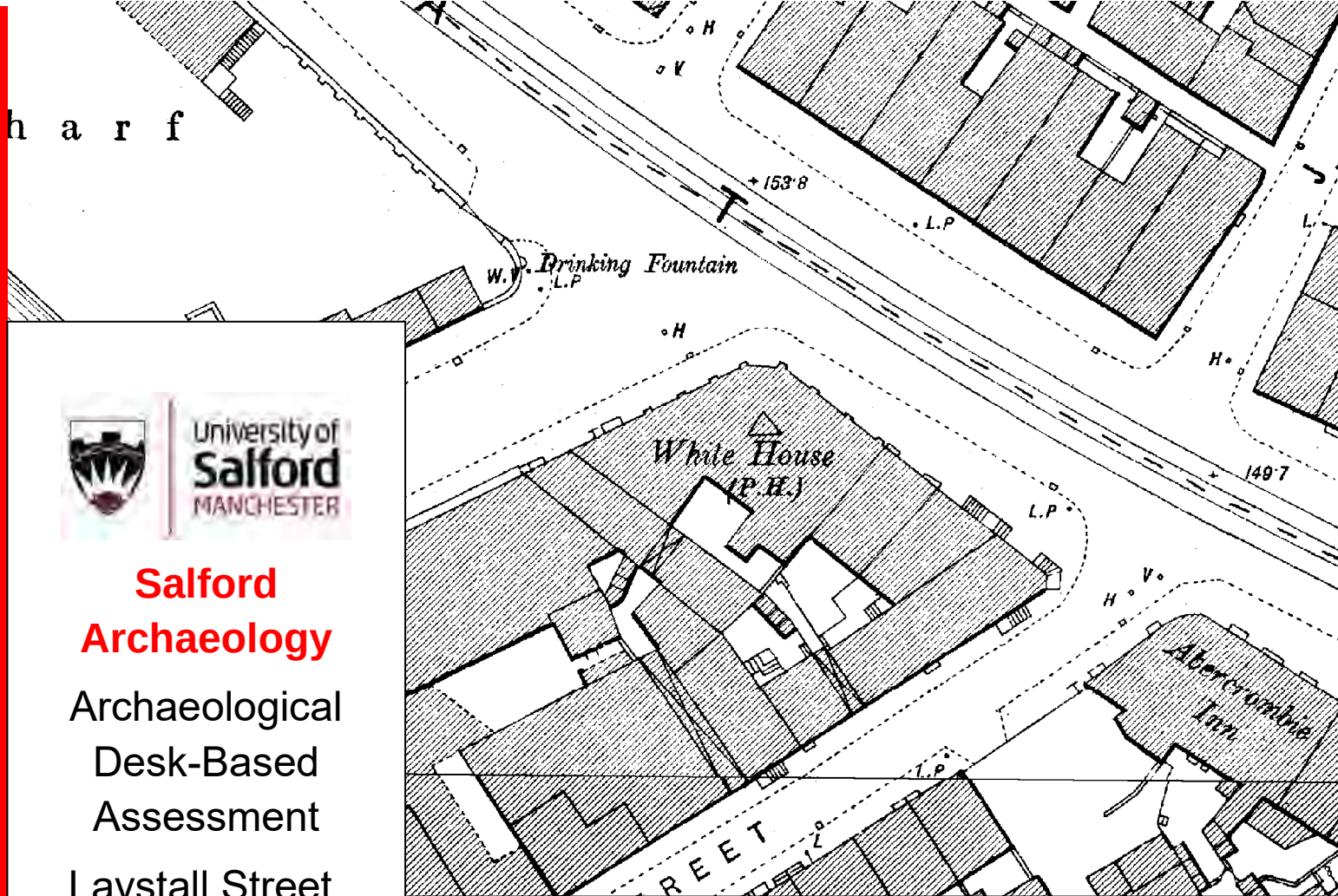




Salford Archaeology

Archaeological
Desk-Based
Assessment
Laystall Street,
Manchester

Client:

Ancoats Manchester
Ltd

Technical Report:

Natalie Poundall

Report No:

SA/2022/112



Site Location: The site is currently comprised of a construction compound for the alteration works to the adjacent apart-hotel. It is located within Ancoats, Manchester city centre. It is bounded by Laystall Street to the north, Great Ancoats Street to the east, vacant land at Lomax Street to the south and an apart-hotel to the west.

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Author: Natalie Poundall

Position: Archaeologist (Heritage Management)

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Checked By: Katie Fletcher

Position: Project Officer (Heritage Management)

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Contact: Salford Archaeology, Centre for Applied Archaeology, Peel Building, University of Salford, Salford, M5 4W

K.M.Harvey@salford.ac.uk

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1. Summary

Ancoats Manchester Ltd is devising proposals for the redevelopment of land at Laystall Street, Manchester city centre (centred on NGR 385040, 398313). The proposed development includes a hotel development comprising 154 hotel rooms (Use Class C1) with supporting internal amenity spaces, associated landscaping, cycle parking and other associated works. In order to support the planning application for the scheme, Ancoats Manchester Ltd commissioned Salford Archaeology to carry out an archaeological desk-based assessment of the proposed development site. This was intended to establish, as far as possible, the nature and significance of the sub-surface archaeological resource to enable informed recommendations to be made for the future treatment of any surviving remains.

During the late medieval and post-medieval periods, the site was most likely agricultural land on the fringe of Manchester's historic core. Ancoats Lane had functioned as a cart track before the 18th century, connecting Shudehill to Ashton Old Road. The road was renamed Great Ancoats Street in 1788, reflecting the increased economic importance of the route. From the late 18th century, Ancoats was rapidly developing as an industrial centre. Cartographic sources capture the rapid development of the Great Ancoats Street area in the late 18th century. The late 18th-century maps show that most of the development site had been built upon, with Lees Street and Lomax Street established to the north and south. A public house, later known as the Prince Regents Arms and the White House, was established on the corner of Great Ancoats Street and Lees Street by the late 18th century.

Early and mid-19th-century maps capture a similar footprint of buildings at the site, although the public house had been extended and back-to-back buildings were present in the south, with double-depth terrace properties fronting Lees Street. By the late 19th century, the former wire mill works buildings to the west had been extended, falling partially within the site. The site saw little further development in the 20th century. The properties fronting Lees Street were demolished between 1951 and 1965, the White House pub was demolished sometime after 1993 and the wire mill buildings to the west in 2005.

The potential for the site to contain buried archaeological remains from the 18th century onwards is considered to be high. Remains may include post-medieval relict soils and late 18th- and 19th-century buildings. Any such remains that do exist within the site are likely to be of local significance and, without a programme of mitigation, the scheme could damage or destroy these remains. The exact scope and extent of any further investigation of the proposed development area will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. However, it may be anticipated that a programme of archaeological evaluation trenching may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance, with particular focus on the enclosed yards at the rear of the public house and back-to-backs.

Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework. The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.



2. Introduction

Ancoats Manchester Ltd is devising proposals for the redevelopment of land on Laystall Street in the Ancoats area of Manchester city centre (referred to herein as 'the Site'). The proposals for the area include a hotel development comprising 154 hotel rooms (Use Class C1) with supporting internal amenity spaces, associated landscaping, cycle parking and other associated works. The desk-based study aimed to identify as far as possible the nature, extent, and significance of the sub-surface archaeological resource within the site so as to enable informed recommendations to be made for the future treatment of any surviving remains.

2.1 Site location

The Site is located in Manchester City Centre (centred on NGR 385040, 398313) and is bounded by Laystall Street to the north, Great Ancoats Street to the east, vacant land at Lomax Street to the south and an apart-hotel to the west. The Site extends to approximately 0.032 hectares and lies a short distance from Ancoats Conservation Area (c 150m to the south-east) and Stevenson Square Conservation Area (c 250m to the south-east).

The Site is currently comprised as a construction compound for the alteration works to the adjacent apart-hotel (The Northern Quarters). On the Great Ancoats Street / Laystall Street corner of the Site there is a digital roadside billboard, providing 24/7 advertisement along Manchester's main arterial route. The Site is currently closed off for public access and is secured by temporary security fencing. The Site consists of previously developed land and is predominantly hard standing with a limited amount of vegetation.



Plate 1 Site Boundary superimposed onto Satellite image of the Site

2.2 Topography and geology

Topographically, the Manchester conurbation as a region lies within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north. The region as a whole comprises the Mersey River valley, whilst the rivers Irwell, Medlock, and Irk represent the principal watercourses in Manchester (Countryside Comission, 1998, p. 125). The Site



lies at a height of 46.9m above Ordnance Datum (aOD). The ground level gradually rises along the course of Laystall Street from Great Ancoats Street to 47.5m (aOD).

The solid geology of the Site comprises the sandstone of the Chester Formation, in an area previously dominated by rivers and is overlain by superficial deposits of Devensian Till (British Geology Society).

2.3 Designations

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, however, located c 150m south-east of the Ancoats Conservation Area and c 250m south-west of the Stevenson Square Conservation Area.

Ancoats Conservation Area (DGM1611):

History

The streets of Ancoats were laid out during the latter part of the 18th century, with little development taking place other than small houses and shops along Great Ancoats Street and Oldham Road. Survey work for the Rochdale Canal was carried out by James Brindley in 1765. The knowledge that its construction would make the transport of raw materials and finished goods more convenient gave industrialists the confidence to build their cotton mills.

The first mills were built in Ancoats as early as 1790. From the opening of the Rochdale Canal in 1804 through to 1912, the development of mills continued on a much larger scale, and enough of these buildings remain to enable the progress of mill designed to be appreciated today.

The first single-class housing area in the country was built in 1889 to provide homes for mill workers in Ancoats. This block, called Victoria Square, was the first example of municipal housing in Manchester, which was followed shortly by the development of model housing in adjacent Anita Street (originally known as Sanitary Street).

The substantial economy activity generated by such a concentration of mills was halted by the slump in the cotton industry in the 1930s. Thereafter, the prosperity of mills declined steadily, and the only new industry to establish itself in Ancoats was newspaper printing. In 1939, the Daily Express newspaper company opened new premises, which were built in the “functional” style, using new curtain-wall technology identical of that of the company’s buildings in London and Glasgow.

Ancoats and its buildings today

Ancoats, with its concentration of mill buildings, is an important landmark in the history of the Industrial Revolution. Old Mill, which is probably the oldest surviving in Manchester, was built into two phases in 1798 and 1801.

It is one of the groups of Murray’s Mills and was constructed around a courtyard, with a canal basin and tunnel under one of the mills and Redhill Street, connecting it with the Rochdale Canal.

The firm of the McConnel and Kennedy, whose group of mills was the largest cotton employer with 1500 workers, claimed to be the first to run spinning mules by steam power. Sedgwick



Mill, dating from 1818-1820, is the oldest of the group still standing, and it is believed to be the oldest surviving iron-framed, fireproof factory in Greater Manchester.

Beehive Mill, completed in 1824, has internal timber construction with rare cast-iron roof trusses, whilst the warehouse part has stone flag floors supported on cast-iron T-beams. The roof is a very early cast-iron spaceframe structure, unique in the area.

These three groups of buildings, together with Brownsfield Mill on the other side of Great Ancoats Street, represent the chronological development of cotton mill architecture from 1800 to the 1920s. Together they constitute the first industrial estate in the world.

Although the area is dominated by the massive mill buildings, it also contains other listed buildings of differing character. The Victoria Square housing, noted earlier, is a five-storey block of flats dating from 1889. Built in red brick with a pitched slate roof and in the form of an enclosed courtyard, it may fairly claim to be one of the most successful local authority housing schemes in Manchester, due in part to its enclosure of shared inner space.

Modern printing technology has meant that the original Dairy Express building is not now used for that purpose, although it is still in commercial use. Printing now takes place in new premises to the rear of the original building.

The church of St. Peter in Blossom Street, built of brick in the Romanesque style, dates in 1860. It is hoped that the building will be converted to a new use, as the religious use has now ceased following the steady decline in the population of the Ancoats area. The Crown and Kettle public house on the corner of Oldham Road and Great Ancoats Street, is a late 19th Century buff brick, Gothic-style building with stone traceried windows.

These latter buildings, together with the older non-listed buildings in the area, provide a contrast of architectural styles with the surviving massive mill buildings. The character of the area remains largely industrial; therefore, any new development must ensure retention of that character through detailing and the use of compatible materials.

The maintenance of road surfaces, kerbstones, and street lighting, together with vacant site enclosures and "hard and soft" landscaped areas will also be essential.

Stevenson Square Conservation Area description (DGM1609):

History

The area that is now Piccadilly Gardens, beyond the south-west side of the Stevenson Square conservation area, was once the site of the so-called 'daub holes', where mud for the construction of wattle and daub walls was extracted from the ground.

In the mid-18th century, the land lying between Ancoats Lane, and the old daub holes was owned by Sir Ashton Lever. Conceding to the pressure of property developers, Lever eventually sold the land to William Stevenson.

In his turn, Stevenson sold the land on, piecemeal, to entrepreneurs, many of whose names are commemorated in the local street names.

