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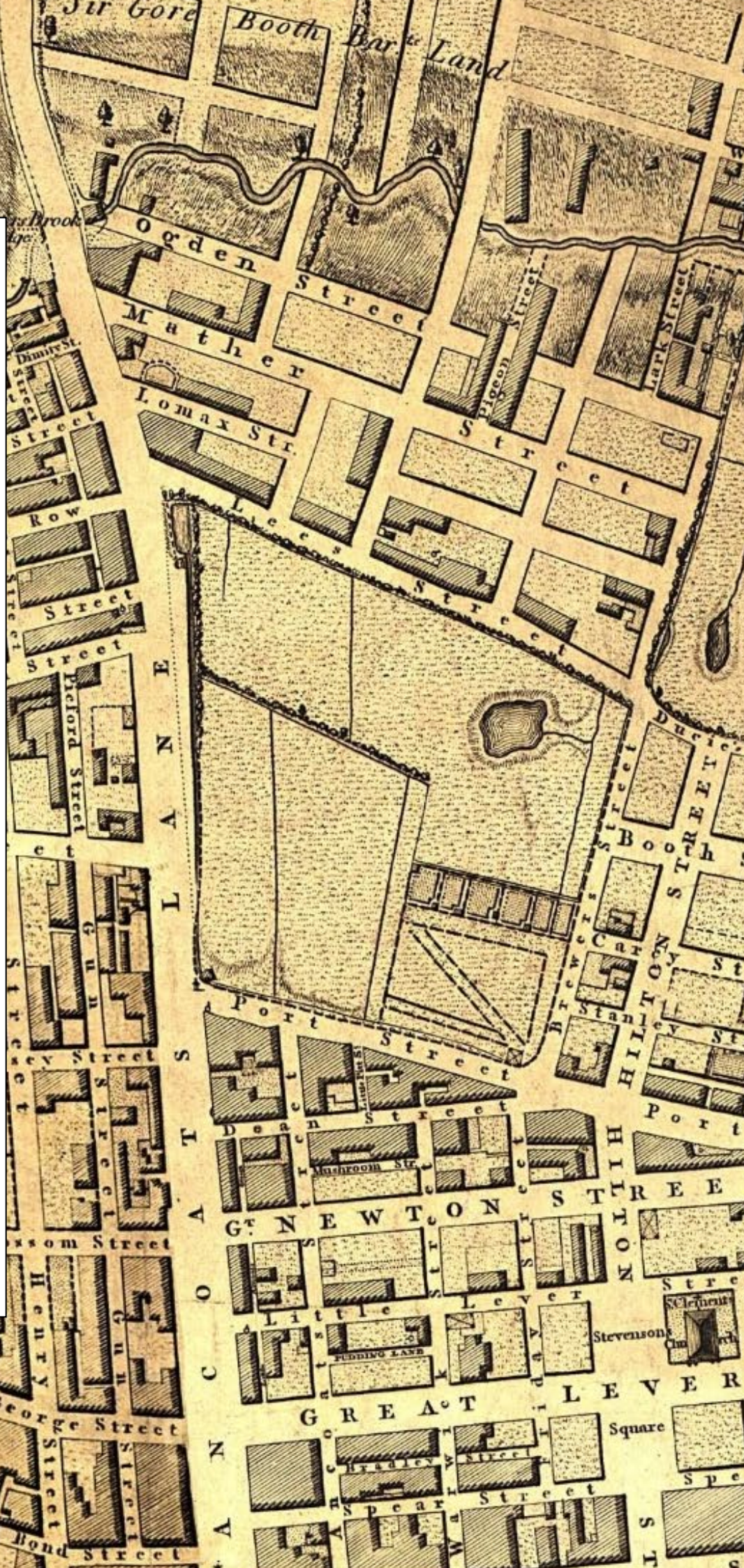
Archaeological Desk-Based Assessment

Port Street,
Ancoats,
Manchester

Client:
Manchester (Port Street)
Ltd

Technical Report:
Natalie Poundall

Report No:
2021/66





Site Location: The development area is located within the Ancoats area of Manchester and is bounded by Great Ancoats Street to the north, Brownsfield Mill and a surface car park to the east, another surface car park to the south, and Port Street to the west

NGR: Centred at NGR SJ 84854 98427

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Summary

Manchester (Port Street) Ltd are devising proposals for the development of a residential unit off Port Street in an area that is currently occupied by a surface car park. The development area is situated within Ancoats, Manchester (centred on NGR SJ 84854 98427). In order to facilitate the planning process, Deloitte, on behalf of Manchester (Port Street) 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 in order to enable informed recommendations to be made for the future treatment of any surviving remains.

From the late eighteenth century Ancoats rapidly transformed into an industrial centre characterised by steam-powered textile mills, various ancillary industries and workers' housing. Power was brought to the mills by a network of canals and wharfs were set up around them to store supplies such as coal, stone and timber. The development area likely remained largely agricultural until the early nineteenth century, when an arm of the Rochdale Canal was constructed within the site. By 1831 a row of terraced commercial properties and a public house had been built, fronting Great Ancoats Street, and by the mid-nineteenth century a timber and slate wharf had also been established within the development area. A machine tool works and a garage had replaced part of the wharf and the canal arm was filled in by the mid-twentieth century. All the buildings within the development area have now been demolished.

Archaeological remains of early-nineteenth-century commercial properties and a public house may survive *in-situ* within the footprint of the proposed development area. However, these possible remains have limited potential to address any of the research agendas listed in the North West region's archaeological framework and no further archaeological investigation of them is required.

The development site also has the potential to contain buried remains of local archaeological significance, in particular, remains associated with nineteenth-century industry in the form of the Rochdale Canal arm and the canal wharf. Any ground-breaking works associated with the proposed development have the potential to remove any buried archaeological remains. Therefore, it may be anticipated that archaeological investigation via 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. In particular, in areas of the site likely to contain remains associated with the infrastructure of the canal and wharves.

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.

1. Introduction

1.1 Planning Background

In August 2021, Deloitte, on behalf of Manchester (Port Street) Ltd, commissioned Salford Archaeology to carry out an archaeological desk-based assessment to support a planning application for the redevelopment of land on Port Street within the Ancoats area of Manchester (centred on NGR SJ 84854 98427; referred to herein as 'the Site'). 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.

1.2 Government and Local Planning Policies

1.2.1 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 and Local Government, revised July 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.

1.2.2 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. 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.

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 encourage 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).

2. Methodology

The assessment considers the potential impact of the proposed development upon any buried archaeological remains within the Site, and comprises a desk-based study and site inspection. 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).

2.1 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;
- The National Heritage List for England;
- The North West England Regional Research Framework

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 eighteenth century. The results of the historical and archaeological research are analysed against the current framework for the region, *The North West England Regional Research Framework*, in order to identify whether there is potential for Site to contribute to the current initiatives and research questions listed within the agenda.

2.2 The Document

The following presents the historical and archaeological evidence for the Site. A gazetteer (Chapter 5) is presented of heritage assets and sites of potential archaeological interest identified within the Site and this information, along with a map regression (Figs 2-10), is used to assess the significance of the remains (Chapter 6) and impact of the proposed development (Chapter 7). A mitigation strategy is outlined in Chapter 8, based on the assessment presented in the previous chapters.

3. The Setting

3.1 Location

The Site (centred on NGR SJ 84854 98427) is situated in the Ancoats area of Manchester (Fig 1). The Site is currently used as a car park accessed from Port Street (Plate 1) and is bounded by Great Ancoats Street to the north, Brownsfield Mill and a surface car park to the east, another surface car park to the south, and Port Street to the west. The Site lies at a height of approximately 50.3m above Ordnance Datum (aOD).

