early 21st century with the launch of The Ancoats Project, an inner-city regeneration scheme that aimed to restore what had become a run-down suburb of Manchester. This included the conservation-led redevelopment of the Murray Brothers and McConnel and Kennedy mills which had been instrumental in its rise in the 19th century. The redevelopment of the area also prompted a revived commitment to expand knowledge around the city's industrial archaeology, in particular 18th–19th century worker's housing.

[10] Rose, M.E., Falconer, K, & Holder, J. 2011. *Ancoats, cradle of industrialisation*. English Heritage, Swindon. p.62

[11] Historic England. 2008. *Aerial Photo – 20791_019, flown 20 May 2008.* Historic England Archives. Found at: 20791_019 - Aerial Photo | Historic England

6. Heritage Assets and their Significance

Beyond the boundary of the Proposed Development Site but within the study area, the HER records 31 designated heritage assets, comprising:

- Nine grade II* listed buildings;
- 20 grade II listed buildings; and
- Two conservation areas.

These assets are listed within the gazetteer and shown on ES (Volume 5) Figures 13.1 and 13.2.

Of these assets, the potential for impact on setting has been identified for 13 listed buildings and one conservation area. No potential for impact has been identified on the remaining 17 listed buildings and one conservation area due to their distance from the Proposed Development, densely developed urban settings, and their lack of or limited intervisibility with the Proposed Development. The assets that have no potential for impact comprise:

- Ashton Canal Lock Keepers Cottage Beside Lock Number 2 at Islington Branch Junction Basin (1279636);
- Ashton Canal Lock Number 1 Immediately East of Great Ancoats Street (1197829);
- Ashton Canal Lock Number 2 Off South End of Vesta Street (1207654);
- Ashton Canal Lock Number 3 (1283048);
- Ashton Canal Towpath Bridge Over Junction with Islington Branch Canal West of Lock Number 2 (1197830);
- Ardwick and Ancoats Hospital (1283019) ;
- Beehive Mill (1291735);
- Cooperative Warehouse (Albion Works Complex) (1247018);
- The Former Church of St Peter (1197806);
- Former Junction Works at Paradise Wharf (1217852);
- Fourways House (1380335);
- 32-34 Laystall Street (1282990);
- 72-76 Newton Street (1271382);
- 50-62 Port Street (1271062);
- Rochdale Canal Lock No. 83, East of Tariff Street (1247279);
- Stable Block to South East of Junction Wharf (1200857);
- Towpath footbridge and associated ramps opposite Brownsfield Mill (1270859); and
- Stevenson Square Conservation Area.

These assets are not considered further in this assessment.

A total of 139 heritage assets are recorded by the Greater Manchester HER within the study area. These comprise extant designated structures which are discussed at 6.1 below, or the former sites of now-demolished buildings. The potential for impact has been identified on one non-designated built heritage asset: Rochdale Canal Road Bridge (Great Ancoats Street) (6456.1.0).

An assessment of the significance of the assets relevant to the assessment of impact of the Proposed Development follows below.

6.1 Designated Heritage Assets

The designated heritage assets which would be impacted by the Proposed Development can be divided into three main groupings:

- Canal structures;
- Textile mills; and

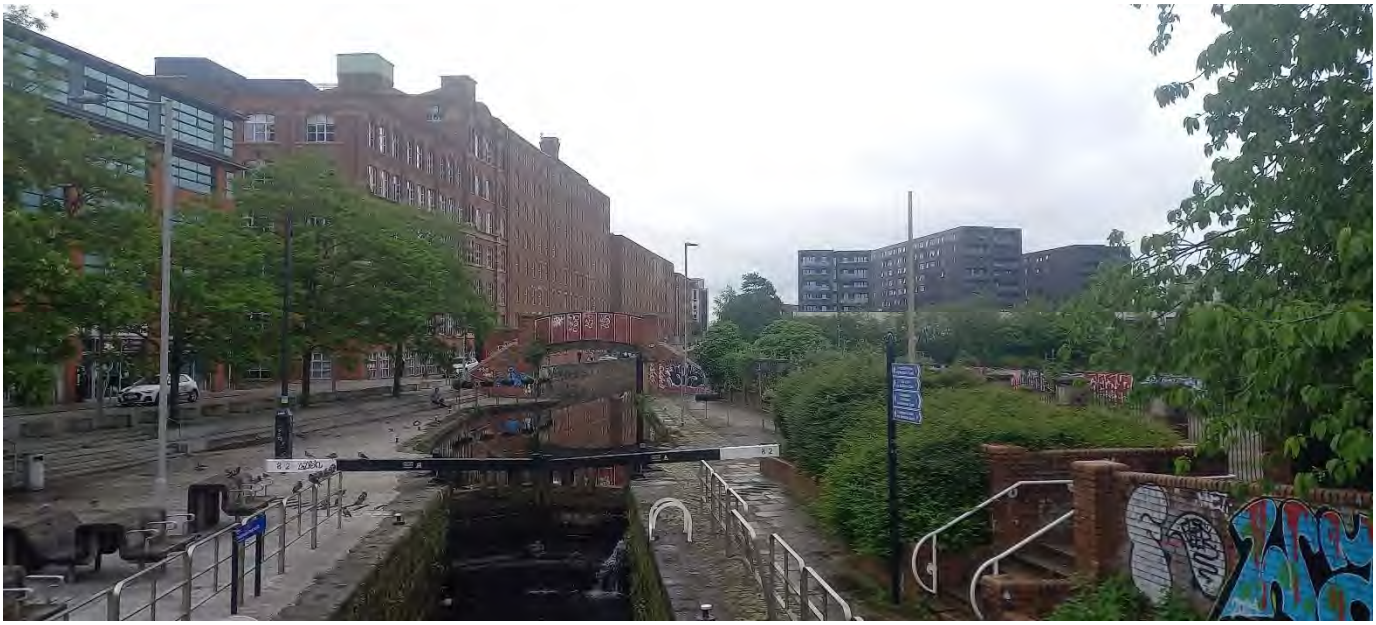
- Ancoats Conservation Area.

6.1.1 Canal structures

The Rochdale Canal opened in 1804 and runs along the northern boundary of the Proposed Development. The canal was integral to the growth of Ancoats as a centre of industry and manufacturing, enabling the cheap import of coal and raw materials, and the export of manufactured goods.

The Rochdale Canal Retaining Wall on South Side of Redhill Street, West of Union Street Bridge (1270860, grade II listed) is located on the north side of the canal along Redhill Street, opposite the Proposed Development. It is constructed of red brick, with its parapet formed by massive millstone grit slabs with rounded tops (Insert 6-1). Blocked openings which formerly gave access to tunnels serving Murrays' Mills remain visible within the retaining wall, evidencing the functional role the canal played in the operation of the textile mills.

Rochdale Canal Lock Number 82, to East of Great Ancoats Street (1247485, grade II listed) is formed by a 14' wide lock, constructed of coursed sandstone blocks with substantial bullnosed coping stones, the chamber is flanked by timber lock gates with balancing beams, and extends westwards beneath the modern road bridge carrying Great Ancoats Street. The lock was restored in the later 20th century and is one of 15 similar locks along the canal.



Insert 6-1 - The view east along the Rochdale Canal from Great Ancoats Street. Lock Number 82 (1247485) is visible in the foreground with the Retaining Wall (1270860) visible beyond the bridge. The McConnel & Kennedy and Murray Brothers mills are present to the left, and the Proposed Development to the right.

Located to the west of Lock Number 82, Rochdale Canal Towpath Footbridge and Associated Ramps Opposite Brownsfield Mill (1270859, grade II listed) is formed by a pair of slab-walled cobbled ramps, which provide access to a modern wooden footbridge linking with the grade II* listed building of Brownsfield Mill (1207994). Separated from the Proposed Development by the Great Ancoats Street road bridge and set below road level, the Footbridge enjoys a strong historical and visual relationship with Brownsfield Mill.

Union Street Bridge (1247550, grade II listed) carries New Union Street over the Rochdale Canal at its junction with Redhill Street. The bridge was constructed in the late 19th century to replace an earlier swivel bridge, was rebuilt in 1903, and more recently has been restored. Its design is a roving (also known as a changeline, snake or turn-over bridge) which is constructed to allow through any horses towing boats on the Rochdale Canal where the towpath changes sides, crossing diagonally over the canal. It has cast-iron panelled parapets and sandstone piers. It has a towpath deck on the southern canal side with a spiral cobbled ramp leading from the deck to the towpath tunnel.

These listed buildings are functional canal structures which derive value from their historic interest as evidence of canal infrastructure, and as integral elements of the Rochdale Canal which was fundamental in the establishment and growth of Ancoats' industry. They enjoy group value, both with each other as part of the historic townscape of Ancoats, and as part of a larger collection of historic structures constructed for the Rochdale Canal, contributing to understanding of the engineering achievement of the canal. These structures form a group with the historic mills along its north bank, evidencing the close historic connection of industry and communications (Insert 6-1). The canal provides a valuable linear viewing corridor through the historic townscape of Ancoats and affords viewpoints from which the impressive scale of the mills and their close relationship to the canal network can be appreciated. The vacant condition of the Proposed Development detracts from the setting of these assets, and particularly the Rochdale Canal Retaining Wall (1270860) and Canal Lock Number 82 (1247485), diminishing understanding of the dense townscape and the way the buildings addressed the canal on both sides, which historically characterised their setting. In consideration of their historic interest and designation as grade II listed buildings, these assets have been assessed to be of Medium value.