The original intention was that it should become a residential area which would rival the serenity of St Ann's Square. Instead, the area became largely commercially oriented.

In 1772, a privately owned track which is now known as Oldham Street was given to the public. The road took its name from Adam Oldham rather than from the place name. He was an acquaintance of John Wesley, the founder of Methodism, which could account for the Oldham



Street location of the Methodist Chapel, opened by Wesley in 1781. Central Hall replaced the Chapel in 1885.

Ancoats Lane, along the north-east boundary of the conservation area, was originally a cart track leading from Shudehill to the cattle drovers' highway, Ashton Old Road. By 1788 it was re-named Great Ancoats Street, reflecting its increased economic importance.

Gradually the streets around the Square became lined with private houses and small businesses of an immense variety, including such trades as dry-salter, hat-block maker, cork-cutter and tin-plate worker, as well as some trades and professions which survive today.

For the last three-quarters of the 19th century, the Square was popular with open-air speakers and became a meeting place and starting point for processions. The most notable of these celebrated the opening of the Town Hall in 1877 and was believed to have engaged 50,000 participants.

During the latter half of the 19th century most properties in and around the present-day conservation area were replaced by solely commercial buildings. Oldham Street, with its millinery and clothing-related shops was a favourite shopping district with Manchester's fashion-conscious residents up to 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.

The conservation area still has a high proportion of under-utilised floorspace, reflecting a lack of investment, partly because it is no longer fashionable for shopping.

Stevenson Square and its buildings today:

The Stevenson square conservation area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact. Many are listed by the Department of the Environment as being of special architectural or historic interest. Very few buildings from the 18th century are still standing in the conservation area. The earliest include a few groups of houses and two public houses.

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.

At the time of construction in 1787, the residences were also places of work. Skilled artisans lived in the three-room (one up, one down, and basement) 'back houses' which were built in the back yards and fronted on to Bradley Street. These dwellings were large by comparison with other, poorer houses built later in the vicinity. This group of houses is unique in the world, as they are the only example of their type still standing.

Numbers 8-14 Lever Street also form a group of Georgian houses, larger and more elaborate than 69-77, with two having acanthus leaf capitals and fluted entablature on the Tuscan pilaster door cases.

Numbers 50-62 Port Street are small, three-storey Georgian houses which were also used for business purposes. In this case, shop fronts were added in the mid-19th century. Just one of this group, no. 54, has a typical fustian weavers' horizontal, sliding-sash window at eaves level.

Numbers 24-28 Dale Street form a small group of Georgian houses, two of which have been converted to a public house.



The Brunswick Hotel on Piccadilly is an early-19th century three-storey building which has been extended to include nos. 2 and 4 Paton Street. They are finished in stucco and have Tuscan pilaster door-cases.

The majority of buildings of architectural or historic interest in the conservation area are Victorian or early-20th century. Most are 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. Wealth produced by the cotton industry can be seen reflected in the buildings, either stone or brick with stone dressings, many of which are elaborately decorated. Towards the end of this period terracotta became popular and was extensively used either in conjunction with brick or on its own.

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.

Number 35 Dale Street is a particularly fine example constructed in buff terracotta and orange-red brick, with numerous pinnacles and pediments forming an interesting skyline.

Numbers 69-75 Piccadilly form a symmetrical five-storey stone building in Victorian Gothic style, with grouped windows in the centre bays, built around 1850.

Numbers 77-83 Piccadilly were designed by Clegg and Knowles and dated 1877. A four-storey stone building with attic floor in Victorian eclectic style, which is richly decorated with stone carvings inspired by several sources.

107 Piccadilly is a Jacobean-Baroque style warehouse and showroom with offices, designed for a cotton manufacturer. 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.

No. 50 Newton Street is an early-20th century five-storey building with attic dormers. The three middle floors are linked by giant arcade windows with buff terracotta quoins contrasting with smooth red brick.

The older streets would originally have been muddy tracks. The most important of these were later cobbled. With the increased transportation demands of commerce in the world's first industrial city, the Victorians paved the streets with durable gritstone setts. In some smaller streets these are still visible, together with cast-iron kerbs which were resistant to damage otherwise caused by the iron rims of cartwheels.

2.3.1 Listed Buildings

The Site is located within 250m of 11 statutory listed buildings (Table 1). The proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report, but have been considered in the accompanying heritage statement.



Site	Designation	List Entry	Location (NGR)
Rochdale Canal Towpath Footbridge and associated ramps opposite Brownsfield Mill	Grade II Listed Building	1270859	SJ 8491798394
32 and 34 Laystall Street	Grade II Listed Building	1282990	SJ 8498298253
Stable block to the south east of junction works at Paradise Wharf	Grade II Listed Building	1200857	SJ 84957 98166
Former Junction Works at Paradise Wharf	Grade II Listed Building	1217852	SJ 84917 98185
Store Street aqueduct	Grade II* Listed Buildin	1270666	SJ 85009 98116
Rochdale Canal Lock number 83, to the east of Tariff Street	Grade II Listed Building	1247479	SJ 84880 98353
Brownsfield Mill	Grade II* Listed Building	1207994	SJ 84892 98400
Rochdale Canal Lock number 82, to east of Great Ancoats Street	Grade II Listed Building	1247485	SJ 84956 98450
Royal Mill	Grade II* Listed Building	1247474	SJ8497598526
Sedgwick Mill (to west of junction with Murray Street)	Grade II Listed Building	1270856	SJ 85012 98540
Rochdale Canal retaining wall on south side of Redhill Street, west of Union Street Bridge	Grade II Listed Building	1270860	SJ 85047 98546

Table 1 Designations located within 250m of the Site



3. Method statement

3.1 Introduction

The assessment considers the potential impact of the proposed development upon any buried archaeological remains within the Site, and comprises a desk-based study. The production of the assessment followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (*Standard and Guidance for Historic Environment Desk-based Assessment*, 2017).

3.2 Research sources

The desk-based assessment made use of the following sources:

- Published and unpublished cartographic, documentary and photographic sources;
- The Greater Manchester Historic Environment Record, maintained by the Greater Manchester Archaeological Advisory Service (Fig 13);
- Manchester Local Archives and the Greater Manchester Record Office in Manchester Central Library;
- The National Heritage List for England;
- Salford Archaeology's extensive library of archaeological work carried out in the vicinity of the Site.

The aim of the research was to provide the relevant historical and archaeological background relating to the development of the Site. The available sequence of historical mapping was the principal source of information, as this provides evidence for the development of the Site since the late 18th century.

3.3 Site inspection

The Site is currently comprised as a construction compound for the alteration works to the adjacent apart-hotel and, therefore, was not accessible.

3.4 The document

The following presents the historical and archaeological evidence for the Site. Chapter 5 discusses the previous archaeological investigations that have taken place within the Site. A gazetteer (Chapter 6) is presented of heritage assets and sites of potential archaeological interest identified within the Site and this information, along with a map regression (Figs 3-10), is used to assess the significance of the remains (Chapter 7) and impact of the proposed development (Chapter 8). A mitigation strategy is outlined in Chapter 9, based on the assessment presented in the previous chapters.

3.5 Significance assessment methodology

An accepted methodology for assessing archaeological significance is the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of 'Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979' (DCMS, 2013). These criteria have all been utilised in this assessment and are listed below:



- Archaeological interest
- Historical interest
- Period
- Rarity
- Documentation
- Group value
- Survival/condition
- Fragility/vulnerability
- Diversity
- Potential

The significance assessment also 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). This document states that an archaeological asset's significance can be assessed as very high, high, medium, low, negligible or unknown.

3.6 Impact assessment methodology

The impact assessment assesses the potential impact of the proposed development upon the significance of the archaeological resource within the Site. Mitigation is then recommended to reduce the level of impact on the significance of the identified assets.



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 National Planning Policy Framework (NPPF)

The significance of the archaeological resource identified within this report has been assessed as recommended in the revised *National Planning Policy Framework* (Ministry of Housing, Communities & Local Government, 2021). 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 189-208), 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 194 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 203 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 205 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.



4.2 Local Development Framework

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Manchester City Council adopted a Core Strategy in 2012, which is scheduled until 2027 (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.’

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



5. Historical background

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

Period		Date Range
Prehistoric	Palaeolithic	Pre-10,000 BC
	Mesolithic	10,000 – 3500 BC
	Neolithic	3500 – 2200 BC
	Bronze Age	2300 BC – 700 BC
	Iron Age	700 BC – AD 43
Romano-British		AD 43 – AD 410
Early Medieval		AD 410 – AD 1066
Late Medieval		AD 1066 – AD 1540
Post-medieval		AD 1540 – c 1750
Industrial Period		c AD1750 – 1914
Modern		Post-1914

Table 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.

5.1.1 Archaeological potential

There is no known evidence for prehistoric activity within the Site boundary, and the potential for any such remains to survive from this period is considered to be very low.

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 Buxton to the south-east, Chester to the south, Wigan to the north-west, Ribchester to the north, and Castleshaw and York to the north-east. The settlement was well connected in terms of trade and consequently lasted until the late 3rd century AD. Part of the Roman road from Manchester to Castleshaw has been identified c 125m east of the Site (HER 24.1.9). 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 excavated on Gaskell Street, Newton Heath, in 1856. It was found to be 24 feet in width with a gravel surface on a log base, designed to carry the road over boggy areas.

5.2.1 Archaeological potential

The Roman road linking Manchester to Castleshaw runs within 125m of the Site, however, there is no known evidence for Romano-British activity within the Site boundary. The potential for any such remains to survive from this period is considered to be very low given the later development of 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, the nearest of which were Withy Grove, Market Street Lane and High Street (c 850 to the west of the Site). The Site remained undeveloped and lay c 600m to the south-east of Manchester's medieval core in Ancoats.

The Site is situated within the Ancoats area of Manchester. 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)

5.3.1 Archaeological potential

The Site is located on Great Ancoats Street, however, the potential for buried archaeological remains is considered to be very low due to the extensive development that took place in the 18th and 19th centuries.

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).

Ancoats likely 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)

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 2). The map shows that the Site lay in the town's agricultural hinterland, comprising field systems, 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, was the site of the town's 'daub holes', where the mud was extracted for wattle and daub buildings (Plate 3, p17).

The property marked as 'K' on the 1650 plan (Plate 2) was Mr Lever's house. By the mid-18th century, Sir Ashton Lever owned the land between Ancoats Lane (Great Ancoats Street) and the daub holes on Market Street Lane, north of the Site. Conceding to the pressure of property developers, Lever eventually sold the land to William Stevenson. Ashton's name is, however, commemorated in the naming of Lever Street (DGM1609). Other landowner's names are commemorated in the surrounding streets. Shortly after purchasing the land, Stevenson sold the land, piecemeal, to entrepreneurs and property developers.

Ancoats Lane was not captured on the 1650 plan (Plate 2) but was known to have functioned as a cart track that connected Shudehill to Ashton Old Road, a former cattle drovers' highway (DGM1609). Barlow Cross, first mentioned in 1554, once stood along the route at the intersection with Swan Street and Oldham Street (HER 1384.1.0). The cross was replaced in the last quarter of the 18th century and renamed New Cross, which was depicted on contemporary maps as a pyramidal obelisk. Around the same time, in 1788, Ancoats Lane was renamed Great Ancoats Street.





Plate 2: Plan of Manchester and Salford in c 1650

5.4.1 Archaeological potential

The Site lay within the vicinity of late post-medieval activity, however, the potential for buried archaeological remains is considered to be very low due to the extensive development of the Site during the industrial period.

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 3). 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 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 (HER 8654.1.0) 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 3 Extract from Casson and Berry's map of 1741

Ancoats retained a semi-rural aspect until the late 18th century, but by 1800 the area had been transformed into an industrial suburb (Miller, et al., 2007). This transformation began in the 1770s when land owned by the Leigh family was sold to Thomas Bound, a builder, who then sold it on to others for development (Little 2002, 31). William Green's *Map of Manchester and Salford*, surveyed between 1787 and 1794 (Plate 6; Fig. 3), shows that development was initially focused on Great Ancoats Street and Oldham Road. The map also depicts the main elements of the existing street plan laid over the former agricultural fields. The principal driving force of development was the national demand for textiles, particularly cotton, and the introduction of steam-powered spinning mills (Williams & Farnie, 1992, p. 3)

The earliest textile factories consisted of water-powered mills erected along Shooter's 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). New Islington Mill was c 85m to the south of the Site. 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 (Lee 1972, 9).



The invention of steam engines, and the demand for textiles, caused an explosion of factory building in Ancoats. Development was accelerated by the construction of the Rochdale and Ashton under Lyne canals, which offered cheap and reliable transport for goods and materials (Miller, et al., 2007). The success of the Bridgewater Canal acted as a catalyst for the construction of numerous canals, including the Rochdale Canal. The Rochdale Canal had been planned in 1765 by James Brindley but was not completed until 1804 when it joined the Ashton Canal to the north of the city centre. In 1805, John Rennie engineered its connection to the Bridgewater Canal, to the south of the city centre (DGM1553). The Rochdale Canal is located 150m to the west of the Site (HER 11683.1.0; HER 11726.1.0; HER 11730.1.0).