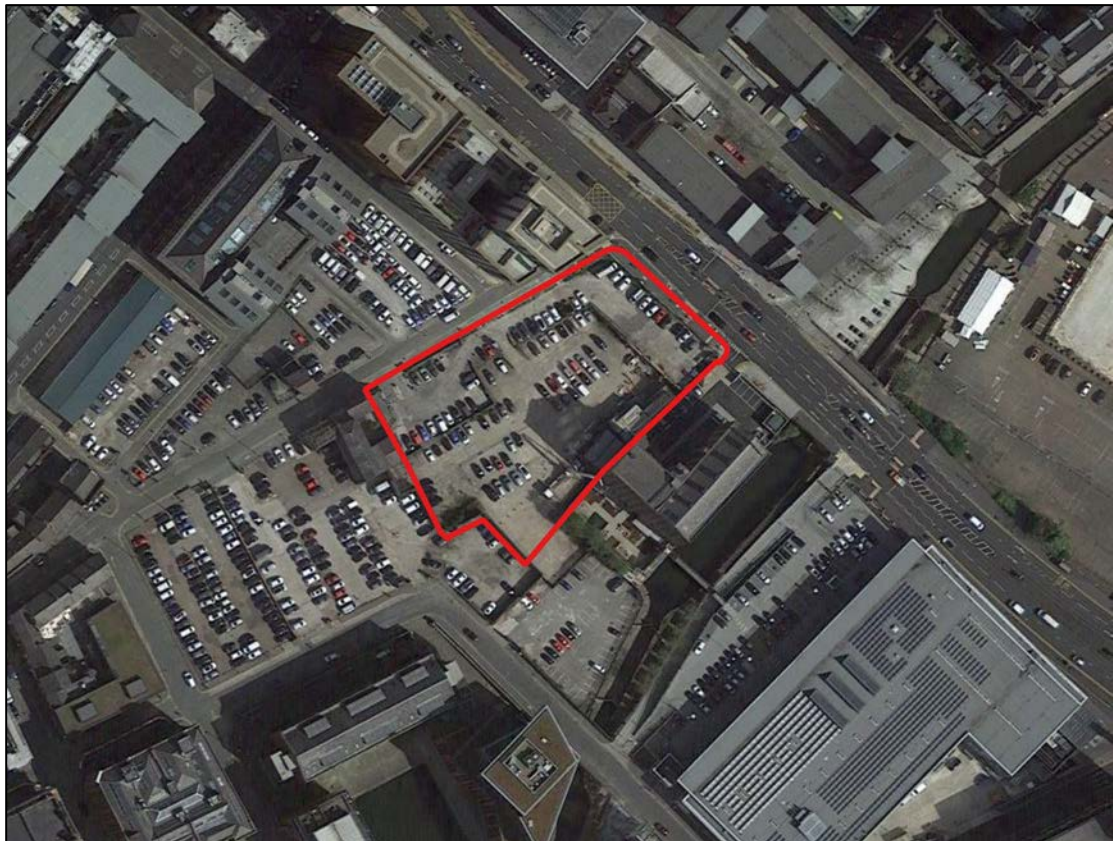


Plate 1: Recent aerial view looking north across the Site

3.2 Geology

The Site is located on a band of solid geology comprising the sandstone of the Chester Formation, consisting, in an area previously dominated by rivers and which is overlain by superficial deposits of Devensian Till. Approximately 278m north-east of the Site the solid geology comprises of the Manchester Marls Formation, which consists of mudstone (British Geology Society).

3.3 Designations

The Site does not contain any statutory designated sites such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens, and it does not fall within a conservation area. However, the Ancoats Conservation Area is located immediately to the north of the Site, and the Stevenson Square Conservation Area is located c 80m to the west of the Site.

There are also 14 statutory listed buildings within a 150m radius of the Site (Table 1). The scheme will not have a physical impact on these designated heritage assets and they are therefore not considered further in this report.

List Entry No.	Description	Grade	NGR
1247485	Canal Lock 82 on Rochdale Canal	II	SJ 8495 9845
1271382	72 to 76 Newton Street	II	SJ 8475 9849
1207994	Brownsfield Mill	II*	SJ 8489 9840
1270859	Towpath footbridge and associated ramps opposite Brownsfield Mill	II	SJ 8491 9839
1254689	Jacksons Warehouse (formerly Rochdale Canal Warehouse)	II*	SJ 8470 9835
1247479	Rochdale Canal Lock Number 83, East of Tariff Street	II*	SJ 8487 9835
1271062	50–62 Port Street	II	SJ 8470 9837
1380335	16–18 Tariff Street (Fourways House)	II	SJ 8473 9831
1246269	Greater Manchester Police Museum (former Newton Street Police Station)	II	SJ 8466 9844
1219048	Paragon Mill	II*	SJ 8496 9859
1218704	45, 47 and 47a Hilton Street	II	SJ 8470 9835
1466846	Marlsbro House	II	SJ 84684 98405
1270856	Sedgwick Mill (To West of Junction with Murray Street)	II	SJ 8499 9857
1247474	Royal Mill	II*	SJ 8497 9852

Table 1: Summary of listed buildings within a 150m radius of the Site

4. Historical Background

The following section provides a framework to the present study, working chronologically through the periods listed below (Table 2). Key sites are summarised in the Gazetteer of Sites (Section 5, below).

Period		Date Range
Prehistoric	Palaeolithic	Pre-10,000 BC
	Mesolithic	10,000 – 3500 BC
	Neolithic	3500 – 2300 BC
	Bronze Age	2300 BC – 700 BC
	Iron Age	700 BC – AD 43
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

4.1 Prehistoric Period

4.1.1 Archaeological Evidence

The current understanding of any human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the centre of the city, such as Castlefield 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 arrow head, 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.

4.1.2 Archaeological Potential

There is no known evidence of prehistoric activity within the boundary of the Site and no prehistoric remains have been found within the local area. The likelihood for prehistoric remains is considered as low, especially given the later development of the Site.

4.2 *Romano-British Period*

4.2.1 *Archaeological Evidence*

The first military occupation of Manchester was established during the governorship of Agricola (AD 77-84), and commenced with a five-acre wooden fort, known as *Mamucium* (Bruton 1909), situated c 1.8 km south-west of the Site. The fort underwent several phases of development subsequently, the earlier defences being deconstructed and improved. The military complex evolved in response to the on-going military campaigns, from a purely defensive site to an established supply depot, essential to the expansion and consolidation of control in the region. The maturation of the military complex can be seen in the growing body of evidence for a military annexe, occupying an area to the north and east of the fort (Arrowsmith 2016, 9-12). Evidence pertaining to this annexe is relatively scant and thus the exact nature of early settlement is unclear.

As this military complex developed, a grid of roads was laid out and a substantial extramural settlement, or *vicus*, grew up. This settlement was made up of civilians, 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, and eastwards across Deansgate to the area now occupied by Beetham Tower. 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 third century AD.

It is suggested that Store Street, located approximately 450m south of the Site, was situated along the road from Manchester to Castleshaw, yet this awaits confirmation. In 1882 a coin of Claudius Gothicus was discovered in a basement in Piccadilly, and this find provides the only indication of Roman activity in the local area (Miller 2014).

4.2.2 *Archaeological Potential*

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

4.3 *Medieval Period*

4.3.1 *Historical and Archaeological Evidence*

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 and Brownbill 1908).

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 eleventh 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 and is situated approximately 1km north-west of the Site.

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, 116), but divided his other newly acquired land into several fiefdoms (Kidd 1996, 13). 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, 116).

By the thirteenth 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, 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*).

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, 13). The area likely remained rural during the medieval period and is first mentioned in land grants dating back to the thirteenth century. In 1908 Swindells described it as 'an almost idyllic rural backwater' (Swindell 1908, 19-26). In 1320 Ancoats was recorded in a survey as forming eight hamlets in the township of Manchester, within the Salford hundred (Harland 1861). 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, Wild and Little, 2007, 25). Great Ancoats Street runs adjacent to the north-eastern boundary of the Site and the junction of Great Ancoats Street and Oldham Road is c 290m to the north.

