



SALFORD
ARCHAEOLOGY
University of Salford

Foras (Sparkle Street) Limited

Issue: v1

SA/2022/49

Sparkle Street, Manchester

Heritage Statement



Salford
Environmental
Consultancy

Built / Historic / Natural



ISO
14001: 2015
45001: 2018



ISO
9001: 2015

Document Information

Document Title:	Heritage Statement: Sparkle Street, Manchester
Location	Centred NGR 384946, 398044
Version:	Version 1
Report Number:	SA/2022/49
Client:	Foras (Sparkle Street) Limited
Issue Method:	By email only
Digital location	VDrive/Research/SalfordArchaeology/General/Projects

Document Revision History

Date	Author	Summary of Changes	Version	Checked
26/04/24	Natalie Poundall	Edited	1.0	NP
11/07/23	Natalie Poundall	Edited	1.0	NP
May 2023	Katie Fletcher	Document Creation	1.0	KF

Contact

Name	Position	Email	Phone
Katie Fletcher	Project Officer	k.m.harvey@salford.ac.uk	07890899088
Correspondence Address	Salford Archaeology, University of Salford, Peel Building, Salford, Greater Manchester, M5 4DW		

Copyright

This document has been prepared by Salford Archaeology, at the University of Salford, for the titled project or named part thereof and should not be used or relied upon for any other project without an independent check being undertaken to assess its suitability and the prior written consent and authority obtained from the Salford Archaeology. The University of Salford accepts no responsibility or liability for the consequences of this document being used for a purpose other than those for which it was commissioned. Other persons/parties using or relying on this document for other such purposes agrees, and will by such use or reliance be taken to confirm their agreement to indemnify the University of Salford for all loss or damage resulting therefrom. The University of Salford accepts no liability or responsibility for this document to any other party/persons than by whom it was commissioned.

Contents

1. Summary	1
2. Introduction	2
2.1 Purpose	2
2.2 Site location	2
2.3 Designations	3
2.4 Description of the Proposal Site	5
3. Method statement	8
3.1 Introduction	8
3.2 Research sources	8
3.3 Site Visit	8
3.4 The document	8
3.5 Significance and impact assessment methodology	8
4. Planning and legislative background	10
4.1 Planning (Listed Buildings and Conservation Areas) Act 1990	10
4.2 National Planning Policy Framework (NPPF)	10
4.3 Local Development Framework	11
4.4 Historic England Guidance	12
5. Historical development	14
5.1 Prehistoric period	14
5.2 Romano-British period	14
5.3 Medieval period	15
5.4 Post-medieval period	16
5.5 Onset of the industrial revolution	18
5.6 The advent of Manchester's railway network	20
5.7 Development of the Site	21
6. Historic landscape characterisation appraisal	32
6.1 Defining the Study Area	32
6.2 Identification of Heritage Assets within the Study Area	32
6.3 Methodology	32

6.4	Built heritage.....	33
6.4.1	Store Street Aqueduct.....	33
6.4.2	Train Shed, Piccadilly Station	36
6.4.3	Crusader Works.....	39
6.4.4	The former London Warehouse	41
6.4.5	Junction Lead Mills (1217852) and Stable block to south-east of Junction Lead Mills (List Entry: 1200857).....	43
6.4.6	32 and 34 Laystall Street	44
6.4.7	Entrance Archway and Lodge to Yard of the Rochdale Canal Company.....	46
6.4.8	Rochdale Canal Lock No.85 (in tunnel between Piccadilly and Dale Street) and Rochdale Canal Lock No.84 (Dale Street Lock)	48
6.5	Non-designated Buildings	50
6.5.1	Iron and Steel Warehouse	50
6.5.2	Ashton Canal	51
6.6	Conservation Areas	53
6.6.1	Stevenson Square Conservation Area	53
6.6.2	Whitworth Street and Princess Street Conservation Area	56
6.6.3	Ancoats Conservation Area	60
6.7	Significance Summary	65
7.	Proposed works	66
8.	Heritage impact assessment.....	67
8.1	Location and Siting of the New Development.....	67
8.1.1	Stevenson Square Conservation Area	67
8.1.2	Whitworth Street and Princess Street Conservation Area	67
8.1.3	Ancoats Conservation Area	67
8.1.4	Store Street Aqueduct (Grade II*)	68
8.1.5	Piccadilly Train Shed and Undercroft (Grade II).....	68
8.1.6	Crusader Works (Grade II).....	68
8.1.7	The former London Warehouse (Grade II)	68
8.1.8	Junction Lead Mills and Stable block to the south-east of Junction Lead Mills (Grade II)	69
8.1.9	32 and 34 Laystall Street (Grade II)	69
8.1.10	Entrance Way and Lodge to yard of Rochdale Canal Company (Grade II).....	69

8.1.11	Rochdale Canal Locks 84 and 85 (Grade II)	69
8.1.12	Iron and Steel Warehouse (non-designated heritage asset).....	69
8.1.13	Ashton Canal (non-designated heritage asset)	70
8.2	The Form and Appearance of the Proposed Works	70
8.3	Wider Effects	70
8.4	The Permanence, Longer Term or Consequential Effects of the Development	71
8.5	Visual Impact Assessment	71
8.5.1	Viewpoint 02	72
8.5.2	Viewpoint 04	72
8.5.3	Viewpoint 07	73
8.5.4	Viewpoint 08	74
8.5.5	Viewpoint 10	75
8.5.6	Viewpoint 11	77
8.6	Visual (indirect) Assessment Summary	78
9.	Conclusion	80
Sources	.....	81
Cartographic sources	.....	81
Bibliography	.....	81
Websites	.....	84
Acknowledgements	.....	85
Appendix 1: ICOMOS guidance	.....	86
Assessing Value of Heritage Assets	.....	86
Assessing Magnitude of Change or Impact	.....	89
Assessing the Significance of Impact	.....	91
Appendix 2: Figures	.....	92

1. Summary

Foras (Sparkle Street) Limited have commissioned Salford Archaeology to undertake a Heritage Statement of the land at Sparkle Street, to inform the Full Planning Application process. This assessment of the built heritage in close proximity to the Site, was intended to establish, as far as possible, the character of the historic built environment within the vicinity of the proposed development site and to provide a description of significance in order to understand the potential impact of the proposals, including the potential impact on the setting on any nearby designated heritage assets.

Within the boundary of the proposed development site there are no upstanding buildings of historic interest, and the site contains no discernible historic character. A review of the Historic Environment Record data recorded several designated and undesignated heritage assets within the vicinity of the site. Within a 250m Study Area of the site, the designated and non-designated heritage assets assessed in order to consider the potential impact of the proposed works upon those assets includes;

- / Stable block to south-east of Junction Lead Mills, Grade II * Listed
- / Entrance Archway and Lodge to Yard of the Rochdale Canal Company, Grade II Listed
- / The Place Aparthotel (former London Warehouse), Grade II Listed
- / Store Street Aqueduct, Grade II Listed
- / Rochdale Canal Lock No.85 (in tunnel between Piccadilly and Dale Street), Grade II Listed
- / Rochdale Canal Lock No.84 (Dale Street Lock), Grade II Listed
- / 32 and 34 Laystall Street, Grade II Listed
- / Phoenix Works (Crusader Works), Grade II Listed;
- / Train Shed, Piccadilly Station, Grade II Listed
- / Junction Lead Mills, Paradise Wharf, Grade II Listed
- / Stevenson Square Conservation Area
- / Whitworth Street and Princess Street Conservation Area
- / Ancoats Conservation Area
- / Iron and Steel Warehouse, non-designated
- / The Ashton Canal, non-designated

Conservation Areas in the wider townscape considered as part of this assessment include Stevenson Square Conservation Area, Whitworth Street and Princess Street Conservation Area and Ancoats Conservation Area. The Proposed Development will result in either Slight beneficial or Slight Adverse, Moderate Adverse or Neutral instances of impact on the significance of the identified designated and non-designated buildings. The Proposed Development will result in a Slight Adverse and Neutral levels of impact upon the significance of the Conservation Areas.

2. Introduction

2.1 Purpose

This Heritage Statement has been prepared in support of a planning application for the redevelopment of land at Sparkle Street. The proposed development comprises Full Planning Permission for the demolition of the five existing low-rise units (within two buildings) and erection of ground + 27 storey residential development with supporting residential amenity, private terraces, and private shared garden. The proposed development, located on the corner of Sparkle Street and Store Street (identified in Section 2.2. below, herein referred to as 'the Site'), is located within the Piccadilly area of Manchester within the city centre.

This Heritage Statement appraises the identified features of the historic built environment within the context of the application site, providing a description of their significance in order to understand the potential impact of the proposals, both positive and negative. The Heritage Assessment includes a physical impact assessment and visual impact assessment (supported by heritage views).

2.2 Site location

The proposed development area (centred on NGR 384946, 398044) comprises a plot of land in Manchester City Centre, which is bounded by Store Street to the north, Sparkle Street to the west, residential apartments to the south and vacant land to the east (Fig 1; Plate 1). The Site is currently occupied by two single-storey industrial units, known as Gateway Industrial Estate. The Site is approximately 100m north-east of Piccadilly Railway Station and is approximately 0.25 ha in size.



Plate 1 Extract from Google Satellite, showing the Site boundary

The Site is surrounded by late 20th- and 21st-century residential developments, including Chapeltown Close and Home to the south, Piccadilly Village (1990) to the east, and Wharf Close to the north (Plate 3 to 4). A modern single-storey commercial building lies immediately west of the Site, together with a multi-storey car park. A late 19th- or early 20th-century two-storey building is situated on the opposite side of Sparkle Street. In addition, vacant plots of land awaiting redevelopment are dotted along Store Street. At present, the Grade II* Listed Store Street Aqueduct (HER 1387.1.0), Grade II Listed former London Warehouse (HER 1385.1.0) and Grade II Listed Piccadilly Train Shed (HER 11407.1.0) are visible at street-level from the Site (See below 2.3).

2.3 Designations

The 250m study area provides a focus for assessment but is not intended to be prescriptive; designated heritage assets outside of the study area which have the potential to be affected by the proposals will be included within the Visual Impact Assessment where relevant.

The Site does not contain any heritage assets that are afforded statutory protection, such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens and it does not fall within a Conservation Area.

The Site is located within 250m of ten listed buildings (Table 1; Plate 2). The Whitworth Street and Princess Street Conservation Area, Stevenson Square Conservation Area and Ancoats Conservation Area both lie within the wider area and have been considered within this assessment (Plate 2).

Site	Designation	HER Entry	Location
Entrance Archway and Lodge to Yard of the Rochdale Canal Company	Grade II Listed Building	8370.2.0	SJ 8469 9815
Stable block to south-east of Junction Lead Mills	Grade II Listed Building	11336.2.0	SJ 8495 9816
Rochdale Canal Lock No.85 (in tunnel between Piccadilly and Dale Street)	Grade II Listed Building	12089.3.0	SJ 8466 9809
Train shed, Manchester Piccadilly Station	Grade II Listed Building	11407.1.0	SJ 8490397859
The Place Aparthotel (former London Warehouse)	Grade II Listed Building	1385.1.0	SJ 84758 98077

Rochdale Canal Lock Number 84 (Dale Street Lock)	Grade II Listed Building	12089.2.0	SJ 84733 98138
Junction Lead Mills, Paradise Wharf	Grade II Listed Building	11336.1.0	SJ 84917 98185
32 and 34 Laystall	Grade II Listed Building	12061.1.0	SJ 84982 98253
Store Street Aqueduct	Grade II* Listed Building	1387.1.0	SJ 85009 98116
Phoenix Works (Crusader Works)	Grade II Listed Building	2152.1.0	SJ 85130 98025
Stevenson Square	Conservation Area	DGM1609	-
Whitworth Street and Princess Street	Conservation Area	DGM1553	-
Ancoats	Conservation Area	DGM1611	-

Table 1 Designated sites considered within the assessment



Plate 2 Plan showing the location of the heritage assets listed in Table 1

2.4 Description of the Proposal Site

Originally, the Site contained workers' housing built in the late 18th and early 19th centuries, a timber yard, and a provender store and stables. The area contained several factories, wharfs and warehouses, which were built near the Ashton and Rochdale Canals. Larger warehouses and goods stations were erected following the completion of Store Street railway station. The character of the area underwent drastic changes during the first half of the 20th century when slum clearances were underway. By the mid-20th century, the timber yard had been expanded across much of the Site. Buildings associated with the timber yard were progressively cleared during the latter part of the 20th century.

A recent Site inspection (Fig. 2) found that the Site is largely unoccupied, with its former use being a telephone exchange along with surface car parking and two buildings that are partly used for storage and distribution. The buildings are screened from the road on two sides by existing vegetation and an access route for vehicles is provided from Store Street (Plate 3 to Plate 5).

The setting of the Site is varied, comprising a mixture of 20th-century and 21st-century developments, multi-storey car parks, hard-standing car parks, the Metro link tracks and railway line, associated railway infrastructure, commercial units and vacant plots of land. The area lacks any distinctive character and for this reason, there is a sense of desertion, though several redevelopment schemes are bringing a new lease of life to the area.



Plate 3 View of the Site from the east from Sparkle Street



Plate 4 View of the Site looking south from Store Street



Plate 5 View of the Site looking south from Store Street

3. Method statement

3.1 Introduction

The principal objective of the Heritage Statement is to examine the history, development and significance of the historic built environment within the Site and its vicinity and through this to assess the impact of the proposed development on that significance. This was achieved by carrying out desk-based documentary research based on primary and secondary sources, as well as visual analysis and professional judgement. The production of the assessment followed the guidance set out in Historic England's Good Practice Guides and Historic England's Advice Note 12, *'Statements of Heritage Significance: Analysing Significance in heritage Assets'* (October 2019).

3.2 Research sources

The heritage assessment made use of the following sources:

- / Published and unpublished cartographic, documentary and photographic sources;
- / The Greater Manchester Historic Environment Record, maintained by the Greater Manchester Archaeological Advisory Service;
- / Manchester Local Archives and the Greater Manchester Record Office in Manchester Central Library;
- / The National Heritage List for England;
- / Salford Archaeology's extensive library of archaeological work carried out in the vicinity of the Site.

3.3 Site Visit

A Site visit was undertaken to identify key heritage views within the locality, particularly those within Conservations Areas and of Listed Buildings.

3.4 The document

Planning and legislative background is present in Chapter 4. Chapter 5 discusses the historic development of within the Site. A Historic landscape characterisation appraisal (Chapter 6) of Conservation Areas and heritage assets within the study area (Figs 3-10), is used to assess the impact of the proposed development on the setting of such assets (Chapter 8).

3.5 Significance and impact assessment methodology

The assessment of the impact of the proposed works follows established Historic England guidance on assessing the setting of heritage assets. The Historic England guidance states that the assessment should address the attributes of the proposed development in terms of its: location and siting, form and appearance, wider effects and permanence (Historic England, 2017; Historic England, 2019). Chapter 6 is an assessment of how these attributes could potentially affect the significance of the assets assessed.

The impact assessment (Chapter 8) uses the approach to assessing heritage value contained within *'Guidance on Heritage Impact Assessments for Cultural World Heritage Properties'* issued by the International Council on Monuments and Sites (ICOMOS) in January 2011

(ICOMOS, 2011). The significance of the impact of the proposed development is based on the value or sensitivity of the heritage asset and on the magnitude of the impact on that heritage asset. The criteria used for assessing value, magnitude of impact and significance of impact are set out in three tables below. These impacts may be either adverse or beneficial (see Appendix 1).

4. Planning and legislative background

This assessment accords with National, Regional and Local Planning Policies which relate to the historic environment. National planning policies relevant to heritage asset management are contained within the National Planning Policy Framework (NPPF 2021).

4.1 Planning (Listed Buildings and Conservation Areas) Act 1990

The Site is located within 250m of ten listed buildings, with three Conservation Areas within the wider area, just beyond the search area. Section 66 of the Act requires the Local Planning Authority to “*have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*” when considering whether to grant planning permission.

4.2 National Planning Policy Framework (NPPF)

The significance of the heritage resource identified within this report has been assessed as recommended in the revised *National Planning Policy Framework* (Department for Levelling Up, Housing & Communities, Dec 2023). The NPPF sets out the Government’s planning policies and outlines the presumption in favour of sustainable development, which is defined by three principles: economic, social and environmental. Of the core planning principles underpinning decision making, conserving heritage assets ‘in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations’ is one. Section 16 deals specifically with this historic environment (paragraphs 195-214), and states that local planning authorities should consider:

- / the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- / the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- / the desirability of new development making a positive contribution to local character and distinctiveness; and
- / opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 200 states that “local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets, including any contribution made by their setting. ‘The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation”.

Paragraph 205 states that “when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s

conservation (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.”

Paragraph 202 states that ‘where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimal viable use’.

Paragraph 207 states that the effect of a proposal on non-designated heritage assets (designated assets are covered in paragraphs 199-202) should be taken into account in determining a planning application.

Paragraph 211 states that local planning authorities should require developers to record and advance understanding of any heritage assets to be lost, in a manner appropriate to their importance and impact, and to make this evidence publicly accessible.

4.3 Local Development Framework

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Manchester City Council adopted a Core Strategy in 2012, which is scheduled until 2027 (Manchester City Council, 2012). The heritage strategy is outlined in *Objective 6: Environment* and summarises the approach the local authority will take in determining planning applications which may affect the historic environment (Manchester City Council, 2012, p. 164).

Policy EN3 states:

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

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

The Places for Everyone Joint Development Plan was adopted in March 2024. The development plan is a long-term plan for nine Greater Manchester districts, comprising Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan, that determines how the boroughs should develop until 2039.

Policy *JP-P2* within the Places for Everyone Joint Development Plan concerns the approach to heritage, and states that:

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

Local Plans will set out key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:

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

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

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

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

Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process' (GMCA, 2025, pp. 192-194).

Manchester City Council is advised on proposals affecting listed buildings and non-designated heritage assets by Manchester City Council's Conservation Officer.

4.4 Historic England Guidance

The Heritage Statement accords with the guidance set out in Historic England's Advice Note 12, 'Statements of Heritage Significance: Analysing Significance in heritage Assets' (October 2019). The recent guidance calls for a staged approach, which provides relevant and

proportionate information sufficient to inform decision-making by the Council (Historic England, 2019).

In 2015, Historic England released three Good Practice Advice Notes in support of the implementation of national policy and the related guidance in the Planning Policy Guidance (PPG). A fourth Good Practice Advice Note was released in 2020. The advice notes do not constitute a statement of Government policy itself, nor do they seek to prescribe a single methodology (Historic England, 2020).

Historic England's revised guidance on tall buildings was published on 4 March 2022 (Historic England, 2022). The note supersedes a previous version from 2015 and takes into account recent updates to planning policy and legislation and recent experience of the development of tall buildings within the historic environment. The purpose of the guidance is defined by Historic England as follows: *'Its purpose is to support Local Planning Authorities, developers, communities and other stakeholders in dealing with tall buildings proposals within the legislative and planning framework relevant to the historic environment'*.

Good Practice Advice Note 2 (*Managing Significance in Decision-Taking in the Historic Environment*) (Historic England, 2015), Good Practice Advice Note 3 (*The Setting of Heritage Assets*) (Historic England, 2017), Good Practice Advice Note 4 (*Enabling Development and Heritage Assets*) and Historic England Advice Note 4: *Tall Buildings* (Historic England, 2022) were considered as part of this assessment (Historic England, 2020).

5. Historical development

The following section provides a framework to the present study, working chronologically through the periods listed below (Table 2).

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

Table 2 Summary of British archaeological periods and date ranges

5.1 Prehistoric period

The current understanding of human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the city centre, such as Castlefield, the area that now contains Manchester Cathedral and Chetham's School and Ardwick, may have been conducive for late prehistoric settlement on account of the natural topography and the abundance of natural water sources (i.e. rivers) (Gregory, 2007).

Physical indications of human activity in the Manchester area are provided by a small number of residual finds. A Neolithic stone hammer and arrowhead, for instance, were unearthed in the Castlefield area of Manchester in 1845 (HER 119.1.0), whilst excavations at 77-83 Liverpool Road (HER 13944.1.0) produced two Mesolithic flints, one Neolithic/Bronze Age waste flake and a single sherd of late Bronze Age/Iron Age pottery. These finds complement a growing regional body of finds representing prehistoric activity, known to be concentrated on well-drained sand and gravel sites in proximity to watercourses and moss lands.

5.2 Romano-British period

Archaeological evidence for Romano-British activity in Manchester is focused on the Roman fort of *Mamucium*, which was established on a sandstone bluff within Castlefield (Gregory, 2007). Archaeological excavation has shown that in the late 1st century, the fort comprised a turf rampart and timber gates, covering an area of c 1.2ha, and was of a size compatible with holding a 480-man infantry unit. The fort was rebuilt to similar dimensions in stone around c AD 200 (*ibid*).

During the 2nd century, the fort was developed in association with a substantial extramural settlement, or *vicus* (Grealey, 1974, p. 11). Civilians occupied the extramural settlement, attracted by the security and commercial benefits of the nearby fort. Based on archaeological excavations and the distribution of Roman finds, the limits of this civilian settlement appear to have extended south-eastwards along Chester Road, terminating somewhere in the vicinity of Great Jackson Street, northwards from the fort to approximately Quay Street, westwards along Liverpool Road for c 100m from the north-west corner of the fort, eastwards across Deansgate to the area now occupied by the Beetham Tower. The Site lies beyond the extramural settlement.

Roads from the fort linked Manchester with Ribchester to the north, Castleshaw, and York to the north-east, Wigan to the north-west, Chester to the south, and Buxton to the south-east. The settlement was well connected in terms of trade and consequently lasted until the late 3rd century AD. Store Street potentially represents the continuation of the Roman road from Manchester to Castleshaw (HER 24.1.8). However, this awaits confirmation, and there is currently very little physical evidence for any Roman activity in the vicinity of the Site.

A section of the Roman road from Manchester to Castleshaw was excavated on Gaskell Street, Newton Heath, in 1856 (HER 24.1.0). The road was constructed c 79-84AD, possibly by the 20th legion. Just beyond the central station the alignment of the road is taken up by Mill Street and then by cemetery road and Briscoe Lane to Newton Heath. The road was 24 feet wide with a gravel surface on a log base, designed to carry the road over boggy areas. Roman roadside activity could have taken place within the Site, though there is no known evidence for Romano-British activity within the Site.

5.3 Medieval period

There is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest of 1066. The area around Manchester came under the control of several kingdoms during this period. In AD 620, Edwin occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer & Brownbill, 1911). It is believed that from the Saxon times, a small community existed on both banks of the River Irwell close to the point where it is joined by the River Irk.