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 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 200m south of the Site (HER 6361.1.0).

5.5.1 The Rochdale Canal

The Rochdale Canal was authorised by an Act of Parliament in 1794 and was linked to the Ashton Canal at Piccadilly in 1800. The canal linked Manchester with the ports of the East Coast via the rivers Aire and Trent and to Liverpool via the Bridgewater Canal. These links made Piccadilly Basin a focus for trans-shipment goods and a key location in the canal network (Miller, et al., 2007, p. 16).

The first design for the Rochdale Canal Basin was proposed in 1796, and revised in 1804, although neither of these proposed schemes were carried out. The Rochdale Canal Company's first warehouse was eventually constructed in 1806, at the end of one of the canal arms to the east of Dale Street and survives today as Dale Warehouse. Dale Street effectively divided the basin into two with a smaller, western section bounded by Lees Street, London Road (later Piccadilly) and Ducie Street. The eastern section was bounded by Back China Lane, Upper Stanley Street, Leech Street and Ducie Street. A plan drawn up in 1810 closely resembles the final layout, and proposed 23 wharf plots, with two general wharves and the four buildings that had been completed by that stage (Maw *et al* 2009, 22; Plate 4; Plate 5).

After the development of the Dale Warehouse, the company's offices were constructed immediately to the south-east in 1807, with two sheds located between the two arms. This range of buildings formed one of the two general wharves for the Rochdale Canal Company and was completed by 1810. However, development of the rest of the basin was slow, only being progressed during periods of prosperity. The next major development was not until 1817, when existing warehouses were expanded. Other improvements included new surfacing of the wharfs and installing cranes for loading and unloading goods (*op cit*, 22-3).



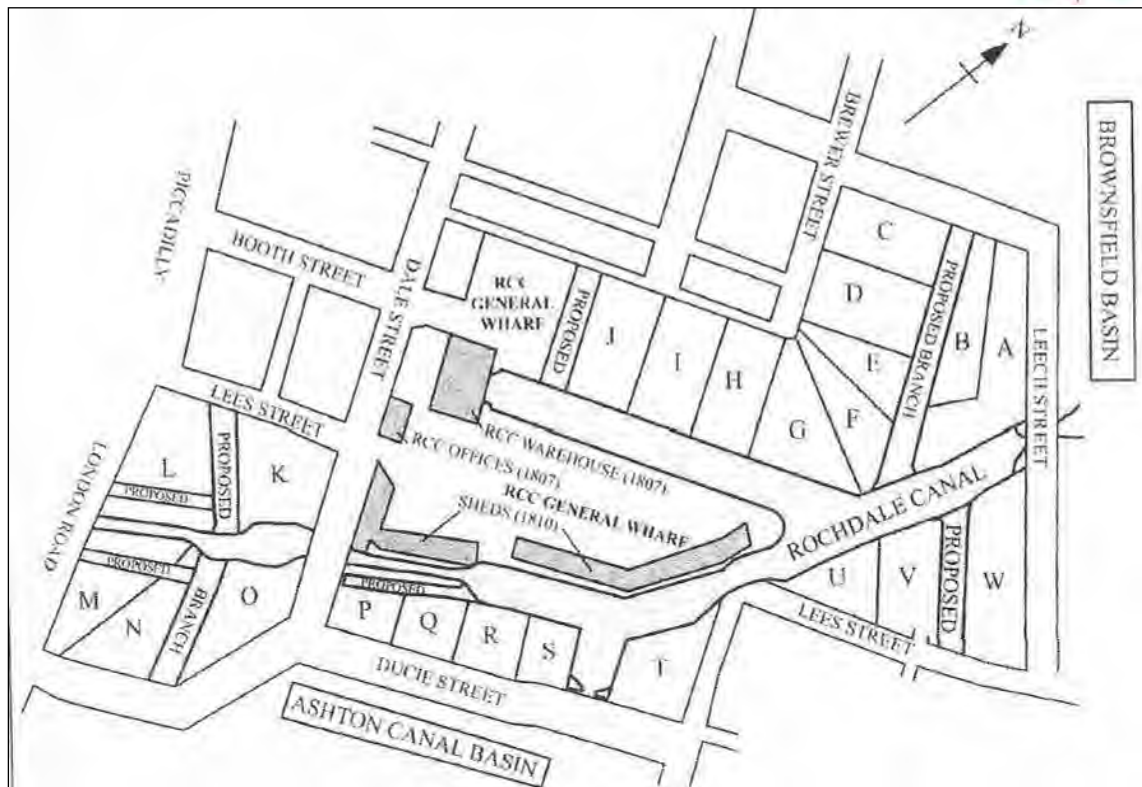


Plate 4 Plan of the Rochdale Canal Basin drawn in 1810

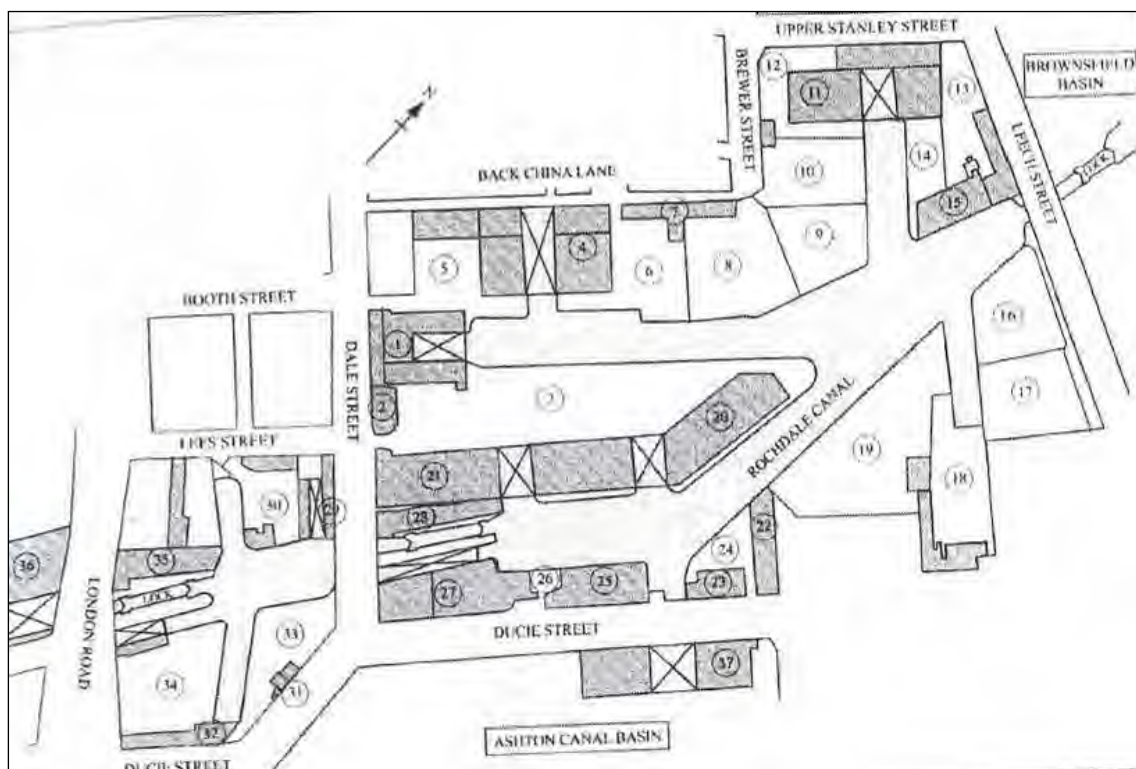


Plate 5 Plan of the Rochdale Canal Basin drawn in 1855. Select Key: 1 – Dale Warehouse (1807); 4 – Merchant's Warehouse (1825); 11 – Jackson's Warehouse; 18 – Stone Wharf; 19 – Stone Wharf & Sand Shed; 22 – Stables; 23 – Stables; 24 – Stable Yard

New warehousing was built in 1822, replacing the western warehouse of 1810, and was one of the first to employ iron in its structure. Over the next few years, the Rochdale Canal



Company made several minor improvements, including renovating warehouse space as well as constructing the Lees Street Branch of the basin on the western edge. As part of traffic regulation, the Rochdale Canal Company ordered the construction of a stone gateway between the offices and the 'new' warehouse, which still stands today (*op cit*, 23).

Expansion into the north-eastern part of the basin was carried out in 1825, with the cutting of the Upper Stanley Street canal arm, as well as one further west, near Dale Warehouse, towards Back China Street. Growth stagnated in 1826 and, in 1829, the Merchant's Warehouse was destroyed by fire, leading the Rochdale Canal Company to implement new safety regulations. Trade picked up again during the 1830s, and warehousing was added at the south-west corner of Ducie and Dale Street, as well as around Upper Stanley Street. Jackson's Warehouse was completed in 1836, named after a carrier company that operated between Liverpool and Hull (*op cit*, 23-5).

Railway Competition: the introduction of a viable railway in the 1820s brought an alternative, and faster, means of transporting bulk goods. The advantages of this new form of transportation were recognised instantly, leading to the rapid expansion of the railway network. The Ashton Canal was purchased by the Manchester, Sheffield & Lincolnshire Railway in 1842, and was operated as a single concern together with the Peak Forest and Macclesfield canals. The Rochdale Canal Company resisted take-over bids from various railway companies initially but, in 1855, it leased the canal to a consortium of railway companies. The canal remained profitable into the twentieth century but was in sharp decline by the end of the First World War. The final boat journey across the Pennines on the Rochdale Canal was made in 1937 and, in 1952, the canal was closed to navigation, apart from the short section between Castlefield and the Ashton Canal junction at Piccadilly (Hadfield & Biddle, 1970). Part of the Ashton Canal Basin that lies 200m south-east of the Site, which dates to 1798, was part filled in for railway development by Sheffield Ashton-under-Lyne & Manchester Railway (HER: 11313.1.0).

5.5.2 Overview of Manchester's Textile Industry

By the 1780s, the national demand for textiles, particularly cotton, had begun to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of the factory-based cotton manufacturing industry of international repute (Baines, 1835). The ebb and flow of business confidence powerfully influenced development, which was concentrated into short and intense bursts of investment (Williams & Farnie, 1992, p. 19). The high price of land influenced the location of fresh industrial ventures, and thus the new steam-powered mule mills were built on the outskirts of the established nucleus of Manchester. The first of these was established in Ancoats during the 1780s. A commercial boom in 1800-02 saw the number of cotton-spinning firms in the township of Manchester double from 51 in 1799 to 111 in 1802, setting Manchester on its path to becoming the most highly concentrated centre of cotton spinning in the world (Williams & Farnie, 1992, p. 19).

In broad terms, fluctuations in the cotton market during the 1820s brought 'boom and bust' conditions for Manchester's manufacturers, although a report in the *Manchester Mercury* in 1827 claimed that 'the market for manufactured goods was the briskest which there has been for a very long time'. This favourable economic situation persisted until 1836 and led to numerous new textile mills being established around the fringes of the Manchester. However, a serious depression of trade in 1837 resulted in the loss of inefficient firms. Boom conditions reigned between 1848 and 1853, and the number of cotton mills in Manchester reached a



peak of 108 at the close of 1853 (Williams & Farnie, 1992, p. 21). It was at this time that Manchester gained its popular designation as 'Cottonopolis' in recognition that the city represented the nucleus of the whole cotton industry, harbouring representatives of all its component branches and ancillary trades.

The number of mills in Manchester declined gradually during the second half of the 19th century and was surpassed by Bolton as the leading centre for cotton spinning in the 1850s. This reflected the continuing inflation of land values in Manchester in the face of increased competition for development plots, which presented significant issues to individual mill owners that needed to expand their factory premises. Some old, established firms in the city centre relocated their business to the suburbs for the same reason, a notable example being Henry Houldsworth, who moved from his large mill complex on Newton Street in Manchester to Reddish, where he established a 'state of the art' spinning mill in 1865.

By the early 1880s, the number of cotton spindles operating in the city was in the process of absolute decline, exacerbated by the 'Great Depression' of 1873–96. This had a significant impact on many cotton-spinning firms. Some of Manchester's largest firms, such as McConnel & Kennedy (HER 2042.1.0) and A & G Murray in Ancoats (HER 2043.1.0), specialised in the spinning of ultra-fine yarn, a branch of the industry that sustained less impact from the trade depression, whilst other firms were afforded some protection through diversification into the weaving and finishing branches.

Apart from textile mills, numerous other industries became established in the Ancoats area, including copperas works, iron foundries, steel works, sizing works, wire works, hat manufactories, and machine works, as shown on contemporary maps of the area. Manchester also emerged as a major glass-making district, centred largely in the Ancoats area. A former Wire Mill was located to the west of the Site from the 1830s and was extended partially into the Site by the late 19th century (HER 11698.1.0). An Iron and Steel Warehouse was also established c 85m south of the Site (HER 11406.1.0). This was a rectangular complex arranged around a central courtyard shown and named on 19th century maps as 'Vulcan Iron Works (Mill Work and Tools)'. By 1888-1889 the yard had been infilled and the site was named as a disused foundry. It was named as the iron and steel warehouse by 1905. A Lead Mill building survives at Paradise Wharf, c 165m to the west of the Site. It comprised a four-storey brick building complex that had four main phases spanning from c 1850 to the mid-20th century and for most of this period was used as a warehouse (HER 11336.1.0).