4.3.2 Archaeological Potential

Given the later development of the Site and the lack of evidence of medieval settlement within the immediate area, the potential for medieval remains to survive with the Site is considered to be low.

4.4 Post-medieval and Industrial Period

4.4.1 Historical Setting

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 family for over four hundred years until it was sold to Oswald Mosely, who built the timber-framed Ancoats Hall on the land in 1596. Ancoats Hall overlooked the river Medlock on the eastern fringe of the area (Miller, Wild and Little, 2007, 25) and was described by Bruton as 'beautifully situated above the Medlock with lovely views over the green wooded country'.

The Mosleys, lords of the manor of Manchester, would hold the land 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, 5).

During the eighteenth century, south-east Lancashire as a whole was predominantly an agricultural area of isolated settlements and market towns, with the burgeoning town of Manchester at its heart (Williams with Farnie 1992, 3). By the 1780s, the national demand for textiles and concomitant mill building transformed Manchester into a centre of the factory-based cotton-manufacturing industry (Baines 1835).

The expansion of the population and trade of Manchester at an unprecedented rate, resulted in the transformation of Ancoats into a key industrial suburb (Miller and Wild 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, shows the focus for initial development to have been at the corner of Great Ancoats Street and Oldham Road, and depicts the main elements of the existing street plan laid out on former fields of the area. Building speculation then drove further expansion, with plots of land within a grid-iron pattern of streets being sold for development. The principle driving force of development was the national demand for textiles, particularly cotton, and the introduction of steam-powered spinning mills (Williams and Farnie 1992, 3).

The earliest textile factories in the area included several 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 and Wild 2007). However, this 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).

It was on the basis of a breakthrough in the application of steam power, and the demand for textiles that created the explosion of factory building in Ancoats (Little 2002, 31). This was fuelled by the potential of cheap and reliable transport for goods and materials offered by the construction of the Rochdale and Ashton under Lyne canals, and led to the creation of a new breed of mill building in Ancoats (Miller and Wild 2007). These were built on an unprecedented scale, many depending upon the developing network of short branch canals for transport and a source of water for their steam-power plants.

Numerous trades ancillary to textile manufacturing were also established in Ancoats during the nineteenth century, and large areas were developed for workers' housing. In an age when walking was the only viable means of travelling to work, these were built with little regulation around the industrial units. The net result was the creation of the world's first true industrial suburb: an edge-of-town industrial estate with associated housing, community facilities (churches, pubs and charitable refuges) and related businesses.

A key component of this new industrial townscape was the canal network, and particularly for the Ashton Canal and the Rochdale Canal, which formed a transport artery through Ancoats and also provided a source of water for the steam engines in the new textile factories. The Ashton Canal was proposed in 1791, and was intended to provide link between Manchester and the collieries in the Ashton and Oldham area. The canal was authorised by an Act of Parliament in 1792, and construction commenced immediately under the direction of Edward Banks (Hadfield and Biddle 1970).

The canal had been completed between Manchester and Ashton by early 1797, although the terminus basin at Piccadilly had yet to be constructed. It seems that James Meadows, the canal company agent, had been overseeing the construction of the canal up to that point but, in June 1798, Benjamin Outram was appointed by the canal company as engineer (Hadfield and Biddle 1970). In August 1798, the company appointed F. Bellhouse to erect a warehouse at Ducie Street, and Outram was instructed to arrange for one or more cranes to be erected on the public wharves at the canal terminal. In the same year, Samuel Oldknow, chairman of the Peak Forest Canal Company, entered negotiations with the Ashton Canal Company with a view to purchasing land at the canal terminus. This was coupled with the intention of linking the Peak Forest Canal with the Ashton Canal in Ashton, thereby providing a direct link to Manchester from the limestone quarries in Derbyshire. The Ashton Canal was finally completed in 1799, and several warehouses were established at the terminus in Piccadilly Basin (Hadfield and Biddle 1970). Ashton Canal acted as catalyst for development in Ancoats, and the canal corridor heading north-eastwards out of Ancoats towards Bradford and Clayton became lined with textile mills.

4.4.2 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 with Farnie 1992, 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 with Farnie 1992, 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 with Farnie 1992, 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 nineteenth 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 and A & G Murray in Ancoats, 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.

4.4.3 The Rochdale Canal

The Rochdale Canal is situated c 33m south-east of the Site, running adjacent to Brownsfield Mill and nineteenth-century mapping shows that an arm of the canal had been constructed within the boundary of the Site. The 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 also to Liverpool via the Ashton to Bridgewater Canal. The canals were not only vital to power steam engines in factories but these links made Piccadilly Basin a focus for trans-shipment goods and a key location in the canal network (Miller 2007, 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; Plates 2 and 3).