In AD 919, the Anglo-Saxon king Edward the Elder established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested that the burh lay within the area around the cathedral, which had become a focus for settlement by the late 11th century. The site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons. This early settlement at the confluence of the Rivers Irwell and Irk seems to have been bounded on the landward side by Hanging Ditch, whose curving line ran between the two rivers, taking a line that was followed subsequently by Toad Lane, the forerunner of Todd Street and Corporation Street.

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

By the 13th century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk and the medieval town grew up around it (Hartwell, et al., 2004, p. 256). It was from this hall that they governed both the manor and the extensive barony. In 1222 Manchester was granted an annual fair, and in 1301 Thomas Grelley was granted the Great Charter of Manchester by Edward I, and thus it became a free borough (*ibid*).

A survey of the medieval layout of the city was undertaken in the 1980s by GMAU, which led to the designation of a zone defined as the Area of Medieval Manchester (Morris, 1983). The survey demonstrated that in addition to the manorial and ecclesiastical heart of the town, streets radiated out from the centre. These included Deansgate, Hunt's Bank and Long Millgate. The Site lies 1.2km to the south-east of the medieval core.

The Site was likely situated within Manchester, on the south-west edge of Ancoats during the medieval period. The hamlet covered the area of land that roughly lies between the River Medlock and the River Irk. The hamlet of Ardwick lay to the south of the Site, bounded by the River Medlock to the north and the Cornbrook to the south. The name Ancoats is believed to originate from *Elnecot*, and the Old English *ana cots*, meaning 'lonely cottage' (Cooper, 2002, p. 13). The area likely remained rural during the medieval period and is first mentioned in land grants dating back to the 13th century. In 1908 Swindells described it as 'an almost idyllic rural backwater' (Swindells, 1908, pp. 19-26). In 1320 Ancoats was recorded in a survey as forming eight hamlets in the township of Manchester, within the Salford hundred. It is believed that these dwellings, formed mainly of cottages and farmhouses, may have been along Ancoats Lane (now Great Ancoats Street), Newton Lane (now Oldham Road) and Butler Lane (Miller, et al., 2007, p. 25). Land in Ancoats was bequeathed in the 14th century by Henry de Ancotes.

5.4 Post-medieval period

By 1539, John Leland was able to describe Manchester as the 'finest and busiest town in the whole of Lancashire, with the best buildings and the greatest population' (Chandler, 1993, p. 263), at a time when the textile industries in South Lancashire were beginning to flourish. Manchester emerged as a centre for the textile finishing processes, as woollen cloth was brought in from outlying areas for bleaching and dyeing. Most importantly, however, Manchester expanded its role as a market centre for textiles produced in the towns and hamlets of the surrounding district (Frangopulo, 1964, p. 26).

From the early 17th century, fustians produced in a network of towns with Manchester at their hub were being exported regularly to western and southern Europe, and the town became the principal commercial centre for the region (Hartwell, 2001, pp. 8-9). A flourishing business community developed, which was dominated by a few wealthy merchant manufacturers and fustian-dealing families, notably the Chethams, the Booths, the Wrigleys, and the Byroms. During this period, the Site presumably lay in a predominantly rural area that may have been used for agriculture.

In his tour of the country in the 1720s, Daniel Defoe (Defoe, 1727) noted that Manchester had 'extended in a surprising manner, being almost double to what it was a few years ago', reflecting the further expansion of the textile trade (Hadfield & Biddle, 1970). By the 1790s, Manchester's thriving export market was beginning to displace London as a centre of overseas trade in cotton cloth, reflecting great improvements to the transport network across the North West.

Manchester underwent a rapid expansion during the post-medieval period. The population of Manchester increased from approximately 1800 people in 1563 to just over 3000 people in the year 1642 (Willian, 1980, pp. 38-9). The Hearth Tax Returns of 1664 listed 820 households, which suggests a population of approximately 3690. The population of Manchester roughly doubled between 1563 and 1664, despite an outbreak of plague in 1645 (Phillips & Smith, 1994, p. 7). By the census of 1773, the town's population had dramatically increased even further, with approximately 24,937 people living in the township of Manchester, 23,032 of which were living in the town itself. During the post-medieval period, Manchester changed from what had been a small market centre into the largest town in Lancashire (Nevell, 2003).

An inset in Casson and Berry's map of 1751 provides the earliest cartographic representation of Manchester, showing the extent of the town in c 1650 (Plate 6). The map shows that the Site most likely lay in the town's agricultural hinterland, with the post-medieval settlement of Manchester still largely concentrated around the medieval core, near the Parish Church of St Mary's and the medieval manor. Up until the 18th century, any expansion of the settlement followed the line of the established thoroughfares of Market Street Lane, Deansgate and Shudehill. Land on the southern side of Market Street Lane, in the area now occupied by Piccadilly Gardens (500m to the north-west of the Site), was the site of the town's 'daub holes', where the mud was extracted for wattle and daub buildings (Plate 7, 19).

Ancoats also remained largely rural during the post-medieval period, with the most significant building in the area being Ancoats Hall. The manor of Ancoats was held by the Byrons of Clayton Hall for over four hundred years until they sold it to Oswald Mosely. Oswald Moseley built the timber-framed building at Ancoats Hall in 1596. Ancoats Hall overlooked the River Medlock on the eastern fringe of the area (Miller, et al., 2007, p. 25) and was described by Bruton as 'beautifully situated above the Medlock with lovely views over the green wooded country'. The Mosleys held the manor for the next two centuries until it was bought by mill owner George Murray who altered it into a Victorian brick-built mansion (Rose, et al., 2011, p. 5).



Plate 6 Plan of Manchester and Salford in c 1650

5.5 Onset of the industrial revolution

Significant quantities of cotton began to be imported into south Lancashire from the early 17th century, firstly in linen/cotton fustians. By around 1750, pure cotton fabrics were being produced, and cotton had overtaken wool in importance. Textiles were generally manufactured in domestic-based workshops or weavers' cottages as part of the putting-out system, whereby merchants employed textile workers and supplied them with raw materials.

The second half of the 18th century was characterised by an accelerated pace of development, which was captured on the first detailed plans of the area, produced on four successive maps by Casson and Berry between 1741 and 1751 (Plate 7). The plans produced by Casson and Berry capture the expansion of Manchester and its suburbs. The growth of Manchester was enhanced by the development of waterborne transport. The first key development was the founding of the Mersey & Irwell Navigation Company in 1721, which aimed to provide a navigable route from the Mersey estuary to the Salford and Manchester by improving the course of the River Irwell and the River Mersey. The navigation opened in 1734, opening up trade from the growing port of Liverpool to Manchester and Salford (George & Brummond, 2002, p. 22).

The next major development was the construction of the Bridgewater Canal, the first true canal in the world, completed between the Duke of Bridgewater's coal mines at Worsley and Castlefield by 1765. The Manchester end of the Bridgewater canal was fed by the River Medlock, which was navigable as far as India House on Whitworth Street. The combination of competition and improved efficiency halved the cost of coal and transport cost of raw cotton, vital to the sudden growth of the textile industry.



Plate 7 Extract from Casson and Berry's map of 1741, showing approximate Site location

The success of the Bridgewater canal acted as a catalyst for the construction of numerous canals, including the Ashton Canal (HER 11312.1.0) and Rochdale Canal (HER 1386.2.0). The Rochdale Canal (HER 12089.9.0; 1386.2.0) had been planned in 1765 by James Brindley but was not completed until 1804 when it joined the Ashton Canal terminus at the Dale Street Basin (HER 1386.1.0), 240m north-west of the Site. Initially, the canal opened in stages as sections were completed beginning with the Manchester to Rochdale branch in 1798. The Ashton / Rochdale Junction Canal was complete in 1799 and opened to traffic in 1800 (11312.1.0), 120m north-west of the Site. The completion of the Rochdale Canal in 1804 meant that a water transportation route now existed between the North Sea at Hull and the Irish Sea at Liverpool. The Rochdale Canal lies 170m to the north of the Site.

The Ashton Canal was proposed in 1791 and would link the factories in Manchester to the collieries in the Ashton and Oldham area. An Act of Parliament was passed in 1792, and construction commenced immediately under the direction of Edward Banks (Hadfield & Biddle, 1970). The construction of the canal required an aqueduct to cross the valley of Shooters Brook. The aqueduct was built in 1797–99 and may be the first skewed canal aqueduct to be constructed. Shooters Brook flowed in an open channel through the central arch of the aqueduct (HER 1387.1.0). The Ashton Canal aqueduct remains extant and lies 70m to the north-east of the Site.

The Ashton Canal opened in 1799 and cost approximately £170,000. It was the terminus of

three canals (Ashton, Peak Forest, Huddersfield Narrow) constructed in the 1790s. Part of the impetus was the drive to deliver locally produced coal to Manchester. Many of the mills in Ancoats depended on the developing network of short branch canals for transport, coal and water for their steam-power plants. The Ashton Canal continued in use commercially until the 1950s and was used as a diversionary route during WWII. The Ashton Canal is located 60m north of the Site (HER 6361.1.0).

By the 1780s, the national demand for textiles, particularly cotton, began to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of factory-based cotton manufacturing industry of international repute (Baines, 1835). The earliest textile factories consisted of water-powered mills erected along Shooters Brook to the south of Union (now Redhill) Street. There is some evidence to suggest, for instance, that New Islington Mill and Salvin's Factory originated in the late 1780s as water-powered textile mills situated on the bank of Shooter's Brook (Miller, et al., 2007). However, Shooter's Brook was a small watercourse, and in seeking a solution to the inadequate power supplied to their waterwheels from the brook, some manufacturers experimented with steam power. Notably, John Kennedy is reputed to have first applied steam power to one of his spinning mules whilst renting space at Salvin's Factory in 1793 (HER 12327.1.0; 460m north-east of the Site).

With textiles as the driving force, Manchester emerged as a complex industrial city, producing goods of every description. Warehouses were built to store the mass-produced goods and to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. Several wharfs and warehouses were established in the Store Street area, adjacent to the Ashton Canal, including Iron and Steel Mill (HER 11406.1.0, 190m north-east of the Site), Stone Wharf (HER 11415.1.0, 120m east of the Site), Paradise Wharf (HER 11315.1.0, 90m north of the Site) and Canal Warehouse (HER 16917.1.0).

5.6 The advent of Manchester's railway network

The world's first inter-city passenger railway was opened between Liverpool and Manchester in 1830, terminating at Liverpool Road in Castlefield. The line set the standard for modern railways and initiated a boom in railway construction in the 1840s. The advent of the railways meant that goods could be transported faster and in larger quantities than ever before. They also gave a great stimulus to industry by reducing the freight costs of heavy materials such as coal as well as reducing costs of transporting finished goods around the country. Inevitably, the railways replaced the former canal network.

The earliest railway station in the vicinity of the Site was the Store Street Station, which was opened on the 8th May 1842 by the Manchester and Birmingham Railway (HER 1391.1.0, 260m south-west of the Site). The railway station was built on the site of the current station complex at Piccadilly and was the terminus for the Manchester and Birmingham Railway line. Shortly after the station opened, it became a joint terminus, which also served the Sheffield, Ashton-under-Lyne and Manchester Railway.

Soon after the station was built, it was realised that it would need to be connected to the other railway lines that served Manchester. The Manchester & Birmingham Railway (later the LNWR) and the Sheffield, Ashton-under-Lyne & Manchester (later MSLR) companies proposed an extension of their lines, which would skirt the southern part of Manchester City Centre on a 2.4 km viaduct and join the Liverpool and Manchester Railway at Ordsall Lane in

Salford. A branch line was also proposed, leaving the South Junction line at Castlefield (west of today's Deansgate Station) and following the Bridgewater Canal to Altrincham. The Manchester South Junction and Altrincham Railway (MSJ&AR) Act received royal assent on the 21st July 1845 (HER 11681.1.0).

The MSJ&AR viaduct was one of the country's earliest suburban railways constructed by David Bellhouse in 1846-9. A through platform was built near the southeast corner of Store Street Station, which was also designed by Bellhouse. The MSJ&AR viaduct is currently designated as a Grade II listed structure (HER 11681.1.0) and runs from Manchester Piccadilly (the nearest section of the railway line lies 330m to the south-west of the Site) Station via Oxford Road and Deansgate, following approximately the route of the River Medlock, before it branches into two at Castlefield, with the northern branch terminating on the northwest side of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

5.7 Development of the Site

The development of the Site can be traced reasonably well from the sequence of available historic mapping. Several cartographers began to map Manchester and its suburbs during the second half of the 18th century. The earliest available map that captures the Site is Green's plan of Manchester and Salford 1787-1794 (Plate 8). A row of terrace houses, with small back yards and outbuildings had been built broadly within the centre of the Site. In addition, a narrow rectangular building had been established on the east side of lane, whilst a small, square building had been erected to the west of the lane. The function of these buildings is currently unknown. Shooters Brook flowed through the Site. A ford provided access across the brook. The ford could have earlier origins.

Industrial premises had already been erected along the course of Shooter's Brook by the late 18th century, including several dye houses and cotton factories (Manchester Mercury, 3rd September 1793). An iron foundry was advertised for sale in 1794 and would soon lie between the Ashton and Rochdale Canals (Manchester Mercury, 29th July 1794). Land and premises along Shooter's Brook, in the Piccadilly area were being sold off during the late 19th century, including several dwellings houses to rent (Manchester Mercury, 5th February 1793; Manchester Mercury, 30th December 1783).

Scholes's 1794 directory recorded an iron foundry occupied by Barrett and Smith along Shooter's Brook (Scholes, 1794, p. 11). Scholes's slightly later trade directory recorded Thomas Hope, a twist manufacturer at Shooter's brook and Barrett, Dawson, & Hardy, an Iron Foundry at Shooter's Brook (Scholes, 1797, p. 64 and 69). No places of business were recorded along Wharf Street, Thames Street, Mawhood Street or Norman Street.

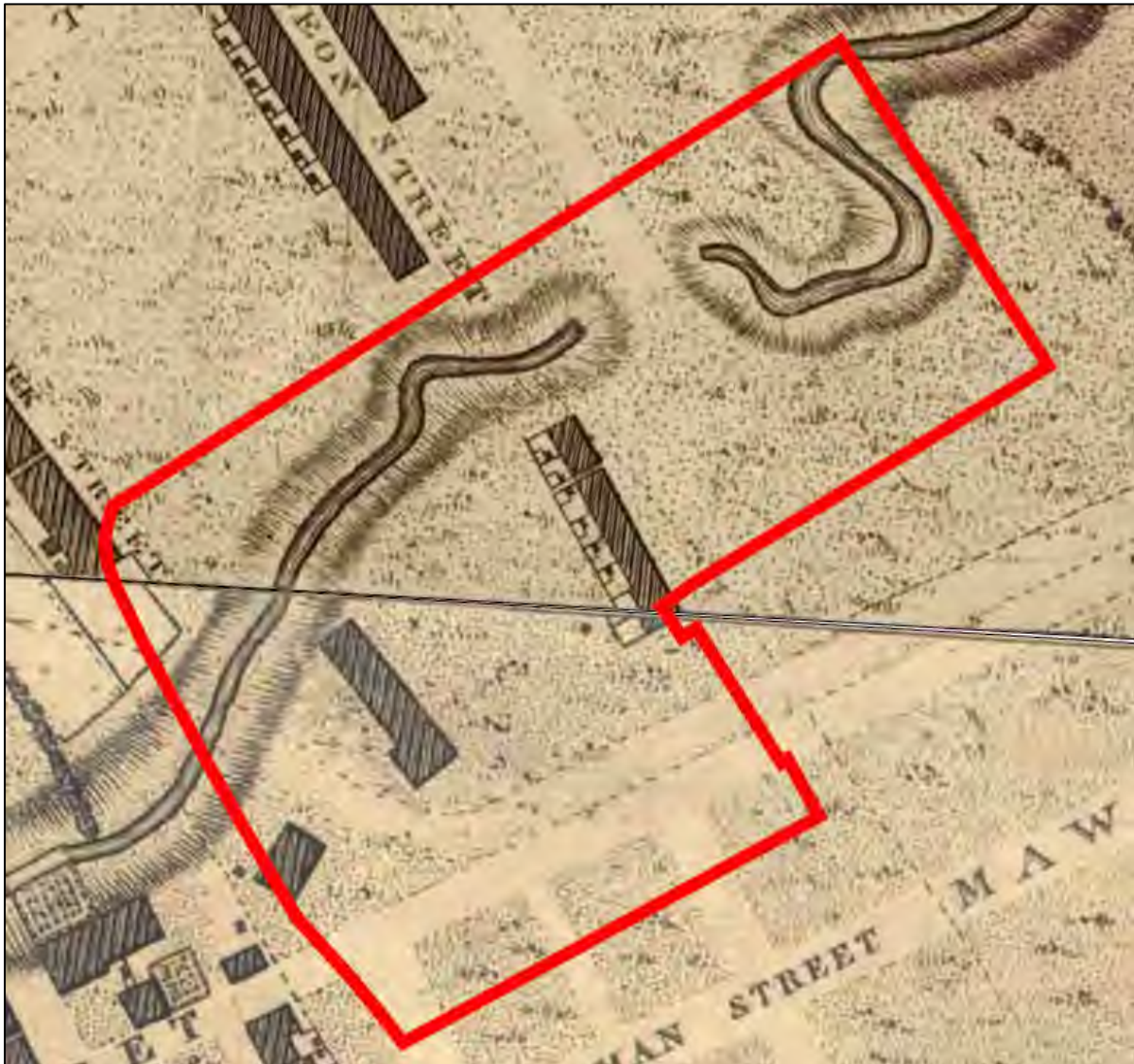


Plate 8 Extract from Green's map showing the approximate Site location

Swire's map of 1824 (Plate 9) is the next available map that captures the Site and surrounding area. The canal network and basins are clearly shown on the plan, including the Store Street (formerly Wharf Street) aqueduct (HER 1387.1.0) that crosses the street to the north-east of the Site. The development of the canal network had altered the street pattern and all the late 18th-century buildings had been cleared. In addition, the Shooter's Brook had been culverted and was not captured on 19th-century maps. The line of Berry Street had been extended northwards to form the west Site boundary. An irregular plot of buildings had been erected along the Berry Street and Lomas Street (formerly Norman Street) frontage. Slightly later maps show that these buildings were workers' housing (Plate 10).

Bancks' map of 1831 (Fig. 3; Plate 10) replicates the footprint of buildings that were captured on Swire's plan and shows the individual buildings. The buildings were a group of domestic workers' housing. Most of the buildings were double-depth, however, there were at least two blind-back houses. Norman's Buildings lay just beyond the east Site boundary.

Pigot and Dean's trade directory of 1821 recorded some of the occupants and their trades along Berry Street and Store Street. These included Robert Allen, a spinner, who resided at No. 2 Berry Street, Daniel Gilbert, a spinner and Joseph Hindley, a warper, who lived at No. 18 Berry Street (Pigot & Dean, 1921, pp. 2, 59 and 77). A mixture of businesses occupied Store Street, including Marsden J and L, carriers and a blacksmith and farriers owned by William Mosedale (Pigot & Dean, 1921, p. 108 and 114).



Plate 9 Extract from Swire's map of 1824, showing the Site Boundary



Plate 10 Extract from Bancks's map of 1831, showing the Site Boundary

The next available maps that capture the Site are the Ordnance Survey map of 1851 (Fig 4; Plate 11) and Adshead's map of 1850 (Plate 12), which are the first accurate plans that detail the Site. Both maps seem to replicate the footprint of buildings that were depicted on both Swire's (Plate 9) and Bancks' maps (Plate 10). The row of buildings to the west of Berry Street were on a street named Green's Court, whilst a group of blind-back dwellings were labelled as 'No. 2 Passage'. The buildings along Berry Street had external staircases, which imply that the properties within the Site had cellars. A dwelling along Lomas Street was marked as being a warehouse or place of business on Adshead's map but was not listed in Slater's trade directory (Slater, 1850).

Adshead's map of 1851 (Plate 12) shows additional buildings within the north of the Site, in comparison to the Ordnance Survey map. A timber yard appears to have been established at the Store Street and Berry Street junction. A timber yard at Store Street was occupied by John McGlughan (Slater, 1850, p. 96).

A potential water management feature was captured on the Ordnance Survey plan of 1851 (Plate 11). The south-west end of the feature was annotated with the word 'Enter', whilst the north-east extent was labelled 'Leave'. The feature was sub-oval in plan and was also shown on Bancks's map (Plate 10). Adshead's map of 1851 (Plate 12) shows that the feature was an open section of the culverted Shooter's Brook.

Slater's trade directory of 1850 highlights the transformation of the area by the arrival of the railways. Several railway warehouses, works, yards and offices had been established along Store Street occupied by the Manchester, Sheffield and Lincolnshire Railway Company (Slater, 1850, p. 96).

The 1841 census returns recorded the occupants of Berry Street within the Site boundary (Census Returns 1841, Berry Street, Manchester Township, Borough of Manchester, England). Berry Street was occupied by low-skilled workers, primarily employed in the textile industry, such as spinners, weavers, carders, piecers and silk winders. Other occupations listed included labourers, tailors and a millwright. Some of the houses may have been multiple occupancy.

The 1851 census returns shed further light on the social history of the Site, including details regarding the inhabitants of Green's Court, who were employed in low-skilled professions, such as chemical labourers, textile workers and a bricklayer. Some of the residents took in lodgers to subsidise their income, whilst other households shared their accommodation with extended family members (Census Returns 1851, Green's Court, St Andrews, Manchester, England). The residents of No. 2 Passage were also recorded, who were employed in similar occupations. The census returns confirms that most of the cellars on Berry Street were inhabited as separate dwellings, with several entries referred to as, for example, 'under No. 11 Berry Street'. The inhabitants were mostly born in Manchester and the surrounding towns (such as Wigan and Stockport), and Ireland (Census Returns 1851, Berry Street, St Andrews, Manchester, England).