One of the most notable Mills within the area lies c 160m north of the Site and is known as Brownsfield Mill. The mill has a history of cotton spinning dating back to the late 1820s. It survives as an example of an early 19th century steam-powered cotton spinning mill and was first built in 1825, located along the side of the Rochdale Canal. The mill contains the earliest surviving chimney-come-stairhouse tower in Manchester. It is smaller than other surviving mills in Ancoats, but it is unusually intact and well preserved, with no major additions or alterations to the main structure. The mill was listed in November 1988 (List Entry: 1207994).



5.6 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. Casson and Berry's map (Plate 3) does not capture the Site but shows that the streets immediately to the north-west of the Site had been laid and that the town was expanding in the direction of the Site.

William Green's map of Manchester and Salford, surveyed between 1787-94, is the first available map that captures the Site (Plate 6; Fig. 3). The map shows Great Ancoats Street running south-east, demonstrating the growth of industrialisation in Ancoats during the 18th century. Development was based around Great Ancoats Street during this period, particularly to the north-east of the Site, with rural plots also marked out for the development of a Grammar School. Lomax Street was shown on Green's map laid out to the south of the Site and Lees Street to the north.

Several buildings were established around an inner courtyard within the Site by 1794 (Plate 6). It's likely that the large building shown at the junction of Great Ancoats Street and Lees Street was a pub, labelled on later maps as the 'White House' public house at 122 Great Ancoats Street (Plate 8). In a 1797 directory, John Semple was listed as working at a victualling house at 122 Great Ancoats Street (Scholes 1797).

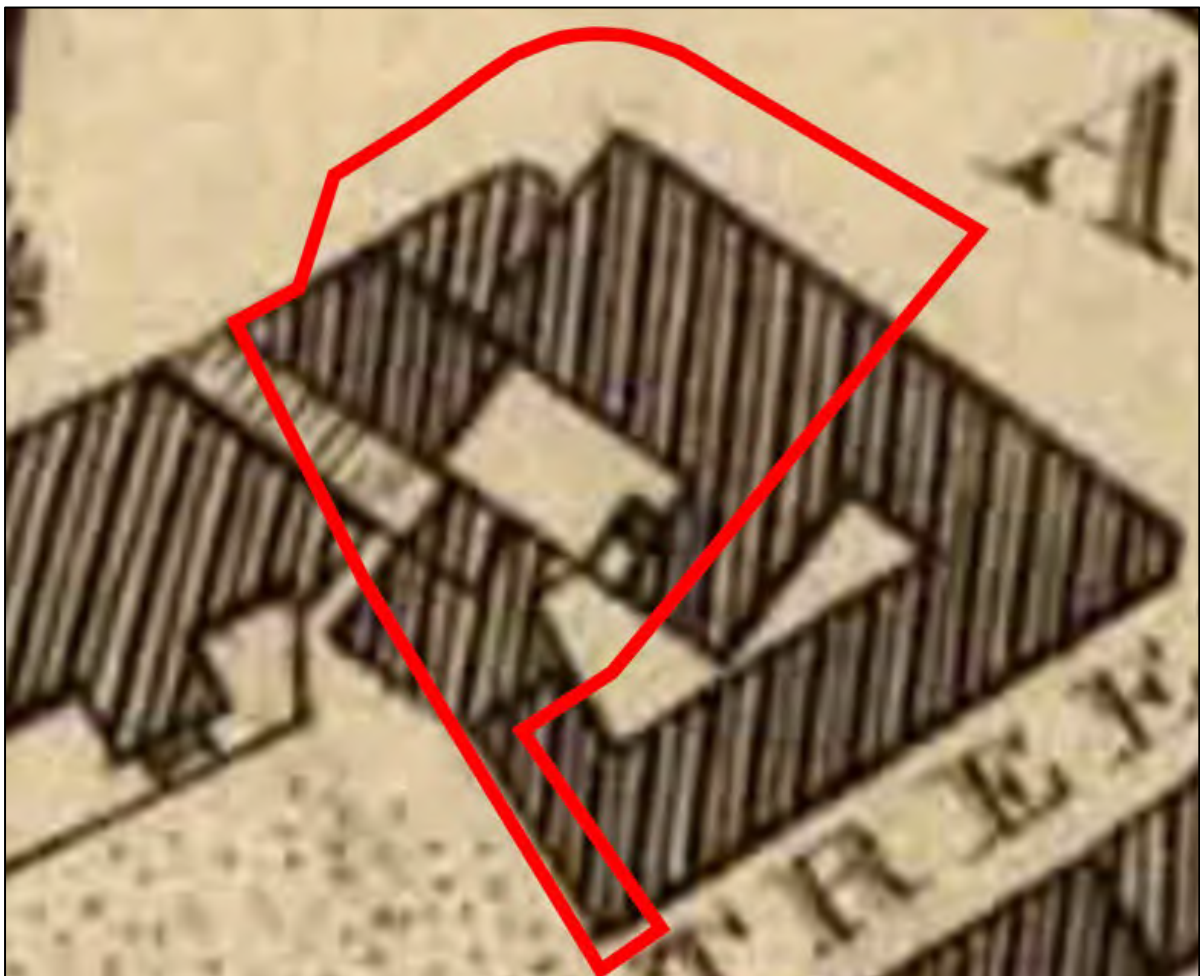


Plate 6 Green's 1787-94 map showing the Site



By 1822 Joseph Albiston was listed as the victualler of the Prince Regents Arms at 129 Great Ancoats Street (Pigot & Dean, 1821-2). However, Baines' 1825 directory listed the Prince Regents Arms at 203 Great Ancoats Street (Baines, 1825). It's possible that the Prince Regents Arms later became known as the White House. The Prince Regents Arms became notable in 1812 when an address to the Prince Regent and a petition to the House of Commons was prepared by a committee of 11 members, concerning the reform of parliament. A general meeting was planned for 11th June to approve and address the petition. The meeting was originally to take place at the Elephant pub on Tib Street, however, a rumour that the deputy constable of Manchester knew about the meeting and intended to disrupt it meant that the meeting was switched at the last moment to the Prince Regents Arms on Ancoats Lane. Around 40 working men attended the meeting (Dinwiddy, 1992).

Before the meeting, Samuel Fleming, a weaver, had informed the Manchester magistrate Colonel Silvester, that he was being encouraged to take the oath. Fleming then left the meeting to tell Silvester that the oath had been administered. Silvester and Nadin, the deputy constable, arrived at the meeting with a group of soldiers and arrested all of the men in the room. 38 men were indicted with the administration of an unlawful oath and tried at the Lancaster assizes (Dinwiddy, 1992). When questioned at the trial, Fleming stated that 'James Boothby came past, and another man; Boothby asked him how he did, so they went forward towards the White House'. Fleming was then questioned 'which is that, the Prince Regent's Arms?' and Fleming answered that it was, indicating that the Prince Regents Arms on Ancoats Lane was known as the White House in 1812 (Farquharson, 1812).

The next map to capture the Site is Bancks' & Co's map of 1831, which shows individual buildings within the Site (Plate 7). The map shows the buildings within the Site still surrounding an inner courtyard and some development had taken place. It's likely that the buildings within the Site were mixed residential and commercial use, similar to many properties established along Great Ancoats Street during this period. A long, narrow extension had been constructed to the south of the White House pub. The extension adjoined the rear of a building fronting Lees Street, possibly the same property shown on Green's map, although it may have been extended south-westwards and was irregular in form (Plate 6). Bancks' map also showed back-to-back buildings in the south and west of the Site. It's unknown if they are the same buildings shown on Green's earlier map or if they were related to the newer development to the west. However, the footprint of the buildings appears similar to that shown on Green's map.

Pigot & Slater's 1841 directory listed the victualler of the White House as John Heatley junior (Pigot & Slater, 1841). The public house was recorded as 1 Lees Street in the directory, with a wine and spirits vaults at 118 Great Ancoats Street. Heatley had been the victualler of the White House vaults from at least 1839 (*Manchester Courier* 30 March 1839). In 1844 the public house and vault were advertised to let, and the fixtures and fittings of the spirit vaults were advertised for sale. The items up for sale were described as:

'five spirit fountains, with brass face-plates and twelve taps each, supplied by pipes and joints to separate casks for each tap; spirit counter, with block-tin top and panelled front, capable of being separated into five different lengths or lots, with the different sets of spirit fountains; seven large ornamented stone casks, 260 gallons each, with taps and leading pipes, pillars, cupboards, and rests underneath; splendid six-pull ivory handled beer engine, by Hollins; and one three-lift ditto; large Arnotte's stove; patent stove for heating water and ale; eight days' time-piece; one ten-light meter, with branches, suspenders, and burners; two ormolu



chandeliers; two elegant large ornamented stained glass entrance doors; sign boards, windows, pots, glass, measures, drippers, jugs, &c.; the whole forming an assemblage of the kind not to be equalled in the kingdom' (Manchester Courier 01 October 1842). However, it appears that Heatley remained at the public house and vaults.



Plate 7 Extract from Bancks' and Co's map of 1831, showing the Site boundary

The next map that captures the Site is the 1851 Ordnance Survey map, which is the first accurate plan that details the Site (Plate 8; Fig 5). The map demonstrates the rapid development of the area in the late 18th and early 19th centuries. It shows the pub labelled as 'The White House P.H.', with a staircase to the rear, accessed via a small inner courtyard. A staircase is shown at the front of the terraced properties to the west and south, indicating that the properties within the Site were cellared. A covered passageway, possibly a carriage entrance, was to the west of the public house, providing access to the rear courtyard and replacing the former building fronting Lees Street. The irregular buildings fronting Lees Street in the north-west of the Site had been replaced with a double-depth terraced property.

Adshead's map of 1851 (Plate 9) is a colour-coded plan with a key that refers to the function of the surveyed buildings. The footprint of the map appears similar to that of Green's (Plate 6) and Bancks' (Plate 7), with a long narrow range and irregular double-depth property fronting Lees Street. As shown on the map, the lightly-shaded irregular buildings fronting Lomax Street were domestic dwellings. The map shows the White House Pub shaded pink and all the



remaining buildings were warehouses or commercial premises (marked by horizontal black lines).

Slater's Directory of 1850 lists the properties fronting Lees Street within Site as belonging to, George Gee at no. 3 who ran a lodging house, and Thomas Baxter who was listed as a reed maker at no. 5. In 1850 Sampson Redfern was recorded at the White House pub at 120 Great Ancoats Street (Slater, 1850). By 1853, Sampson remained as victualler with the public house named the 'Whitehouse Vaults' (Whellan & Co, 1853). Michael Wolstenholme, victualler, his wife, and three servants were listed in the census returns of 1861 and 1871 as living at the White House. Robert Cowen was listed as an iron plate worker in 1861 and a shopkeeper in 1871. Cowen and his family resided at the adjoining 50 Lees Street, confirming the residential and commercial use of the property and also indicating that the numbers of properties along the street changed during the mid 19th century (*Census returns for 50 Lees Street and 120 Great Ancoats Street*, 1861 & 1871).



Plate 8 Extract from the Ordnance Survey map of 1851, showing the Site boundary



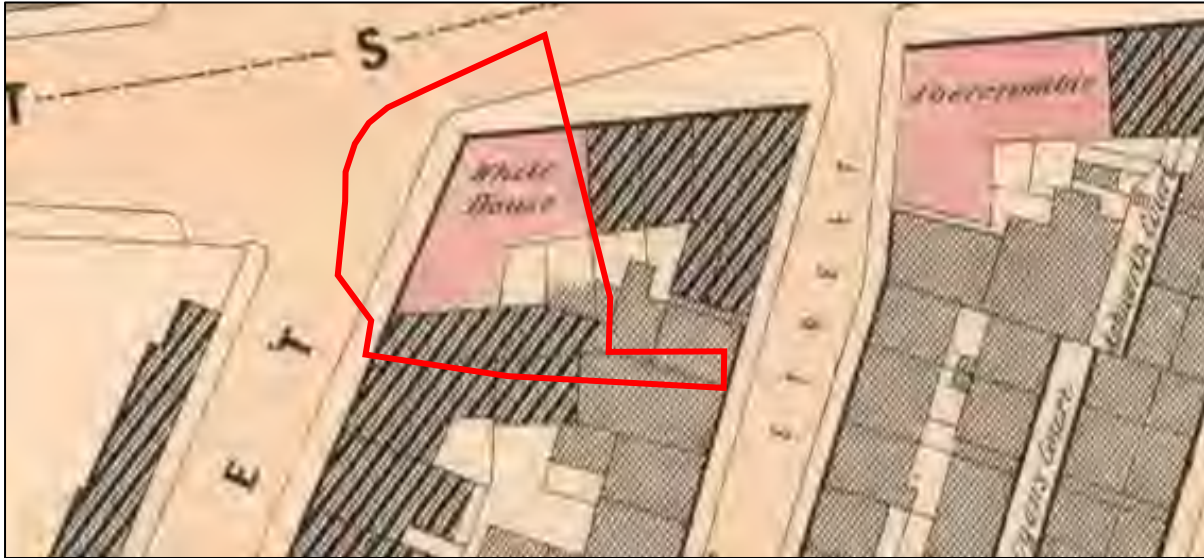


Plate 9 Adshead's map of 1851

Some development had taken place within the Site by the late 19th century. The Ordnance Survey map of 1891 (Plate 10; Fig. 6) shows that the White House public house had been extended to the south-west. A hydrant marked with a 'H' was also shown to the front of the public house. The long narrow building fronting Lees Street was separated via a covered passageway, with an adjoining larger building partially within the Site to the west. The building was the edge of a wire mill fronting Lees Street, with the mill chimney to the south. The mill was constructed around 1830, likely as a cotton spinning mill, and was extended altered by the late 19th century (HER 11698.1.0). The works were advertised for sale in 1839, described as fronting Lees Street and extending back to Lomax Street. The mill was a two-storey workshop with a 5-storey building with additional buildings containing various industrial machinery including a 12-horsepower high pressure steam engine. The business was owned by Richard Johnson and Nephew (Graces Guide).