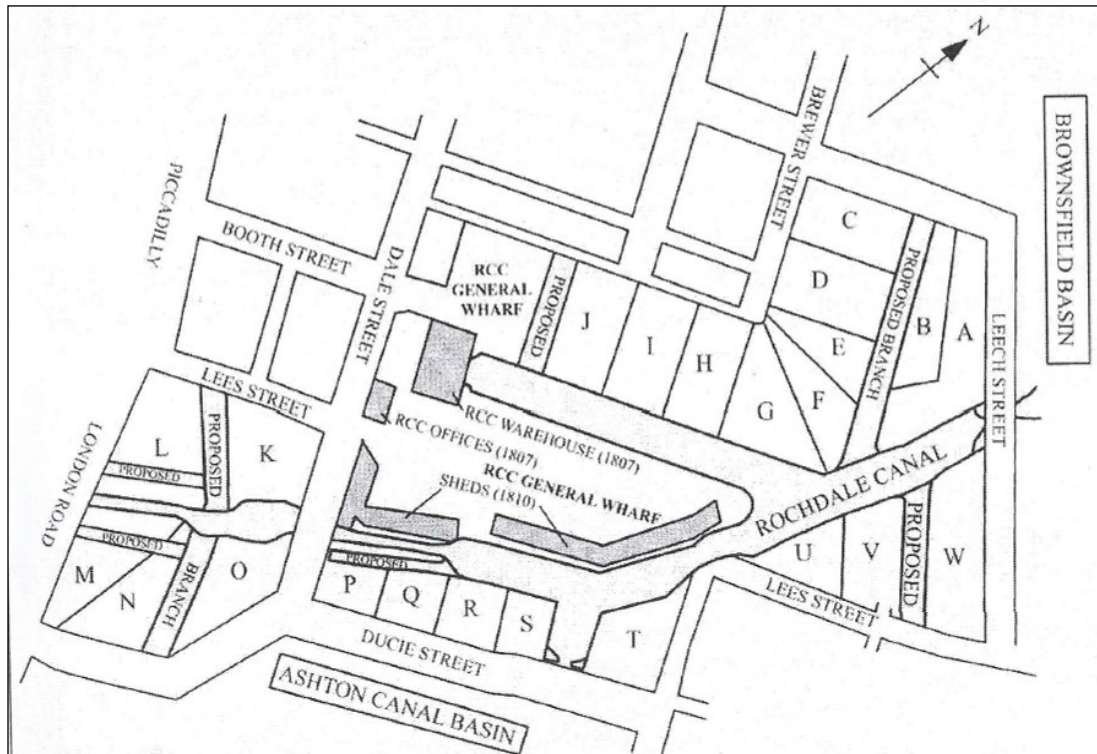


Plate 2: Plan of the Rochdale Canal Basin drawn in 1810

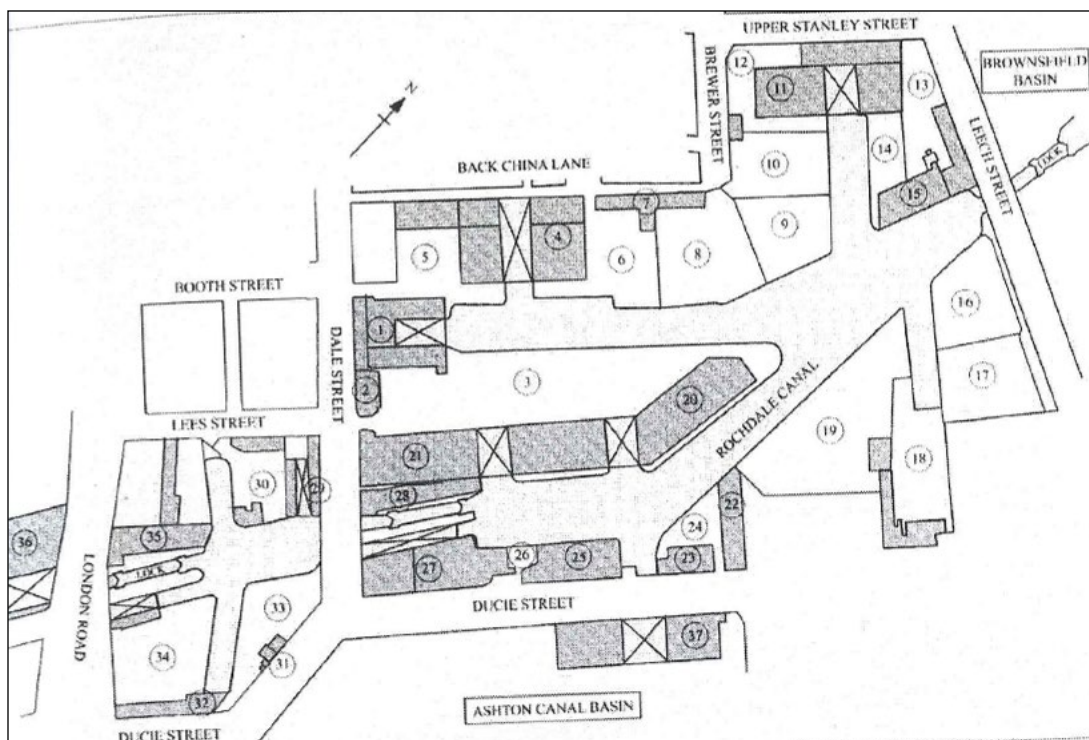


Plate 3: Plan of the Rochdale Canal Basin drawn in 1855. Select Key: 1 – Dale Warehouse (1807); 4 – Merchant's Warehouse (1825); 11 – Jackson's Warehouse; 18 – Stone Wharf; 19 – Stone Wharf & Sand Shed; 22 – Stables; 23 – Stables; 24 – Stable Yard

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 wharfs 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).

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 and Biddle 1970).

4.5 Development of the Site

The development of the Site may be traced reasonably well from the sequence of available historic mapping. The earliest maps that show the study area are Laurent's 1793 map of Manchester and Salford (Plate 4), and Green's map of 1787-1794 (Plate 5; Fig 3). The maps indicate that the Site was rural land surrounded by newly laid out streets and buildings. The streets in Ancoats were laid out in a grid pattern, creating series of regular plots, with development apparently focused on the Great Ancoats Street and Newton Lane (Oldham Road) area. Some of the larger streets were named after the original landowning families (George and Henry Cornwall Legh) (Rose *et al* 2011, 8).

Both maps show the Site as an undeveloped area of land at the junction of Great Ancoats Street and Port Street and Green's map identifies Mr D Leech as the landowner and whose family had owned the land since 1666. A field boundary split Mr Leech's land into two parcels along the west boundary of the Site. Annotations on Green's map also showed the open land within and around the Site as divided up by proposed roads that essentially created plots awaiting development.



Plate 4: Laurent's 1793 map of Manchester and Salford showing the location of the Site

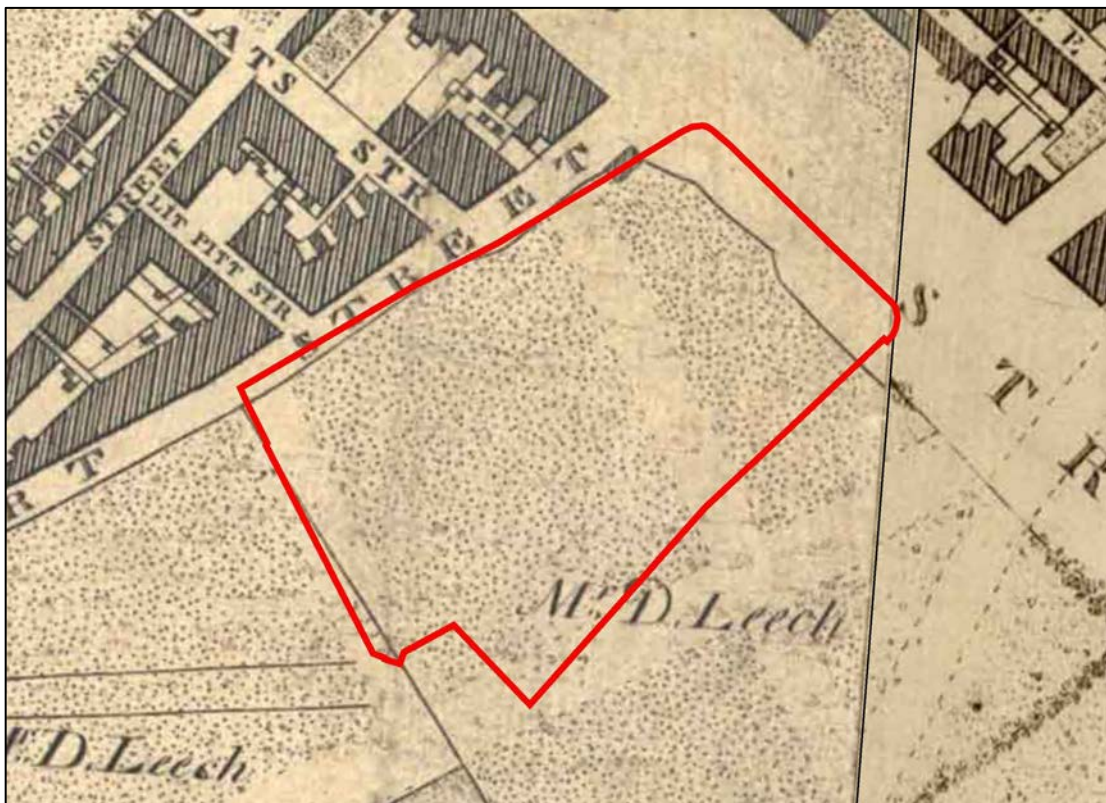


Plate 5: Site boundary superimposed onto Green's map of 1787-1794

Dean and Pigot's map of 1809 showed an arm of the Rochdale Canal had been constructed within the Site, but no buildings had yet been developed (Plate 6). The construction of the Rochdale Canal had opened up new locations for canal wharves, including the opportunity for landowners along the canal to develop their own land for private wharfage in areas close to the centre of Manchester. The Leech family's Brownsfield wharves were classed as the largest private basin in the area. Brownsfield was located north-east of the Piccadilly basin and, within which, the Site was situated.

In the late eighteenth century, a series of legal disputes between Daniel Leech and the Rochdale Canal Company had taken place, concerning the proposed line of the canal which was to pass through Leech land. By 1800 the two parties agreed on the exact route and width of the land needed for the canal and in total, the Leech family sold 16,972 square yards of their land to the Rochdale Canal Company by 1803. However, Leech still owned 30,000 square yards of the Brownsfield estate (Maw 2013, 182-183). In 1802, George Duckworth, a Manchester Attorney, described the lands potential:

"It will be the best land in the town or neighbourhood of Manchester for the sites of warehouses and wharves. It is nearer the centre of the town and elevated higher than any other land within the same distance, so that large loads of coals and the other heavy articles may be brought from it to any part of the town with one horse. All the high land near it is already sold at high prices for wharves." (Maw 2013, 183)

Initially the development of the wharves was slow due to low land prices during the Napoleonic wars but sped up between 1819 and 1829 when Thomas Leech inherited his father's estate and built a series of further branches (Maw 2013, 183).