Plate 11 Extract from the Ordnance Survey map of 1851, showing the Site boundary

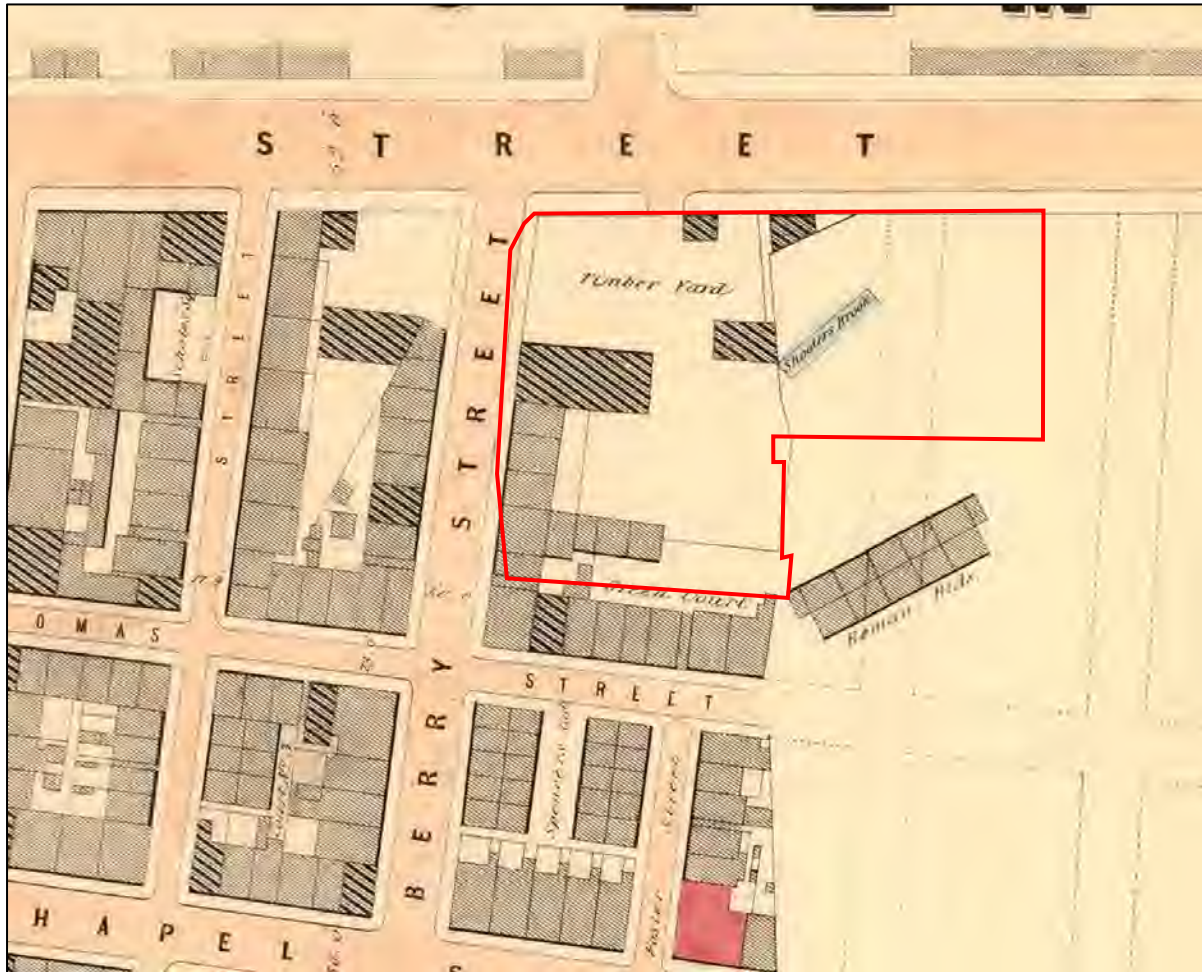


Plate 12 Extract from Adshead's map of Manchester 1851, showing the Site boundary

The 1891 Ordnance Survey map (Fig. 6; Plate 13) shows that a similar arrangement of domestic dwellings occupied Berry Street, Lomas Street and Green's Court. The remainder of the Site had been developed into a timber yard. The timber yard consisted of an L-shaped building that occupied the Berry Street and Store Street frontage, with a large yard to the rear. Slater's trade directory of 1879 recorded a timber yard that was occupied by James Southern, a timber merchant (Slater, 1879, p. 217), however, Goad's insurance maps of 1889 confirm that this lay further to the east, along Store Street, though they may have also occupied the buildings within the Site. A Warehouse or industrial buildings lay in the east extent of the Site, however, the building was not listed in the trade directory. In addition, the open section of Shooter's Brook had been covered.

Goad's insurance map of 1889 (Plate 14) provides further insight into the function and composition of the buildings within the Site. The plan suggests that the timber shed was two-storeys high. The occupants of the building were not recorded. Thompson, McKay & Co, Provender Warehouse and Stables occupied land in the east of the Site. These buildings were one and two storeys high. In addition, Berry Street had been renamed Sparkle Street.

The census returns of 1891 shows No. 2 Passage, Green's Court and Berry Street continued to be occupied by working-class residents that were employed in low-skilled occupations.

None of the cellars were recorded as being occupied (Census Returns of 1891, St Clements, Manchester, England).

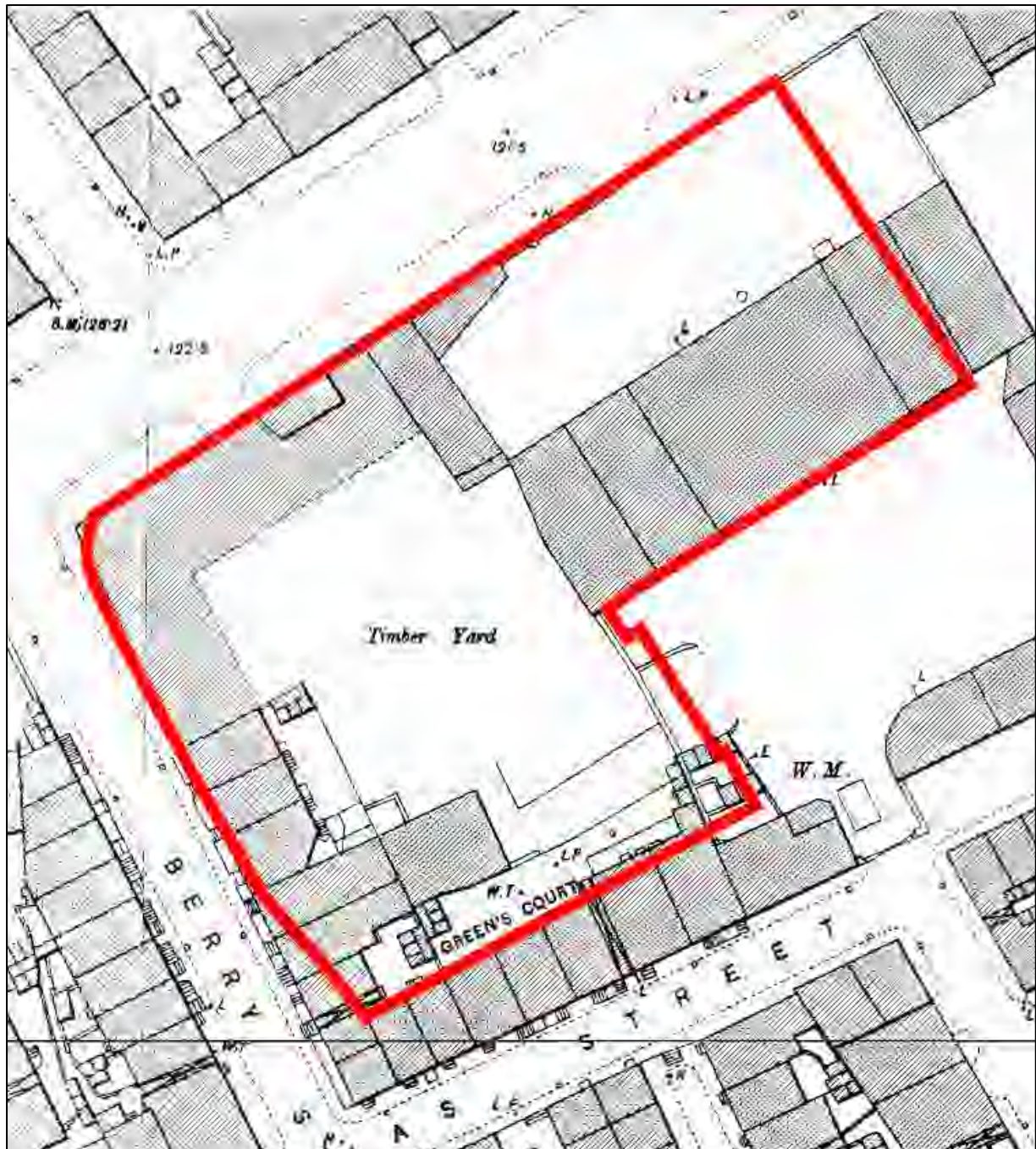


Plate 13 Extract from the Ordnance Survey Town Plan of 1891, showing the Site boundary

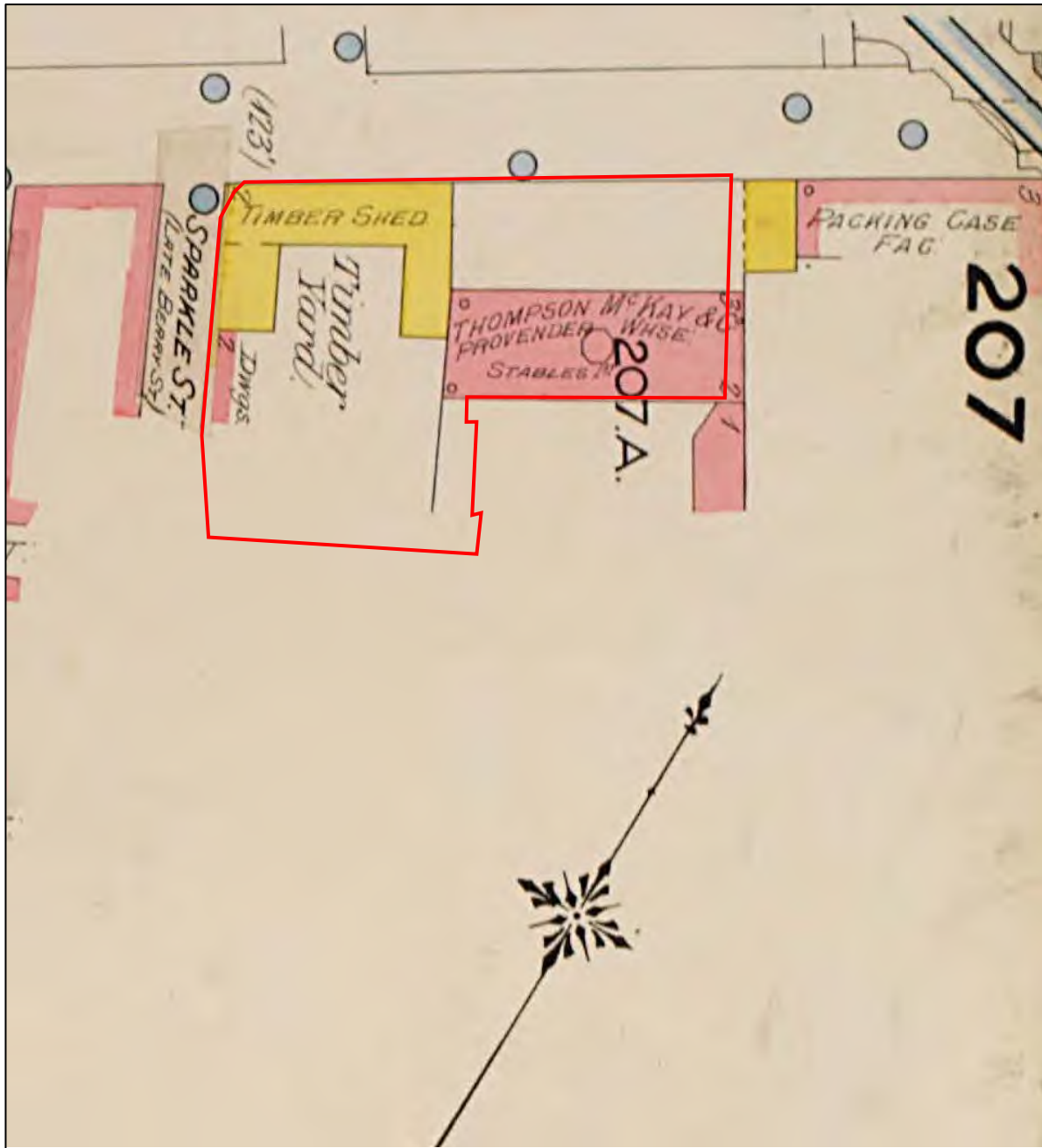


Plate 14 Goad's insurance plan of Manchester of 1889, sheet 207 (book of carriers and warehouses), showing some of the buildings within the Site

A similar configuration of buildings is shown on the 1908 Ordnance Survey map (Fig. 7), with the exception of some additional ancillary buildings erected within the Timber Yard. A few small changes had taken place within the Site by the time of the Ordnance plan of 1922 (Fig. 8). The configuration of buildings along the Store Street frontage, formerly occupied by the timber shed had been altered and consisted of five buildings. At least one of the properties along Berry Street (in the south-west corner of the Site) had been demolished to allow access to the timber yard. This also seems to have allowed for small backyards to be created at the rear of the dwellings fronting Lomas Street.

Slater's trade directory of 1911 listed the same occupants at no. 38 Store Street, including James Southern, a timber merchant and Thompson, Mackay and Co, sheet and saddlery stores (Slater, 1911, p. 671).

By 1951 (Fig. 9), all the domestic buildings within the Site had been cleared and the timber yard been expanded across the entire Site. A photograph taken in 1966 captures Sparkle Street looking north from the Lomas Street junction towards Store Street (Plate 15). The south and west edge of the Site remained vacant and overgrown since the removal of the former domestic dwellings. Buildings of various sizes occupied the Site, and consisted of two storey offices, workshops and warehouses. The timber yard occupied no's 32 and 34 Store Street. Photographs taken of the Site in 1968 shows the arrangement of buildings within the Site (Plate 16 and Plate 17). A mock Tudor building occupied the junction of Sparkle Street and Store Street. The description of the photograph implies that the building was used for commercial advertising purposes.



Plate 15 View of Sparkle Street, taken from Lomas Street, looking north towards Store Street, taken in 1966, courtesy of Manchester Local Image Collection



Plate 16 View of Sparkle Street taken from Store Street in 1966, courtesy of the Manchester local image collection



Plate 17 No. 32 Store Street at the corner of Sparkle Street, used as commercial advertising, taken in 1968, courtesy of Manchester Local Image Collection

6. Historic landscape characterisation appraisal

6.1 Defining the Study Area

The Study Area has been defined based on professional experience and was informed by a comprehensive survey of the surrounding area and a review of the potential effects of the development on standing structures within the vicinity of the Site. These factors have indicated that a Study Area of 250m around the Site is appropriate. Factors such as the degree of intervisibility between heritage assets and the proposal site, the contribution of setting to an asset's significance and historic and functional relationships between the Site and assets has been taken into account. (Historic England, 2019).

The Site has been cleared and retains no historic buildings or structures, it yields no heritage interest. Therefore, the Site does not currently contribute to the significance of the setting of any of the heritage assets within the Study Area. The Site is also not within the immediate setting of any surrounding heritage assets, however, due to the proposed height of the Proposed Development the settings of surrounding heritage assets could be visually impacted upon, and this will be assessed in Section 8.

The Site does not form part of the significant immediate settings of the three Conservation Areas (listed in Table 1) that lie just beyond the Study Area, though the upper levels of the Proposed Development may form part of distant views from within the Conservation Areas. These views already incorporate the mixed development of the wider surroundings of these assets. The significance of heritage assets beyond the Study Area is unlikely to be affected as a result of distance, intervening built form and topography, however, these will be tested in the Townscape Visual Impact Assessment report.

6.2 Identification of Heritage Assets within the Study Area

Following a site survey, ten listed buildings and three Conservation Areas have been reviewed, in the first instance, to see if they needed to be considered further. The most significant views of these assets, the ways in which the assets are experienced and appreciated, and the contribution made by their setting were assessed.

This report concludes that the Proposed Development will result in a Neutral and Slight beneficial impact upon the significance of the listed buildings due to the lack of intervisibility between the assets and the Site due to interposing development and a lack of any historic or functional relationship between the Site and the assets. The Proposed Development will result in a Slight / Moderate beneficial level of impact upon the significance of the Conservation Areas.

Below, the listed buildings and Conservation Areas are described, and the significance of the heritage assets are assessed to inform the heritage impact assessment process.

6.3 Methodology

This assessment of significance of the standing structures potentially affected by the proposals is based upon a review of the historic development of the sites and a site survey carried out in June 2023.

The summary statements of significance have been produced with reference to Historic England's guidance *Statements of Heritage Significance: Analysing Significance in Heritage Assets* (2019) (Historic England, 2019), *Conservation Principles, Policies and Guidance* (2008) (Historic England, 2008) and "*Setting of Heritage Assets*" (as reissued in Dec. 2017) (Historic England, 2017). The framework for assessing the level of significance of the structures was taken from the ICOMOS guidance on Heritage Impact Assessments (Appendix 1). The criteria for the assessment of significance as outlined in the 2019 Historic England guidance is as follows:

Archaeological Interest

'There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.'

Architectural and Artistic Interest

'These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.'

Historic Interest

'An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.'

The heritage assets which have the potential to be impacted by the proposed redevelopment of the Site have been identified in Section 2.3, Table 1. The contribution of setting to the significance of these heritage assets will be explored below.

The scope of potential impact upon heritage assets can involve impacts upon their setting as well as any physical impact. The importance of 'setting' lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance.

Therefore, it is the contribution of setting to the significance of the heritage asset which should be established at this stage in the process. For these purposes, the contribution of setting to the significance of any given heritage asset is considered to be either **high, medium, low, negligible, or neutral** (Appendix 1).

6.4 Built heritage

6.4.1 Store Street Aqueduct

The Store Street Aqueduct is a Grade II* Listed Structure. The HER and Historic England (HE) listing describes the building as follows: "*Canal aqueduct. c.1794–99. Coursed square sandstone. Straight aqueduct approx. 70m long, crossing Store Street at approximately 45 degrees, with skewed semi-elliptical archway (the soffit now rendered), with 6 triangular buttresses (like cutwaters with refuges) on the north side and 4 on the south side; radiating voussoirs to the arches, 2 bands on the south side and one on the north side, coped parapets.*"

Probably one of the earliest canal aqueducts with a skewed arch" (HER 1387.1.0; List Entry 1270666).

The **historic** and **architectural** interest of the canal bridge is highlighted within the list entry, stating that it could be the first skewed canal aqueduct to be constructed. The canal bridge is built from ashlar stone with angled piers in the manner of the early pack horse bridges. The triangular buttresses and skewed form of the bridge add to its architectural interest. The stone construction of the bridge also adds interest as many of Manchester's industrial buildings are of red brick. The historic interest of the structure is linked to the wider development of the canal network in Manchester and Salford which went hand in hand with the industrialisation of the town. The building should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

The setting of Store Street Bridge is mixed and largely formed by 20th-century residential apartment blocks, modern commercial units, hard-standing car parks and recent developments such as Oxygen Tower. The scale of the streetscape is varied ranging from single-storey units to 32-storey tower blocks. Views of the bridge can be appreciated along Store Street and from the Ashton Canal Towpath. No historic buildings compliment views of the bridge and therefore the setting of the heritage asset makes a **low** contribution to the significance of the structure.

The Proposed Development is situated to the south-west of Store Street Bridge and will be visible within the backdrop of the view of the bridge when looking south-west (Plate 18). The Proposed Development will form a comparable view to that experienced when looking north-east along Store Street, which also features the 32-storey Oxygen Tower within the backdrop (Plate 19). This has been tested in the Visual Impact Assessment (8.5.5, p75) and in the Visual (indirect) Assessment Summary (8.6, p78).



Plate 18 View of Store Street Aqueduct, looking west in the direction of the Site



Plate 19 View of Store Street Aqueduct, looking east along Store Street, featuring the 32-storey Oxygen Tower within the backdrop (viewpoint 10, Plate 36)

6.4.2 Train Shed, Piccadilly Station

The Train Shed and Undercroft at Piccadilly Station is a Grade II Listed Building. Initially, a permanent terminus was built a little to the north facing Store Street, on the site of the current station complex in 1842 (HER 11407.1.0). Shortly afterwards, the station became a joint terminus with the Manchester, Sheffield and Lincolnshire Railway (MSLR). The list entry advises that the Grade II Listed train shed and undercroft originated from 1866, were extended in 1883 and then significantly remodelled from 1958-66 and again from 1998-2002. It also lists the architectural and historic interest of the building, and its group value with nearby heritage assets:

Architectural interest:

- ✓ as a good example of C19 railway engineering;
- ✓ for the aesthetic quality of the train shed's design including the polychromatic brick elevations and the substantial decorated columns that support the large metal frame;
- ✓ for the extensive brick-vaulted and cast-iron former goods depot undercroft which survives well below platform level, and includes the remains of C19 sidings and track.

Historic interest:

- / as one of Manchester's principal railway stations;
- / as an illustration of the dual importance of passenger and freight rail transport to the city and its C19 economic development.

Group value:

- / as part of a strong group of C19 railway structures including the attached former goods offices to Piccadilly Station, London Warehouse to the north, and the MSJAR viaduct to the south (all listed Grade II).

The **historic** and **architectural** interest of the trains shed and undercroft is highlighted within the list entry (see above)). The group value of associated railway structures is also emphasised. The building should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

The setting of Piccadilly station is varied and reflects several periods of change exemplified along the route of London Road, which is interspersed with historic buildings. Heritage assets that have group value with the train station contribute to the setting of the station. In contrast, the townscape between the train station and the Site is fragmented and has lost its former character. Many buildings formerly associated with the railway have been demolished. The streetscape is mixed and currently comprises 21st-century developments, including a multi-storey car park and the 11-storey building currently occupied by the Department of Education. Hard-standing car parks and vacant plots of land are also situated to the west of the station.

Key views of the station can be appreciated when viewing the undercroft from Sheffield Street (looking west, away from the Site), the view of the undercroft along Fairfield Street (looking north-east, towards the Site) and the view of the Enquiry, Delivery Shipping Cartage and Goods Agents Offices façade, though this is encased by 20th-century additions (looking north-east in the direction of the development). The asset lies within a busy part of Manchester that experiences high volumes of movement / traffic. As a result, the area is noisy. The overall contribution of the setting to the significance of the structure is **low**.

The Proposed Development is situated to the north-west of the Train Shed and Undercroft at Piccadilly Station and may be visible within the backdrop of the view of the train station when looking north-east from the A6 (Plate 20) and Fairfield Street (Plate 21). This has been tested in the Visual Impact Assessment (8.5.6, p77) and in the Visual (indirect) Assessment Summary (8.6, p78). These views take in several modern additions to the station that are not of special interest and are therefore not included within the listing (see List Entry: 1283014).