The 1891 map shows that the back-to-back houses to the south of the Site had been replaced by a larger building, possibly also associated with the mill, although two were still present to the east (Plate 10). The footprint of the Site appears to be similar in 1891 to that shown on Adshead's (Plate 9) and Bancks' (Plate 7) maps than the 1851 town plan (Plate 8). Therefore, it is uncertain which buildings were demolished or extended/altered throughout the nineteenth century.



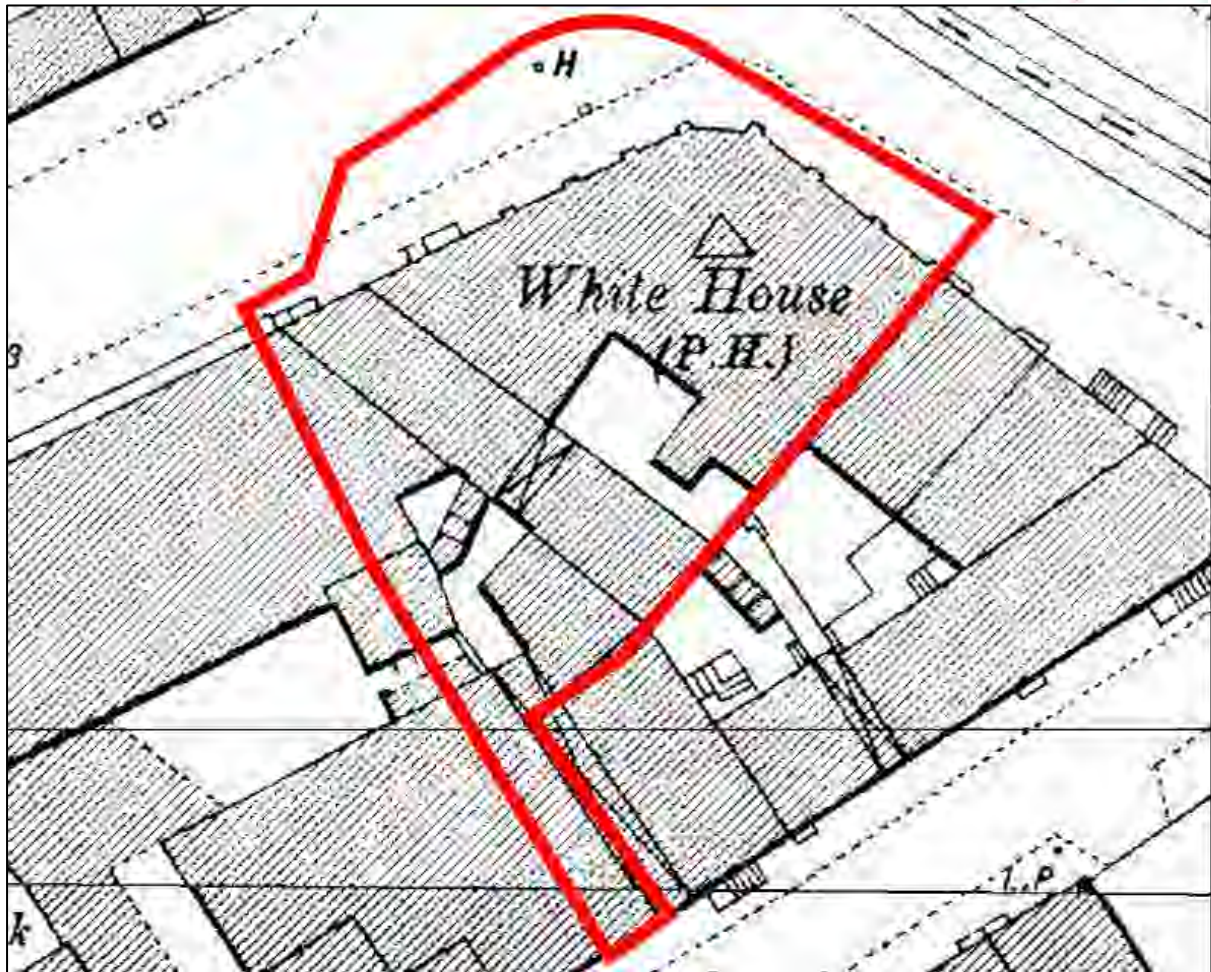


Plate 10 Extract from the Ordnance Survey map of 1891, showing the Site boundary

Goad's Insurance Map of 1888, revised in 1901 (Plate 11), provides a more detailed insight into the buildings within the Site. The three-storey White House public house is located on the corner of Great Ancoats Street and Lees Street. A woodworker's is labelled on the third floor of the public house. Woodworkers also occupied the adjoining two-storey 50A Lees Street. A machinists occupied 50 Lees Street. The building previously adjoining the rear of the machinists to the west had been demolished and the back-to-back properties to the south are shown as one large vacant building. The former factory building to the west is shown on Goad's map as comprising offices on the first floor, a bookbinder on the second floor and 'costumes' on the fourth floor. The building is the only building within the Site to be labelled with a basement. The map also shows the stores stretching along Lomax Street, with one partially within the Site. The Site remained unchanged during the early 20th century (Figs 7 and 8).

The Ordnance Survey map of 1951 (Plate 12; Fig. 9) is the next available map that captures the Site. The map shows the woodworker's property at 50A Lees Street as a separate building. The woodworker's had previously been shown as part of the footprint of the public house (Plate 10). The building at the rear of 50 Lees Street had also been demolished by 1951, creating a larger inner courtyard. The Ordnance Survey map of 1965 (Plate 13; Fig 10) shows that 50A and 50 Lees Street had been demolished.



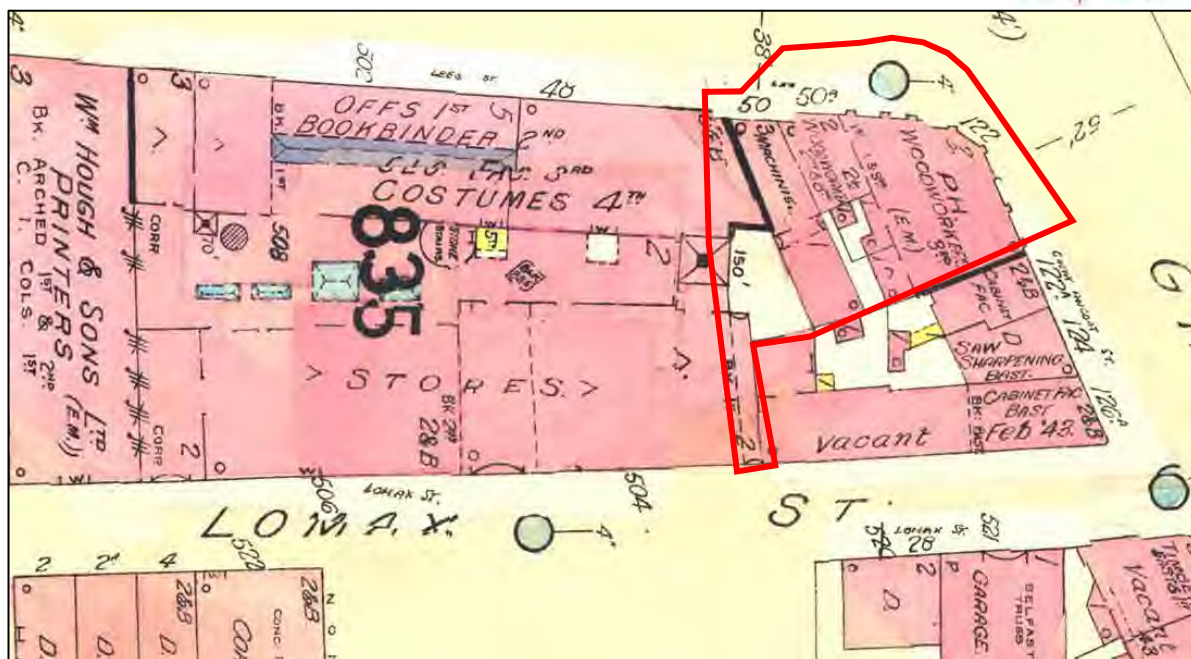


Plate 11 Goad's insurance map of 1888, revised in 1901, sheet 224, showing the Site



Plate 12 Extract from the Ordnance Survey map of 1951, showing the Site boundary





Plate 13 Extract from the Ordnance Survey map of 1965, showing the Site boundary

Several photographs were taken of the White House pub in 1970 (Plate 14; Plate 15). The images show the White House Pub in the same location that it had possibly stood in since at least 1797. Lees Street has been renamed Laystall Street between 1965 and 1970. Both street names are visible on the second photograph (Plate 15). The second photograph also shows a brick wall and advertisement board in place of 50A and 50 Lees Street, with the eastern façade of the former cotton mill/wire works adjoining.

Modern mapping shows that the remaining buildings within the Site have now also been demolished and that the Site is currently in use as a car park (Fig 2). The White House Pub remained standing in 1993 and was demolished sometime later (*Manchester Evening News* 11 May 2022). The wire mill building to the west was still present by the 1990's and the building was designated as a listed building. However, the listing was revoked in May 2001 and the building demolished by 2005. Today, an apart-hotel adjoins the Site to the west, over the footprint of the former factory.





Plate 14 A photograph of the White House Pub on the corner of Laystall (formerly Lees Street) and Great Ancoats Street, 1970 (taken from Manchester Local Image Collection)



Plate 15 A photograph A photograph of the White House Pub on the corner of Laystall (formerly Lees Street) and Great Ancoats Street, 1970 (taken from Manchester Local Image Collection)



5.7 Previous archaeological works

In total, 2 archaeological events have been recorded within a 150m radius of the Site, which comprise an environmental statement and an evaluation.

5.7.1 Non-intrusive archaeological work

In 2013 an environmental statement was prepared by Nexus Heritage in advance of proposed development at Central Retail Park. The assessment comprised field survey and documentary research and aimed to consider the potential effect of the site preparation and construction works upon potential archaeological deposits and features within the site. It identified all known and potential designated and non-designated heritage assets within the site and outlined any likely environmental effects of the development (HER EGM5266).

5.7.2 Intrusive archaeological investigations

In July 2022 Salford Archaeology undertook an evaluation and excavation at Laystall Street, c 60m west of the Site. The investigation revealed three main archaeological phases at the site. Late 18th – early 19th-century workers' housing was identified in two trenches, along with structural remains of the Welsh Harp public house in a third trench. 20th century activity was represented by the demolition of the structures and the use of demolition debris to create made ground levelling deposit used for the layering of concrete and asphalt in order to create modern ground surface (HER EGM5394).

5.8 Summary of archaeological potential

No prehistoric activity is known to have taken place within the Site. Similarly, no Roman or medieval activity is known to have taken place within the Site. The potential for remains to survive from these periods is considered to be very low, especially given the later development of the Site.

The Site continued to lie on the fringe of the historic core during the post-medieval period and likely comprised agricultural fields. It's possible that remains of relict soils or evidence of the post-medieval landscape may survive within the Site, particularly in the inner courtyards which saw little development during the 18th and 19th centuries. However, the potential is still low.

By the last quarter of the 18th century, the Site had been entirely developed and likely comprised a public house on the corner of Great Ancoats Street and Lees Street, with potential commercial and residential properties along Lees Street and workers' housing partially within the Site on Lomax Street. Banks & Co's map of 1831 and Adshead's map of 1851 shows a similar configuration of buildings as Green's map, with back-to-back houses constructed adjoining to the west. The 1851 OS map shows the properties fronting Lees Street as double-depth.

During the second half of the 19th century, some of the buildings within the Site were removed as the former wire mill buildings to the west of the Site were extended east, falling partially within the Site boundary. Little development took place within the Site in the early 20th century. The buildings of 50 and 50A Lees Street were demolished by 1965 and the remaining buildings sometime after. The Site therefore has high potential for remains from the 18th century onwards to survive.