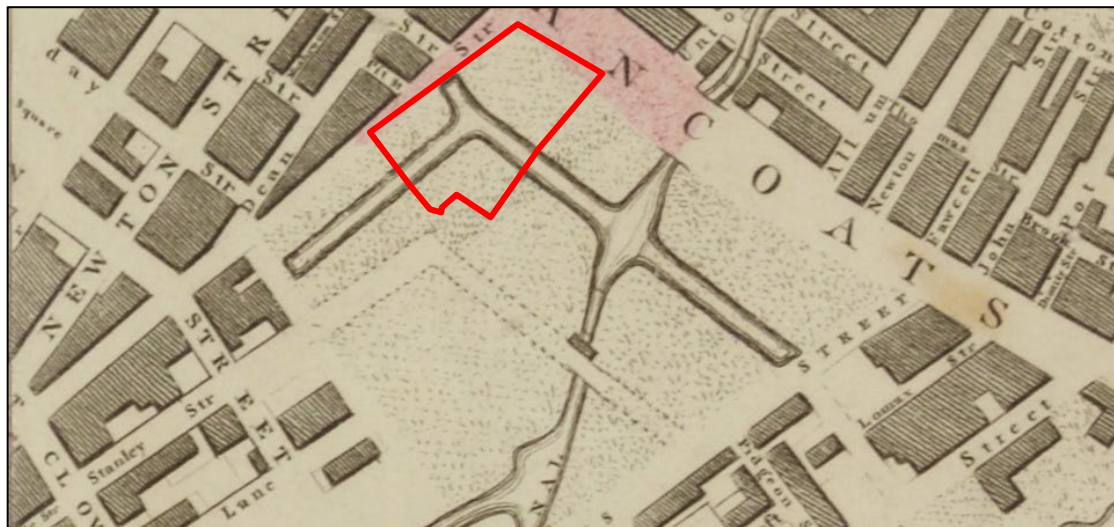


Plate 6: Extract from Dean and Pigot's map of 1809 showing the Site and Rochdale Canal

The branches within the Brownsfield estate opened seventeen new plots, sixteen of which became wharves and Brownsfield Mill was built on the other. Banks & Co.'s map of Manchester and Salford shows buildings occupied the Site by 1831. The map shows Brownsfield Mill, labelled as Gerrards Mill, outside the south-east boundary of the Site (Plate 7). The steam-powered cotton spinning mill was built in 1825 and was soon after extended into an L-shape.

Gerrard Mill's plan and form were typical of early Manchester mills and the main block was situated adjacent to the Rochdale canal which would have provided water to

power the steam engine in the engine house. The mill survives as a grade II listed building and is notable for having the earliest surviving chimney in Manchester (HER 2119.1.0; Historic England 2021a).

The 1831 map also shows that double-depth terraced buildings had been constructed fronting Great Ancoats Street along the north-east boundary of the Site and the rest of the Site was occupied by a yard and two potential workshops or stores.



Plate 7: Bancks & Co.'s map of 1831 showing buildings within the Site

The 1851 Ordnance Survey map showed that development had taken place within the Site between 1831 and 1850 (Plate 8; Fig 4). It labelled the Site as 'City Wharf' and a large area of it was in use as a timber yard.



Plate 8: Site boundary superimposed on 1851 Ordnance Survey map

Timber yards were areas where timber was brought to Manchester by the canal and stored before it was dispersed into the city. Coal wharves had dominated the Brownsfield estate and stone wharves comprised the second largest area, with timber wharves occupying the rest of the land (Maw 2013, 183). Timber was brought along the Rochdale Canal to Manchester, via Hull, from the Baltic and was a notable part of Ancoats' industry. Small workshops were set up making things such as furniture, picture frames and floorboards (Rose *et al*, 2011, 31). Timber was also brought to Manchester from Liverpool via the Bridgewater Canal and by 1848 the trade of timber between the two cities comprised half the total tonnage of goods exchanged (Maw 2013, 59). A slate wharf also occupied the area within the southern boundary of the Site and access to it could be gained via Upper Stanley Street and Leech Street.

The 1851 map also depicted various stores and workshops within the wharf, including a saw mill, saw pit and an office. A footbridge connecting two parcels of the Site across the canal arm, a crane and a weighing machine are also labelled. In an 1853 directory of Manchester & Salford, John Kirkham's occupation is listed as 'timber merchant, & timber and marble steam saw mills' on Port Street (Whellan 1853, 187). Later ordnance survey maps labelled the numbers of the buildings that occupied the Site and the footprint of the timber yard occupied 74 and 76 Port Street (Plate 13, pp. 21; Fig 8). By 1867 Hanmer and Co are listed at 76 Port Street as timber merchants (Seyd and Co 1867, 101).

The buildings fronting Great Ancoats Street on Bancks' map were still present in 1851 and Adshead's map of the same year showed the buildings with the same layout and presented them as commercial properties (Plate 9). Further, the census returns of 1851 listed the occupations of those living at Great Ancoats Street and included a corn dealer, grocers, a baker, shop workers and plasterers and painters (Appendix 1). The 1851 map also depicted the properties with stairs suggesting that they were cellared.