Plate 20 View of Enquiry, Delivery Shipping Cartage and Goods Agents Offices façade, looking north-east in the direction of the Site



Plate 21 View of train shed looking north-east in the direction of the Site

6.4.3 Crusader Works

Crusader Works is a Grade II Listed Building. The Historic England (HE) list entry describes the building as: *“Probably cotton spinning mill, now works. Mid C19, altered. Red brick with some sandstone dressings, roof not visible. Very long rectangular plan parallel to street. A six-storey 28-window range with three-storey four-window continuation at west end; panelled corner pilasters with stone cornices, parapet with stone coping, eight-window centre breaking forwards very slightly; vertical-rectangular windows with raised sills and flat-arched heads, those in the west portion mostly four-pane sashes but the others with altered glazing; inserted doorway in second bay of centre; round-headed doorways in first and fourth bays of right-hand portion, that to the right altered as a window”*.

The HER entry (HER 2152.1.0) states that the site comprises three factory buildings all of which are brick-built and of mid-19th-century date. The main building is six-storeys high and has 28 bays, whilst the other two buildings are four-storeys high. The site included a warehouse and offices housed within a three-storey high building with 12 bays. An octagonal chimney rises just above the factory buildings but is not tall enough to provide a key focal point in the wider streetscape. The building is utilitarian in character and has few architectural details, which include the octagonal chimney, corner brick pilasters and associated stone cornices

The building was occupied by machine manufacturers, Messrs. Parr, Curtis, and Madeley by the 1840s (https://www.gracesguide.co.uk/Parr,_Curtis_and_Madeley). They occupied much of the factory, except for the upper storey and attic, which was occupied by Messrs. Curtis, Parr, and Walton, patent card manufacturers. In 1851, Parr, Curtis and Madley won an award at the Great Exhibition for their '1851 Award at the 1851 Great Exhibition for 'Various machines for carding and spinning cotton; three self-acting mules; and various engineers' machine tools'. Manchester was at the forefront of the industrial revolution due to various pioneering inventions. Crusader Works is a typical example of Manchester's industrial heritage, which also adds to the **historic interest** in the building. The building should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

The setting of Crusader Works is mixed, comprising 20th-century residential development, the Metro link tracks, vacant plots of land, commercial units, car parks and pockets of overgrown vegetation. The surrounding townscape is scattered with heritage assets, though there is a lack of intervisibility between these and Crusader Works and much of the areas historic domestic and industrial use has been lost. The townscape, therefore, has no distinct character and the overall setting of the mill has a **negligible** contribution to its significance.

Views from which to appreciate the heritage asset include looking north from Longacre Street. From this view, the south-eastern elevation can be appreciated. The repetitive elevations of the mill maintain a sense of scale and can be appreciated along Chapeltown Street. The mill is also visible from Baird Street and Portugal Street. Most views of Crusader Works are restricted due to the enclosed nature of the townscape and the adjacent tram line.

The Proposed Development is situated to the north-west of Crusader Works and could be visible when looking north-west at Crusader Works from Fair Street (Plate 22) and north from

Portugal Street (Plate 23). This has been tested in the Visual (indirect) Assessment Summary (8.6, p78).



Plate 22 View of Crusader Works when looking north-west in the direction of the Site from Fair Street



Plate 23 Alternative view of Crusader Works from the north end of Portugal Street, looking in broadly in the direction of the Site

6.4.4 The former London Warehouse

The former London Warehouse is a Grade II Listed Building that has group value with the train shed and undercroft at Manchester Piccadilly Station. The HER and Historic England (HE) listing describes the building as follows: *“Railway warehouse. 1867, for Manchester, Sheffield and Lincolnshire Railway. Brown brick with stone dressings, roof concealed. Large square plan. Seven storeys and 9 bays, the bays slightly recessed between pilasters, with long-and-short quoins to the corners, stone cornice, and parapet with 4 gables; coupled segmental waggon arches in the 2nd and 3rd, and 6th and 7th bays; small segmental-headed windows with raised sills and small-pane glazing; fire-escape in front of windows of 8th bay. Ten-bay side walls, the south side with 3 pairs of former waggon arches (formerly covered by single-storey sheds and all now blocked); 3 pairs of similar arches in rear wall; fenestration in all these walls matching that of the front. Interior: massive cast-iron columns supporting large rivetted wrought-iron girders and cast-iron floor joists. Very prominent feature of Rochdale Canal basin site.”* (HER 1385.1.0; List Entry 1217858).

The warehouse is a seven-storey brick-built structure that is broadly square in plan. The warehouse is utilitarian in design and has few architectural details. The **architectural interest** in the building is as an example of 19th-century railway engineering. The warehouse was built by the Manchester, Sheffield and Lincs railway in 1867. The warehouse was shown on late 19th-century mapping as part of the MS&LR Goods Station, which appears to have operated as a transshipment point linking railway, canal, and road. The building has **historic interest** as a reminder of freight rail transport to the city and its 19th-century economic development. The building should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

The immediate setting of the heritage asset is enhanced by the surrounding yard, which maintains its historic character consisting of square granite setts. The arm of the Rochdale canal and an archway demarcating the former Piccadilly Basin lie to the north-west of the heritage asset, whilst the Ashton Canal basin lies immediately to the north-east. Aspects of the canal infrastructure add to the significance of the setting of the former warehouse. The wider streetscape comprises a narrow network of streets that are densely occupied by similar scale of buildings that are of historic and modern date. Many of the buildings reflect the former commercial nature of the area, particularly along Dale Street. In contrast, the southern frontage of the warehouse has a relatively open aspect due to the process of clearance that took place during the mid-20th century (Plate 24). Vacant land to the south of the warehouse is currently occupied by a hard-standing car park, which does not contribute to the significance of the setting of the heritage asset. The warehouse has no functional relationship with the streetscape to the south (in the direction of the Site) or the Site. The setting of the heritage asset makes a **medium** contribution to the significance of the structure.

The southern aspect of the warehouse can be appreciated from Store Street, where it sits on an elevated position above the Store Street car park (Plate 24). Other views include looking north-east and south-west along Ducie Street and south-east along Dale Street.

The Proposed Development is situated to the south-east of the former London Warehouse and may be visible within the backdrop of the heritage asset when looking south-east from Ducie Street (Plate 25). This has been tested in the Visual Impact Assessment (8.5.1, p72) and in the Visual (indirect) Assessment Summary (8.6, p78).



Plate 24 Key view of Ducie Street Warehouse, looking broadly north from Store Street (in the opposite direction of thew Site), showing its position raised above the Store Street street-level.



Plate 25 View looking in the direction of the Site from Ducie Street in a south-east direction

6.4.5 Junction Lead Mills (1217852) and Stable block to south-east of Junction Lead Mills (List Entry: 1200857)

Junction Lead Mills is a Grade II Listed Building. The Historic England List Entry describes the building as: *“Lead works, unoccupied and conversion in progress at time of survey. Probably early to mid C19. Red brick, roof concealed. Tapeziform plan with triangular east end. Four storeys, 11-window facade to the wharf, with segmental-headed windows and some loading doorways; parapet. West end under 3 gables and probably 6 windows but only 4 visible (left end covered by large advertising hoardings); outer gables flat-topped. Interior: cast-iron columns, timber floors. Forms group with former stable block to southeast”* (List Entry: 1217852; HER 11336.1.0).

Stable block to south-east of Junction Lead Mills is a Grade II Listed Building. The Historic England List Entry describes the building as: *“Stable block to former lead works, restoration in progress at time of survey. Early to mid C19, altered. Red brick in English garden wall bond, slate roof. Rectangular plan. Two storeys, 4+5 windows, the further portion slightly lower; 3 segmental-headed stable doorways to the first portion and 2 in the other, all with altered doors; segmental-headed windows at 1st floor of the first portion, square-headed windows to the other, all with restored sills and the latter with restored lintels (glazing removed at time of survey). Small segmental-headed blind window at right-hand end of first portion. Left (north) gable wall has 2 low segmental-headed windows set high to ground floor and restored or inserted loft doorway above. Included for group value”* (List Entry: 1200857; HER 11336.2.0).

The **architectural and historic interest** of the buildings are highlighted within the listing descriptions. The building should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

The setting of Junction Lead Mills and the associated stable block is mixed, comprising designated heritage assets, non-designated heritage assets, modern commercial units, and vacant plots of land. More widely, large scale modern developments illustrate the rapidly changing urban context of the group of heritage assets. The listed building is best appreciated from Ducie Street looking west where it can be viewed in conjunction with the Grade II listed Former Junction Works at Paradise Wharf. The Former Junction Works can also be appreciated when looking east along Ducie Street and south from Peak Street. Views of the former Stable Block are otherwise limited.

The listed buildings form part of a cluster of broadly contemporary buildings which have group value with the canal and related structures and form a characterful area towards the centre of Ducie Street. This immediate setting makes a positive contribution to their significance. The setting of the heritage asset makes a **medium** contribution to the significance of the structure.

The Proposed Development is situated to the south-west of the heritage assets and may be visible within the backdrop of the heritage asset when looking south-west from Ducie Street (Plate 26). This has been tested in the Visual (indirect) Assessment Summary (8.6, p78).



Plate 26 View of Junction Lead Mills and Stable block to south-east of Junction Lead Mills, looking south-west, in the direction of the Site

6.4.6 32 and 34 Laystall Street

32 and 34 Laystall is a Grade II Listed Building. The Historic England List Entry describes the building as: *“Garment warehouse. Dated 1838; altered. Red brick in Flemish bond with dressings of moulded buff and white terracotta; roof not visible. Rectangular plan. Eclectic style with Romanesque elements. Three storey 5-window facade, symmetrical, centre bay*

breaking forwards. Centre has segmental-headed waggon doorway with terracotta surround enriched with shafts, keystone, etc., 1st-floor oriel with window of 2 round-headed lights, Tudor-flower band, arcaded 3-light window at 2nd floor and above this attached lettering "ESTABLISHED 1838". Flanking the centre, round-headed doorways at ground floor, round-headed windows at 1st floor, square-headed windows at 2nd floor, and beyond these coupled windows on all floors, those at ground and 2nd floors square-headed, and those at 1st floor round-headed and set in large round-headed blank arches (Tudor-flower sill-bands to these); all these windows with much moulded terracotta enrichment, including twisted shafts with foliated caps. Enriched bracketed eaves. Unusual degree of High Victorian decoration on relatively small building" (List Entry: 1282990; HER 12061.1.0).

The **architectural and historic Interest** of the building is highlighted within the listing description, with particular reference to the unusually high degree of Victorian decoration visible on the front aspect of the building. The building should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

The setting of the building is mixed. A modern retail park is situated immediately north of the heritage asset, with recent residential developments immediately east and south of the building. The listed building lies on the north edge of a group of contemporary heritage assets. The streetscape is punctuated by vacant plots of land, underused buildings and modern developments which have diminished the historic character of the townscape. There is a lack of intervisibility between the listed building and other nearby heritage assets. Therefore, the immediate setting makes a positive contribution to their significance. The setting of the heritage asset makes a **low** contribution to the significance of the structure.

The building is principally experienced from Laystall Street, where the intricate architectural detailing to the building can be best appreciated. The rear and side elevations of the building are experienced from Pigeon Street and Ducie Street, though these views are of much less significance. Large scale modern developments illustrate the rapidly changing context of the townscape.

The Proposed Development is situated to the south-west of the heritage asset and may be visible within the backdrop of the heritage asset when looking south-west from Ducie Street (Plate 26). This has been tested in the Visual (indirect) Assessment Summary (8.6, p78).



Plate 27 View of 32 and 34 Laystall Street, looking south-west in broadly the direction of the Site

6.4.7 Entrance Archway and Lodge to Yard of the Rochdale Canal Company

Entrance Archway and Lodge to Yard of the Rochdale Canal Company is a Grade II Listed Building. The Historic England List Entry describes the building as: *“Entrance archway to former terminus of Rochdale and Ashton Canals. 1822 (according to former list). Rusticated sandstone ashlar. Screen wall approx. 10m long and approx. 8m high, with small lodge attached to rear of north end. Gothick style. The screen wall has a large round-headed archway in the centre, the jambs protected by tapered cast-iron bollards, a 12-pane sashed window to left with a keyed lintel, a blocked former doorway to the right, a full-width rectangular panel near the top, with a moulded surround, and a plain frieze, moulded cornice and embattled parapet. The attached lodge has a gate rebate in the side wall, a canted corner with a 12-pane sashed window, a short rear wall with a chamfered doorway, and a moulded cornice and unusual embattled parapet with circle upstands. Various large signboards attached to front at time of survey”*, which highlights its **historic** and **architectural** interest (List Entry: 1200846; HER 8370.2.0). The building should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

The listed building has group value with the adjacent Rochdale Canal Company office building that lies immediately to the north, the Rochdale and Ashton canals, and associated infrastructure. The adjoining Rochdale Canal Company office building enhances the setting of the listed building. The listed building lies just beyond the Stevenson Square Conservation Area, which makes a positive contribution to the heritage assets setting. The car park to the rear of the listed building does not positively contribute to the setting of the asset. Original, granite setts are partially visible beneath the hard-standing car parking surface, which have a functional relationship with the listed building and former basin. The setting of the heritage asset makes an overall **medium** contribution to the significance of the structure.

The wider streetscape comprises a narrow network of enclosed streets that are densely occupied by mid-rise buildings that are of historic and modern date. Many of the buildings reflect the former commercial nature of the area, particularly along Dale Street. The principal view from which to appreciate the heritage asset is along Dale Street and Lena Street (Plate 28). Key views of the listed building look away from the Site.

The Proposed Development is situated to the south-east of the heritage asset and is unlikely to be visible within the setting of the heritage asset. This has been tested in the Visual (indirect) Assessment Summary (8.6, p78).



Plate 28 View of the heritage asset looking north-east from Lena Street / Dale Street in the opposite direction of the Site

6.4.8 Rochdale Canal Lock No.85 (in tunnel between Piccadilly and Dale Street) and Rochdale Canal Lock No.84 (Dale Street Lock)

Rochdale Canal Lock No.85 is a Grade II Listed Building. The Historic England List Entry describes the building as: *"Canal lock. 1804-5, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates at both ends, ladder in centre of south side. Second in series of 9 locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order"*. (List Entry: 1247480; HER 12089.3.0).

Rochdale Canal Lock No.84 (Dale Street Lock) is a Grade II Listed Building. The Historic England List Entry describes the building as: *"Canal lock. 1804-5, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates at both ends, ladder in centre of south side. First in series of 9 locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order. Forms group with Dale Street Warehouse"* (List Entry 1247557; HER 12089.2.0).

The listing entry for each canal lock highlights their **historic** and **architectural** interest (see Section 5.5, p 18 for historic context of the canal network). The buildings should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

The listed building has group value with the canal and associated locks, the Entrance Archway and Lodge to Yard of the Rochdale Canal Company, the Rochdale Canal Company office building that lies immediately to the north, the Rochdale and Ashton canals, and Dale Street warehouse. The canal and towpath, and associated infrastructure enhances the setting of the listed building.

The setting of the canal has changed considerably since it was built. The industrial uses that once occupied the land on either side of the canal have vanished and have been replaced by mid- and high-rise 21st-century developments and a car park. Much of the canal infrastructure survives, however this is mostly appreciated from along the canal and its towpath, with limited views from any of the surrounding streets. Lock 85 is situated beneath a tunnel and can only be viewed or experienced from within the tunnel. The setting of the heritage assets makes a **low** contribution to the significance of the structure.

Due to the canal's location and position below street level, and the dense, built-up grain and scale of the surrounding cityscape, the canal lock will have no intervisibility in conjunction with the Proposed Development Site (Plate 29 and Plate 30).

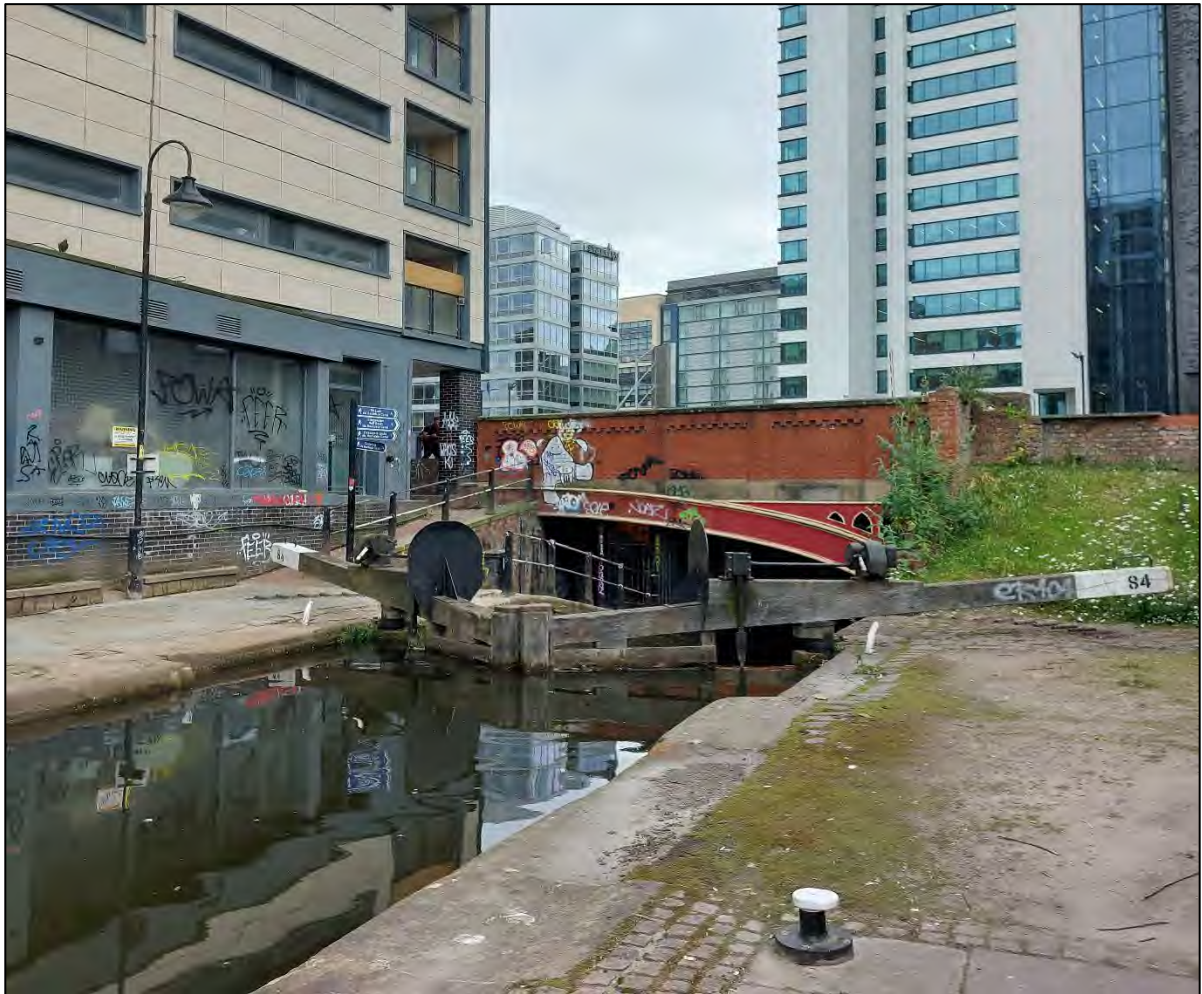


Plate 29 View of Lock 84 and bridge, looking south-west (note that lock 85 is under the bridge)

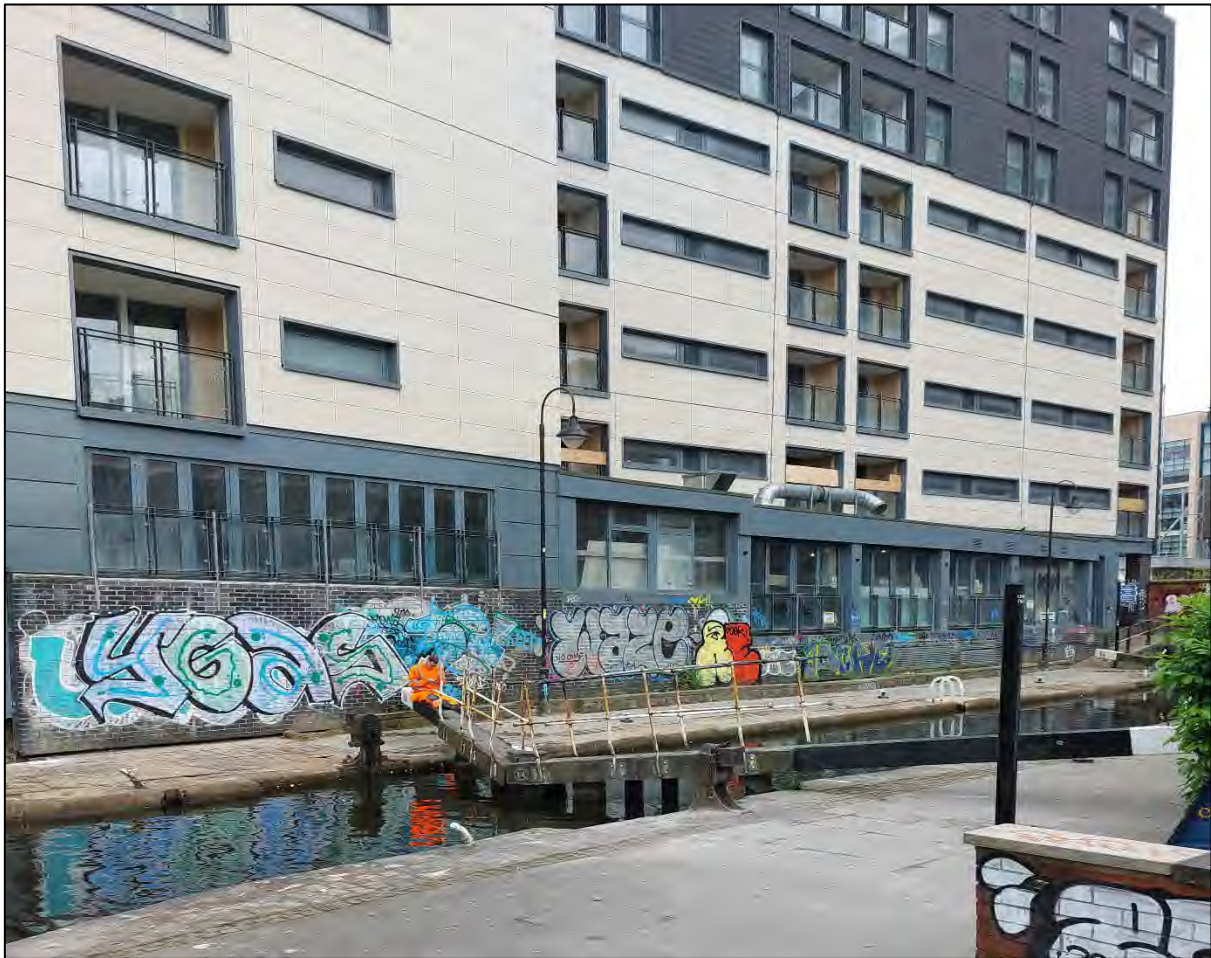


Plate 30 Modern, dense development abutting canal tow path, adjacent to the Rochdale Canal

6.5 Non-designated Buildings

6.5.1 Iron and Steel Warehouse

A former iron and steel warehouse situated at the north-east end of Store Street has been identified as a non-designated heritage asset. The HER listing describes the building as follows: “Rectangular complex arranged around a central courtyard shown on 1845 map and named on 1849 map as ‘Vulcan Iron Works (Mill Work and Tools)’. By 1888–89 the yard had been infilled, and the site is named as a disused foundry. Further alterations had taken place by 1905 when the building may be shown in its present form, named as an iron and steel warehouse. Present building comprises a tall double-gabled works building on the west, brick built, with two large central doorways (one blocked) with stone surrounds. East of these are 3 bays of offices/ warehousing. Two storeys. The endmost bays are in brick, with hipped roofs, and decorative brick keystones (resembling triglyphs) above first-floor windows; the central bay is stone built, with double-hipped roof, and pilasters to first floor. All three of these bays have stone dentillation at eaves level. The ground-floor façade of these three bays has been altered, apart from the westernmost bay, which has a window to either side of a central door with a third window immediately above. At the eastern end of the block is a single storey multi-gabled shed, the exterior again much altered” (HER 11406.1.0).