6. Gazetteer

The following gazetteer entries (GE) summarise the sites of potential archaeological interest within the Study Area and elements of the historic landscape. The identification of these heritage assets is drawn primarily from the historic map regression analysis, Historic England, and the HER data. The locations of the gazetteer entries are shown on Figure 11 within Appendix 1: Figures.

Gazetteer Entry 01

Site Name	Pre-industrial landscape
Designation	No designation
HER Number	-
Site Type	Fields (site of)
Period	Post-medieval
NGR	Various
Source	Casson and Berry's plan;
Description	The Site lay beyond Manchester's medieval and post-medieval core, although it was near an important medieval thoroughfare (Ancoats Lane). The Site most likely comprised agricultural fields until the late 18 th century.
Assessment	Remains of the medieval and post-medieval landscape includes former field boundaries and relict soils, which could survive in isolated patches but are likely to have been removed by the 18 th - and 19 th -century development of the Site. However, very little development has taken place within the courtyards in the centre of the Site. It's possible that remains of field boundaries survive there.

Gazetteer Entry 02

Site Name	Late 18 th -century buildings
Designation	No designation
HER Number	-
Site Type	Buildings (site of)
Period	Late 18 th century
NGR	385038, 398306
Source	Green's map
Description	A quadrangle of buildings on Great Ancoats Street, Lomax Street and Lees Street, with courtyards in the centre, shown on Green's map. It is unknown if these buildings are the same as those shown on the 19 th -century maps. These buildings share the same footprint on Green's map as they do in later 19 th -century maps.
Assessment	Buildings were present in the Site until the mid-late 20 th century, and they may have been extended, repaired and altered through time. There may be evidence of the older 18 th -century walls and phase breaks mixed in with the remains of the 19 th -century buildings that survive within the Site. Any cellars likely survive.



Gazetteer Entry 03

Site Name	White House Public House
Designation	No designation
HER Number	-
Site Type	Public house (site of)
Period	Late 18 th - century
NGR	385044, 398317
Source	Green's 1794; Bancks' 1831; OS mapping; Goad's 1901 map
Description	The public house was located on the corner of Great Ancoats and Lees Street. It was possibly constructed by 1794 and is visible on Green's map. It was recorded in the late 18 th century as a victualling house, suggesting that a midden pit associated with the pub may survive. The pub was may have been associated/extended to 50A Lees Street (GE04). Streetlights are visible on mapping outside the pub, and a private hydrant is recorded on the pubs corner in Goads Map. Additionally, staircases outside the pub suggest the presence of a cellar. The pub was demolished sometime after 1993. A car park has been established over the footprint of the public house.
Assessment	Remains associated with the 18 th - century public house are likely to survive below the modern layers. Particularly likely is the presence of a cellar and possibly a midden pit.

Gazetteer Entry 04

Site Name	Double-depth terrace properties (Lees Street/ Laystall Street)
Designation	No designation
HER Number	-
Site Type	Dwellings (site of)
Period	Late 18 th century
NGR	385032, 398310
Source	Bancks' 1831; OS mapping; Adshead 1851; Goad's 1901
Description	Buildings are first shown on Green Map 1787-1794. They appear as double depth terraced properties on the 1851 OS map with an adjoining carriage entrance, but then appear with the same irregular layout as Green's and Banck's map on the 1891 OS map. The presence of streetlights along Lees Street outside these buildings and stairs along the front and rear of the buildings suggest the presence of a cellar. By 1891 the double depth property has been demolished and the former wire mill buildings extended into the Site (GE06). The newer construction was shown with a basement on Goad's map. Goad's 1901 map also labelled the remaining building as 50 Lees Street, with also 50A Lees Street formerly part of the White House public house (GE03). 50 and 50A Lees Street we demolished by 1965.
Assessment	Remains associated with the 18 th or 19 th century buildings may survive below the current car park and could be affected by development scheme. There is possibly a cellar below these properties. There is the potential for surviving buildings to retain earlier building phases.



Gazetteer Entry 05

Site Name	Back-to-backs off Lomax Street
Designation	No designation
HER Number	-
Site Type	Domestic dwelling (site of)
Period	Early 19 th century
NGR	385040, 398297
Source	Green's 1894; Bancks' 1831; OS mapping; Adshead 1831; Goad 1901
Description	It is unclear if the back-to-back properties on Lomax Street are present on Green's plan. The properties were shown on maps with staircases at the front on Lomax Street and at the rear. The staircases suggest the presence of a cellar beneath the properties. The back-to-backs partially within the Site boundary were demolished by 1891 when the wire mill buildings were extended into the Site (GE06). The newer construction was shown without a basement on Goad's map.
Assessment	Remains associated with the building could be affected by the proposed development scheme. The 18 th or 19 th -century remains of the back-to-backs may still be present with the high possibility of a cellar belonging to the buildings to survive.

Gazetteer Entry 06

Site Name	Wire Mill
Designation	No designation (formerly a listed building with the listing revoked in 2001 - 1398928)
HER Number	11698.1.0
Site Type	Mill (site of)
Period	Early 19 th - century
NGR	385032, 398310
Source	HER; OS mapping; Goad 1901
Description	A wire mill was established to the west of the Site around 1830. The mill was likely formerly a cotton spinning mill. It was sold in 1839 and by 1891 the buildings had been extended east, falling partially within the Site, including also a chimney associated with the works. Goad's map shows the buildings with a cellar. The buildings were demolished by 2005.
Assessment	Remains associated with the former mill and works may survive within the Site, particularly the cellar.



7. Significance

7.1 Policy context for heritage assets

The archaeological resource of an area can encompass a range of assets, including below-ground remains, earthworks, and standing buildings and other structures. Some of these remains may have statutory protection, such as Scheduled Monuments or listed buildings. Others do not, but may nevertheless be of archaeological significance. Under both national and local planning policy, as outlined below, both statutory and non-statutory remains are to be considered within the planning process.

The NPPF sets out the Government's planning policy and framework for England, and how these are expected to be implemented. The NPPF places particular emphasis on assessing the development proposals in line with an up-to-date local plan. Consequently, Manchester's Core Strategy (adopted July 2012) was consulted as the key Development Plan Document in the Local Development Framework (LDF), with particular reference to Policy EN3: Heritage. In determining applications, local planning authorities must be able to understand the significance of any heritage assets affected by a proposed development in order to assess its impact. This enables the conservation of heritage assets in a manner suitable to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations, or else they can be recorded and advance understanding of the significance of any heritage assets to be lost in a manner proportionate to their importance and the impact, and to make this evidence publicly accessible.

7.2 Designated heritage assets

The Site is situated within 250m of 11 designated heritage assets, however, the proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report (see Section 2.3). 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.

7.3 Significance of the archaeological resource

7.3.1 Historical and archaeological interest

Historical interest

The Site holds historic interest as it relates to the commercial and residential development of Ancoats from the late 18th century onwards. Ancoats Lane functioned as a cart track from at least the post-medieval period, connecting Shudehill to Ashton Old Road. The road was renamed Great Ancoats Street in 1788, reflecting the growth in economic importance of the area. It's likely that the Site was developed after this time with historic mapping showing development in 1794. The position along this important route adds historic interest to the Site.

The 18th- or 19th-century houses, which may survive as below-ground remains within the Site, are of historical interest due to their link to the poor living conditions endured by the working-class of Manchester.

The White House public house also adds historic interest to the Site as it was originally known as the Prince Regents Arms and the venue of a parliamentary reform meeting in Manchester.



Archaeological interest

Archaeological remains within the Site could be associated with the initial 18th-century development of the area, which adds to the archaeological interest of the Site. Furthermore, buildings pre-dating the 19th century are rare in Manchester. Some of the buildings partially within the Site comprised back-to-back workers' houses, which are also of archaeological interest.

7.3.2 Baseline significance conditions

Period

No prehistoric or Roman activity is known to have taken place within the Site, and the potential for such remains is considered to be extremely low due to the development of the Site since the late 18th century. No medieval or post-medieval activity is known to have taken place within the Site, though it lay on the fringe of the town and likely consisted of agricultural fields that may have witnessed low-level activity.

The most likely remains to be encountered within the Site would date to the post-medieval and industrial periods, which could include relict soils (GE01) and late 18th-century (GE02-3) or late 19th-century buildings (GE04-6). The industrial period is significant to Manchester's history, therefore, sites reflecting Manchester's industrial heritage may be considered significant due to period.

Rarity

Buried remains pre-dating the 19th century (GE01-3), would be considered significant due to rarity, as few remains survive within the area due to extensive development during the 19th century. Conversely, archaeological remains associated with domestic houses (GE05) may not be considered rare as several examples have been excavated in the past 30 years.

Documentation

The historical development of the Site can be traced reasonably well from cartographic and other primary sources. Further documentary research would undoubtedly furnish additional evidence, although this is unlikely to alter the outline and conclusions presented in this assessment.

Group value

The Site lies within an area of Manchester that was developed from the early industrial period onwards. The potential archaeological remains within the Site may have some group value in that they are contemporary features.

Survival / condition

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown, however, some of the buildings within the Site may have contained cellars. Little development occurred within the Site in the late 19th and mid-late 20th centuries, after which the buildings within the Site were demolished. Little further development took place within the Site after their demolition, further increasing the chance for survival.



Fragility / vulnerability

Any buried archaeological remains, should they be present and survive *in situ*, are vulnerable to damage or destruction during any earth-moving works associated with the restoration scheme.

Diversity

The heritage assets within the Site are mostly associated with the development of the industrial period and therefore may not be considered significant due to diversity.

Potential

There are no prehistoric sites within the Site or its environs, and the potential for prehistoric or Romano-British remains is considered to be very low. The Site was within an area that contained fields during the late 18th century, on the fringe of the town. The survival of pre-industrial activity may have some potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England* (<https://researchframeworks.org/nwrf/industrial/#section7>; <https://researchframeworks.org/nwrf/sample-page/post-medieval/>):

LM05: How can we recreate the medieval land-use patterns within townships?

LM12: How do we improve our knowledge of the regions various agricultural practices, plant and animal husbandry, and how did these change and develop over time?

PM11: How can palaeoenvironmental indicators of consumption enhance our understanding of the wider patterning and social context?

Ind09: How does the nature of rural settlement change during this period?

Ind15: How well recorded and understood are farming landscapes and field patterns?

Ind21: How did industrial period towns affect the pre-existing historic landscape?

It is unlikely that below-ground remains pertaining to the former fields will survive within the Site due to the development that took place in the late 18th century, though isolated patches of relict soils cannot be ruled out entirely. The Site has limited potential to address the research aims listed above.

By the late 18th century, most of the Site had been developed, centred around inner courtyards. Remains of the 18th- and possible 19th-century buildings have the potential to address the research aims listed in the current *Archaeological Research Framework for North West England* (<https://researchframeworks.org/nwrf/industrial/>):

Ind21: How did industrial period towns affect the pre-existing historic landscape?

Ind22: How can we take forward our understanding of the impact of industrialisation on the working class and their living conditions?

Ind32: To what extent did houses and shops incorporate workshops and warehousing?

Ind33: How well studied and understood are the back yards of workers housing and what is their significance?

Ind36: What impact did social and private housing estates have on the landscape?

What do we know about pre-By Law workers housing and where are significant examples?



Any surviving remains of the 18th- and 19th-century properties within the Site have the potential to address the research aims listed above.

7.4 Summary of significance

It can be concluded from the information gained from the desk-based research that the Site is of archaeological interest (Fig 12) and has potential to contain buried remains dating from the 18th century.

Using the above criteria and the ICOMOS guide for assessing value of heritage assets (the Site most likely contains non-statutory archaeological remains of local significance (ICOMOS, 2011).

The Site has limited potential to contain relict soils (GE01) and medium to high potential to contain late 18th-century (GE02-3) and early-mid 19th-century buildings (GE03-5) that would be of local significance.



8. Impact assessment

8.1 Development Proposals

The delivery of the proposals comprises the construction a 20-storey hotel with approximately 154 rooms and a gym, restaurant, bar, and lounge. Cycle parking has also been proposed. The proposed works also include the construction of a basement level. The delivery of the proposals will involve ground-breaking works that have the potential to affect any surviving archaeological remains within the Site.

8.2 Impact upon archaeological resource within the Site

Delivery of the development proposals will necessitate ground-breaking across the Site, with potential to impact on buried archaeological remains.

This assessment has demonstrated that the Site has the potential to retain buried remains of post-medieval fields and relict soils and various late 18th- and 19th-century buildings. Any such remains that do exist within the Site are likely to be of local significance and, without a programme of mitigation, the scheme could damage or destroy these remains.



9. Recommendations

9.1 Heritage Assets

The NPPF makes clear that where the loss of the whole or a material part of a non-designated heritage asset's significance is justified by a development, the developer should be required to record that asset and advance understanding of its significance, and to make this evidence publicly accessible.

9.2 Further Investigation

The exact scope and extent of any such further investigation of the Site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. However, it may be anticipated that programme of archaeological evaluation trenching may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance. This should be focused on the yards at the rear of the public house and back-to-backs.

Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework. The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.