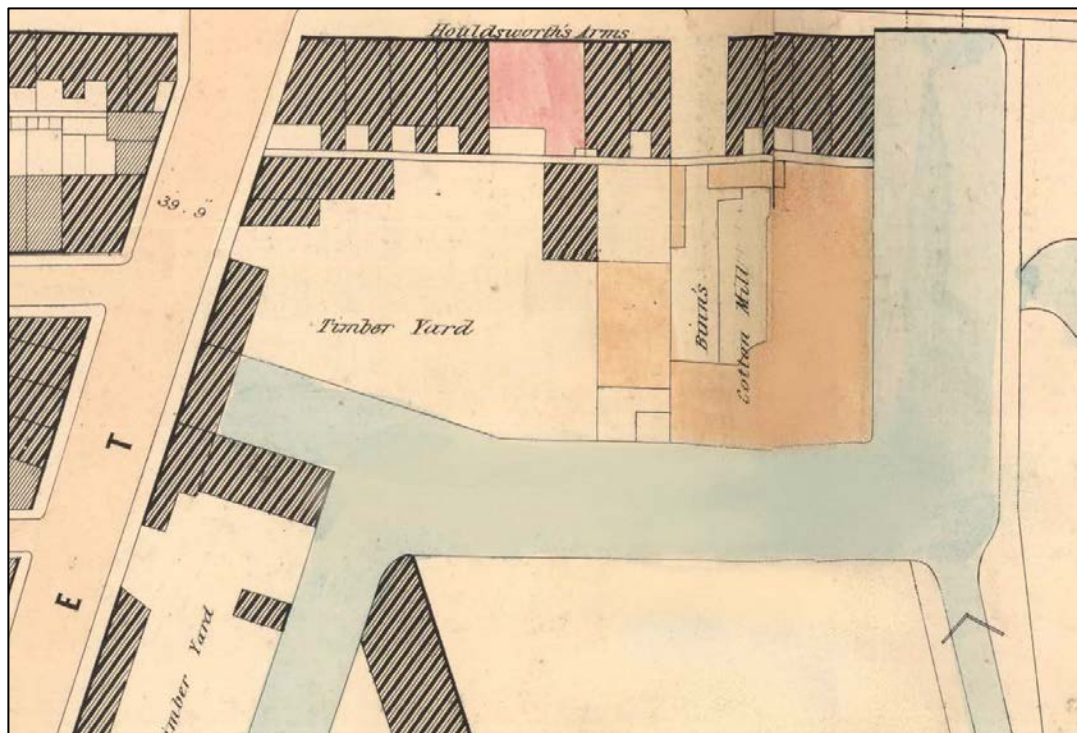


Plate 9: Adshead's map of Manchester, 1851 showing commercial properties

A public house labelled as the 'Big Tub' was also shown on the 1851 map. However, Adshead's map called it the 'Houldsworth's Arms'. It is likely that the public house was first named 'Houldsworth's Arms' before it was changed to the 'Big Tub' around the time that Adshead's map was produced. In 1837 a Manchester newspaper reported on the meeting of the Manchester and Salford Licensed Victuallers' Protection Society. A Mr R. G. Stracy of the Houldsworth's Arms, Great Ancoats Street, is described as the chairman of the society (*Morning Advertiser* 24th July 1837). 1851 census returns also listed Mr Stracy at 98 Great Ancoats Street and his occupation was a 'Wholesale & Retail Spirit Dealer'. By 1891, the census returns listed 98 Great Ancoats Street as the Big Tub, with Mr Terrill as its publican (Appendix 1). The buildings fronting Great Ancoats Street would see little further development until the mid-twentieth century.

By the late nineteenth century further workshops and stores had been constructed within the rest of the Site, with some existing buildings extended (Plate 10; Fig 5). Charles Goad's Insurance map, surveyed in 1928, is particularly useful in documenting the use of each building occupying the Site in the early twentieth century (Plate 12). The map shows the Site in a similar layout to the 1891, 1908 (Plate 11; Fig 6) and 1922 (Fig 7) Ordnance Survey maps, with the exception that part of the arm of the Rochdale canal had been removed and covered with an extension to an existing building in 1908. This building is labelled on Goad's map as a metal warehouse associated with William Allen's Port Street machinery stores. William Allen owned an engineer and foundry works on the junction of Poland Street and Jersey Street, c 450m north-east from the Site (Miller 2009). The map also showed that 90 Great Ancoats Street was used as a corn store with two hay, straw and flour warehouses at the rear. Census returns listed a baker and flour dealer at the property as early as 1851 and from 1861 it was home to a corn dealer (Appendix 1). Goad's map also showed that an iron girder works, saw mill and timber warehouses occupied the eastern area of the Site. Further, buildings to the south of the Rochdale Canal arm were noted as sheds associated with Hall and Rogers' brick, tile and pipe wharf.



Plate 10: Site boundary superimposed on 1891 Ordnance Survey map



Plate 11: Site boundary superimposed on 1908 Ordnance Survey map

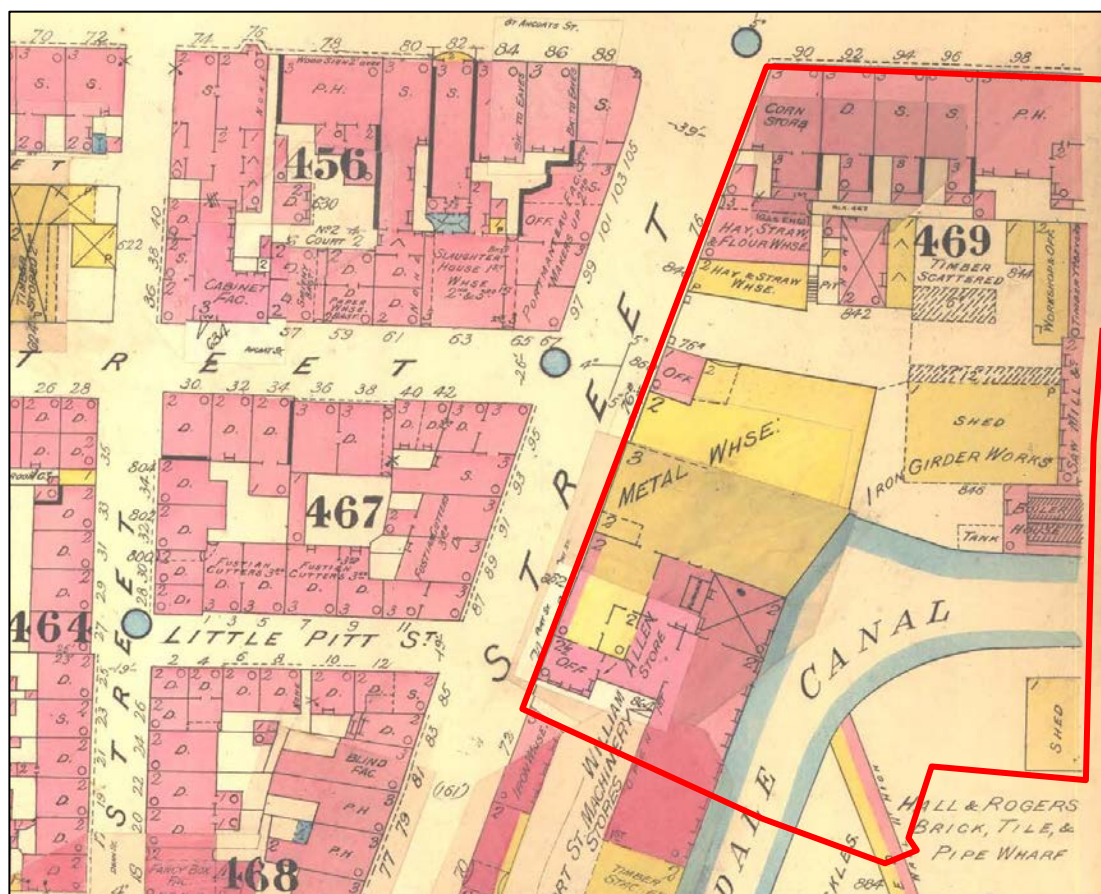


Plate 12: Site boundary superimposed on to Goad's Fire Insurance Plans of 1928

By 1948 the Rochdale Canal arm is no longer visible on mapping and was filled in (Plate 13; Fig 8). A machine tool works and Hill's Service Garage occupied the area of the Site where the canal arm and Allen's machine stores had been situated. By 1948 the Big Tub public house on Great Ancoats Street was renamed the Imperial Hotel.

The Ordnance Survey map of 1969 showed that the properties at 90 and 92 Great Ancoats Street had been demolished and replaced with a larger square building (Plate 14; Fig 10). It also showed that part of the machine tool works at 76 Port Street had been replaced by a rectangle building, likely to be Hills Garage with associated yard space at the rear. This change within the Site took place between 1955 (Fig 9) and 1967 when a picture was taken of the junction of Great Ancoats Street and Port Street. The image showed a car showroom named Hills Garages at 90 and 92 Great Ancoats Street. The sign of Port Street is visible on the image and an arrow on the side of the building points towards a service station, likely directing towards Hill's Garages (Plate 16). A second image, taken a year earlier, shows Port Street leading to Great Ancoats Street and within which the entrance to Hills Garages and a sign advertising 'Allens' is shown (Plate 15). By 1969 the buildings comprising of the timber warehouses and iron girder works at the east of the Site had also been demolished.

Modern mapping now shows that all of the buildings within the Site have been demolished and it is currently occupied by a car park (Fig 2).