The **historic interest** in the structure is linked to Manchester's industrial heritage. The upper-storeys of the building have some **architectural interest**, particularly the stone casement-windows, however, much of the building is in poor condition with unsympathetic modern rendering and shutters. The buildings should be assigned **low** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

The setting of the building is largely formed by 20th-century residential apartment blocks, modern commercial units, hard-standing car parks and recent developments such as Oxygen Tower. The scale of the streetscape is varied ranging from single-storey units to 32-storey tower blocks. The setting of the non-designated heritage asset is currently dominated by Oxygen Tower. Views of the building can be appreciated along Store Street. No historic buildings compliment views of the former warehouse and therefore the setting of the heritage asset makes a **low** contribution to the significance of the structure.

The Proposed Development is situated to the south-west of the former Iron and Steel Warehouse and will be visible within the backdrop of the view of the bridge when looking south-west. This will form a comparable view to that already experienced and has been tested and in the Visual (indirect) Assessment Summary (8.6, p78).

6.5.2 Ashton Canal

The Ashton Canal has been identified as a non-designated heritage asset. The HER listing describes the building as follows: *"The canal was constructed in 1792–97. The canal cost approximately £170,000. The peak annual tonnage in 1838 was 522,469 tonnes. The canal was still in good use until the increased popularity of road haulage forced it to close in the 1920s. Most sections of the canal can still be seen and pleasure traffic is encouraged to use it. A wide variety of buildings exist along the whole length of the canal from industrial warehouses, mills and factories to domestic dwellings and cottages. Canal gradually being cleaned and reopened. Ashton is the terminus of three canals (Ashton, Peak Forest, Huddersfield Narrow) constructed in the 1790s. They were part of one enterprise, with the same shareholders, and the engineer was Benjamin Outram. Part of the impetus was the drive to deliver locally produced coal to Manchester, for which the Ashton Canal to Manchester was constructed 1792–97.*

The Manchester and Ashton-under-Lyne Canal was first opened to navigation in 1797 and closed to commercial traffic in 1957. There were also several branches joining the main canal. These consisted of the Stockport branch (SJ 893 912–SJ 883 982) opened in 1797 and abandoned in 1962; Hollinwood branch (SD 908 030–SJ 901 979) opened 1796, abandoned in 1961; Fairbottom branch (SD 935 017–SD 919 010) opened 1796, abandoned in 1955. Also three other minor branches: one private branch from Hollinwood to the Old Lane Colliery, Werneth; one to Islington, and the last one to Dukinfield.

The Ashton Canal continued in use commercially until the 1950s and was used as a diversionary route during WWII. A toll book was found at Fairfield lock in the early 1970s which recorded the passage of c.200 boats passing between 1942 & 1944" (HER 6361.1.0). The HER entry highlights the **historic** interest of the Ashton canal. The buildings should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

The setting of the canal nearest to the Site was dramatically altered in the mid-20th century when industrial premises and wharf facilities were cleared. By late 20th century, residential developments, such as those that currently line the canal and enclose it. Views of the canal are primarily appreciated along the canal itself and the towpath. The canal is not visible from street-level. The setting of the heritage asset (in the vicinity of the Site) makes a **low** contribution to the significance of the structure.

The Site lies to the west of the canal. It is anticipated that the Proposed Development would be visible from parts of the canal, particularly from the section of the canal at Great Ancoats Street Bridge (Viewpoint 7 within the TVIA; Plate 31) and when crossing the Store Street aqueduct (Viewpoint 8 within the TVIA; Plate 32). These views would be comparable to those that take in Oxygen Tower, which demonstrate Manchester's changing skyline. This has been tested within the Visual Impact Assessment (8.5.3, p72 and 8.5.4, p74) and the Visual (indirect) Assessment Summary (8.6, p78).



Plate 31 View of Ashton Canal, looking north-west towards the Site (viewpoint 7 within the TVIA)



Plate 32 View of the Site from the Ashton Canal tow path (viewpoint 8 within the TVIA, Plate 36)

6.6 Conservation Areas

6.6.1 Stevenson Square Conservation Area

The proposal site is situated 260m to the south-west of Stevenson Square Conservation Area and is not within the immediate setting of the Conservation Area, however, the height of the proposed development has the potential to affect the special character or significance of the Conservation Area. To help inform the design process and mitigate any potential impact of the Proposed Development, the character and special interest of the Conservation Area has been assessed with reference to the Historic England Guidance, *2019 Conservation Area Appraisal, Designation and Management Second edition, Historic England Advice Note 1*. Elements such as the historic interest of the area, the architectural quality and built form, spatial analysis (including open spaces), and setting and views have been considered.

6.6.1.1 The historic interest of the Conservation Area

Stevenson Square Conservation Area is focused on a high density of commercial buildings that survive along a narrow grid of streets that retain the historic street pattern. The Conservation Area takes its name from Stevenson Square, which is situated in the east of the Conservation Area. The Square was originally intended to provide a serene residential area however, it became largely commercially orientated, though some 18th-century houses and public houses survive within the Conservation Area. Numbers 69-77 Lever Street form a row

of five three-storey merchants' houses with Tuscan pilaster door cases and sash windows with single glazing bars. This group of houses is unique in the world, as they are the only example of their type still standing, which adds to the area's special interest.

Most buildings of architectural or historic interest in the Conservation Area are of Victorian or early-20th-century date and are mostly related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets. The most significant street redeveloped for textile uses during the Victorian and Edwardian periods is Dale Street. It changes direction at the junction of Newton Street and Port Street, increasing the importance of the buildings at this point. In addition, millinery and clothing-related shops were established along Oldham Street, many of which remain standing. The Conservation Area contains approximately 49 listed buildings.

6.6.1.2 Architectural Quality and Built Form

Buildings within the Conservation Area display a variety of architectural styles. Two and three-storey Georgian merchants houses, and weavers' cottages (for example those at 50 to 62 Port Street) contrast with ornate terracotta warehouses and offices of six to seven storeys high (such as 34 to 36 Hilton Street). Wealth produced by the cotton industry is reflected in many of the buildings that have either stone or brick with stone dressings, many of which are elaborately decorated. Towards the end of the 19th century, terracotta became popular and was extensively used either in conjunction with brick or on its own. Terracotta buildings are visible along Stevenson Square and Dale Street.

A Jacobean-Baroque style warehouse and showroom with offices is situated at 107 Piccadilly. The building was constructed in 1899 of red sandstone and red brick, it is a typical, lively design by local architect Charles Heathcote, who developed his own, inimitable style.

Early and mid-20th-century buildings are also scattered throughout the Conservation Area expressing more modern buildings forms, such as the art deco office at 40 Hilton Street. In addition, the streets are punctuated with late 20th-century and 21st-century developments. No buildings in the area stand out as being particularly dominant.

6.6.1.3 Spatial analysis (including open spaces)

Elements of the current street layout can be traced back to the late 18th century and represent the initial development of the area. The layout of the Conservation Area comprises a dense arrangement of buildings dissected by a grid of narrow streets. The linear character of the streets is preserved throughout the Conservation Area. The routes through the Conservation Area are predominately for traffic, with pavements for pedestrians.

Most of the buildings extend to the street line, creating a dense grain of development. The scale and height of several buildings (mid-rise) adds to the density of development within the Conservation Area.

There is a lack of open spaces within the Conservation Area. A degree of openness is experienced in Stevenson Square, though the open space comprises a wider section of road. The only other open spaces are around Port Street and Tariff Street where vacant plots are currently used as car-parking facilities. These do not contribute to the special interest of the area.

Trees and plants are not a dominant feature of the Conservation Area. Manchester City Council suggests that future enhancement schemes and alterations to the area should consider trees to be more important elements in the landscape.

6.6.1.4 Settings and views

Oldham Street continued as a popular shopping district until the last quarter of the 20th century. A sudden decline of the shops coincided with the opening of the Manchester Arndale Centre in 1975, which changed the focus of retailing in the city centre. Some clearance also occurred, particularly around Tariff Street, which coincided with the infilling of some of the canal arms, slightly altering the setting of the area. Stevenson Square was designated in 1987.

Key views of the Conservation Area can be appreciated from within the Conservation Area, when looking along the principal streets, such as Hilton Street, Dale Street, Port Street, Spear Street and Stevenson Square. Views take in a dense arrangement of important historic and architecturally interesting buildings that tower above a very narrow grid of streets. The various styles of buildings are best appreciated whilst moving through the Conservation Area. There are no far-reaching views of the Conservation Area due to the density of buildings and the narrowness of the streets. There are also no landmark buildings as such.

6.6.1.5 Contribution of the proposal site to the Special Interest of the Conservation Area

As the existing Site is situated at some distance away from the designated area's boundary, it currently makes a neutral contribution to the area's special character and appearance.

Manchester City Council's website notes that Development Control in Stevenson Square should recognise the variety of styles and common unity of new and refurbished buildings. Therefore, new buildings should have a vitality of their own. The height, scale, colour, form, massing and materials of new buildings should relate to the existing high-quality buildings and also complement their character. Large expanses of cladding, concrete or glass should be avoided in preference for solid, traditional materials.

Other improvements aim to restore Stevenson Square and vacant sites that are currently used as car parks should be developed with buildings which contribute to the character of the conservation area (https://www.manchester.gov.uk/info/1208/stevenson_square_conservation_area/6).

The Proposed Development is unlikely to be visible from within Stevenson Square Conservation Area, however, there is some potential for the Proposed Development to impact wider views, including a viewpoint from the junction of Dale Street and Oldham Street (Viewpoint 2 within the TVIA; Plate 33). This has been tested in the Visual Impact Assessment (8.5.1, p72) and in the Visual (indirect) Assessment Summary (8.6, p78).



Plate 33 Viewpoint 2 within the TVIA, showing the junction of Dale Street and Oldham Street looking south-east

6.6.2 Whitworth Street and Princess Street Conservation Area

The proposal site is situated 280m to the south-west of Whitworth Street and Princess Street Conservation Area and is not within the immediate setting of the Conservation Area, however, the height of the proposed development has the potential to affect the special character or significance of the Conservation Area. To help inform the design process and mitigate any potential impact of the Proposed Development, the character and special interest of the Conservation Area has been assessed with reference to the Historic England Guidance, *2019 Conservation Area Appraisal, Designation and Management Second edition, Historic England Advice Note 1*. Elements such as the historic interest of the area, the architectural quality and built form, spatial analysis (including open spaces), and setting and views have been considered.

6.6.2.1 The historic interest of the Conservation Area

The necessity for warehouses to store products manufactured in the nearby mills and textile-finishing factories led to specially designed buildings erected near the city centre. By the middle of the 19th century, Manchester had become the largest textile centre in the world. The demand for larger warehouses grew, and many new warehouses, designed with considerable architectural characteristics and on a much larger scale than before, were built in the Whitworth Street area, near the Rochdale Canal and MSJ&AR. Grand warehouses of this

period include Manchester House (HER 12117.1.0), Orient House (HER 8408.1.0), Lancaster House (HER 8653.1.0), Granby House (HER 8407.1.0), Minshull House (HER 8340.1.0), Mindel House (HER 11749.1.0), Asia House (HER 8569.1.0), Regency House (HER 12147.1.0), buildings on Sackville Street (HER 11311.1.0) and buildings on Richmond Street (HER 12120.1.0).

The Conservation Area contains many of Manchester's most important buildings, which date from the industrial revolution, the oldest of which is the New Union Hotel public house, built in 1800. Several listed buildings within the Conservation Area are associated with the increased demand for textile warehouses after the mid-19th century when Manchester had become the world's largest textile production centre. The architecture of the surviving warehouses displays the wealth of the former owners. At the height of warehouse building, in the late 19th and early 20th centuries, the School of Technology (Sackville Street Building) was erected, designed with impressive architectural elements that matched the elaborate warehouse buildings in the vicinity.

The Police/Fire Station on London Road is arguably the world's most important building of its type. It once accommodated a complete community of forty fire-fighters, policemen and their families, with all the necessary facilities for comfortable living and for training. Balconies are located all round the internal courtyard where visitors could view fire-control demonstrations. Fires were reported from 200 Gamewell fire alarm boxes, which were established in streets throughout the city. It was the largest fire alarm network in the country when it became operational in 1911, and was superseded by telephone kiosks in 1959. The control room where the alarms terminated was elaborately finished in polished marble and wood.

Other important structures within the Conservation Area include key examples of Manchester's 18th- and 19th-century transport network that was instrumental in the town's success as an international manufacturing hub. The Rochdale Canal and the MSJ&AR viaduct run through the Conservation Area, each representing different phases of transportation improvements.

6.6.2.2 Architectural Quality and Built Form

The distinctive architecture which arose was both functional and expressive of the wealth of the owners. The front of the warehouses facing the main street was often used for offices whilst the rear of the building was used for storage space and for the inspection of the cotton goods in natural light. This led to six- or seven-storey buildings with opulent and deeply modelled front facades in brick and/or terracotta, whilst the rear was almost entirely glazed either in a vertical plane or a stepped configuration. The building style reached its zenith in the early years of the 20th century, and culminated in the grand Edwardian commercial architecture of Whitworth Street.

The architecture of textile marketing remains largely intact in the area around Princess Street and Whitworth Street, though its association with the industry has decreased since the cotton slumps of the 1920s. Elaborate and ornately designed warehouses of historic and architectural interest include no 103 Princess Street, whilst Lancaster House, India House and the former Refuge offices are three of the most imposing buildings within the Conservation Area. The New Union Hotel public house is the Conservation Areas oldest building, though red-brick

Georgian exterior is currently masked by rendering. Across the street and canal from the New Union is Central House, Manchester's only building in the Scottish Baronial style.

Generally, slate is used to roof the buildings, though many are too high, or their roofs are too gently pitched, for this to be seen from ground level.

Windows, like those in most Manchester buildings of this period, are predominantly of the vertical sliding-sash type. They occur singly, but are more often seen in pairs, threes, or occasionally in groups of four.

6.6.2.3 Spatial analysis (including open spaces)

Most of the buildings extend to the street line, which is one of the interesting characteristics of city centre construction of this period. Access for servicing and delivery vehicles was by means of a loading bay within the building itself on the ground floor. The scale and height of several buildings (mid-rise) adds to the density of development within the Conservation Area. The property boundary being marked by the building itself, creates a dense grain of development. The great height of the warehouses along Princess Street, and especially on Whitworth Street, give the area its most obvious physical character of a canyon-like atmosphere.

Although streets are arranged on a rectilinear grid, so that sites are more or less rectangular, no street runs straight for any great distance before changing direction. This creates subtle changes and interest, with views along a street being modified or foreshortened by the elevations of buildings on the outer side of a bend or curve. It also gives even greater emphasis to the corners of buildings.

The Conservation Area is densely developed, however there are two small parks, including Sackville Gardens (which includes a memorial to Alan Turing) and Vimto Park. Both small parks are landscaped and include planting and trees. Open spaces are not in the nature of the Conservation Area, as its development was focused on warehousing.

6.6.2.4 Settings and views

Many properties have been totally or partially vacant since the 1930s, when the city changed its character from warehousing to commerce and administration. Although the area had seen little investment, efforts are now being made to find uses for vacant property, since active use mitigates against deterioration of the fabric. Hotels have been established within the Conservation Area, together with university buildings and halls of residence. The north part of the Conservation Area comprises bars, restaurants and cafes, which line Canal Street and Oxford Road. Modern high and mid-rise buildings have recently been developed within and on the fringe of the Conservation Area. The canal, railway viaduct, patches of granite setts and the intervisibility between heritage assets within the Conservation Area contribute to its significance.

Key views of the Conservation Area includes those along Whitworth Street and Princess Street, where many of the Conservation Areas important buildings can be appreciated. Due to the density and scale of the buildings within the Conservation Area, it is best appreciated from within, though views of designated buildings can be glimpsed from the surrounding streets, such as those looking west from Fairfield Street (in the opposite direction of the Site), looking south from Portland Street and looking south and east along Oxford Street. Other enticing views include looking north along Granby Row, looking south along Chorlton Street

(particularly from its junction with Canal Street), east and west along Canal Street, Sackville Street. Views of the railway viaduct from Sackville Street and Granby Row are also of interest

6.6.2.5 *Contribution of the proposal site to the Special Interest of the Conservation Area*

As the existing Site is situated at some distance away from the designated area's boundary, it currently makes a **neutral contribution** to the area's special character and appearance.

Manchester City Council's website notes that Development Control in Ancoats is aimed at encouraging commercial development where appropriate. As with other parts of the city centre, new developments should generally be aligned to the back of the pavement in order to preserve the linear character of the streets and complete the 'street wall'. Open spaces are not within the nature of the Conservation Area and demolition of buildings for use as, surface car parks, would lead to the creation of unplanned and incoherent spaces, and therefore, is generally not accepted (https://www.manchester.gov.uk/info/511/conservation_areas/970/whitworth_street_conservation_area/5).

Due to the proposed height and scale of the proposals however, there is some potential for the development to impact wider views from within the designated area. The main point from which the upper-storeys of the proposed development could be visible is along Whitworth Street when looking north-west (Viewpoint 11). However, several mid- and high-rise buildings are already visible from this viewpoint and the height of the proposed development will most likely blend in with views of Manchester's skyline. This has been tested in the Visual Impact Assessment (8.5.6, p77) and in the Visual (indirect) Assessment Summary (8.6, p78).



Plate 34 looking east / north-east in the direction of the Site from Whitworth Street

6.6.3 Ancoats Conservation Area

The proposal site is situated 410m to the south-west of Ancoats Conservation Area and is not within the immediate setting of the Conservation Area, however, the height of the proposed development has the potential to affect the special character or significance of the Conservation Area. To help inform the design process and mitigate any potential impact of the Proposed Development, the character and special interest of the Conservation Area has been assessed with reference to the Historic England Guidance, *2019 Conservation Area Appraisal, Designation and Management Second edition, Historic England Advice Note 1*. Elements such

as the historic interest of the area, the architectural quality and built form, spatial analysis (including open spaces), and setting and views have been considered.

6.6.3.1 The historic interest of the Conservation Area

Ancoats Conservation Area is focused on a group of early cotton mills that lie on the north side of the Rochdale Canal. The Conservation Area encompasses part of what was once a much larger industrial area, which inter-linked manufacturing, transport and residential housing and other community facilities, forming the world's first industrial estate. Although the Conservation Area is dominated by the mill buildings, it also contains a variety of other listed buildings, including Victoria Square, Daily Express Building, the Crown and Kettle public house and the former Church of St Peter. There are 17 listed buildings within the Conservation Area and many non-designated heritage assets.

A grid of very narrow, cobbled streets survive in the west part of the Conservation Area. The streets were originally laid in the late 18th century when the area was beginning to be developed. Although not designated, the historic street layout is a key phase in the development of the Conservation Area, at the onset of the industrial revolution, and adds to the area's special interest.

A section of the Rochdale Canal runs through the southern perimeter of the Conservation Area. Grade II listed structures comprising Lock 82, the Rochdale Canal retaining wall and Union Street Bridge are associated with the canal's infrastructure and contribute to the area's special interest.

The survey for the canal was undertaken in 1764 and played a pivotal role in the industrial development of Ancoats. Although the canal did not open until 1804, knowledge of its construction gave industrialists the confidence to build their mills along the northern side of the canal, in Ancoats, before the canal opened. Old Mill, a Grade II* listed building, is potentially the earliest surviving mill in Manchester, built in 1798, with Decker Mill added in 1802. In addition, the firm of McConnel and Kennedy claimed to be the first to run spinning mules by steam power. Sedgwick Mill, a Grade II listed building, is the oldest standing mill owned by the firm, and is believed to be the oldest surviving iron-framed, fireproof factory in Greater Manchester. Similarly, Beehive Mill, a Grade II* listed building, is an important example of early fire-proof construction having rare cast-iron roof trusses, whilst the warehouse has a very early cast-iron spaceframe structure, unique in the area. These structures, together with several nearby mill buildings contribute significantly to the area's special interest.

Another building which adds to the special historic interest in the Conservation Area is Victoria Square, a Grade II listed block of flats dating from 1889. Built in red brick with a pitched slate roof and in the form of an enclosed courtyard, it may fairly claim to be one of the most successful local authority housing schemes in Manchester, due in part to its enclosure of shared inner space.

6.6.3.2 Architectural Quality and Built Form

Ancoats Conservation Area has a rich architectural history dating from the 18th to the 21st centuries. Buildings within the Conservation Area display a variety of architectural styles, though it is dominated by massive mill buildings that range from three to eight storeys in height

and are exclusively of red brick, with sandstone dressings. Some of the mill buildings are vernacular. The main focal point is the group of mill buildings in the southwest part of the Conservation Area and the Rochdale Canal. This part of the Conservation Area accounts for 12 out of the 17 listed buildings. The three groups of mill buildings at Murray's Mills, Sedgwick Mill and Beehive Mill, together with Brownsfield Mill on the other side of Great Ancoats Street, represent the chronological development of cotton mill architecture from 1800 to the 1920's.