The Former Rochdale Canal Warehouse (1254689, grade II* listed) was constructed in 1836 for the Rochdale Canal Company, providing vital storage facilities for the operation of the canal. The warehouse comprises a six-storey building of 13 bays, constructed of brown brick with sandstone dressings, with round-headed windows. The warehouse was constructed over an arm of the Rochdale Canal, incorporating two shipping holes flanked by wagon entrances to enable easy loading and offloading of goods. Now converted to residential use, the warehouse is flanked by a substantial boundary wall to Tariff Street, evidencing the importance of security for operation of the building. The Former Rochdale Canal Warehouse is one of only two surviving warehouses associated with the Rochdale Canal and was constructed in the final days of the canal network's dominance prior to the rapid expansion of the railway network. The warehouse is of historic and architectural value for its connection to the canal and for its preservation of evidence of the construction and operation of canal warehousing. It is situated close to the Rochdale Canal and forms part of a group with other canal structures. Its height and block form are in keeping with the dense collection of industrial and urban buildings characteristic of the area. The Former Rochdale Canal Warehouse is assessed to be of High value.

Store Street Aqueduct (1270666, grade II* listed) is located c.220m south-west of the Proposed Development. It was constructed between 1794-1799 to carry the Ashton Canal over Shooter's Brook, prior to the culverting of the brook and establishment of Store Street in 1805. Constructed of coursed sandstone blocks, the aqueduct is approximately 70m long, crossing Store Street at a 45-degree angle from the north-west to the south-east, and is thought to be one of the earliest aqueducts with a skewed archway. It has six triangular buttresses on the north side and four on the south side with voussoirs on the arches and coped parapets. Due to its elevated position, the aqueduct affords views across the surrounding townscape and along the canal corridor, of which the latter contribute most to the asset's value, reinforcing its group value with other structures along the Ashton Canal. The value of the Store Street Aqueduct has been assessed to be high.

The setting of these canal assets is defined by their group context as part of the infrastructure integral to the canal network, as well as their relationship with the surrounding historic townscape which contributes to the understanding of the canal's significant role in the Industrial Revolution.

6.1.2 Textile Mills

McConnel and Kennedy Mills

Sedgwick Mill (1270856, grade II listed) was erected for the prominent Manchester film of McConnel and Kennedy. The complex results from two main phases of development as a cotton spinning mill (1818-20) and a doubling mill (1868), constructed around a central courtyard. Sedgwick Mill (1818-1820) comprises an eight-storey U-plan block of 17 bays fronting onto Redhill Street. Sedgwick New Mill is located to the north and is formed by a five-storey

block of 15 bays and was employed for doubling the yarn produced in the other mills in the complex.[12] Both mills were constructed using fireproof construction[13], and retain evidence of the former location of boiler and engine houses in their fabric. The mills were converted to mixed use in the early 21st century with a glazed roof inserted over the central courtyard. The architecture of the mills is utilitarian, being constructed of red brick, with repetitive fenestration, and contrasts with the more decorative treatment of the adjacent Royal Mill (1247474). However, acknowledgement of the pre-eminence of the south, canal-facing elevation can be seen in the advancement of the central seven bays of Sedgwick Mill. Fronting on to the Rochdale Canal, together with the flanking mills, Sedgwick Mill is of significance for its connection with McConnel & Kennedy, and as one of the earliest mills constructed for the firms. Sedgwick Mill is assessed to be of High value.

Dating from 1912, Royal Mill (grade II* listed, 1247474) replaced a mill building constructed in the late 18th century. The mill is of six and seven storeys, constructed of red brick with decorative terracotta and stone detailing, supported on an internal steel frame. The external elevations are characterised by repetitive segmental headed windows lining the elevations to Redhill Street and Henry Street, with architectural elaboration of the main entrance to Redhill Street and domed stair tower to the north-west. The building formed part of the McConnel & Kennedy Mills and was purpose-built to contain electrically powered mules. Royal Mill derives value from its historic association with the McConnel & Kennedy firm, its architectural quality, and its interest as an early example of a mains-powered textile mill. Royal Mill is assessed to be of High value.

Also, part of the McConnel & Kennedy complex, Paragon Mill (1219048, grade II* listed building) was constructed in 1912 contemporarily with Royal Mill at the junction of Jersey Street and Cotton Street. It is six storeys tall, although designed initially to be five storeys. Construction is in red brick with terracotta and stone dressings, similarly, detailed to Royal Mill, with an external stair tower on its southern elevation. Also built to house electrically powered mules, the mill includes external towers which housed the electric motors. This mill is significant as an early example of the adoption of mains electricity for powering a mill, and of historic interest as part of the McConnel & Kennedy mill complex. It is assessed to be of High value. Located to the north of the mill complex, Paragon Mill is screened from the Proposed Development by the buildings along Redhill Street and does not have any visual relationship with the Proposed Development.

[12] Hartwell, C. 2019. Pevsner Architectural Guides: Manchester. . Page 280.

[13] Fireproof construction typically employed iron frame with brick vaulted floors rather than timber construction to reduce fire risk.



Insert 6-2 - Royal Mill (1247474) and Sedgwick Mill (1270856), erected for the firm of McConnel and Kennedy.

Murrays' Mills

Decker Mill and Old Mill (1247473, grade II* listed) were constructed for the Adam and George Murray partnership, which came to be one of the pre-eminent textile firms in Manchester. Old Mill opened in 1798 and is notable as the Manchester's oldest surviving textile mill, whilst Decker Mill dates from 1801-2 (Insert 6.3). Constructed in brown brick, these mills are of utilitarian design, the frontage facing the Rochdale Canal being formed by a 21-bay elevation articulated by regularly arranged segmental-headed windows with no architectural elaboration. Internally they are of fireproof construction and retain features including original firefighting equipment and elements of the original heating system. Decker Mill and Old Mill are significant as a large early textile working site, developed and operated as a single site by Adam and George Murray, one of Manchester's preeminent textile firms. Decker and Old Mill are assessed to be of High value.

Decker and Old Mill form the south side of a quadrangle arranged around a central courtyard which formerly contained a canal basin (now a garden). The west side of the quadrangle is formed by the Former Warehouse and Offices of Old Mill (1220282, grade II listed) which was constructed in 1806 as an integral part of the Murrays' Mills complex. The building is four storeys and constructed of red brick with a slate roof. The windows of the building mirror the mills in style, with symmetrical ten window ranges each side of the entrance. A centrally placed carriage arch with weighbridge forms the main access into the courtyard and the Murrays Mill complex from Murray Street.

The north side of the quadrangle is formed by New Mill (1200821, grade II* listed), a cotton spinning mill, built in 1804 for the Murray Brothers. It is of six storeys in 22 bays, constructed of red brick in a Flemish bond pattern, with slate roof. The windows have cambered brick heads above. There is a semi-circular stair turret at in the centre of the rear elevation and a detached engine house which was later partially rebuilt. The internal structure is made up of

cruciform cast-iron columns supporting timber beams and joisted floors on the upper storeys, contrasting with the fireproof construction employed at Decker and Old Mill. This structure has been replaced on the lower storeys with steel beams and columns. The eastern side of the courtyard is now formed by a modern apartment development built on the site of Bengal Street block which was lost to fire.

The listed buildings of Decker Mill and Old Mill (1247473), New Mill (1200821) and the Former Warehouse and Offices (1220282) are of historic and archaeological value due to their interest as an early and largely complete historic mill complex, the scale and organisation of which remains clearly legible, and for their association with the firm of Murray Brothers, one of the largest cotton manufacturing firms in Manchester during the early 19th century. In consideration of this, and their designated status, these assets have been assessed to be of High value.



Insert 6-3 - Decker and Old Mill (1247473), forming part of the Murray Mills complex.

Doubling Mill & Fireproof Mill (1270855, grade II* listed) were constructed in 1842 as cotton doubling mills and warehousing, as part of the Murrays' Mills complex. The building of Doubling Mill comprises a five-storey, eight-bay block fronting onto Redhill Street (Insert 6-4), dropping to four storeys as it continues along Bengal Street in the building of Fireproof Mill. Constructed of red brick, using fireproof construction internally, the buildings are of simple, functional design, with regularly arranged small windows with flat-arched stone heads. The former location of the internal engine house remains legible in the presence of two double-height arched windows to the left of the Redhill Street elevation of Doubling Mill. Now converted for office use, the building has been subject to some alteration, with rendering and mesh present across the ground floor, and a tall strip of glazing inserted into the exposed east gable. Doubling Mill and Fireproof Mill were an important element of Murrays' Mills, one of the largest textile manufacturers in the early 19th century. The listed building is of value for its historic and archaeological interest as evidence of the development of cotton mill design and construction in the mid-19th century and for its association with the firm of Murray Brothers, one of the pre-eminent textile firms of 19th century Manchester. Doubling Mill & Fireproof Mill (1270855) is assessed to be of High value.

Little Mill (1282961, grade II listed) is one of the cotton spinning mills within the Murrays' Mills complex. Little Mill was built in 1908 to replace an earlier mill which has been on site since 1820 and had burnt down. The new Little Mill was designed to use mains electricity as its primary power source. It is constructed of brick with an internal skeleton of cast iron, steel and concrete. It stands at five storeys in ten bays, and its northeast tower was used to house the electric motor. Its significance derives from its group value as part of Murrays' Mills, as well as being the earliest mill in Greater Manchester to adopt the electrical power. It is assessed to be of High value.



Insert 6-4 - Doubling Mill & Fireproof Mill (1270855), part of Murrays' Mills.