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Appendix 1: Figures

- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed on Green's map of 1787-94
- Figure 4: Site boundary superimposed on Bancks & Co's map of 1831
- Figure 5: Site boundary superimposed on the Ordnance Survey Town Plan, published 1851
- Figure 6: Site boundary superimposed on the Ordnance Survey Town Plan of 1891
- Figure 7: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map, 1908 edition, surveyed 1908
- Figure 8: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map, 1922 edition
- Figure 9: Site boundary superimposed on the Ordnance Survey 1:2500 National Grid Map, published 1951
- Figure 10: Site boundary superimposed on the Ordnance Survey 1:2500 National Grid Map, published 1969
- Figure 11: Gazetteer sites superimposed onto modern mapping
- Figure 12: Areas of Archaeological Potential
- Figure 13: HER points within the wider area





Figure 1:

Site Location

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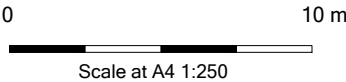
398310

398280



Figure 2:
Site Boundary Superimposed onto Modern Mapping

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Key:
— Site Boundary



Figure 3:
Site Boundary Superimposed onto Green's Map of Manchester & Salford 1787-94



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 10 m
Scale at A4 1:250



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



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 10 m
Scale at A4 1:250

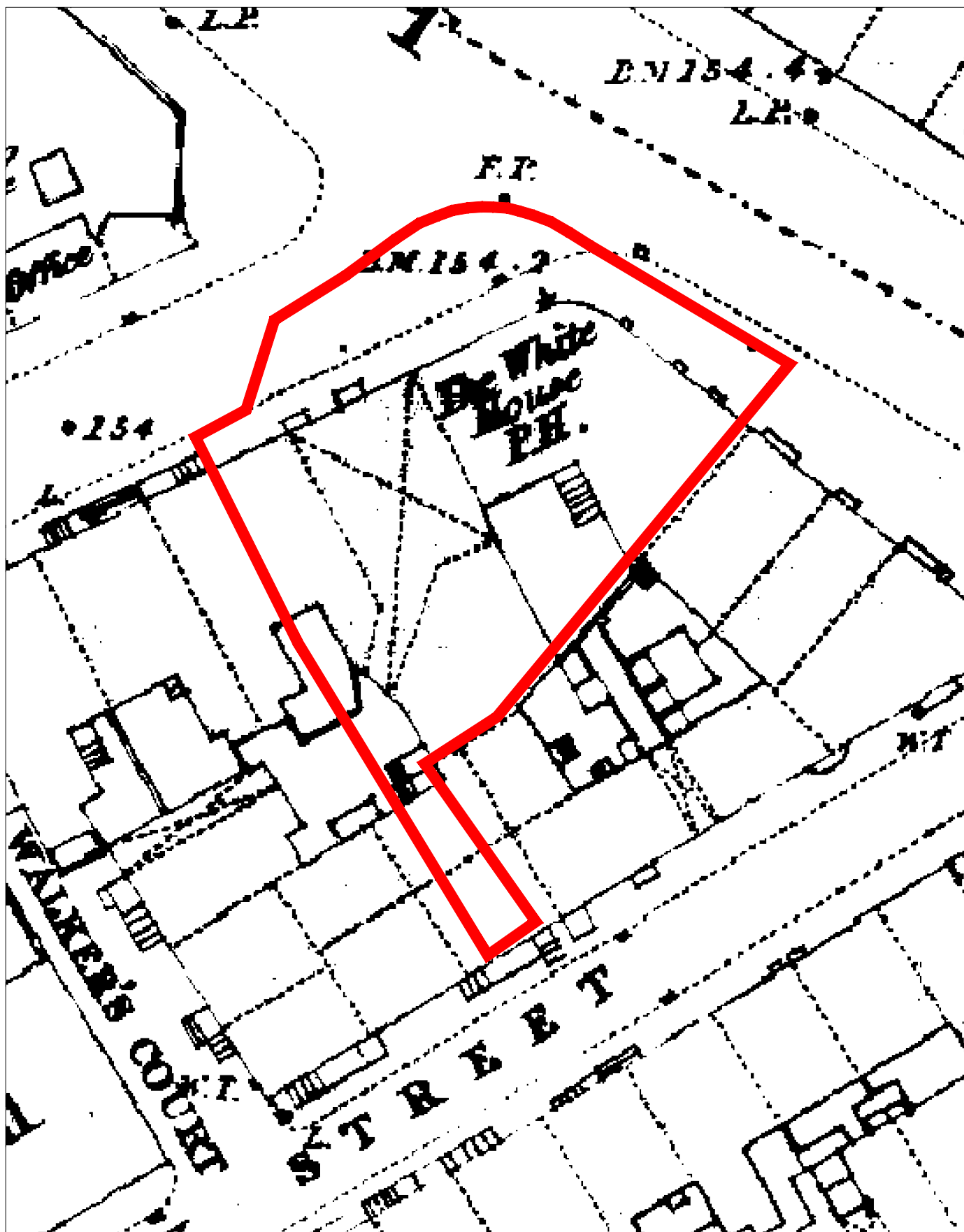


Figure 5:

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

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Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 10 m

Scale at A4 1:250

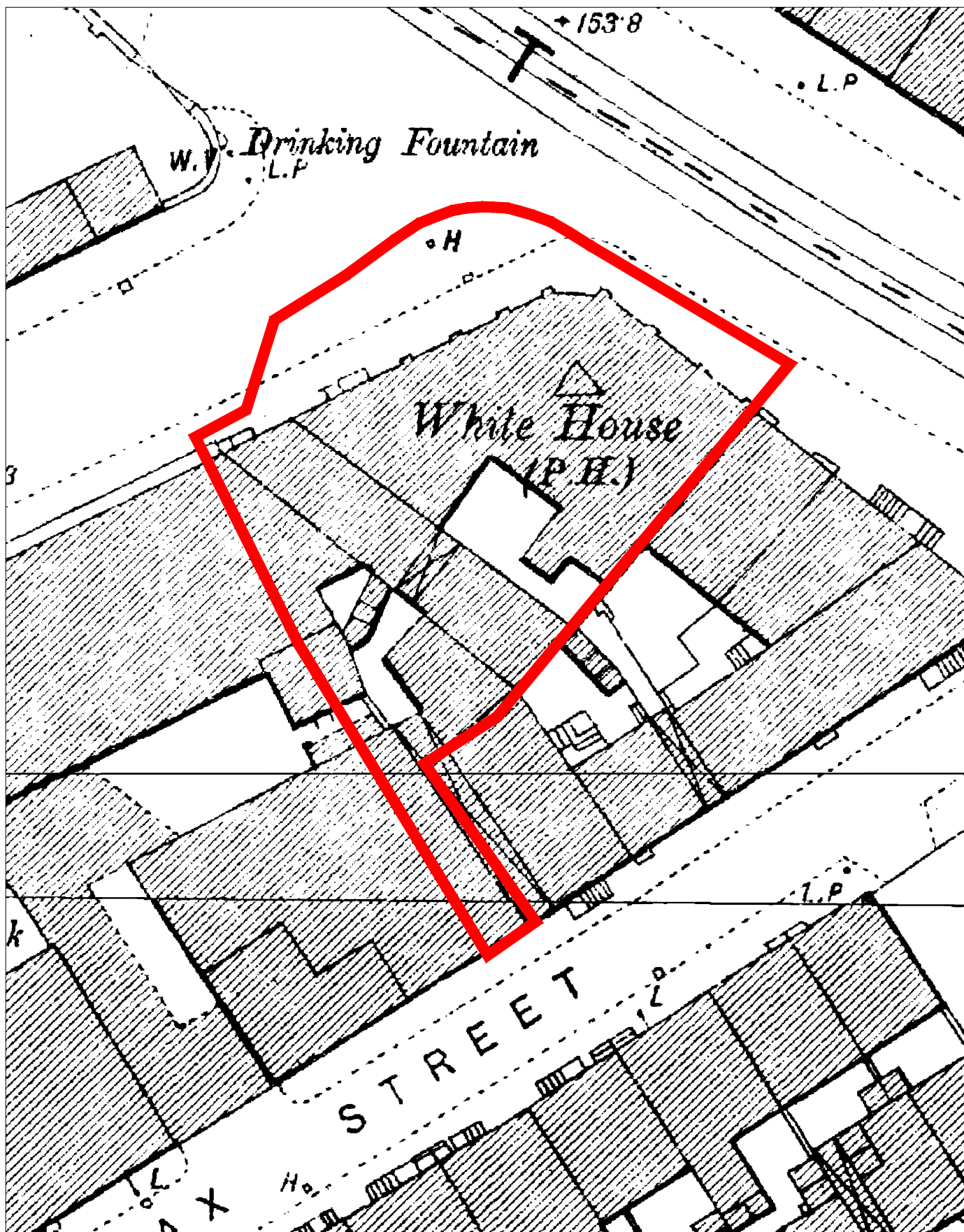


Figure 6:

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

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Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 10 m



Scale at A4 1:250

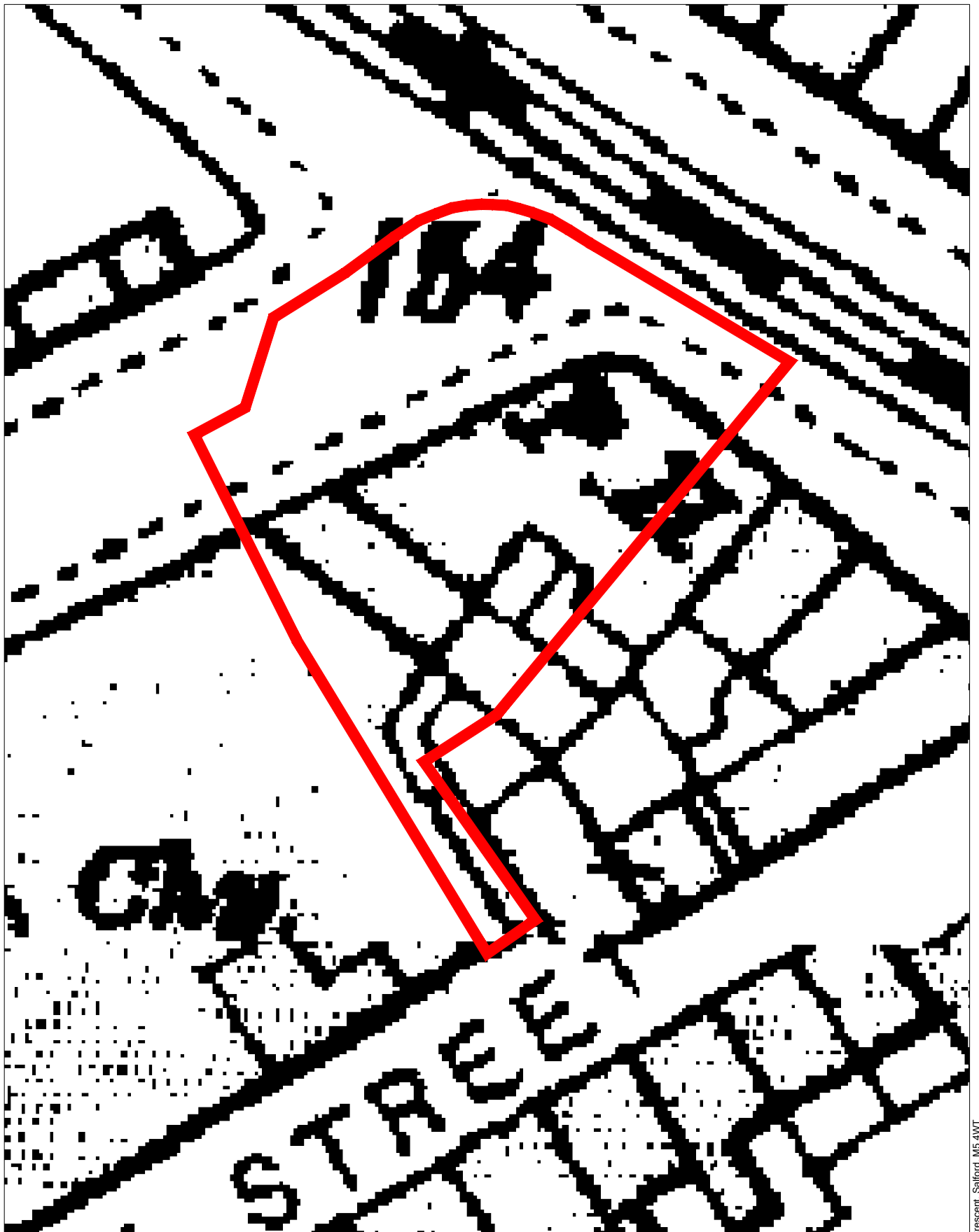


Figure 7:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1908

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Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 10 m
Scale at A4 1:250