Several modern buildings have been erected adjacent to the listed mill buildings within the Conservation Area and have been designed to mimic the 18th-century structures, using complimentary colour palettes and materials, with similar fenestration, and being of a similar scale and form. The design of the 21st-century buildings retains the industrial character of the Conservation Area.

Red brick is one of the most prominent building materials in Manchester and was used to construct several historic buildings of interest within the Conservation Area. Bricks were manufactured on the outskirts of the town during the onset of the industrial revolution, in nearby brick fields at Collyhurst, for example. Initially handmade in the 18th and early 19th centuries, brick manufacture altered throughout the course of the 19th century, with the introduction of wire-cut and later machine-made bricks. The different production techniques are visible in the appearance of the bricks. The use of red brick throughout the Conservation Area unites the area and contributes to its local distinctiveness and identity.

Buildings within the Conservation Area that date from the late 19th century onwards, provide a contrast of architectural styles. Great Ancoats Street, in particular, is possibly the most architecturally diverse street within the Conservation Area. Important buildings along the street includes the Crown and Kettle public house, which is of buff-brick construction with stone dressings and gothic style windows, whilst the nearby 20th-century Daily Express Building is a Steel-frame building with glazed curtain walling of functional style. Also, along the street is the Derros Building, which is of Arts and Crafts style, with Vernacular Revival detailing. The building comprises red brick, with decorative banding in buff terracotta, and with close-studded jettied gable to attic storey to front. The Hudson Building has elaborately carved stone detailing and is heavily glazed. The street is further punctuated with 21st-century buildings.

This eastern part of the Conservation Area is dominated by a mixture of modern single-storey industrial buildings, car parks, 1960s developments and a number of larger scale late 20th century residential developments. Much of the historic street layout has been lost, particularly in the plot of land bounded by Poland Street and Wadeford Close.

6.6.3.3 Spatial analysis (including open spaces)

Elements of the current street layout can be traced back to the late 18th century and represent the initial development of the area. The layout of the Conservation Area comprises a dense arrangement of buildings dissected by a grid of narrow streets. The routes through the Conservation Area are predominately for traffic, with pavements for pedestrians.

Most of the buildings extend to the street line, creating a dense grain of development. The scale and height of several buildings (mid and high-rise) adds to the density of development within the Conservation Area.

Although the Conservation Area is dissected by several narrow roads, vehicles mainly use the major roads that bound the Conservation Area, consisting of Oldham Road and Great Ancoats Street, which function as ring roads. Both streets provide access to the city centre and Manchester Piccadilly Train Station, which contributes to increased traffic in the area.

The presence of the Rochdale Canal provides a sense of openness on Redhill Street, which provides a sensory contribution to the character of the place. The only open space within the Conservation Area is Ancoats Green, a recreation ground in the east part of the Conservation Area. Ancoats Green is bounded by 1960s developments and single storey modern industrial buildings, situated away from the historic core of the Conservation Area.

Trees and plants are not a dominant feature of the Conservation Area. Manchester City Council suggests that future enhancement schemes and alterations to the area should consider trees to be more important elements in the landscape.

6.6.3.4 Settings and views

During the second half of the 20th century, the wider area began to decline. The setting of the Conservation Area was altered following demolition schemes that took place after the Second World War. Since the mid-20th-century, early 19th-century residential and industrial buildings have been demolished and replaced by 1960s developments, single storey industrial buildings, modern apartments and car parks. The setting of the east half of the Conservation Area, which includes the Site, has been altered by several mid- and late 20th-century development schemes. A site survey demonstrated that this area retains no discernible historic character.

Key views of the Conservation Area can be appreciated from within the Conservation Area and from the streets in the immediate vicinity. These views are an essential part of the special interest of the Ancoats Conservation Area.

The Rochdale Canal enhances the views and setting of the Conservation Area when looking west/southwest from Union Street Bridge and looking northeast from the bridge over the canal on Great Ancoats Street. From this view, the main focal point is the important group of listed mill buildings on the north side of the Rochdale Canal and the listed buildings associated with the canal's infrastructure. From these two viewpoints, the relatively uniform building height of the mills, and complimentary building height of the adjacent modern developments can be appreciated. Views from this location vary, depending on the seasons; for instance, views of the mills are more prominent in winter when the trees that line the canal have no leaves, though views of the canal itself are more attractive from spring through to autumn. The mill buildings and canal are a distinctive feature of the Conservation Area's character and historical development.

Some of the most enticing views of the Conservation Area are along the narrow, cobbled streets within the Conservation Area. These views capture the industrial character of the area. One such view looks southeast along Sherratt Street, which takes in views of Victoria Square, 19th -century workers' housing, and the former church of St Peter. Another view looks southeast and southwest from the Murray Street and Jersey Street junction. Similar views are experienced from the Jersey Street and Bengal Street junction and from the Radium Street and Jersey Street junction. The cobbled streets lined with brick-built mills and factories that

create a corridor of dense development frame these views and contribute towards its significance as a means of experiencing the Conservation Area.

Another key view takes in the north-facing elevation of the Victoria Square building from Oldham Road. Victoria Square is considered a landmark building that illustrates an important episode in the development of Manchester's municipal housing schemes.

Views of the Conservation Area when looking southeast from the junction of Great Ancoats Street and Oldham Street take in various buildings of differing character. The group of buildings along Great Ancoats Street contrast with the industrial mill buildings, offering a different perspective of the Conservation Area. The main focal point is the contrasting designs of the three listed buildings, built in the late 19th and early 20th centuries (the Crown and Kettle public house, Daily Express Building and Derros building), which contribute towards the area's architectural interest.

6.6.3.5 Contribution of the proposal site to the Special Interest of the Conservation Area

As the existing Site is situated at some distance away from the designated area's boundary, it currently makes a **neutral contribution** to the area's special character and appearance.

Manchester City Council's website notes that Development Control in Ancoats is aimed at encouraging new complimentary development which ensures the continued prosperity of the area whilst paying attention to its special architectural and historic quality (https://www.manchester.gov.uk/info/511/conservation_areas/1216/ancoats_conservation_area/4).

Due to the proposed height and scale of the proposals however, there is some potential for the development to impact wider views from within the designated area. The main point from which the proposed development could be visible is along the canal towpath when looking south-west (Plate 35, identified as Viewpoint 04 within the TVIA, see also Plate 36). However, several mid- and high-rise buildings are already visible from this viewpoint and the height of the proposed development will most likely blend in with views of Manchester's skyline. This will be tested within Section 8.5. The proposed development will not be visible from any of the key views within the Conservation Area due to the enclosed nature and density of buildings within the Conservation Area. This has been tested in the Visual Impact Assessment (8.5.2, p72) and the Visual (indirect) Assessment Summary (8.6, p78).



Plate 35 Mill buildings and Union Street Bridge looking west/southwest from New Union Street (Viewpoint 4 within the TVIA, see also Plate 36)

6.7 Significance Summary

The statement of significance provides a summary of the Site's relative architectural and historic interest.

- / The Site comprises a vacant plot of land to the junction of Sparkle Street and Store Street.
- / Historically, the Site was the location of Shooter's Brook, late 18th-century workers houses and mid to late 19th-century commercial workshops and stables. As the Site no longer contains any evidence of built form or historic fabric, it yields **no heritage interest**.
- / The Site is within the setting of ten Listed Buildings and three Conservation Areas.
- / The prominent location of the Site represents an opportunity to enhance the streetscape at the junction of Sparkle Street and Store Street.

7. Proposed works

The Proposed Development is described in detail in the Design and Access statement that accompanies the application. The development proposals comprise the demolition of five existing low-rise units (within two buildings) and erection of ground + 27 storey residential development with supporting residential amenity, private terraces, and private shared garden. The scheme aims to provide 359 (1, 2 and 3 bed types) residential units.

The Site is currently unoccupied and consists of two buildings that are partly used for storage and distribution, along with surface car parking. The buildings are screened from the road on two sides by existing vegetation and an access route for vehicles is provided from Store Street. The space is underused. The land within the Site had previously been occupied by workers' housing. Therefore, the development proposals will bring an underused space back into residential use and is likely to contribute towards the regeneration of the area.

8. Heritage impact assessment

The Proposed Development has the potential to affect the setting of the heritage assets assessed above. The assessment of the impact of the proposed works follows established Historic England guidance on assessing the setting of heritage assets. The Historic England guidance states that the assessment should address the attributes of the proposed development in terms of its: location and siting, form and appearance, wider effects and permanence. Below is an assessment of how these attributes could potentially affect the significance of the assets assessed above.

8.1 Location and Siting of the New Development

8.1.1 *Stevenson Square Conservation Area*

The Proposed Development would be situated to the south of the Conservation Area, within the wider setting of the heritage asset. The Proposed Development will not form part of significant views into or out of the Conservation Area. The Proposed Development may form part of key views within the Conservation Area, when looking south-east from Dale Street and Oldham Street junction (Viewpoint 2 within the TVIA, Plate 36). This has been tested in Section 8.5 and the Townscape Visual Impact Assessment. Development of the proposal site provides an opportunity to bring a vacant and underused site back into residential use and enhance the wider setting of the Conservation Area.

8.1.2 *Whitworth Street and Princess Street Conservation Area*

The Proposed Development would be situated to the east of the Conservation Area, within the wider setting of the heritage asset. The Proposed Development may form part of views out of the Conservation Area, when looking east along Whitworth Street in the direction of Manchester Piccadilly Station (Viewpoint 11 within the TVIA, Plate 36). From this view, the upper storeys of the building may be visible. This has been tested in Section 8.5 and the Townscape Visual Impact Assessment.

Similarly, the Proposed Development would not form part of any key views within the Conservation Area, due to the dense grain of the intervening urban development and the resulting lack of intervisibility between these heritage assets and the Site. Development of the proposal site provides an opportunity to bring a vacant and underused Site back into residential use and enhance the eastern setting of the Conservation Area.

8.1.3 *Ancoats Conservation Area*

The Proposed Development would be situated to the south-west of the Conservation Area, within the wider setting of the heritage asset. The Proposed Development may form part of a viewpoint when looking out of the Conservation Area, towards Manchester city centre (Viewpoint 04 within the TVIA, see Plate 36). The upper storeys of the Proposed Development may be visible within dynamic views when walking along the Rochdale Canal towpath. Views from this perspective incorporate modern development, including high and medium rise towers and so further appropriate modern development within the wider setting of the Conservation Area would not impact upon views out of the Conservation Area. This has been assessed in Section 8.5. The Proposed Development would not form part of any key views within the Conservation Area, due to the dense grain of the intervening urban development and the

resulting lack of intervisibility between these heritage assets and the Site. Development of the proposal site provides an opportunity to bring a vacant and underused site back into use and enhance the wider setting of the Conservation Area.

8.1.4 Store Street Aqueduct (Grade II*)

The Proposed Development would be situated in the immediate setting of the aqueduct to the northeast (50m), though it is anticipated that the heritage asset will be further separated from the Site by the development of the M1 Piccadilly site. The heritage asset is principally viewed along Store Street. The Proposed Development will not isolate views of the asset, but it will be visible within the foreground of the aqueduct when looking west from the east end of Store Street and looking east from the west end of Store Street (Viewpoint 10 within the TVIA, Plate 36). This view has been identified as a key view within the TVIA and has been tested in Section 8.5. The view will be comparable to the current view of the aqueduct when looking east, which has views of the 32-storey Oxygen Tower within the backdrop. The Proposed Development will be highly visible from this location, and will introduce a new, and dominant vertical element to the largely horizontal emphasis of the existing streetscape.

8.1.5 Piccadilly Train Shed and Undercroft (Grade II)

The Proposed Development would be situated within the wider setting of the train shed and undercroft, which lies 100m south of the Site. Views of the undercroft from Sheffield Street will not be impaired by the Proposed Development. The upper-storeys may be visible when viewing the train shed from Fairfield Street and London Road however, the current views from this perspective incorporate modern development and so further appropriate modern development within the wider setting of this asset would not impact upon the views of the structure. The Proposed Development will not isolate views of the asset.

8.1.6 Crusader Works (Grade II)

The Proposed Development would be situated within the wider setting of Crusader Works, which lies 140m to the south-east of the Site. Key views of Crusader Works from Chapeltown Street are kinetic and will not be impaired, however, the Proposed Development may be visible from Fair Street, adjacent to the tram line, though the nature of this view is short, due to the density of development. The Proposed Development may also be visible within the backdrop of Crusader Works from Portugal Street. The character of these views is influenced by the highly mixed, urban setting with several modern development schemes that are underway. The Proposed Development will not isolate views of the asset.

8.1.7 The former London Warehouse (Grade II)

The Proposed Development would be situated within the wider setting of the former London Warehouse, which lies 130m north-west of the Site. Views of the warehouse from Store Street will not be impaired by the Proposed Development. The upper storeys may be visible when viewing the warehouse from Ducie Street and Dale Street however, the current views from these perspectives incorporate modern development and so further appropriate modern development within the wider setting of this asset would not impact upon the views of the structure. The Proposed Development will not isolate views of the asset.

8.1.8 Junction Lead Mills and Stable block to the south-east of Junction Lead Mills (Grade II)

The Proposed Development would be situated within the wider setting of Junction Lead Mills and the Stable, which both lie c 100m to the north of the Site. Views of the two heritage assets are mainly experienced from Ducie Street and Peak Street. These views are relatively short due to the density and grain of development in the immediate setting of the assets, and the narrowness of the street pattern. The current views of these assets are highly mixed, including modern developments, vacant plots and contemporary structures. Further appropriate modern development within the wider setting of this asset would not impact upon the views of the structure. The Proposed Development will not isolate views of the asset.

8.1.9 32 and 34 Laystall Street (Grade II)

The Proposed Development would be situated within the wider setting of 32 and 34 Laystall Street, which lies 200m to the north-east of the Site. The heritage asset can only truly be appreciated from Laystall Street, in short, static, enclosed views. The Proposed Development is unlikely to be visible within this view (for example, Oxygen Tower is not visible when appreciating the front elevation of the building). If the upper storeys of the Proposed Development were found to be visible, then they would blend in with other modern developments in the skyline.

8.1.10 Entrance Way and Lodge to yard of Rochdale Canal Company (Grade II)

The Proposed Development would be situated within the wider setting of Entrance Way and Lodge to yard of Rochdale Canal Company, which lies 250m to the north-west of the Site. The heritage asset can only truly be appreciated from Laystall Street, in short views. The Proposed Development will not be visible within views of the heritage asset. The character of these views is influenced by the highly mixed, urban setting, comprising several designated and non-designated heritage assets, together with numerous modern developments. Further appropriate modern development within the wider setting of this asset would not impact upon the views of the structure.

8.1.11 Rochdale Canal Locks 84 and 85 (Grade II)

The Proposed Development would be situated within the wider setting of the Rochdale Canal Locks 84 and 85, which lies 225m to the north-west of the Site. The heritage asset can only currently be appreciated from the canal tow path. Modern developments about the tow path and will likely mask any views of the Proposed Development due to the density of modern developments and their enclosed nature. The Proposed Development will not be visible within views of the heritage asset. If the upper storeys of the Proposed Development were found to be visible, then they would blend in with other modern developments in the skyline.

8.1.12 Iron and Steel Warehouse (non-designated heritage asset)

The Proposed Development would be within the wider setting of the former iron and steel warehouse, located 180m to the north-east of the Site. The main view from which to appreciate the heritage asset is looking north-west, in the opposite direction of the Site. The Proposed Development would be visible within kinetic views of the heritage asset, when moving in a westerly direction from the east end of Store Street. This view already includes modern high-rise development.

8.1.13 Ashton Canal (non-designated heritage asset)

The Proposed Development would be within the wider setting of the Ashton Canal. The Ashton Canal is experienced in kinetic views. In total, two key views have been identified in relation to the Proposed Development, which can be appreciated from the tow path (viewpoint 8 within the TVIA, Plate 36) and in a view from Great Ancoats Street bridge (viewpoint 7 within the TVIA, Plate 36). Both views have been identified as key views within the TVIA and have been tested in Section 8.5. The Proposed Development would likely be visible within these views, however these views already include mixed and modern development. Further appropriate modern development within the wider setting of this asset would not impact upon the views of the structure. The Proposed Development will not isolate views of the asset.

8.2 The Form and Appearance of the Proposed Works

The details of the proposed development are yet to be finalised. The most current plans are for a structure of 27 storeys plus ground level, with adjoining 10-storey block for residential use. The design includes rooftop gardens above the 10-storey structure, with further green spaces to the south and east. The proposed structure will bring a vacant Site back into use.

The details of the proposed development have been inspired by both the historic landscape and the acceptable form of modern development within the immediate vicinity of the site. The proposed form of the new development and the palette of materials are considered to be appropriate for the wider setting of the heritage assets identified within this report. The palette / material of the Proposed Development comprises a red brick clad building. This palette is in keeping with and complimentary to Manchester's industrial heritage and is appropriate for the scheme.

The size and shape of the windows are similar in appearance to those used within Manchester's mill buildings, such as the nearby Crusader Works and the former London Warehouse. In addition, the repetitive elevations of the Proposed Development along Store Street would maintain a sense of scale and will imitate the street pattern / setting that is experienced along Chapeltown Street, at Crusader Works. This may bring some unity to the character of the area, which is currently indistinct.

Owing to the form of the new development, it will form part of views of heritage assets as identified above. However, the development to the Site is assessed here as being an improvement to the character of Site.

8.3 Wider Effects

The proposed development will result in a change of use of the land from commercial to residential. However, the surrounding area has elements of residential character and the Site has historically been used for domestic workers housing. As the proposal site is situated near a busy road and mixed-use development issues with 'light spill', noise, accessibility and traffic will not affect the significant setting of the heritage assets. Furthermore, the Proposed Development will not include car parking and will instead have 100% cycle parking provision.

The height of the building will add to Manchester's developing skyline, and potentially compliment the 32-storey Oxygen Tower, which stands a short distance to the east of the Site.

8.4 The Permanence, Longer Term or Consequential Effects of the Development

The proposed development will bring a vacant, unused lot back into permanent use, which will enhance the setting of the heritage assets discussed within this report. The proposed development of the Site will constitute a permanent alteration to the setting of the heritage asset, but one that should be viewed as a positive alteration.

8.5 Visual Impact Assessment

Plate 36, provides a baseline map with the relative locations of key heritage viewpoints. These views have evolved following an analysis of the baseline conditions and the potential Zone of Visual Influence of the Proposed Development. A total of **six heritage views** have consequently been identified for the assessment of potential heritage impact (Viewpoints 02, 04, 07, 08, 10 and 11). These views and additional townscape views will be assessed by Virtual Planet as part of the wider Townscape Visual Impact Assessment (TVIA).

The selected heritage views have been discussed within this assessment where there is a baseline value to the view in heritage terms, where the Proposed Development was visible, and sensitive / key viewpoints which test whether the Proposed Development would be visible. The viewpoints have been assessed in line with the ICOMOS guidance (Appendix 1, see also Table 3 for full breakdown of assessment).

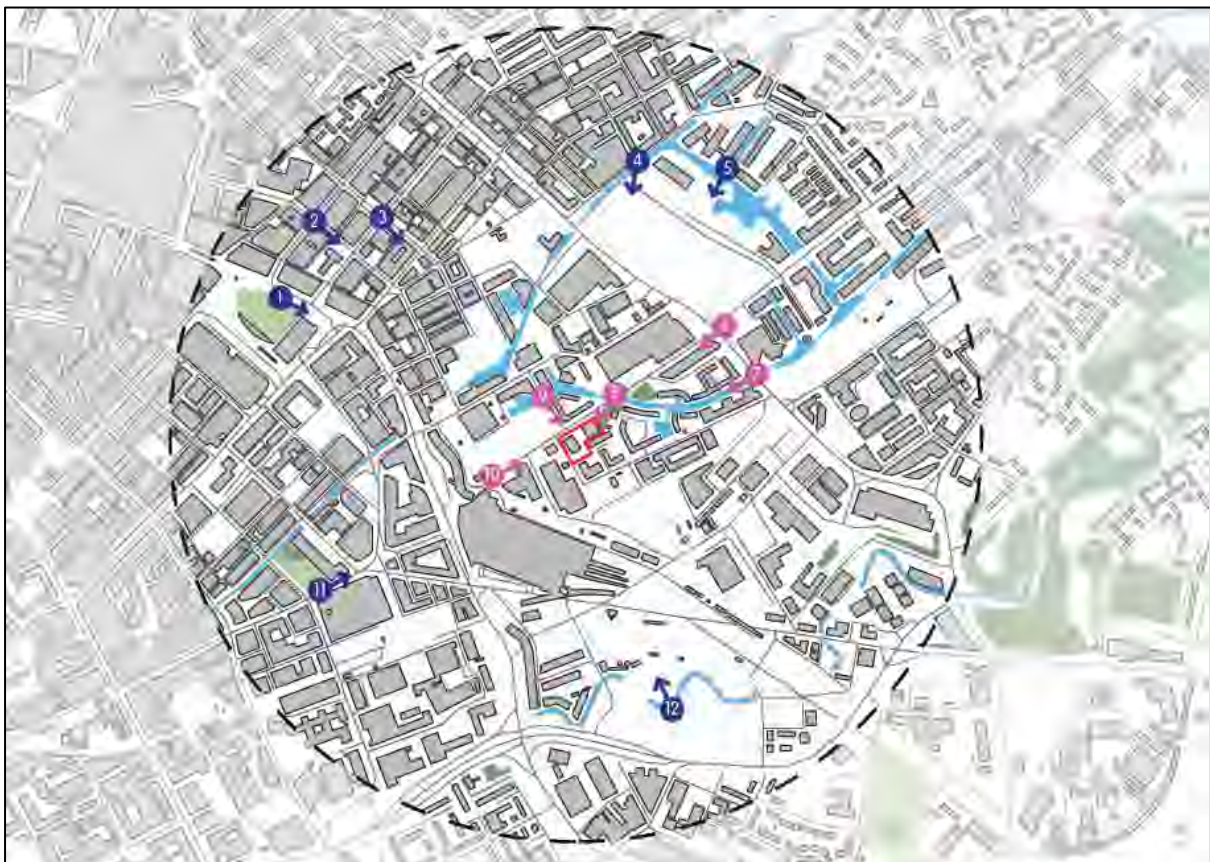


Plate 36 Map taken from the TVIA, showing key views.

8.5.1 Viewpoint 02

8.5.1.1 Existing

This view is experienced from the junction of Dale Street and Oldham Street looking south-east, towards the Site (Plate 33, p56). The view demonstrates the setting of a group of listed buildings within the Stevenson Square Conservation Area. The Dale Street frontage is almost entirely made up of listed buildings and forms a key view within the Conservation Area.