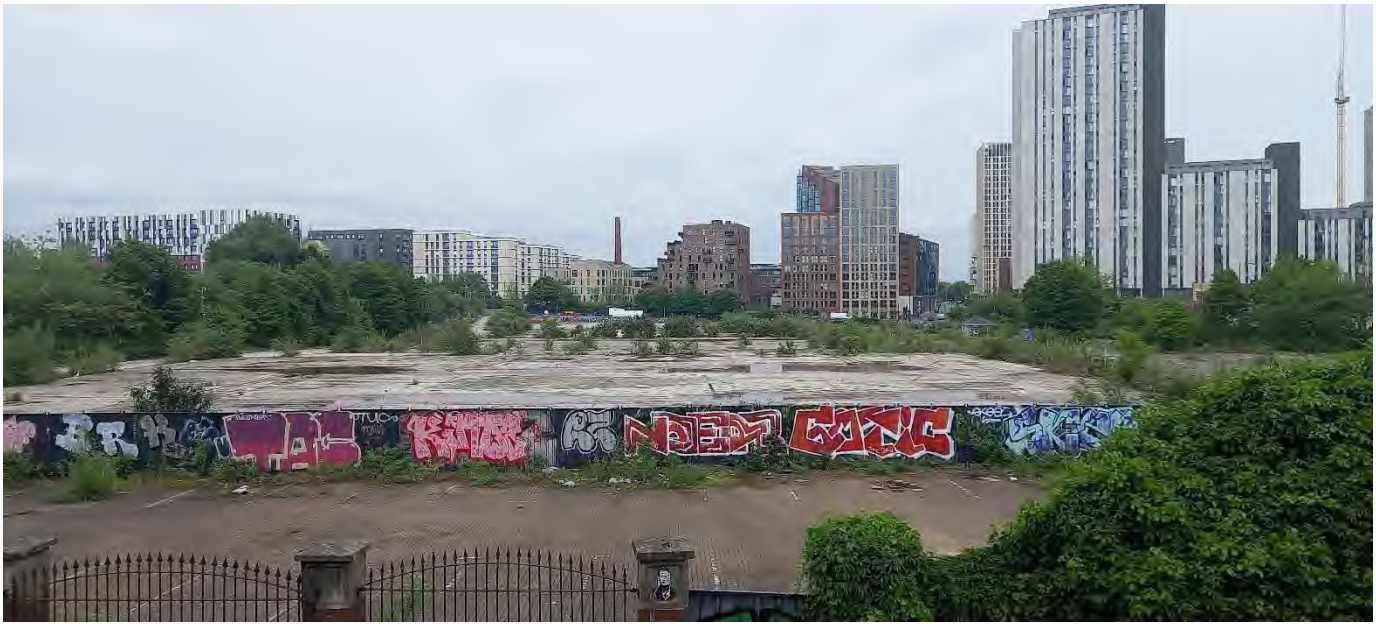
Setting of the McConnel and Kennedy Mills and Murrays' Mills

The buildings of the McConnel and Kennedy Mills and Murrays' Mills derive group value from their concentration as a group of historic textile mills which form a significant element of the densely packed industrial suburb of Ancoats. The large-scale and massing of the mills combined with their arrangement as a coherent frontage along the Rochdale Canal contributes to their significance, and fuelled the development of Ancoats as the world's first industrial suburb. Their scale and group value illustrates dominance and success of the firms of McConnel and Kennedy and Murray Bros in the large-scale industrialisation of Manchester's textile industry from the early 19th century.

The historic mills are located within what is now the Ancoats Conservation Area which comprised related industrial buildings, factories, warehouses and workers' housing which contribute further to the understanding of the mills' significance. The surrounding townscape comprises a mixture of historic and successful modern design which together form a coherent townscape setting for this important mill grouping. The mills have a close physical and historic relationship with the Rochdale Canal, which was a decisive element in their siting. The visual relationship of the mills to the Rochdale Canal therefore contributes to a deeper understanding of why industry bloomed in this location and highlights the historic symbiotic relationship of canals and mills. Forming a near continuous elevation along Redhill Street, views of the McConnel and Kennedy Mills and Murray's Mills along the canal corridor contributes to their significance, evidencing the scale and achievement of their construction and operation, and their close relationship with the Rochdale Canal (Insert 6-5). The Proposed Development Site currently detracts from the setting of McConnel and Kennedy Mills and Murray's Mills following its clearance of the densely developed townscape which characterised the area through the 19th and 20th centuries (Insert 6-6).



Insert 6-5 - View west along the Rochdale Canal from Union Bridge showing the mills along Redhill Street.



Insert 6-6 – View towards the Proposed Development looking south from Kitty Bridge over the Rochdale Canal.

Brownsfield Mill

Brownsfield Mill (1207994, grade II* listed) was erected as a cotton spinning mill c.1825, and rapidly expanded. In contrast to the large-scale firms of Murray Brothers and McConnel & Kennedy along Redhill Street, Brownfield Mill operated on the 'room and power' principle, with the mill owners renting out space to individual milling concerns, rather than operating the building as a single concern.[14] Brownsfield is a seven-storey mill building constructed directly onto the Rochdale Canal, accessed by a (now modern) footbridge from the canal towpath. It is regularly fenestrated with segmental headed arched windows across all floors, with the former location of the engine house denoted by a triple height round-headed window to the west of the building. A canal basin formerly located along the west of the building is now infilled and used as a garden, its former presence now indicated by a shipping hole in the west elevation. This mill is now converted for residential use with a modern fire escape and mural present on the eastern gable.

The setting of the mill on the Rochdale Canal and its relationship to the mills along Redhill Street contributes to the significance of the mill, whilst good quality urban regeneration developments in the surrounding area serve to provide a more coherent urban context for the mill. The presence of areas of surface car parking and a supermarket, however, do negatively impact upon the significance that the building draws from its setting, isolating the mill within its urban context. Separated by the carriageway of Great Ancoats Street, the former Central Retail Park currently has a neutral impact upon Brownsfield Mill. Brownsfield Mill is assessed to be of **High value** due to its historic and archaeological interest as an early 19th century cotton mill, constructed during the period of Manchester's rapid industrialisation and expansion.



Insert 6-7 - Brownsfield Mill (1207994), seen from the canal towpath, looking west.

6.1.3 Ancoats Conservation Area

Ancoats Conservation Area is located directly to the north of the Proposed Development, its boundary running along the south side of the Rochdale Canal (Insert 6-8). The conservation area takes in the surviving historic townscape associated with Ancoats' development as an industrial and manufacturing centre from the late 18th century onwards. Laid out on a grid plan, the conservation area is dominated by industrial buildings, including the large-scale mills along Redhill Street. It also includes buildings of different function and character, such as terraced worker's housing along Anita Street and George Leigh Street, early social housing at Victoria Square, the Romanesque Church of St Peter, and a number of successful modern developments which respond well to their historic context. The range of

[14] Rose, M.E. 2011. Ancoats, Cradle of Industrialisation. Swindon, English Heritage.

building types and architectural styles creates a varied and contrasting historic townscape which remains predominantly industrial in character (Insert 6-9).

Buildings within the Ancoats Conservation Area are typically between two and six storeys, constructed to the back of the footway. This arrangement channels views along the streetscapes creating an often chasm-like character which creates a self-contained and enclosed character, with limited relationship between its interior and the streetscapes surrounding the conservation area (Insert 6-10). The Rochdale Canal forms the southern boundary of the conservation area, and forms an important element within it, both in terms of its history and contribution to the development of Ancoats, and its modern role as an open space within the historic townscape. The mills within the conservation area contribute to its industrial character. The mill complexes form a key element within the designated area due to their large-scale and dominance and the role their inward-looking block plans have in establishing the chasm-like character of the surrounding streets.

The setting of the conservation area makes a variable contribution to its significance following extensive clearance and redevelopment of much of the surrounding townscape. The Proposed Development currently has a slightly negative impact on the setting of the Ancoats Conservation Area and adjacent listed buildings. The vacant and undeveloped condition of the site leaves half of the Rochdale Canal corridor out of context, detracting from the setting of the conservation area and flanking listed buildings.

The Ancoats Conservation Area is of significance in part for preservation of the best and most complete examples of large-scale steam-powered factories in one area, illustrating their development across the 19th century, and for its preservation of evidence of the close relationship between manufacturing, transportation and residential uses, described by Manchester City Council as the world's first industrial estate.[15] A key element of the Ancoats Conservation Area's significance is the understanding of the textile mills and associated industrial buildings as a group. The Ancoats Conservation Area is assessed to be of High value.



Insert 6-8 - View along Redhill Street and Rochdale Canal looking east, on the edge of the Ancoats Conservation Area.

[15] https://www.manchester.gov.uk/info/511/conservation_areas/1216/ancoats_conservation_area



Insert 6-9 - View looking east along Cotton Street within the Ancoats Conservation with Royal Mill in the background. A dense mix of workers' housing, industrial buildings and modern urban developments is present in the conservation area.



Insert 6-10 - View south along Henry Street within Ancoats Conservation Area, showing the channelled views created by the dense grid plan development.

6.2 Non-Designated Built Heritage Assets

Rochdale Canal Road Bridge (Great Ancoats Street) (6456.1.0) was erected contemporarily with the construction of the Rochdale Canal in the early 19th century and has been subject to multiple phases of alteration and widening. The bridge is constructed of brick with stone dressings, with cast-iron panelled parapets to the west and a modern concrete parapet to the east where the bridge has been widened towards the locks. The bridge forms a group with Canal Lock Number 82 (1247485) and the Canal Towpath Footbridge and Associated Ramps (1270859) and is assessed to be of **Low value**.