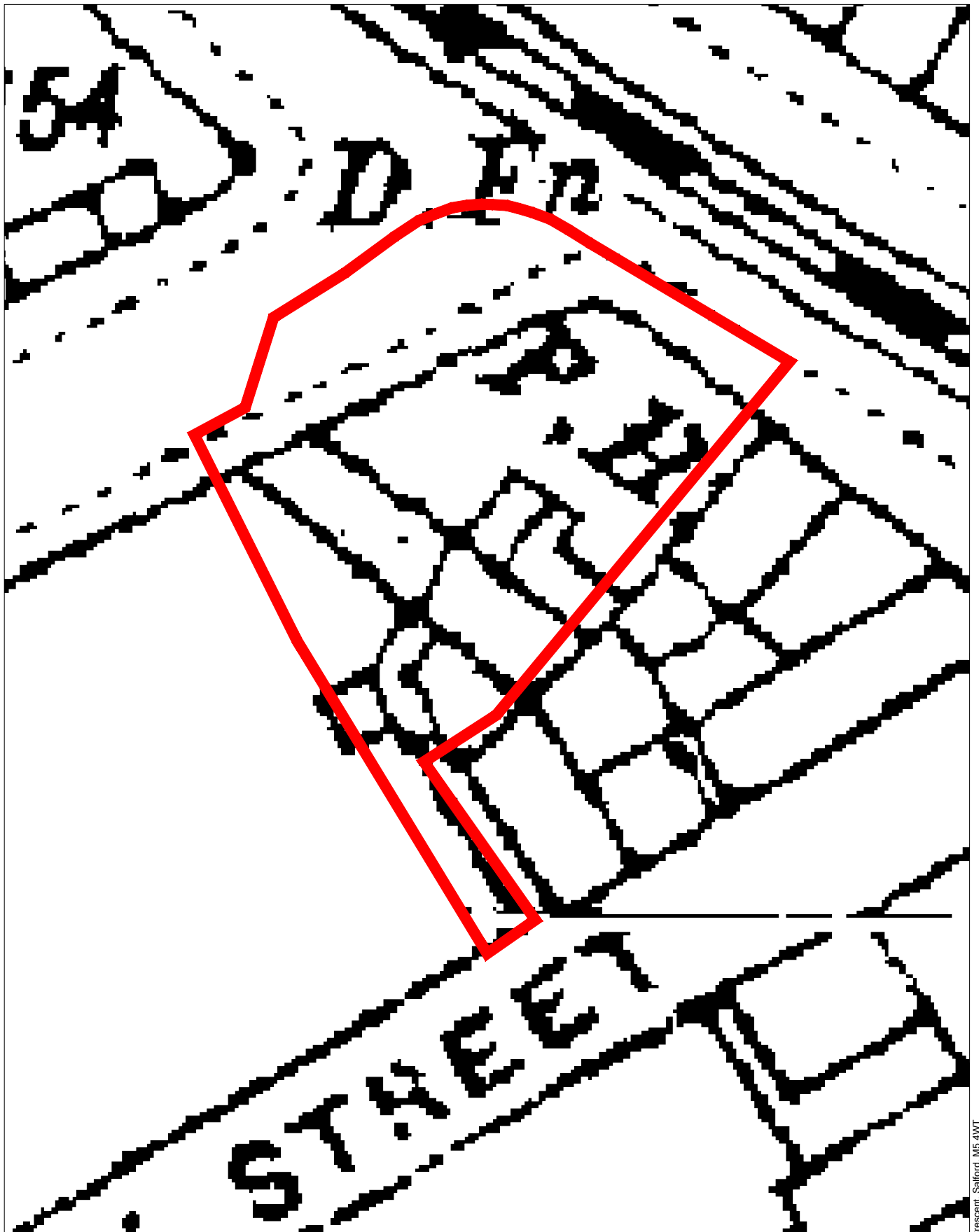


Figure 8:

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

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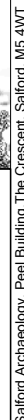
Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 10 m
Scale at A4 1:250



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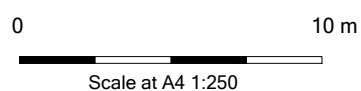




Figure 10:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1965

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Key:

 Site Boundary

**SALFORD
ARCHAEOLOGY**

0 10 m

Scale at A4 1:250

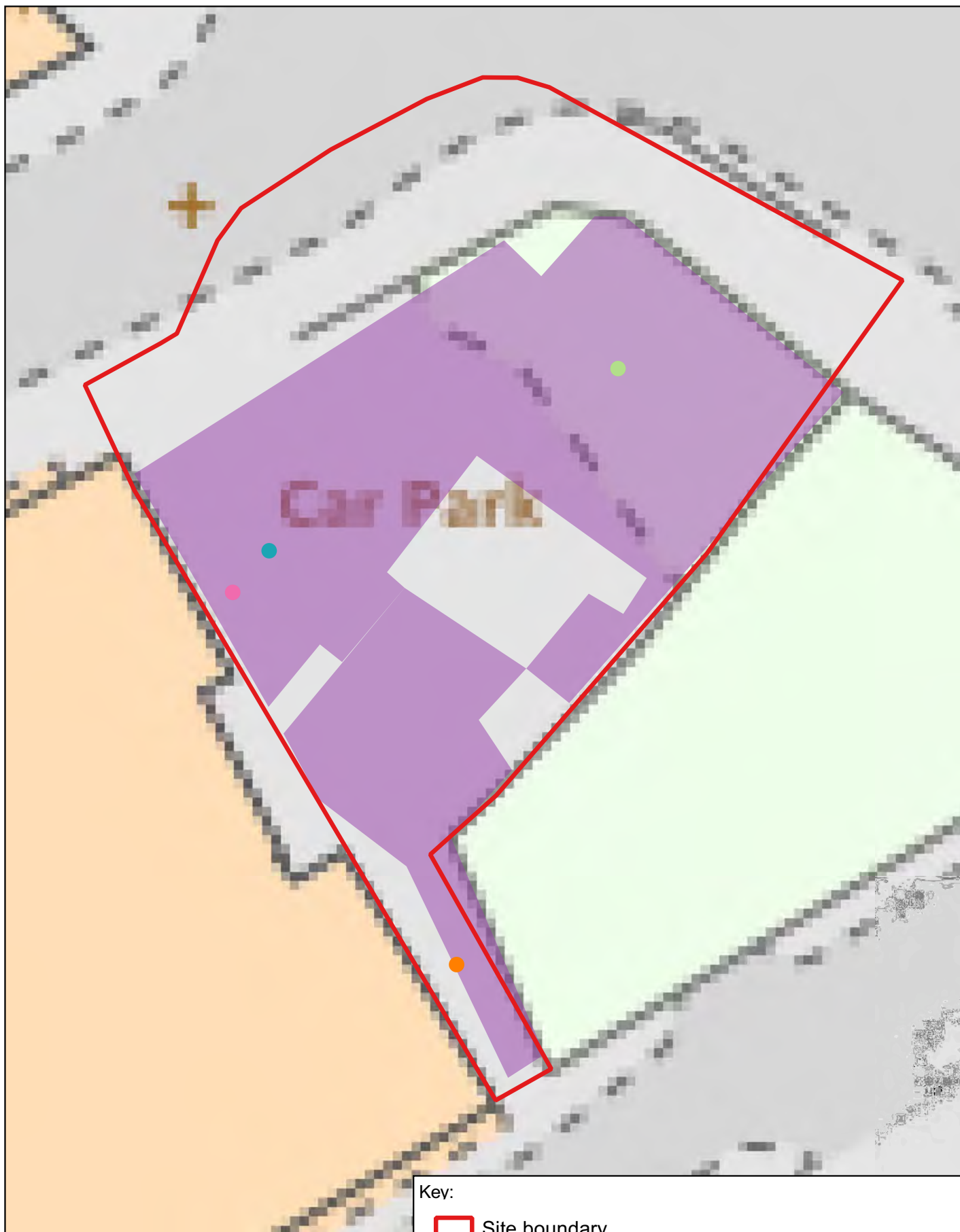


Figure 11:
Locations of Gazetteer Entries

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0 2.5 5 m

Key:

- Site boundary
- GE02 - Late 18th-century buildings
- GE03 - White House public house
- GE04 - Double-depth terrace properties
- GE05 - Back-to-backs off Lomax Street
- GE06 - Wire mill

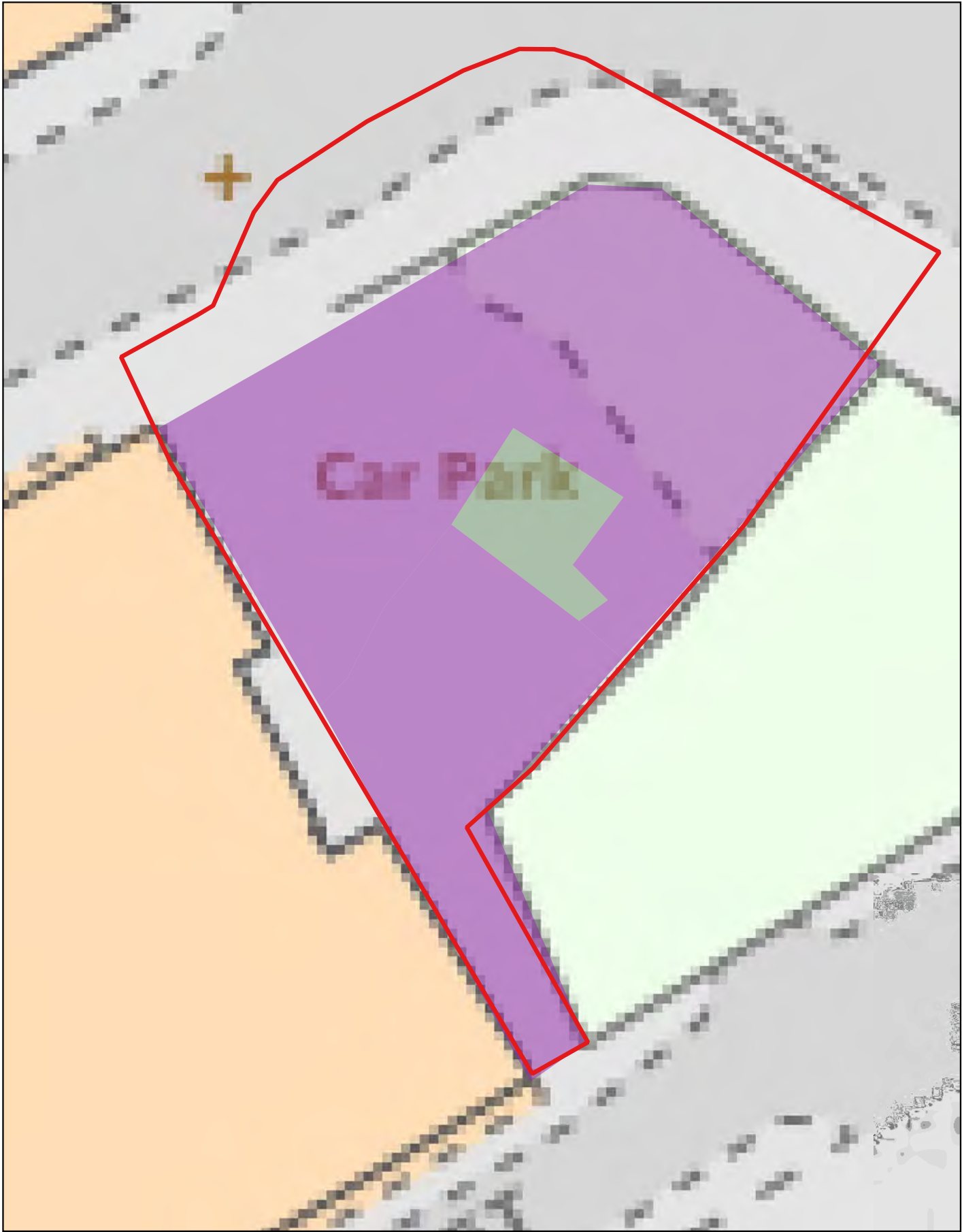
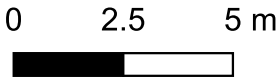


Figure 12:
Areas of Archaeological Potential

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- Key:
-  Site boundary
 -  Late 18th- and 19th-century buildings
 -  Pre-industrial landscape



CONSULTANCY



DESK-BASED ASSESSMENTS



WATCHING BRIEF & EVALUATION



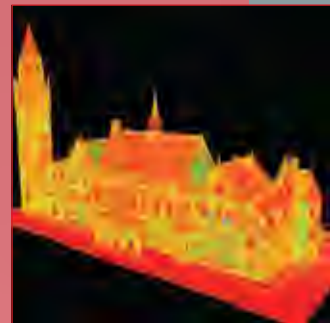
EXCAVATION



BUILDING SURVEY



3D LASER SCANNING



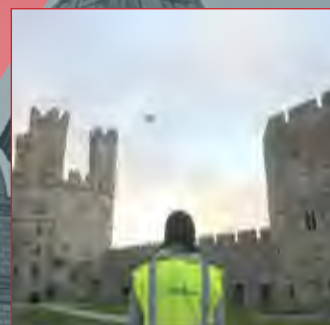
COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



DRONE SURVEYS



WORKSHOPS & VOCATIONAL TRAINING



RESEARCH PUBLICATIONS



SEMINARS, DAYSCHOOLS CPD EVENTS