8.5.1.2 Proposed

The uppermost part of the Proposed Development will be visible above the existing buildings in the background of the view (Plate 37). This will be understood as a new high-rise development in the distance and will not alter key elements of the Conservation Area, such as the frontage of the listed buildings on Dale Street, which will remain fully visible and appreciated from this viewpoint.

Consequently, the view is considered to result in a **Slight Adverse Impact** on the character and appearance of the Stevenson Square Conservation Area and on the setting of the heritage assets in the view (see Table 3, p78).



Plate 37 showing cumulative view of the Proposed Development

8.5.2 Viewpoint 04

8.5.2.1 Existing

This view is experienced from Redhill Street on the southern boundary of Ancoats Conservation Area (Plate 35, p65). The view demonstrates the setting of the canal, locks and

canal bridges within the Ancoats Conservation Area. The view looks out of the Conservation Area and takes in several mid- and high-rise buildings.

8.5.2.2 *Proposed*

From this view the Proposed Development is mostly concealed by the current treeline (Plate 38) and other high-rise developments. The Proposed Development will be seen to form part of the existing mid- and high-rise buildings that occupy the skyline. Key elements, such as the façade of early mills and the canal, will remain fully visible and appreciated from this viewpoint. The introduction of a new high-rise development in the distance will therefore have very little impact on the setting of the canal, locks and canal bridges within the Ancoats Conservation Area, when considered from this view.

Consequently, the view is considered to result in **no impact** in terms of impact on the settings of the conservation area and designated heritage assets in the view (see Table 3, p78).



Plate 38 showing cumulative view of the Proposed Development

8.5.3 *Viewpoint 07*

8.5.3.1 *Existing*

This view is experienced when crossing the bridge over Great Ancoats Street and from the canal towpath, looking north-west, in the direction of the Site (Plate 31, 52). The view takes in the non-designated Ashton Canal, its towpath and several modern residential developments that abut the canal towpath.

8.5.3.2 *Proposed*

In the proposed view, the Proposed Development will be highly visible, although its lower storeys will be concealed by modern residential buildings (Plate 39). The Proposed Development will introduce a high-rise element in the distance, amongst mid-rise development, however, it will visually form a cluster with the residential buildings that currently line the canal.

Consequently, the view is considered to result in a **Slight Adverse Impact** in terms of impact on the settings of the non-designated heritage asset in the view.



Plate 39 showing cumulative view of the Proposed Development

8.5.4 **Viewpoint 08**

8.5.4.1 *Existing*

This view is experienced from the Ashton Canal towpath, when crossing the Store Street Aqueduct, looking west, in the direction of the Site (Plate 32). From this view, the canal is visible, together with its towpath and triangular buttresses of stone construction. This view also takes in several mid-rise modern developments and residential developments that line that canal tow path.

8.5.4.2 *Proposed*

The Proposed Development will be highly visible from this location and will introduce a new high-rise element into the view amongst mid-rise and residential developments (Plate 40). The high-rise Oxygen Tower is also visible from the Ashton Canal tow path, but in the opposite direction. Therefore, the view will be comparable to those already experienced along the

canal. However, the Proposed Development will visually form a cluster with the residential building to the immediate south-west. The canal and towpath will remain fully visible and appreciated from this viewpoint.

Consequently, the view is considered to result in a **Slight / Moderate Adverse** impact in terms of impact on the settings of the non-designated heritage asset in the view.



Plate 40 showing cumulative view of the Proposed Development

8.5.5 Viewpoint 10

8.5.5.1 Existing

This view is experienced from the west end of Store Street, looking east in the direction of the Site (Plate 19, p36). The view takes in the Grade II* Listed Store Street Aqueduct, focused within the centre of the view. Single-storey units, vacant land currently used as car parking and mid-rise developments are visible in the foreground, with the 32-storey Oxygen Tower visible in the background, demonstrating the areas indistinct character and mixed, urban setting. The view is long and illustrates a kinetic view moving east along Store Street.

8.5.5.2 Proposed

The Proposed Development will be highly visible from this location, however, it will form part of the existing view of the high-rise Oxygen Tower to the north-east with single-storey units and mid-rise developments in the foreground (Plate 41). The ability to appreciate the significance of the designated heritage asset will not be altered.

Consequently, the view is considered to result in a **Slight Adverse Impact** in terms of impact on the setting of the designated heritage asset in the view.



Plate 41 showing cumulative view of the Proposed Development

8.5.6 Viewpoint 11

8.5.6.1 Existing

This view is experienced from Whitworth Street, directly to the south of Sackville Gardens, within the Whitworth Street and Princess Street Conservation Areas, looking north-east, in the direction of the Site (Plate 34, p60). The view takes in several listed buildings including the Shena Simon-sixth form college and the institute of science and technology building. The view looks out of the Conservation Area, towards the Manchester Piccadilly Train Station and also includes several modern mid-rise developments and red-brick structures. The view is long and kinetic, though as you move away from the Conservation Area, there are fewer heritage assets to appreciate.

8.5.6.2 Proposed

The uppermost part of the building will be visible to east of the existing building (Plate 42). The Proposed Development will largely be concealed by the existing building and will form a cluster with the existing mid- and high-rise buildings in the distance and will blend into the current skyline.

Consequently, the view is considered to result in **no impact** in terms of impact on the settings of the conservation area and designated heritage assets in the view.



Plate 42 showing cumulative view of the Proposed Development

Viewpoint	Assets impacted	Value of the Heritage Asset	Magnitude of change/ Impact	Significance of the Impact (either
-----------	-----------------	-----------------------------	-----------------------------	------------------------------------

				adverse or beneficial)
Viewpoint 2	Stevenson Square Conservation Area	High and Medium	Minor	Slight Adverse
Viewpoint 4	Ancoats Conservation Area	High	No change	No impact
Viewpoint 7	Ashton Canal (non-designated)	Low	Moderate	Slight Adverse
Viewpoint 8	Store Street Aqueduct (Grade II*) / Ashton Canal (non-designated)	Medium and Low	Moderate	Slight / Moderate Adverse
Viewpoint 10	Store Street Aqueduct (Grade II*)	Medium	Minor	Slight Adverse
Viewpoint 11	Whitworth Street Conservation Area and Train Shed, Piccadilly (Grade II)	High and Medium	No change	No impact

Table 3 Predicted impacts of proposed development upon significance of setting Heritage Assets within the identified Viewpoints using ICOMOS guidance (Appendix 1)

8.6 Visual (indirect) Assessment Summary

In line with the ICOMOS guidance, the assets have been assessed at varying gradings of value (See Appendix 1). The works to the Site are classed as being of a Minor magnitude of impact, as they constitute 'Changes to the setting of an historic building, such that it is noticeably changed'. As the proposed development is for a high-rise structure, the changes to the setting of the heritage assets will be 'noticeable' as opposed to 'significantly modified'. The resulting levels of the significance of the impact of the proposed works upon the settings of the heritage assets, and therefore the significance of the assets, is detailed in the below table (Table 4).

Asset	Value of the Heritage Asset	Magnitude of change/ Impact	Significance of the Impact (either adverse or beneficial)
Store Street Aqueduct	Medium	Moderate	Moderate Adverse
Piccadilly Train Shed and Undercroft	Medium	Minor	Slight Beneficial

Crusader Works	Medium	Minor	Slight Beneficial
The Former London Warehouse	Medium	Minor	Slight Beneficial
Junction Lead Mills	Medium	Minor	Slight Beneficial
Stable block to the south-east of Junction Lead Mills	Medium	Minor	Slight Beneficial
32 and 34 Laystall Street	Medium	Minor	Slight Beneficial
Entrance Way and Lodge to yard of Rochdale Canal Company	Medium	Negligible	No impact / Neutral
Rochdale Canal Lock no. 84	Medium	No change	No impact / Neutral
Rochdale Canal Lock no. 85	Medium	No change	No impact / Neutral
Stevenson Square Conservation Area	High	Minor	Slight/Moderate beneficial
Whitworth Street and Princess Street Conservation Area	High	No change	No impact / Neutral
Ancoats Conservation Area	High	No change	No impact / Neutral
Iron and Steel Warehouse (non-designated)	Low	Negligible	Neutral
Ashton Canal (non-designated)	Low	Moderate	Slight Adverse

Table 4 Predicted impacts of proposed development upon significance of setting to Heritage Assets

9. Conclusion

The redevelopment of the Site provides the opportunity for beneficial changes to be made to the wider setting of several heritage assets, including the three Conservation Areas. This would constitute and enhance the setting of the area, in line with Policy EN3 of the Local Development Framework and Policy JP-P2 of the Places for Everyone Joint Development Plan. With the appropriate development of the Site, the character of the area would be improved and bring back into use a vacant and underused plot of land. The residential use of the Site will partly reinstate the historic function of the Site.

The form and appearance of the design of the Proposed Development comprises a red brick clad appearance. This palette and material is in keeping with, and complimentary to Manchester's industrial heritage. The size, shape and quantity of the windows are also in keeping with the character of the wider area. The design of Proposed Development and the Site's change of use may bring some unity to the character of the area, which is currently indistinct.

The heritage impact assessment finds that the appropriate new development of the Site will result in a Neutral, Slight Beneficial, Slight Adverse and a Moderate Adverse level of impact upon the significance of the heritage assets.

Sources

Cartographic sources

A Plan of Manchester and Salford, W. Green, 1787-1794
A Plan of Manchester and Salford, C. Laurent, 1793
Map of Manchester and its Environs, W. Swire, 1824
A Map of Manchester and Salford, Bancks & Co, 1831
Ordnance Survey 1:1056 Town Plan, published 1851
Ordnance Survey 1:500 Town Plan, published 1891
Ordnance Survey 1:2500 County Series Map, 1908 edition, surveyed 1908
Ordnance Survey 1:2500 County Series Map, 1922 edition
Ordnance Survey 1:1250 National Grid Map, published 1951
Ordnance Survey 1:1250 National Grid Map, published 1969

Census Returns

Census Returns 1841, Berry Street, Manchester Township, Borough of Manchester, England
Census Returns 1851, Green's Court, St Andrews, Manchester, England.
Census Returns 1851, Berry Street, St Andrews, Manchester, England
Census Returns of 1891, Berry Street, St Clements, Manchester, England
Census Returns of 1891, Green's Court, St Clements, Manchester, England
Census Returns of 1891, No. 2 Passage, St Clements, Manchester, England

Bibliography

Archaeological Research Services, 2017. *An Archaeological Desk-Based Assessment of Land at Great Jackson Street, Greater Manchester*, s.l.: s.n.
Baines, E., 1835. *History of Cotton Manufacture in Great Britain*, London: s.n.
Bruton, F., 1909. *The Roman Fort at Manchester*, Manchester: s.n.
CgMs Consulting, 2007. *Archaeological Desk Based Assessment. Land at: Great Jackson Street, Manchester*, s.l.: s.n.
Chandler, J. H., 1993. *John Leland's Itinerary: Travels in Tudor England*. s.l.:Sutton Publishing Ltd.
ClfA, 2017. *Standard and Guidance for Historic Environment Desk-based Assessment*, Online resource: The Chartered Institute for Archaeologists.
Cooper, G., 2002. *Illustrated History of Manchester's Suburbs, Manchester*. s.l.:s.n.
DCMS, 2013. *Annex 1: Scheduled Monuments & nationally important but non-scheduled monuments*, Online resource: Department for Culture, Media and Sport.

- Defoe, D., 1727. *A Tour Thro' the Whole Island of Great Britain (1720s)*. s.l.:s.n.
- Department for Levelling Up, Housing & Communities, Dec 2023. *National Planning Policy Framework*, Online resource: Department for Levelling Up, Housing & Communities.
- Farrer, W. & Brownbill, J., 1911. *Victoria County History of Lancashire*. London: s.n.
- Frangopulo, N. J., 1964. *Rich Inheritance: A Guide to the History of Manchester*. s.l.:S. R. Publishers.
- George, D. & Brummond, D., 2002. The Mersey Irwell Navigation - The Old Quay. In: R. McNeil & D. George, eds. *The Heritage Atlas 4: Manchester - Archetype City of the Industrial Revolution*. s.l.:s.n.
- GMCA, 2025. *Places for Everyone Joint Development Plan*, Manchester: Greater Manchester Combined Authority.
- Grealey, S., 1974. *Roman Manchester*. s.l.:Manchester University Press.
- Gregory, R., 2007. *Roman Manchester: The University of Manchester's Excavations within the vicus 2001-5*. Oxford: s.n.
- Hadfield, C. & Biddle, G., 1970. *The Canals of North West England*. s.l.:Newton Abbot.
- Hartwell, C., 2001. *Manchester*. s.l.:Pevsner Architectural Guide.
- Hartwell, C., Hyde, M. & Pevsner, N., 2004. *The Buildings of England. Lancashire: Manchester and the south-east*. London: s.n.
- Historic England, 2008. *Conservation Principles. Policies and Guidance*. s.l.:s.n.
- Historic England, 2015. *Historic England (2015). Historic Environment Good Practice Advice in Planning. Note 2: Decision-Taking in the Historic Environment..* s.l.:s.n.
- Historic England, 2015. *Managing Significance in Decision-Taking in the Historic Environment. Historic Environment Good Practice Advice in Planning: 2*, Online resource: Historic England.
- Historic England, 2017. *The Setting of heritage assets..* s.l.:s.n.
- Historic England, 2017. *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3*. 2 ed. s.l.:Historic England.
- Historic England, 2019. *Statements of Heritage Significance, Analysing significance in heritage assets*. s.l.:s.n.
- Historic England, 2019. *Statements of Heritage Significance: Analysing Significance in Heritage Assets, Historic England Advice Note 12*. s.l.:Historic England.
- Historic England, 2019. *Understanding Place: Conservation Area Designation, Appraisal and Management..* s.l.:s.n.
- Historic England, 2020. *Historic Environment Good Practice Advice in Planning: 4 Enabling Development and Heritage Assets*. s.l.:s.n.
- Historic England, 2022. *Historic England Advice Note 4: Tall Buildings*. s.l.:s.n.
- Hylton, S., 2003. *A History of Manchester*, Chichester: s.n.

ICOMOS, 2011. *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*, Online resource: International Council on Monuments and Sites.

Kidd, A., 1996. *Manchester*. 2 ed. Keele: s.n.

Manchester City Council, 2012. *Manchester's Local Development Framework Core Strategy and Development Plan Document*. s.l.:Manchester City Council.

Miller, Wild & Little, 2007. Wild A&G Murray and the Cotton Mills of Ancoats. In: s.l.:Oxford Archaeology North, unpublished report.

Ministry of Housing, Communities & Local Government, 2021. *National Planning Policy Framework*, Online resource: Ministry of Housing, Communities & Local Government.

Morris, M., 1983. *The Archaeology of Greater Manchester: Medieval Manchester*. s.l.:s.n.

Nevell, M., 2003. From Farmer to Factory Owner Models, Methodology and Industrialisation Archaeological Approaches to the Industrial Revolution in the North West. *Archaeology North West*, 6(16).

Phillips, C. B. & Smith, J. H., 1994. *Lancashire and Cheshire from AD1540*. s.l.:Routledge.

Pigot, J. & Dean, R., 1921. *Pigot and Deans' New Trade Directory of Manchester and Salford*. Manchester: R & W Dean and J. Pigot.

Rose, Falconer & Holder, 2011. *Cradle of Industrialisation*. s.l.:London: English Heritage.

Salford Archaeology, 2018. *Marketing Suite, Great Jackson Street, Manchester Desk-based Assessment*, s.l.: unpub.

Salford Archaeology, 2018. *Owen Street, Castlefield, Manchester: Post-excavation Assessment*, s.l.: s.n.

Salford Archaeology, 2019. *Crown Street (Zone 1), Castlefield, Manchester: Archaeological Excavation*, s.l.: s.n.

Salford Archaeology, 2021. *Plot F, Great Jackson Street, Manchester: Desk-based Assessment*, s.l.: s.n.

Scholes, 1794. *Scholes's Manchester and Salford Trade Directory*. s.l.:Sowler and Russell.

Scholes, J., 1797. *Scholes's Manchester and Salford Trade Directory*. s.l.:Sowler and Russell, Deansgate.

Slater, I., 1850. *General and Classified Directory and street register of Manchester and Salford and their vicinities*. Manchester: Isaac Slater.

Slater, I., 1879. *Slater's Royal National Commercial Directory of Manchester and Salford, with their vicinities*. Manchester: Isaac Slater.

Slater, I., 1895. *Slater's Royal National Commercial Directory of Manchester and Salford, with their vicinities*. Manchester: Isaac Slater.

Slater, I., 1911. *Slater's Manchester, Salford and Suburban Directory*. Manchester: Isaac Slater.

Swindells, T., 1908. *Manchester Streets and Manchester Men*. s.l.:5th ser, Manchester.

Tupling, G. H., 1962. *Manchester and its Regions*. Manchester: s.n.

UMA, 2005. *Crown Gate, Manchester: An Archaeological Desk-based Assessment*, s.l.: s.n.

Williams, M. & Farnie, D. A., 1992. *Cotton Mills in Greater Manchester*. s.l.:Preston.

Willian, T. S., 1980. *Elizabethan Manchester*. s.l.:Manchester University Press.

Websites

British Geological Society

<https://www.bgs.ac.uk/map-viewers/geology-of-britain-viewer/>

Date accessed: 11/05/2022

Manchester Local Image Collection

[https:// images.manchester.gov.uk](https://images.manchester.gov.uk)

Date accessed: 12/05/2022

North West Regional Research Framework

<https://researchframeworks.org/nwrf/research-agenda/>

Date accessed: 15/05/2022

Acknowledgements

Salford Archaeology would like to thank the Foras (Sparkle Street) Limited for commissioning the project. Further thanks also given to Lesley Dunkley of GMAAS for their advice and assistance.

The desk-based research and report were compiled by Katie Fletcher, and illustrations were provided by Sarah Mottershead. The report was edited by Natalie Poundall.

Appendix 1: ICOMOS guidance

The impact of the proposed development has been assessed using a cultural heritage impact assessment methodology based upon the International Council on Monuments and Site (ICOMOS) Guidance on Heritage Impact Assessments, a methodology commonly used to assess heritage impact. The significance of the impact of the proposed development is based on the value or sensitivity of the heritage asset and on the magnitude of the impact on that heritage asset. The criteria used for assessing value, magnitude of impact and significance of impact are set out in three tables below. These impacts may be either adverse or beneficial. These tables consider differing types of heritage assets: archaeological attributes, built heritage or historic urban landscapes, historic landscapes and intangible cultural heritage or associations.

Assessing Value of Heritage Assets

The value (significance) or sensitivity of a heritage asset is assessed based on existing national and local statutory designations, guidance such as the Historic England Listing and Scheduling Selection Guides and professional judgement based on research and site surveys (Table 5).

Asset Grading	Archaeological Attribute	Built Heritage or Historic Urban Landscape	Historic Landscape	Intangible Cultural Heritage or Associations
Very High	Sites of acknowledged international importance inscribed as WH property. Individual attributes that convey OUV of the WH property. Assets that can contribute significantly to acknowledged international research objectives.	Sites or structures of acknowledged international importance inscribed as of universal importance as WH property. Individual attributes that convey OUV of the WH property. Other buildings or urban landscapes of recognised International importance.	Landscapes of acknowledged international importance inscribed as WH property. Individual attributes that convey OUV of the WH property. Historic landscapes of international value, whether designated or not. Extremely well preserved historic landscapes with exceptional coherence, time depth, or other critical factors.	Areas associated with Intangible Cultural heritage activities as evidenced by the national register. Associations with particular innovations, technical or scientific developments or movements of global significance. Associations with particular individuals of global importance.

High	Nationally-designated Archaeological Monuments protected by the State Party's laws. Undesignated sites of the quality and importance to be designated. Assets that can contribute significantly to acknowledged national research objectives.	Nationally-designated structures with standing remains. Other buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade. Conservation Areas containing very Important buildings. Undesignated structures of clear national importance.	Nationally-designated historic landscape of outstanding interest. Undesignated landscapes of outstanding interest. Undesignated landscapes of high quality and importance, and of demonstrable national value. Well preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factors.	Nationally-designated areas or activities associated with globally-important Intangible Cultural Heritage activities. Associations with particular innovations, technical or scientific developments or movements of national significance. Associations with particular individuals of national importance.
Medium	Designated or undesignated assets that can contribute significantly to regional research objectives.	Designated buildings. Historic (unlisted) buildings that can be shown to have exceptional qualities or historical associations. Conservation Areas containing buildings that contribute significantly to its historic character. Historic townscapes or built-up areas with important historic integrity in their buildings, or built settings.	Designated special historic landscapes. Undesignated historic landscapes that would justify special historic landscape designation. Landscapes of regional value. Averagely well preserved historic landscapes with reasonable coherence, time-depth or other critical factors.	Areas associated with Intangible Cultural heritage activities as evidenced by local registers. Associations with particular innovations or developments of regional or local significance. Associations with particular individuals of regional importance.

Low	Designated or undesignated assets of local importance. Assets compromised by poor preservation and/or poor survival of contextual associations. Assets of limited value, but with potential to contribute to local research objectives.	“Locally Listed” buildings. Historic (unlisted) buildings of modest quality in their fabric or historical associations. Historic Townscape or built-up areas of limited historic integrity in their buildings, or built settings.	Robust undesignated historic landscapes. Historic landscapes with importance to local interest groups. Historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations.	Intangible Cultural heritage activities of local significance. Associations with particular individuals of local importance. Poor survival of physical areas in which activities occur or are associated.
Negligible	Assets with little or no surviving archaeological interest.	Buildings or urban landscapes of no architectural or historical merit; buildings of an intrusive character.	Landscapes little or no significant historical interest.	Few associations or ICH vestiges surviving.
Unknown potential	The importance of the asset has not been ascertained.	Buildings with some hidden (or inaccessible) potential for historic significance.	n/a	Little is known or recorded about ICH of the area.

Table 5 Assessing Value of Heritage Assets, adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)

Assessing Magnitude of Change or Impact

The magnitude of change or impact is assessed based upon a detailed understanding of how and to what extent the proposed development might impact the specific type of heritage involved (Table 6). It is necessary to have an understanding of the contribution of the setting to the value of the heritage asset as well as an understanding of the key elements or components which contribute to the value or significance of the asset to be able to determine the magnitude of impact.