6.3 Archaeological remains

The Desk-Based Assessment prepared for the Proposed Development has identified moderate to high potential for archaeological remains resulting from development and occupation of the Site from the late 18th to 20th centuries to be present within the Proposed Development.

From the late 18th century, the Site underwent rapid and significant change as Ancoats developed as an industrialised suburb. Industrial premises which developed on the Site included Shooter's Brook Iron Works (17373.1.0), Allum Street Mill (12331.1.0), Allum Street Foundry, and an Oil Cloth Manufactory. There is some potential to uncover foundations or evidence of industrial materials from these former industrial sites, but this is low for most sites other than Allum Street Mill and Shooter's Brook Iron Works due to the frequent alteration and redevelopment of the sites.

Workers' housing was densely developed across the Site, interspersed with the industrial premises. Developed from the late 18th century onwards, this housing included cellar dwellings, back-to-back housing and court developments, as well as larger, better-appointed accommodation. The resulting slum conditions led to gradual clearance and improvement of housing within the Site from the late 19th century onwards. There is some potential for subsurface evidence of workers' housing to survive within the Proposed Development. Any such archaeological remains have the potential to inform the current understanding of the distribution and use of cellars in Industrial period workers' housing.

7. Design proposals

7.1 Evolution of the Proposed Development

Full details of the design evolution development of the Proposed Development are provided in the Planning Design and Access Statement which forms part of this application. The following text provides a summary of this, as relevant to this Heritage Statement.

The Proposed Development comprises a new office campus of two government office workspace buildings and associated public realm, landscape and infrastructure. Design for the Proposed Development has been driven forward around six key pillars:

- Flagship and high-quality design;
- The creation of an energy efficient building;
- High standards in sustainability performance;
- Flexible and adaptable;
- Contextual and respectful of its neighbourhood; and
- Human-centred with people at the heart of its design.

Development of the proposals has been informed by analysis of the Proposed Development including understanding of its context and topography, the historic and modern character of its setting, the scale and massing of surrounding buildings, movement and transport, and local constraints.

The Proposed Development has evolved during the masterplan development process (Insert 7-1):

1. The need for a contextual approach to development and to resolve the gap in the urban fabric of Ancoats resulting from the clearance and long-term vacancy of the Central Retail Park site was identified as a key driver in the development of the Site. Creation of east-west and north-south links through the Site and the potential for developing a higher number of storeys to the east of the Site were also identified.

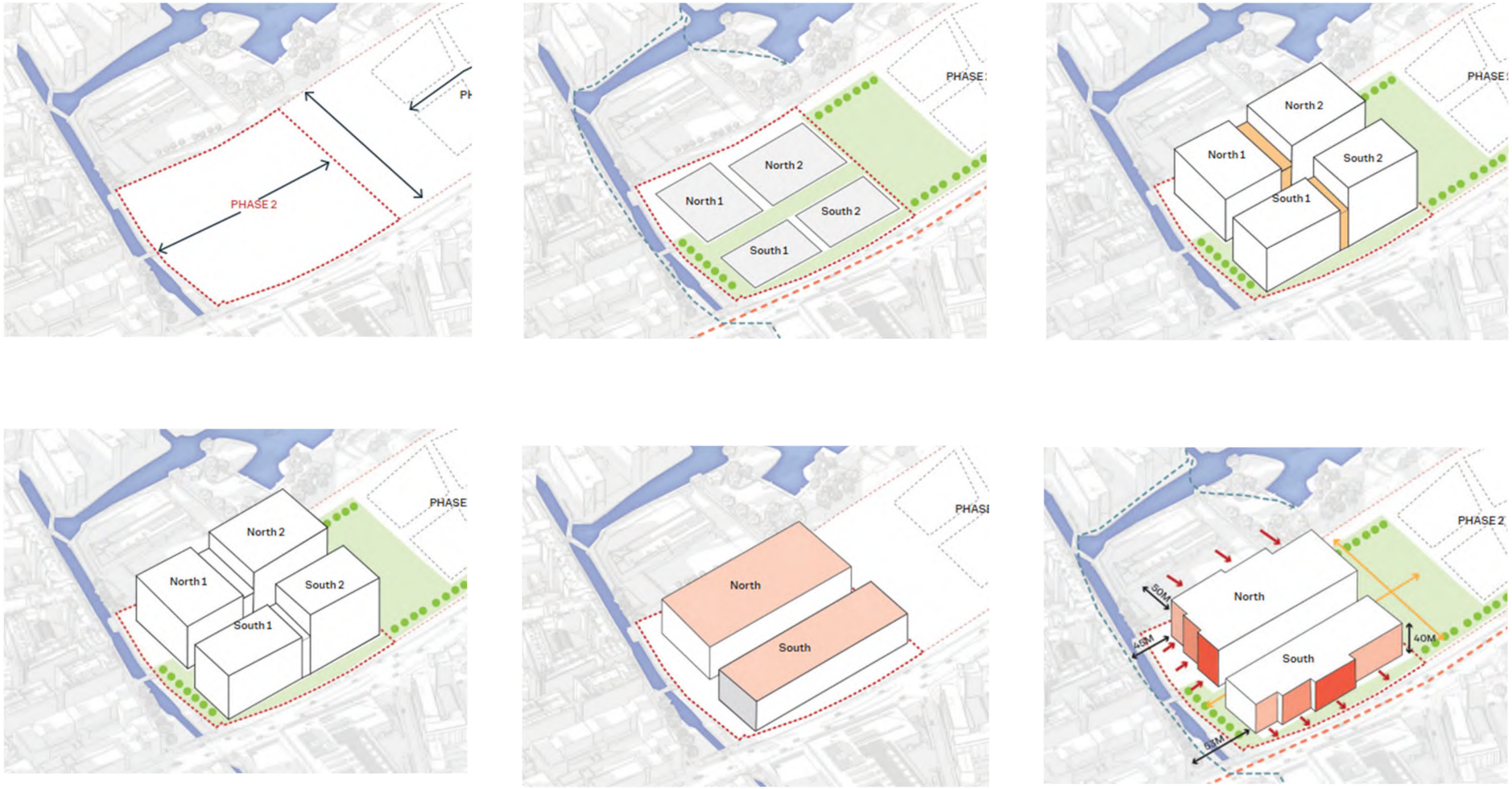
2. Early operational requirements envisioned four blocks on the Site, organised in pairs to either side of a central east-west boulevard.

3. Operational requirements for different floor areas for each building led to the development of different heights for the blocks, increasing in height to the east. Link elements between the two northern and two southern blocks was proposed to facilitate ease of access.

4. Review of GPA's user requirements led to the evolution of the paired blocks to the north and south of the boulevard to each be occupied and operated as two distinct unified buildings.

5. The design further evolved to meet GPA requirements with the evolution of the building footprints and massing. The building forms were unified and integrated to each form a simple block of single mass, establishing a more recognisably civic character.

6. The form of these blocks was further developed though organisation into smaller discrete parts, with staggered and set back elevations to respond the local neighbour context.

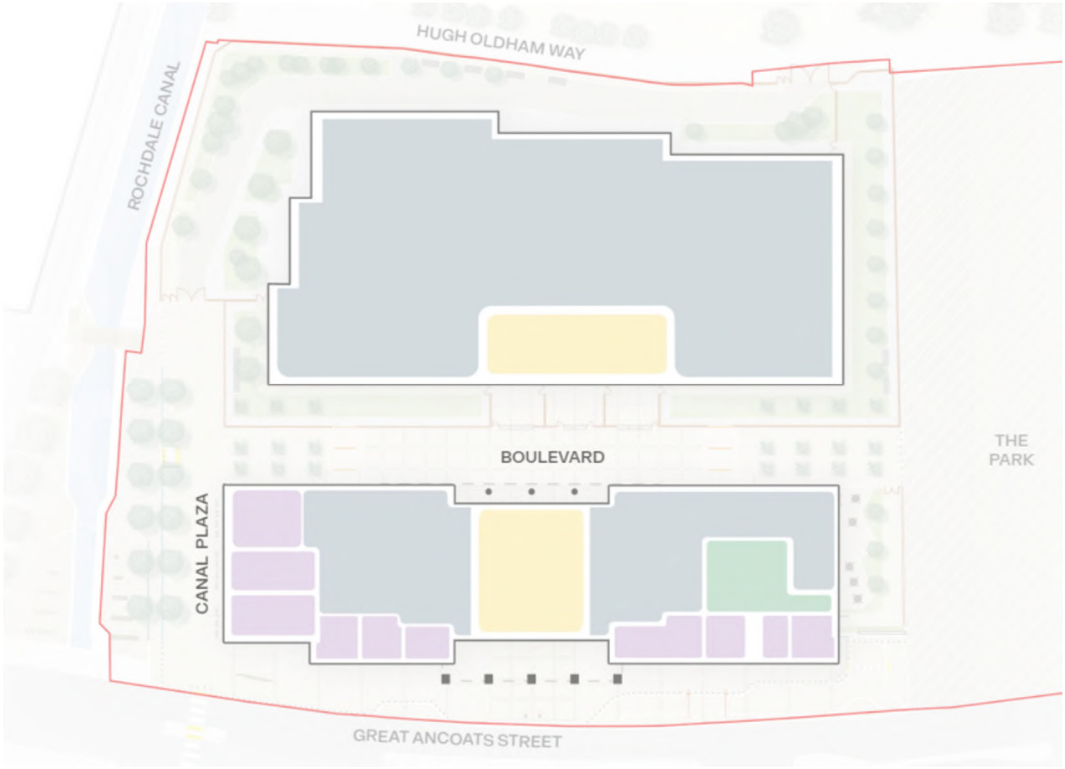


Insert 7-1 - Evolution of the Masterplan principles

7.2 The Proposed Development

The resulting masterplan proposes the construction of two distinct buildings of simple, single massing, each nine storeys in height (Insert 7-2 - Digital Campus Site plan). The floor plan and siting of these buildings has been driven by GPA operational requirements, which have necessitated the siting of the larger of the two structures to the north of the Site. The buildings would include a subterranean basement storey and vehicular access to the Site via a service road and layby to the south of the south building.