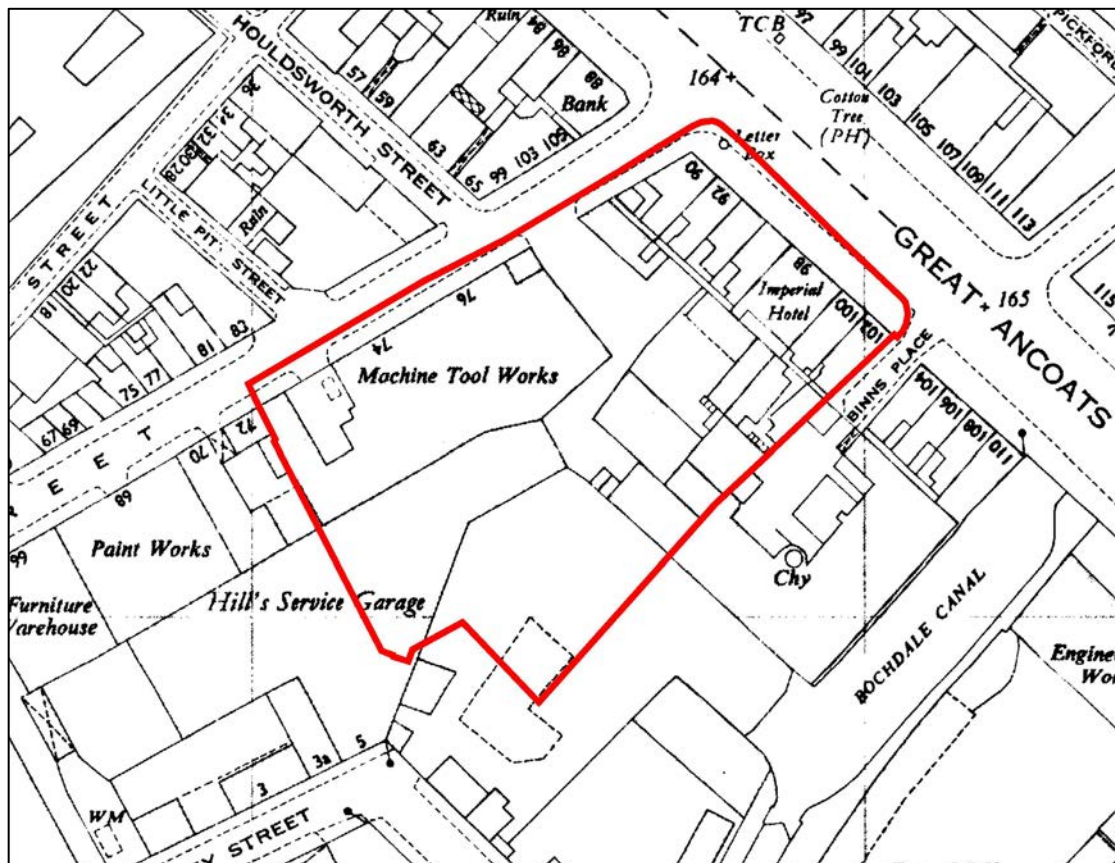


Plate 13: Site boundary superimposed on 1948 Ordnance Survey map

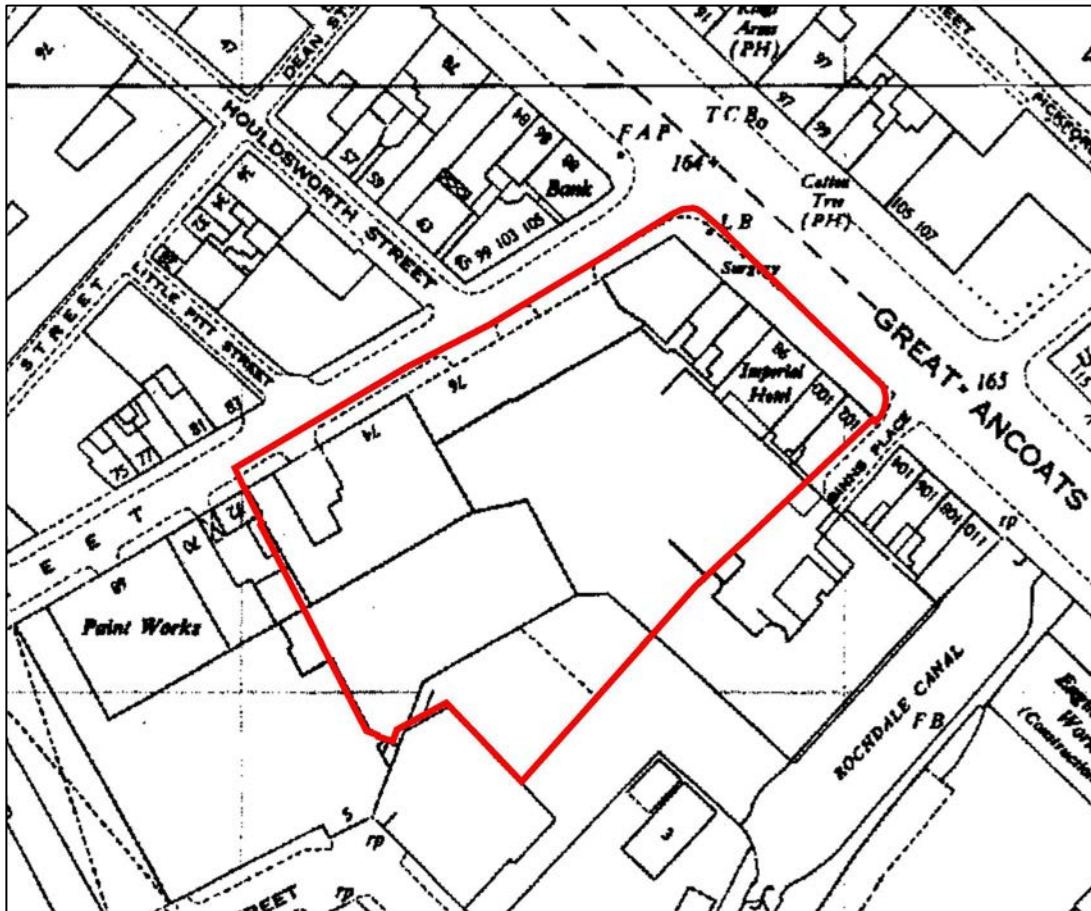


Plate 14: Site boundary superimposed on 1969 Ordnance Survey map



Plate 15: Photograph of Hill's Garages at the junction of Port Street and Great Ancoats Street, 1967



Plate 16: Photograph of Port Street, overlooking Great Ancoats Street, 1966

5. Gazetteer

The following gazetteer entries summarise the sites of potential archaeological interest within the Site. The identification of these non-designated heritage assets is drawn primarily from the historic map regression analysis. The locations of the gazetteer entries are given on Figure 11 (*Appendix 2*).

Gazetteer Entry 01

Site Name	Field boundary shown on Green's map of 1787-1794 (site of)
Designation	No designation
Site Type	Field boundary
Period	Eighteenth century
NGR	SJ 84816 98392
Source	Green 1787-1794
Description	Eighteenth-century field boundary shown along the western boundary of the Site on Green's map may still remain containing paleoenvironmental evidence of the former landscape.
Assessment	The field boundary fell within the Site and that may be affected by the proposed development. However, it is likely that remains associated with it may have been removed by later development in the area.

Gazetteer Entry 02

Site Name	Rochdale Canal Arm (site of)
Designation	No designation
Site Type	Canal Arm (site of)
Period	Early nineteenth century
NGR	SJ 84839 98410
Source	Dean & Pigot's map, 1908; Bancks & Co's map, 1831; Adshead's map, 1851; OS mapping
Description	An arm of the Rochdale Canal was situated within the Site boundary, built within the Leech family's private Brownsfield wharves. It was opened by 1809 and remained in use until the mid-twentieth century. It appears to have been partially filled in 1908 and fully infilled by 1948.
Assessment	The footprint of the canal arm lies across the south-western part of the Site Area, and buried remains of the canal walls may survive intact. Any remains that do survive could be affected by the proposed development.