Impact Grading	Archaeological Attributes	Built Heritage or Historic Urban Landscape Attributes	Historic Landscape Attributes	Intangible Cultural Heritage Attributes or Associations
Major	Changes to attributes that convey OUV of WH properties. Most or all key archaeological materials, including those that contribute to OUV such that the resource is totally altered. Comprehensive changes to setting.	Change to key historic building elements that contribute to OUV, such that the resource is totally altered. Comprehensive changes to the setting.	Change to most or all key historic landscape elements, parcels or components; extreme visual effects; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in total change to historic landscape character unit and loss of OUV.	Major changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
Moderate	Changes to many key archaeological materials, such that the resource is clearly modified. Considerable changes to setting that affect the character of the asset.	Changes to many key historic building elements, such that the resource is significantly modified. Changes to the setting of an historic building, such that it is significantly modified.	Change to many key historic landscape elements, parcels or components; visual change to many key aspects of the historic landscape; noticeable differences in noise or sound quality; considerable changes to use or access; resulting in moderate changes to historic landscape character.	Considerable changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
Minor	Changes to key archaeological materials, such that the resource is slightly altered.	Change to key historic building elements, such that the asset is slightly different.	Change to few key historic landscape elements, parcels or components; slight visual changes to few	Changes to area that affect the ICH activities or associations or visual

	Slight changes to setting.	Change to setting of an historic building, such that it is noticeably changed.	key aspects of historic landscape; limited changes to noise levels or sound quality; slight changes to use or access; resulting in limited change to historic landscape character.	links and cultural appreciation.
Negligible	Very minor changes to key archaeological materials, or setting.	Slight changes to historic building elements or setting that hardly affect it.	Very minor changes to key historic landscape elements, parcels or components; virtually unchanged visual effects; very slight changes in noise levels or sound quality; very slight changes to use or access; resulting in a very small change to historic landscape character.	Very minor changes to areas that affect the ICH activities or associations or visual links and cultural appreciation.
No change	No change.	No change to fabric or setting.	No change to elements, parcels or components; no visual or audible changes; no changes in amenity or community factors.	No change.

Table 6 Assessing Magnitude of Change or Impact, adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)

Assessing the Significance of Impact

The table below, Assessing the Significance of Impact, uses a matrix to combine the value of the heritage assets with the magnitude of impact (Table 7). This significance of impact can be either adverse or beneficial. An impact of major adverse would equate to an assessment of substantial harm, as defined in the NPPF paragraphs 199-200. Other assessments of adverse impact would equate to less than substantial harm as defined in the NPPF paragraph 202.

Value of Heritage Asset	Scale and Severity of Change/Impact				
	No Change	Negligible Change	Minor Change	Moderate Change	Major Change
For WH Properties Very High – Attributes which Convey OUV	Significance of Effect or Overall Impact (Either Adverse or Beneficial)				
	Neutral	Slight	Moderate/ Large	Large/ Very Large	Very Large
For Other Heritage Assets or Attributes	Significance of Impact (Either Adverse or Beneficial)				
Very High	Neutral	Slight	Slight/ Moderate	Large/ very Large	Very Large
High	Neutral	Slight	Slight/ Moderate	Moderate/ Large	Large/ Very Large
Medium	Neutral	Neutral/Slight	Slight	Moderate	Moderate/ Large
Low	Neutral	Neutral/Slight	Neutral/Slight	Slight	Slight/ Moderate
Negligible	Neutral	Neutral	Neutral/Slight	Neutral/Slight	Slight

Table 7 Assessing the Significance of Impact, adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)

Appendix 2: Figures

- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed onto A Plan of Manchester and Salford, W. Green, 1787-1794
- Figure 4: Site boundary superimposed onto Bancks & Co Map of Manchester and Salford, 1831
- Figure 5: Site boundary superimposed on the Ordnance Survey 60" to 1 Mile Town Plan Map of 1851
- Figure 6: Site boundary superimposed on the Ordnance Survey 1:500 Town Plan Map of 1891
- Figure 7: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map of 1908
- Figure 8: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map of 1922
- Figure 9: Site boundary superimposed on the Ordnance Survey 1:1250 National Grid Map of 1951
- Figure 10: Site boundary superimposed on the Ordnance Survey 1:1250 National Grid Series 1969

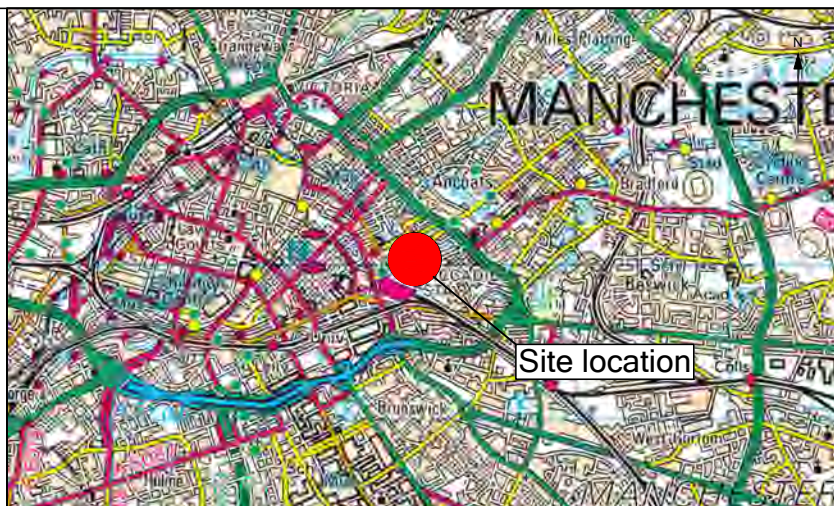


Figure 1:

Site Location

Contains Ordnance Survey data © Crown copyright and database right 2023



**SALFORD
ARCHAEOLOGY**

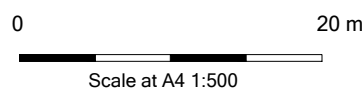




Figure 2:

Site Boundary Superimposed onto Modern Mapping

Contains Ordnance Survey data © Crown copyright and database right 2023



Key:

— Site Boundary

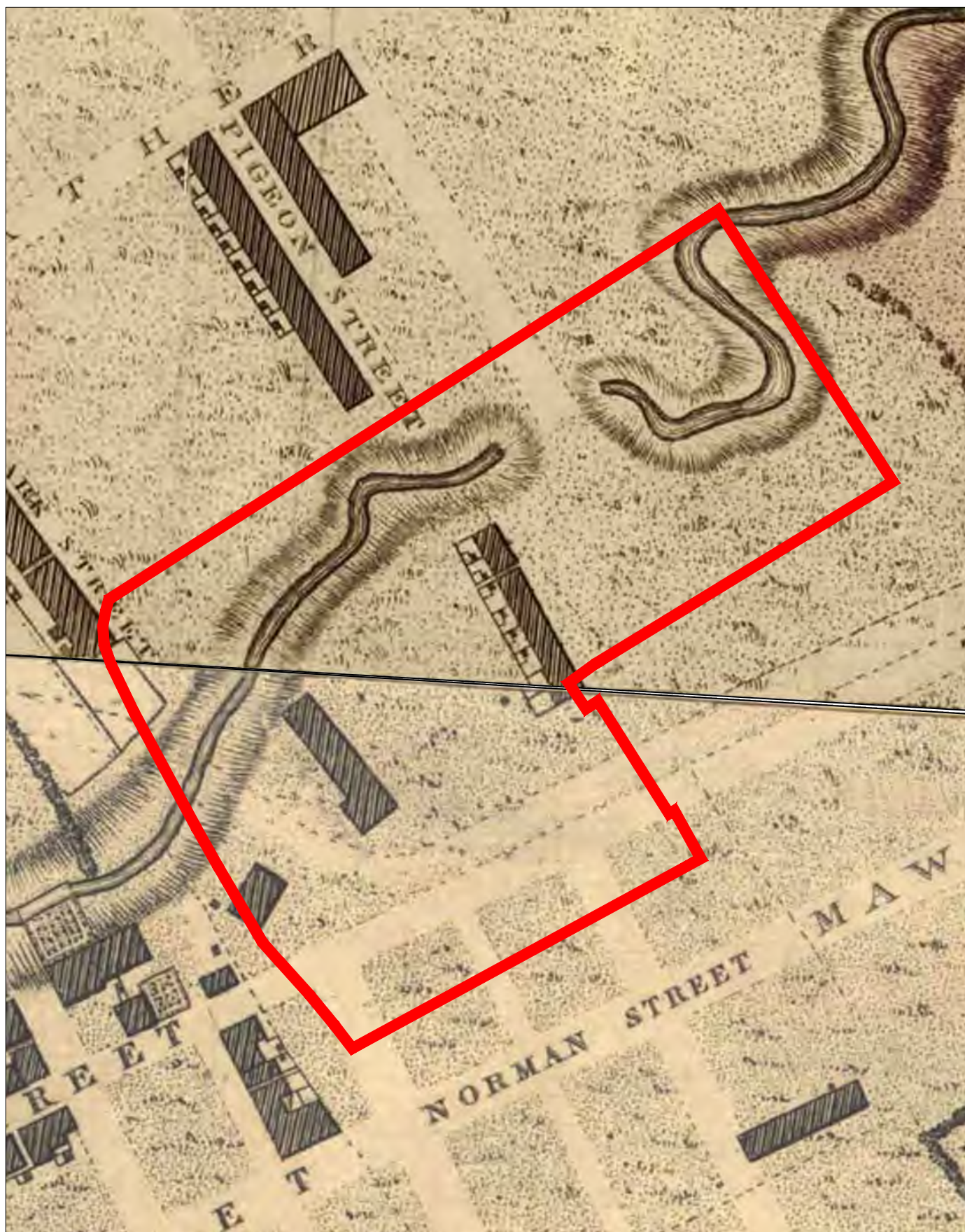


Figure 3:

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



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 20 m
Scale at A4 1:500



Figure 4:
Site Boundary Superimposed onto Bancks & Co's Map of Manchester & Salford 1831



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 20 m
Scale at A4 1:500

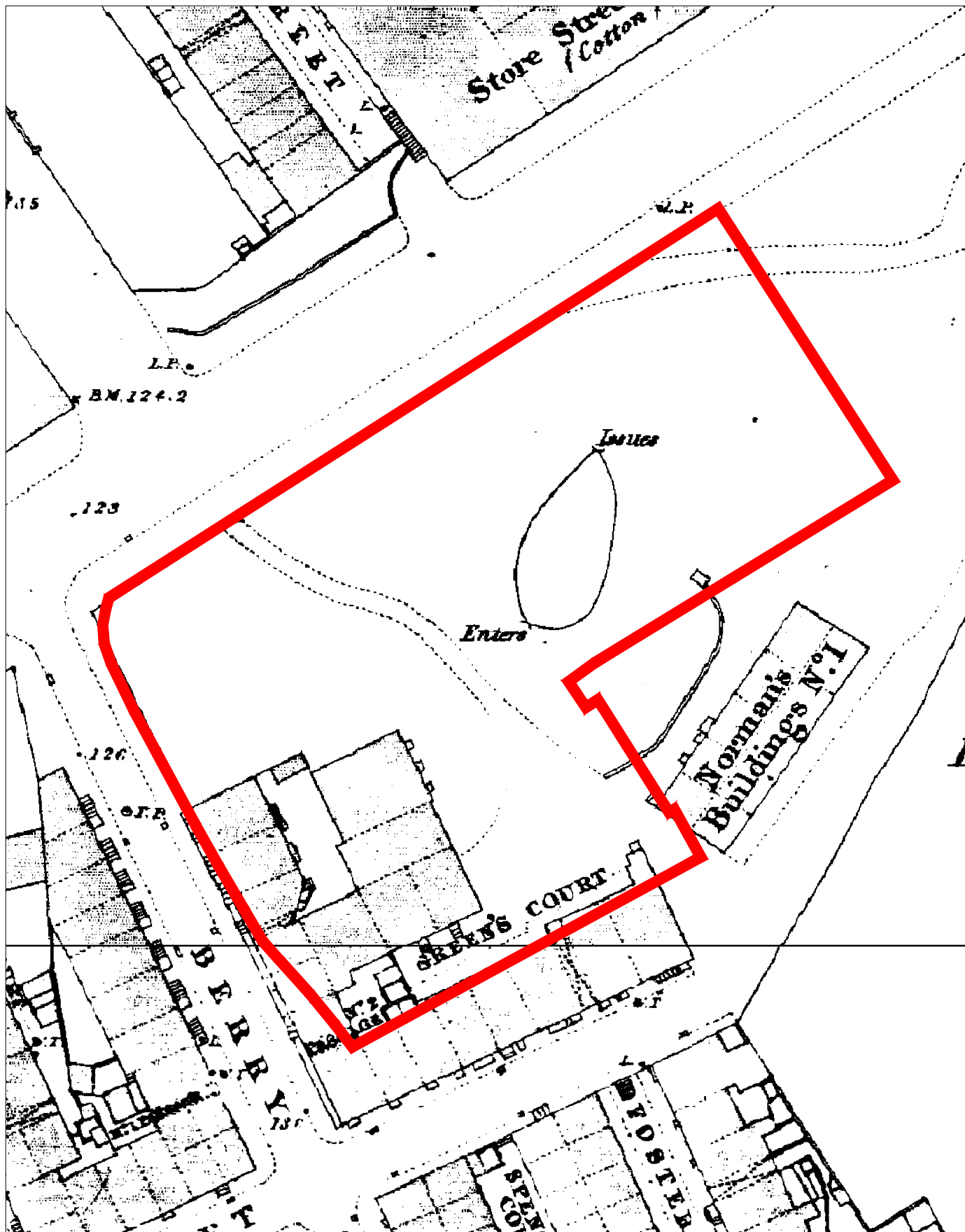


Figure 5:

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

Contains Ordnance Survey data © Crown copyright and database right 2023

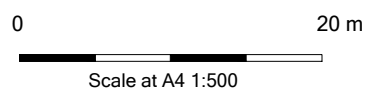


Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**



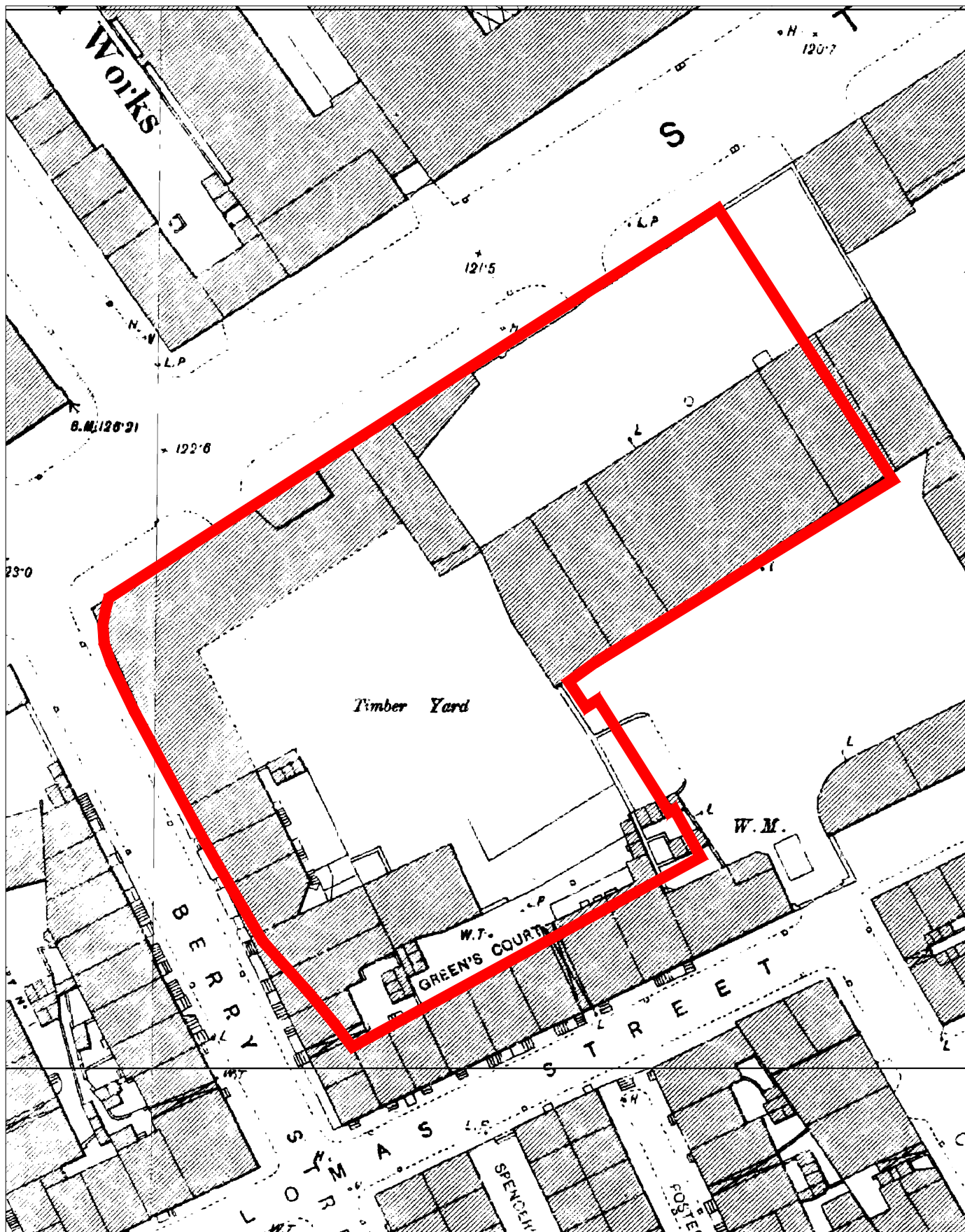


Figure 6:

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

Contains Ordnance Survey data © Crown copyright and database right 2023



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 20 m
Scale at A4 1:500

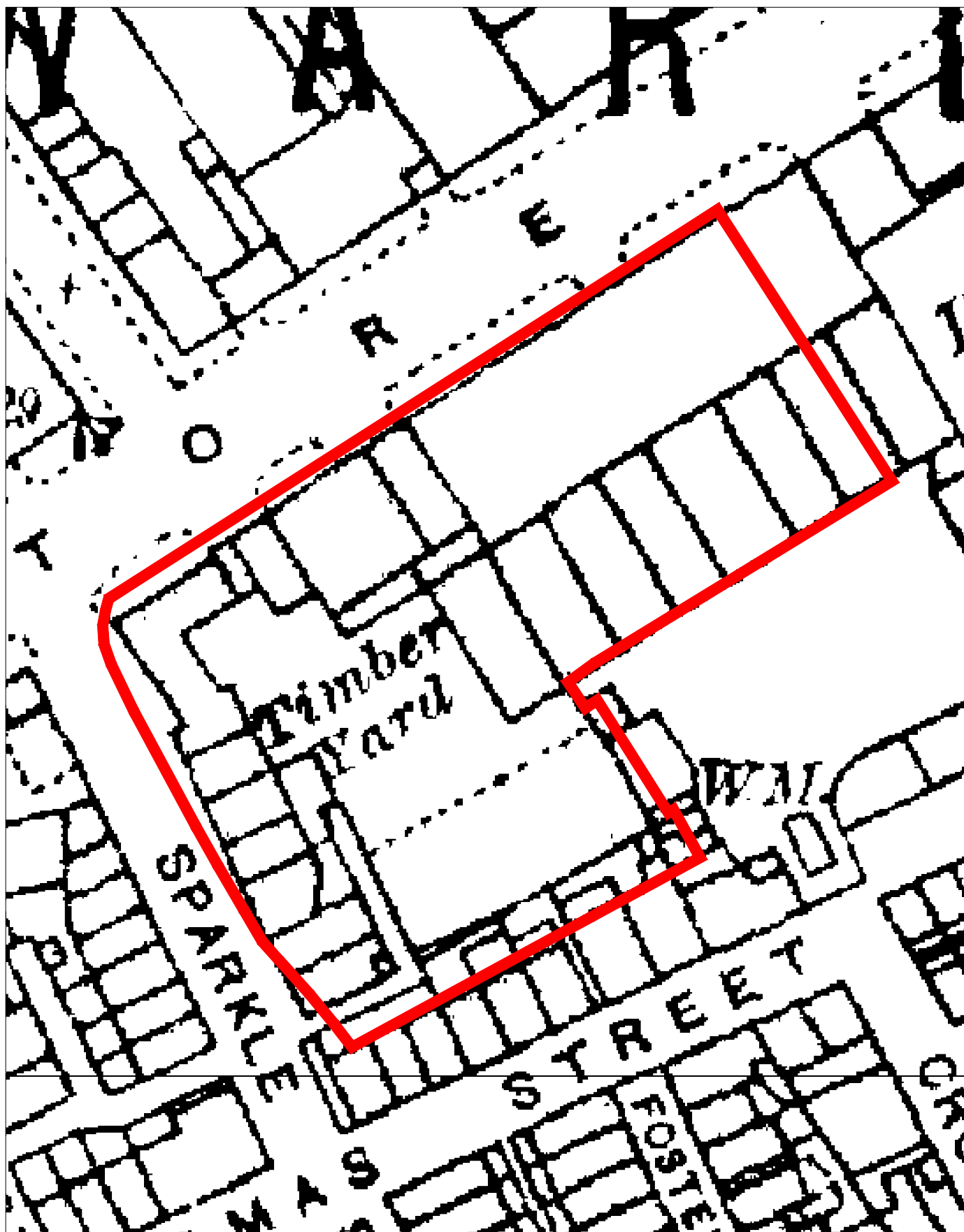


Figure 8:

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

Contains Ordnance Survey data © Crown copyright and database right 2023



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 20 m
Scale at A4 1:500



Figure 9:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1951

Contains Ordnance Survey data © Crown copyright and database right 2023



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 20 m
Scale at A4 1:500



Figure 10:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1969

Contains Ordnance Survey data © Crown copyright and database right 2023



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 20 m
Scale at A4 1:500



CONSULTANCY



DESK-BASED ASSESSMENTS



WATCHING BRIEF & EVALUATION



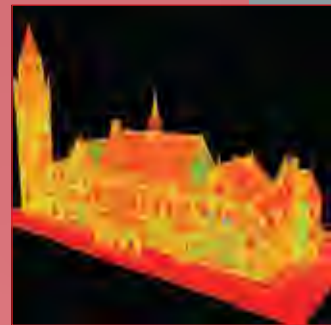
EXCAVATION



BUILDING SURVEY



3D LASER SCANNING



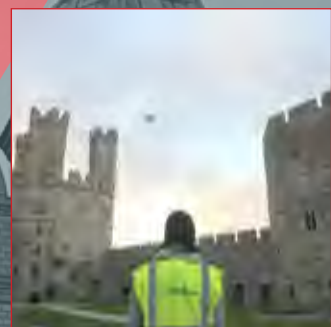
COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



DRONE SURVEYS



WORKSHOPS & VOCATIONAL TRAINING



RESEARCH PUBLICATIONS



SEMINARS, DAYSCHOOLS CPD EVENTS