The buildings would be set back from the Site boundary, reducing the impact of their scale upon surrounding buildings and the Rochdale Canal as far as possible. Staggered frontages are proposed to the canal, Great Ancoats Street and High Oldham Way, breaking up the massing of the buildings and responding to the geometry of the canal and roads. The staggered frontages would provide a less monolithic facade to the canal, to avoid overawing the mills opposite. The simple massing of the proposed buildings has been developed to both respond to the form of the historic mills and to establish a civic character which is reflective of the buildings' function and status within the townscape. (Insert 7-4 - West elevation of the Proposed Development.



Insert 7-2 - Digital Campus Site plan

The building elevations would be articulated through the use of a simple repetitive structural design grid, dividing the elevations into a series of regular, double height bays, separated by a consistent horizontal sill. Subtle variation in design between the two buildings is proposed, driven by their differing operational requirements. Food and beverage areas are proposed to be located along west and south elevations of the south building providing activation of these frontages.

The materiality of the buildings has been developed to relate to other civic structures across the city, and proposes to use pale coloured, precast concrete with grit-blasted and acid-etched finishes, detailed using natural and bronze anodising curtain walling.

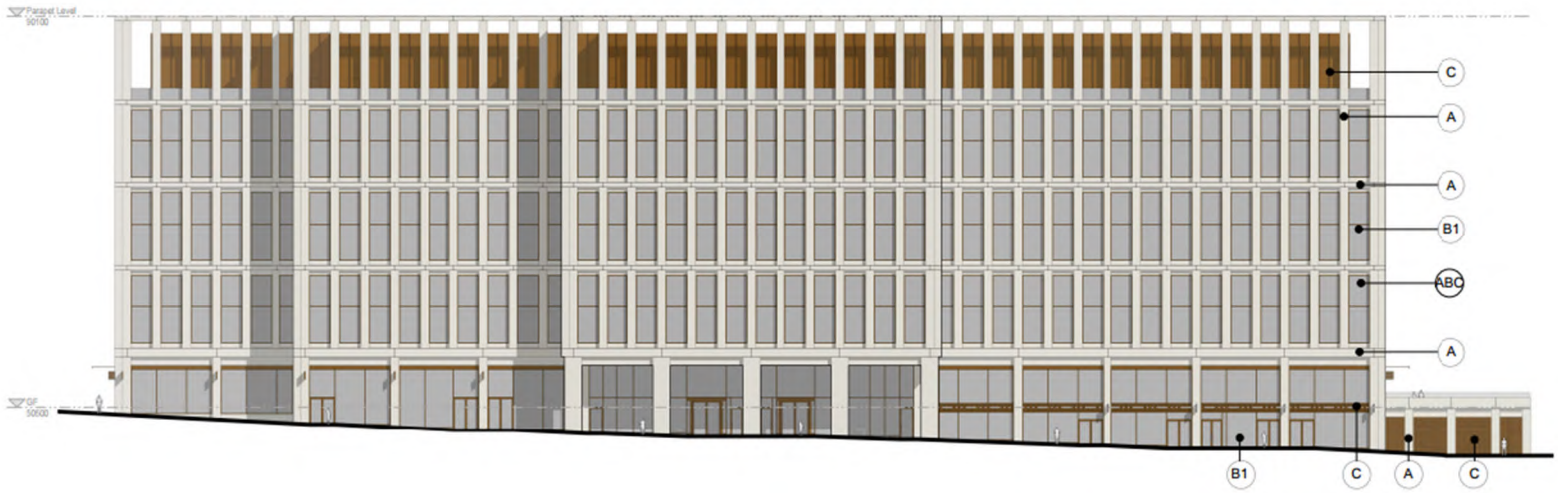
New areas of public realm would be established around the proposed buildings. To the north of the Proposed Development, Canal Plaza would be established, providing the interface with the Rochdale Canal and Ancoats

Conservation Area. The landscaping of this space would mirror that to the north of the canal, incorporating large trees and using high quality hard surfacing and seating. To the west of the north building, a green wall would front onto the canal. Extending between the proposed buildings to link to the new park to the east, a new pedestrian boulevard would be established called The Boulevard. This would form a hard paved area articulated by a grid of trees to either end and would incorporate a bespoke lighting design. This space would function primarily as a space for pedestrian movement and provide entrance to the proposed buildings.

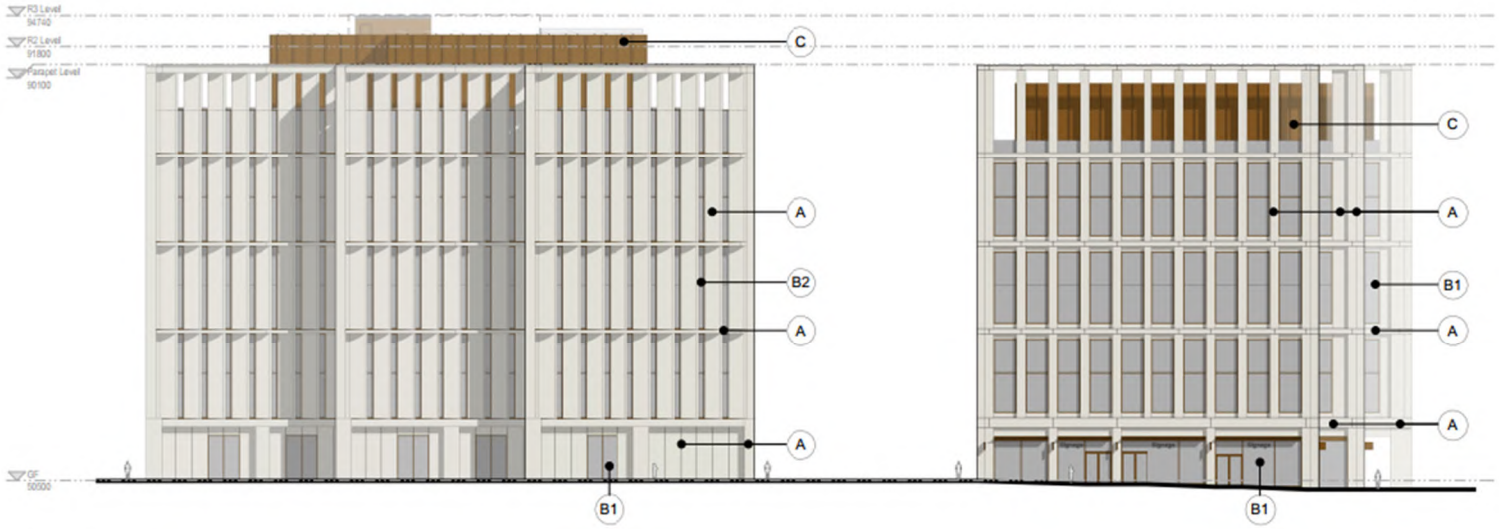
The landscape design for the Proposed Development as a whole would include references to the heritage of the Site. References to both the natural and historic heritage of the Site would be incorporated such as:

- Incorporation of motifs of flora and fauna employed along the east boundary of the Site adjacent to the park;
- Integration of two pieces of bespoke sculpture/landscape art referencing the industrial history and significance of Ancoats into the public realm;
- Use of coding patterns and complementary lighting along Digital Way; and
- Hard landscaping materiality including paving and tree grilles to reflect the historic industrial character of Ancoats.

A full description of the Proposed Development can be found in Chapter 2 of the ES and the Design and Access Statement which accompanies the planning application.



Insert 7-3 - South Building, south elevation to Great Ancoats Street



Insert 7-4 - West elevation of the Proposed Development.



Insert 7-5 - Visualisation looking west along Redhill Street showing the Proposed Development.



Insert 7-6 - Visualisation looking east along the Rochdale Canal showing the Proposed Development.

8. Impact Assessment

8.1 Designated Heritage Assets

8.1.1 Canal structures

The Proposed Development would form a prominent new feature in the setting of Canal Lock 82 (1247485), the Canal Towpath Footbridge (1270859) and the Canal Retaining Wall (1270860). This would result in a large visual change to their settings, emphasised by their close proximity to the Proposed Development. There would be no physical impact on these assets as a result of the Proposed Development, and the group of value of these assets deriving from their association with the wider group of structures erected for the Rochdale Canal would not be adversely affected.

Throughout the 19th and 20th centuries, the Proposed Development was densely developed, with industrial buildings forming a continuous line along the south bank of the Rochdale Canal. The current vacant condition of the Proposed Development results from demolition of the Central Retail Park in the 21st century and detracts from the historic setting of the listed canal assets. The presence of the Proposed Development would re-establish the built environment along the south bank of the canal, reinstating a fully urban context for the assets. The Proposed Development would channel views along the Rochdale Canal towards Brownsfield Mill (1207994), better revealing the relationship between Canal Lock 82 (1247485), the Canal Towpath Footbridge (1270859), the Canal Retaining Wall (1270860) and Brownsfield Mill (1207994).

The establishment of the canal plaza to the north of the Proposed Development would enhance the setting of the listed canal structures and improve the currently undistinguished footpath along its southern bank. The canal plaza would form a new public space in an area which is currently inaccessible to the public and create new vantage points from which the canal and associated listed canal structures can be appreciated. The use of hard landscaping within the plaza would be reflective of the historic character and function of the canal as an industrial transport corridor and mirror the hard landscaping used on the opposing bank of the canal, integrating the existing and proposed public realm. The proposals include large tree planting, high quality hard surfacing and abundant seating, encouraging use of the space and better engagement with its heritage. The plaza would also provide a space set slightly back from the canal edge which would allow for a better visual appreciation of the listed canal structures and the historic mills, highlighting their historic connection. This would in turn increase public interaction with and appreciation of the Canal Lock 82 (1247485), the Canal Towpath Footbridge (1270859) and the Canal Retaining Wall (1270860). The impact on these assets from the Proposed Development is therefore assessed to be low beneficial on all three assets.

The reinstatement of the channelled, built-up character of the canal corridor would enhance the setting of Union Street Bridge (1247550), better revealing the relationship between the bridge, associated canal structures and the adjacent historic mills. The improvement of the public realm to the south of the canal would also enhance its setting, resulting in a low beneficial impact on Union Street Bridge.

The Proposed Development would be visible in views of the Former Rochdale Canal Warehouse (1254689) from Tariff Street and Brewer's Street, where it would form a backdrop to the warehouse, extending above the roofline of the nearby Brownfield Mill (1207994) (see insert 8.1). The setting of the Warehouse currently includes a varied townscape of historic and modern buildings of diverse scale, style and materials. Although forming a large-scale new element in the setting of the warehouse, the Proposed Development is in keeping with the character of its setting. The Proposed Development would not impinge upon understanding of the relationship of the Warehouse and the Rochdale Canal, most clearly expressed in its proximity to the canal basin to the south, or its enclosed and secure character, evident in the presence of the tall boundary wall to Tariff Street. The impact of the Proposed Development on Jackson's Warehouse has therefore been assessed to be negligible.

Store Street Aqueduct (1270666) is largely outside of the zone of theoretical visibility for the Proposed Development. The current setting of the aqueduct includes modern residential and light industrial buildings of varied scale, form and styles. Intervening large-scale modern development would largely screen the proposed buildings, resulting in limited visibility of the proposed buildings above their rooflines, which would be seen within the context of the varied modern townscape. The axial views along the Ashton Canal which contribute to the significance of the aqueduct would be unaffected by the Proposed Development, as would its relationship to other historic canal features. The impact of the Proposed Development would result in a **negligible** impact on the value of the Store Street Aqueduct.



Insert 8-1 - Visualisation of the Proposed Development from Tariff Street. The Former Rochdale Canal Warehouse is to the right of the image, whilst Brownfield Mill is visible behind the lamppost.

8.1.2 Textile mills

The Proposed Development would result in both beneficial and adverse impacts on Royal Mill (1247474), Sedgwick Mill (1270856), Doubling Mill and Fireproof Mill (1270855), and Old Mill and Decker Mill (1247473).

The design of the Proposed Development has been developed to respond to the presence of the historic mills through a range of measures. These include:

- The set back of the proposed buildings from the Rochdale Canal to maximise the distance between the Proposed Development, the historic listed mills to the north of Redhill Street and the canal;
- The use of simple single-massed blocks, responding to the simple block form of the mills;
- The use of stepped frontages to break up the buildings' massing and to respond to the orientation of the canal;
- The repetitive articulation of the buildings' elevations, reflective of the rhythmic repetitive elevations of the historic mills;
- Establishment of new public realm within the canal plaza, extending the high-quality public realm from Cotton Fields Wharf along the canal and providing new vantage points from which to appreciate the historic mills along Redhill Street;
- The construction of the buildings in pale coloured, precast concrete which will reduce the visual prominence and mass of the buildings, and be sympathetic to the red brick and pale sandstone construction of the historic mills;
- Use of hard landscaping in granite and sandstone across the canal plaza with planters and tree grilles utilising metal finishes, reflecting the material palette employed in the public realm to the north of the canal and the historic industrial character of Ancoats; and

- The integration of two pieces of bespoke sculpture/landscape art referencing the industrial history and significance of Ancoats into the public realm.

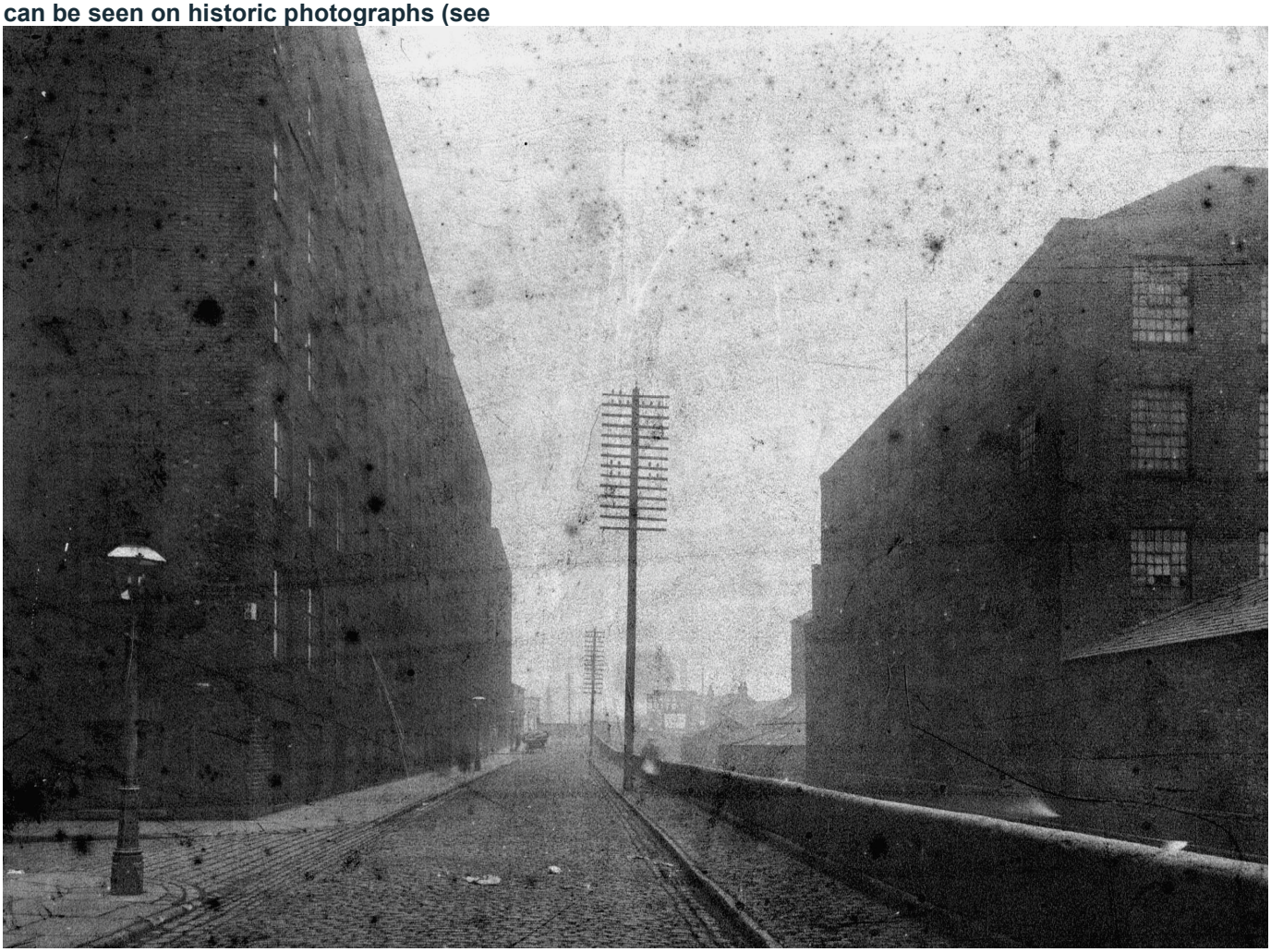
These measures would aid the integration of the Proposed Development into the setting of the historic mills, whilst establishing a distinct civic character to the Proposed Development.

The Proposed Development would introduce two large-scale buildings into the immediate setting of Royal Mill (1247474) and Sedgwick Mill (1270856), located directly opposite the buildings to the south of the Rochdale Canal, and would result in a large visual change to the setting of Doubling Mill and Fireproof Mill (1270855) and Old Mill and Decker Mill (1247473). The historic mills are a dominating presence on Redhill Street, forming a near continuous wall to the north of the canal, of imposing height and rhythmic elevation. The scale of these buildings and their close historic and spatial relationship forms an important aspect of their significance. The Proposed Development would rise c.12.5m above Sedgwick Mill, the tallest of these buildings, and detract from the dominance of the mill group as they would no longer be the largest buildings on the canal corridor. The impact of the Proposed Development has, however, been reduced as far as possible by setting the proposed buildings back from the canal towpath, maximising the gap between the proposed and historic buildings, and using stepped frontages to the canal to break up the massing of the buildings.

The Proposed Development would sever views to the mills from Great Ancoats Street, however, these views result from clearance of the Proposed Development from the later 20th century. Throughout the 19th and 20th centuries, this view was blocked by mid-height residential and industrial buildings. Similarly, there are partial views of the mills from Cotton Fields Wharf, dependant on seasonal vegetation screening. The Proposed Development would sever these views to Royal Mill (1247474) and Sedgwick Mill (1270856); however, this is a modern construct as the park and canal basin result from modern development, and the Site historically was occupied by a grid of industrial buildings which would have allowed only intermittent views of the textile mills between buildings. Whilst resulting in change to these longer distance views of the textile mills, these views do not reflect the setting of the mills during the Industrial period and make limited contribution to their significance. Views out from the mills to the surrounding townscape make limited contribution towards their value as the nature of their historic function means they are inherently inward looking. Visibility of the Proposed Development from the interior of the mill buildings would therefore not impact their value.

The setting of Royal Mill (1247474), Sedgwick Mill (1270856), Doubling Mill and Fireproof Mill (1270855), and Old Mill and Decker Mill (1247473) along the Rochdale Canal is currently imbalanced, with the substantial mills to the north and a vacant, undeveloped land parcel to the south, increasing the dominance of the mills over their setting. This is not reflective of their historic setting prior to the late 20th century when the mills faced a densely developed urban townscape laid out on a grid plan across the Proposed Development, as

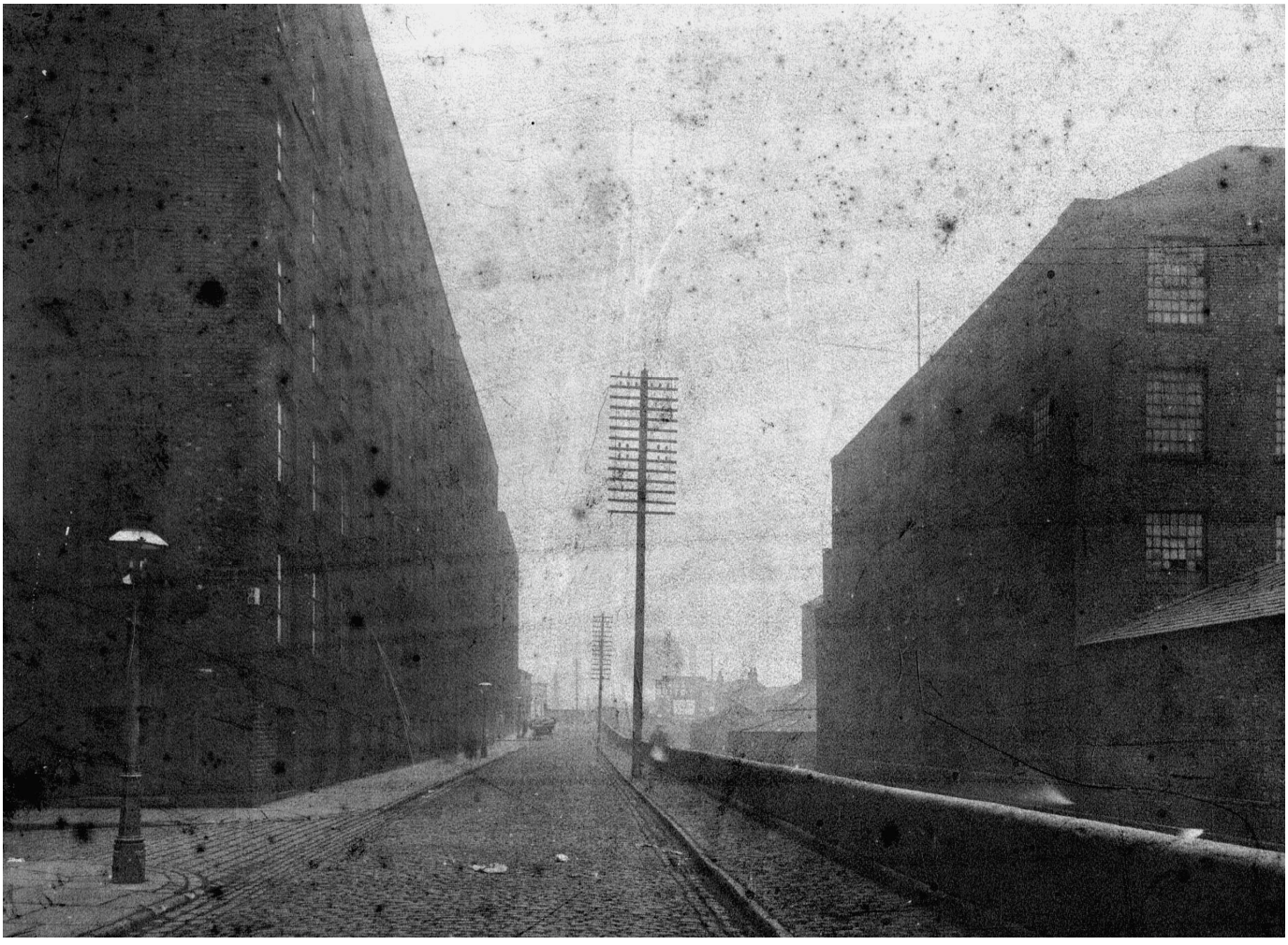
can be seen on historic photographs (see



Insert 8-3 and Insert 8-5). The current arrangement does not contribute to the value of the mills, forming a disjointed and imbalanced setting, and a sense of the mills as being on the periphery of Ancoats, rather than at its heart. The construction of the proposed buildings together with the creation of new routes through the Site would re-establish an urban grain across the Proposed Development, creating a more coherent townscape setting for the historic mills and restoring their place at the centre of an urban grid, enhancing understanding of their historic significance as the heart of a bustling townscape.



Insert 8-2 - The historic mills to the north of Redhill Street seen from Great Ancoats Street across the Proposed Development.



Insert 8-3 – A historic photo showing the view along Redhill Street to the north-east in 1903. The Proposed Development is to the right of the image showing dense collection of industrial buildings (Image provided by The Local Image Collection, Manchester City Council. Ref m10670. Copyright: Manchester City Council 2010).



Insert 8-4 - Image showing the view along Redhill Street to the north-east in 1903, with Proposed Development to the right of the image. Image provided by The Local Image Collection, Manchester City Council. Ref: m10671. Copyright: Manchester City Council 2010.



Insert 8-5 – Image showing the view along Redhill Street to the north-east in 1972. The Proposed Development showing is located to the right of the image. Image provided by The Local Image Collection, Manchester City Council. Copyright: Manchester City Council 2010. Reference: m54467.

The Proposed Development would channel views along the canal corridor rather than the current skew towards the historic mills. This would strengthen the relationship between the mills and canal as well as narrowing the view towards Brownsfield Mill and highlighting this historic grouping. It also would enhance the setting of the mills by creating a new area of high-quality public realm to the south of the canal, from which the group of historic mills can be viewed and appreciated, allowing for better engagement with the historic mill group, as well as enlivening their setting. The hard landscaping of this space is proposed to reflect the existing good quality public realm to the north of the canal and be sympathetic to the industrial character of the mills.

The Proposed Development would have both beneficial and adverse impacts on Royal Mill (1247474), Sedgwick Mill (1270856), Doubling Mill and Fireproof Mill (1270855), and Old Mill and Decker Mill (1247473). On balance this has been assessed to result in a **low adverse** impact on these listed buildings due to the impact on appreciation of their scale, resulting in less than substantial harm at the lower end of the scale.

Views of the Proposed Development from historic mill buildings to the north of Redhill Street, comprising New Mill (1200821), Little Mill (1282961), and the Former Warehouse and Offices of Old Mill, Decker Mill and New Mill (1220282) and Paragon Mill (1219048) would be limited due to their location within a densely developed grid-plan townscape and orientation of their principal elevations away from the Proposed Development.

Some limited visibility of the Proposed Development would be possible from New Mill (1200821), the Former Warehouse and Offices of Old Mill, Decker Mill and New Mill (1220282) and the courtyard of the Murrays Mill complex. However, these views would be oblique, or seen above the roofline of adjacent buildings, and would be seen in the context of surrounding historic and modern development. This would have no impact on understanding of the group value of these buildings as part of the Murrays' Mills complex or detract from the contribution of their setting within the historic townscape of Ancoats to their value. This would result in a negligible impact on their value.

The Proposed Development would form a substantial new element within the setting of Brownsfield Mill (1207994); however, this setting is already a mix of modern large-scale developments and historic buildings. Its group value with the surrounding mills and canal assets is largely uninterrupted by the massing of new urban developments. The Proposed Development would be separated slightly from Brownsfield Mill by the busy road of Great Ancoats Street, and would form a prominent new element in views of Brownsfield Mill along the Rochdale Canal (Insert 7-6) and views towards the mill from the west (Insert 7-5). The position of the Proposed Development to the east of Great Ancoats Street, set back from the Rochdale Canal would not impact the relationship of the mill to the canal, a key aspect of its setting, nor would it interrupt the visual connection between Brownsfield Mill and the historic mills on Redhill Street. The presence of the Proposed Development would channel views along the canal corridor, more keenly highlighting the historic relationship between Brownsfield Mill and the surrounding mill and canal assets. In its current vacant condition, the Proposed Development does not positively contribute to the setting of Brownsfield Mill, forming a gap site within the formerly densely developed townscape. The Proposed Development would reestablish an urban grain across the Site, reinstating a more coherent townscape setting to the east of the mill. This would result in a negligible impact on Brownsfield Mill.

8.1.3 Ancoats Conservation Area

The Proposed Development would form a major new element in the setting of Ancoats Conservation Area, introducing two nine-storey buildings and associated public realm into its setting. This impact would be focussed along the Rochdale Canal and Redhill Street, with limited visibility to the north of this due to the dense grid plan development within the conservation area. Views of the upper storeys of the Proposed Development would be possible from limited pockets within the conservation area, rising above surrounding rooflines and terminating the channelled views along Henry Street and Pickford Street; however, this would be seen in the context of existing modern and historic development and would not dominate these views.

Along Redhill Street, the height of the Proposed Development would extend above the historic mills, detracting from their dominance. This impact has been reduced as far as possible through the stepping back of the proposed buildings from the conservation area boundary and the use of a stepped plan form to break up the massing and respond to the orientation of the canal. The Proposed Development would be legible as a modern intervention

within the setting of the conservation area, however, would be sympathetic to its character and appearance due to the use of a simple block form and repetitive fenestration. The use of pale coloured, precast concrete and natural and bronze anodising curtain walling would serve to distinguish the Proposed Development from the red brick mills and create a distinct civic character to the Proposed Development, reinforcing the group value of the mills, whilst responding to their materiality by picking up on the use of stone detailing across Royal Mill (1247474) and Sedgwick Mill (1270856).

In its current vacant condition, the Proposed Development detracts from the setting of the conservation area, interrupting the tight urban grain established by the conservation area and surrounding townscape with a large, inaccessible and unarticulated space. The Proposed Development would re-establish a coherent urban form across the Site and enable movement through this area, creating a more coherent and integrated townscape, and resolving the disparate and imbalanced setting of the conservation area along the Rochdale Canal.

Long views from Great Ancoats Street towards the conservation area and historic mills frontage along Redhill Street would be severed by the presence of the Proposed Development. However, as discussed above, these views are not historic and make a limited contribution to the significance of the conservation area. The presence of the Proposed Development would create channelled views along the canal corridor, better highlighting the relationship between the mills and canal, and better reflecting the historic setting of the conservation area.

The Proposed Development would create a new public realm space to the south of the canal which would have a beneficial impact on the conservation area, providing an area from which the relationship between the historic mills and canal could be better appreciated. The use of hard landscaping and street furniture are reflective of the existing high-quality materials found within the conservation area and would be sympathetic to its industrial character. This more attractive and high-quality public realm would encourage the enjoyment of this space and better engagement with the conservation area. The provision of new retail spaces and offices would also increase activity and positive engagement with the areas surrounding the conservation area.

Overall, the Proposed Development is assessed to have a low beneficial impact upon Ancoats Conservation Area due to enhancement of its setting, improvement of views along the Rochdale Canal corridor and the creation of new public space along the canal from which the conservation area can be appreciated.

8.2 Non-Designated Heritage Assets

Rochdale Canal Road Bridge (Great Ancoats Street) (6456.1.0) is located to the south of the Proposed Development. It enjoys group value with Canal Lock Number 82 (1247485), the Canal Towpath Footbridge and Associated Ramps (1270859) and is close to Brownsfield Mill (1207994). There would be visual change to the setting of the bridge due to its proximity to the Proposed Development and the presence of the large-scale new buildings. The setting of the bridge on Rochdale Canal, and its relationship to other canal infrastructure would be maintained, whilst the re-establishment of a coherent urban grain across the Site would enhance its townscape setting. This would result in a **low beneficial** impact on the asset.

8.2.1 Archaeological Remains

During construction of the Proposed Development below ground disturbance would result from:

- Removal of existing services and hardstanding across the Proposed Development; and
- Excavation to establish lower floor levels and substructure datums below the proposed buildings, extending to a maximum depth of 5.5m below ground level.

This would result in the removal, truncation or significant alteration of archaeological deposits within the Proposed Development, impacting the sites of:

- Shooter's Brook Iron Works (17373.1.0);

- Allum Street Mill (12331.1.0);
- Allum Street Foundry;
- The Oil Cloth Manufactory; and
- Worker's Housing

9. Conclusion

The Proposed Development would establish a new government campus on the currently vacant former Central Retail Park, with the construction of two large-scale office buildings and the creation of new areas of public realm. This would result in impacts to historic buildings comprising:

- Seven grade II* listed buildings and six grade II listed buildings;
- Ancoats Conservation Area; and
- One non-designated historic building.

Construction of the Proposed Development would also result in the removal or truncation of potential non-designated archaeological remains within the Site boundary.

The proposals have been developed to respond to their townscape location and incorporate a number of measures to reduce impacts on the settings of surrounding heritage assets. These include:

- The set back of the proposed buildings from the Rochdale Canal to maximise the distance between the Proposed Development, the historic listed mills to the north of Redhill Street and the canal;
- The use of simple single-massed blocks with stepped frontages, responding to the simple block form of the mills;
- The use of stepped frontages to break up the buildings' massing and to respond to the orientation of the canal and Great Ancoats Street;
- The repetitive articulation of the buildings' elevations, reflective of the rhythmic repetitive elevations of the historic mills;
- Establishment of new public realm across the Site and particularly adjacent to the Rochdale Canal;
- The use of pale-coloured precast concrete with grit-blasted and acid-etched finishes, detailed using natural and bronze anodising curtain walling, sympathetic to the materiality of the conservation area whilst establishing a civic character for the campus;
- Use of hard landscaping across the canal plaza to reflect the material palette employed to the north of the canal and the historic industrial character of Ancoats; and
- The integration of two pieces of bespoke sculpture/landscape art referencing the industrial history and significance of Ancoats into the public realm.

The proposals would result in less than substantial harm at the lower end of the scale to the significance of Royal Mill (1247474), Sedgwick Mill (1270856), Old and Decker Mill (1247473), Doubling Mill and Fireproof Mill (1270855) and Brownsfield Mill (1207994), due to impacts on their setting.

Paragraph 208 of the NPPF requires that for proposals that lead to less than substantial harm, the public benefits of the proposals should be weighed against the public benefits. The Proposed Development would deliver significant public benefits including:

- The creation of a new regional Government Hub, supporting up to 7000 jobs;
- Regeneration of part of the former Central Retail Park site, redeveloping a key site in central Ancoats and repairing the existing gap in Manchester's urban fabric resulting from its demolition;
- Creation of an active frontage to Great Ancoats Street, reanimating the currently vacant frontage on this major streetscape;

- Establishment of new connections across the Site to deliver effective links east-west and north-south, connecting Cotton Fields Wharf and Cotton Fields Park with Great Ancoats Street and enhancing connections to and from the canal corridor; and
- Establishment of high-quality public realm across the Site including creation of the canal plaza, extending high quality public realm along the south bank of the Rochdale Canal from Cotton Fields Wharf to link with Great Ancoats Street.

These public benefits, considered together with the enhancement of Ancoats Conservation Area, Canal Lock 82 (1247485), the Canal Towpath Footbridge (1270859) and the Canal Retaining Wall (1270860) resulting from improvements to their settings, outweigh the less than substantial harm to the listed mills and in compliance with policy EN-3 of Manchester Core Strategy.

To mitigate impacts upon archaeological remains, it is proposed that an appropriately designed program of archaeological mitigation works is agreed for the Proposed Development with GMAAS through the preparation of an Archaeological Mitigation Strategy (AMS).

10. References

Department of Communities and Local Government, Published 2012, Updated 2023. *National Planning Policy Framework*. United Kingdom: Ministry of Housing, Communities & Local Government.

English Heritage, 2011. *Ancoats: Cradle of Industrialisation*. United Kingdom: English Heritage. United Kingdom: English Heritage. Consulted at: https://historicengland.org.uk/images-books/publications/ancoats/ancoats

Hartwell, Claire. 2001. Pevsner Architectural Guides: Manchester. p 279

Historic England, 2008. Conservation Principles, Policies and Guidance

Historic England, 2015. Managing Significance In Decision-Taking In The Historic environment, Historic Environment Good Practice Advice in Planning Note 2.

Historic England, revised 2017. The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3.

Historic England, 2018. *Mills, Introduction to Heritage Assets.* Swindon: Historic England. Consulted at: Conservation Principles, Policies and Guidance (historicengland.org.uk)

Historic England, 2018. *Pre-industrial Roads, Trackways and Canals, Introduction to Heritage Assets.* Swindon: Historic England. Consulted at: Pre-industrial Roads, Trackways and Canals | Historic England

Historic England, 2019. *Statements of Heritage Significance: Analysing Significance in Heritage Assets.* Swindon: Historic England. Consulted at: Statements of Heritage Significance: Analysing Significance in Heritage Assets | Historic England

Historic England, 2024. *Textile Mills, Introduction to Heritage Assets*. Swindon: Historic England. Consulted at: Textile Mills. Introduction to Heritage Assets. (historicengland.org.uk)

Manchester City Council, 2012. *Manchester's Local Development Framework, Core Strategy Development Plan Document*. Manchester: Manchester City Council. Consulted at: https://www.manchester.gov.uk/downloads/download/5672/core_strategy Manchester City Council, 2022. *Strategic Regeneration Framework, Former Central Retail Park*. Manchester: Manchester City Council. Consulted at: Former Central Retail Park draft regeneration framework | Manchester City Council

Rose, M.E., Falconer, K, & Holder, J. 2011. *Ancoats, cradle of industrialisation*. English Heritage, Swindon.

AtkinsRéalis

AtkinsRéalis Manchester
3 Piccadilly Place,
M1 3BN,
Manchester,
United Kingdom

T: +44 1612 453400

www.atkinsrealis.com