Gazetteer Entry 03

Site Name	90-102 Great Ancoats Street (site of)
Designation	No designation
Site Type	Commercial properties and a public house
Period	Early nineteenth century
NGR	SJ 84882 98457
Source	Bancks & Co's map, 1831; Adshead's map, 1851; OS mapping
Description	A row of double-depth commercial properties fronting Great Ancoats Street, including a larger public house. Goad's 1928 map labelled 90 Great Ancoats Street as flour, straw and hay warehouses and census returns listed a baker/corn dealer at 90 Great Ancoats Street from 1851. 98 Great Ancoats Street is shown as a public house, 'Big Tub' on mid-nineteenth-century mapping. Later mapping labelled them with cellars and as 90-102 Great Ancoats Street. 90 Great Ancoats Street was rebuilt before 1966 and the rest of the properties were still on the Site until the late twentieth century, but have now all been demolished.
Assessment	Archaeological remains of the buildings, particularly the cellars, may survive in-situ within the Site boundary.

Gazetteer Entry 04

Site Name	Buildings (site of)
Designation	No designation
Site Type	Potential warehouse/storehouse/stables
Period	Early nineteenth century
NGR	SJ 84863 98453
Source	Bancks & Co.'s map, 1831
Description	Two rectangle buildings at the rear of the properties fronting Great Ancoats Street shown in 1831 (Plate 17). Potential warehouse/storehouse/stables associated with the commercial properties, the canal or Brownsfield mill. By 1851 the larger building was demolished and the smaller replaced by warehouses associated with 90 Great Ancoats Street.
Assessment	There is some potential for the remains of these structures to survive within the Site boundary, although it is likely that they were destroyed by later development.



Plate 17: Buildings (GE04) shown on Bancks & Co.'s map of 1831

Gazetteer Entry 05

Site Name	City Wharf and Timber Yard (site of)
Designation	No designation
Site Type	Wharf/yard and commercial buildings
Period	Mid-nineteenth century
NGR	SJ 84832 98442; SJ 84881 98430
Source	OS mapping; Goad's map, 1928; Trade directories
Description	A private wharf used as a timber yard occupied a large area of the Site, first shown on 1851 OS mapping (Plate 18). The wharf was used to store timber brought into Ancoats via the canal. Mapping also labelled a saw mill, saw pit, crane and an office associated with the wharf on the Site. By the late nineteenth century the layout had slightly changed with some buildings associated with the wharf extended. The buildings occupying the eastern part of the Site would remain in use as timber yard until the early twentieth century when a shed associated with an iron girder works was also present. The buildings occupying the western area of the Site were used as a metal warehouse and store from the early twentieth century before being rebuilt into a machine tool works.
Assessment	Elements of the wharf, including later buildings have all been demolished but may survive as below ground remains.



Plate 18: 1851 map showing labelled City Wharf and timber yards (GE05)

Gazetteer Entry 06

Site Name	Slate Wharf (site of)
Designation	No designation
Site Type	Wharf/Yard
Period	Mid-nineteenth century
NGR	SJ 84828 98400
Source	OS mapping; Goads map, 1928
Description	The wharf was used for storing slate brought into Ancoats via the canal. Part of a slate wharf occupied the southern area of the Site, including a warehouse and was first shown in 1851. By 1891 a square shed was added to the area. By the early twentieth century it was instead used as a brick, tile and pipe wharf.
Assessment	Remains of the wharf/yard may survive within the Site boundary.

Gazetteer Entry 07

Site Name	Brownsfield Mill
HER number	2119.1.0
Designation	Grade II* listed building
Site Type	Cotton Mill
Period	1825
NGR	SJ 8489 9840
Source	OS mapping; Bancks & Co.'s map, 1831
Description	Steam-powered cotton spinning mill with timber-frame construction and internal engine house. The mill was built by the Leech family in the early nineteenth century and is notable for the earliest surviving chimney in Manchester.
Assessment	Brownsfield Mill survives extant, outside the western boundary of the Site. Some remains associated with the mill and its use may therefore survive within the Site and may be affected by the proposed development.

6. Significance

6.1 *The Policy Context of 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.

6.2 *Assessment Methodology and Significance Criteria for Below-Ground Archaeological Remains*

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 March 2010). These criteria have all been utilised in this assessment and are listed below:

- Period
- Rarity
- Documentation
- Group Value
- Survival/Condition
- Fragility/Vulnerability
- Diversity
- Potential

6.3 *Baseline Significance Conditions*

6.3.1 *Period*

No prehistoric, Roman or medieval 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 intensive development of the Site since the early nineteenth century.

The most likely remains to be encountered within the Site would date to the industrial period, which would include the early-nineteenth-century remains associated with the Rochdale Canal arm (GE02), the mid-nineteenth-century remains of the commercial properties fronting Great Ancoats Street (GE03) and the industrial activity associated with City Wharf (GE05-7). Other remains may include the buildings shown on Bancks' 1831 map (GE04), which would date to the early nineteenth century and a potential field boundary shown on Green's map of 1787-1794 (GE01). The Site is therefore not significant due to period.

6.3.2 *Rarity*

Any surviving eighteenth-century remains would be considered significant due to rarity, including the potential field boundary that crossed the Site, as these were often disturbed by the later industrial development of the town during the nineteenth and twentieth centuries. The mid-nineteenth-century commercial properties fronting Great Ancoats Street would not be considered significant due to rarity as these were a common feature of the industrial landscape and many remain standing.

The remains of the canal wharf and its associated buildings would provide an opportunity to increase an understanding of the role of the canal and its associated trade in the industrialisation of Manchester but would not be significant due to rarity.

6.3.3 *Documentation*

The historical development of the Site from the late eighteenth century 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.

6.3.4 *Group Value*

The potential archaeological remains within the Site are associated with the industrial and commercial development of Ancoats during the nineteenth century and comprise of an arm of the Rochdale Canal and industrial and commercial properties. Any nineteenth-century remains within the Site may therefore have some group value.

6.3.5 *Survival / Condition*

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown, however, it is possible that some remains survive beneath the car park that currently occupies the Site. It is likely that the cellars associated with the properties fronting Great Ancoats Street within the northern boundary of the Site survive.

It is unknown whether any physical remains associated with the canal arm or City Wharf survive *in-situ*. A machine tool works, and a garage later occupied the north-western area of the Site, which may have affected any remains. However, the impact

of these later developments is currently unknown, and the eastern area of the Site saw little further development after the buildings occupying it were demolished in the mid-nineteenth century, until the current car park was constructed. Therefore, the Site does have the potential to also contain remains associated with the mid-nineteenth-century canal wharf.

6.3.6 *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 proposed development.

6.3.7 *Diversity*

The diversity of the below-ground remains within the Site is presently unknown. However, cartographic sources suggest that any intact remains would most probably relate to mid-nineteenth-century commercial properties and City Wharf.

6.3.8 *Potential*

There are no prehistoric sites within the Site or its environs, and the potential for prehistoric, Romano-British or medieval remains is considered to be very low. The Site was probably used for agricultural purposes during the post-medieval period, and an eighteenth-century field boundary may survive within the Site (GE01). Further, there is also the potential for possible early-nineteenth-century stores/workshops to survive within the Site (GE04). However, it is likely that the intensive development of the study area between the late nineteenth and twentieth centuries resulted in the loss of these and therefore the potential for survival of the field boundary and possible stores is low.

There is some potential for the remains of commercial properties fronting Great Ancoats Street to survive within the Site boundary, in particular the cellars of these buildings. The Site also has the potential to contain remains relating to the development of the canal wharf during the nineteenth century, in particular remains associated with the Rochdale Canal arm and artefacts associated with slate and timber wharves and later metal and iron girder works warehouses.

The technological and social archaeology of canals has been recognised as a legitimate avenue of research. This is articulated in the current *Archaeological Research Framework for North West England* (Newman and McNeil 2007; McNeil and Newman 2007), which identified several initiatives that should be prioritised for archaeological research of the industrial period which would benefit from further investigation, including *Initiative 7.01*:

“Undertake routeway or route corridor studies looking at the technological and social archaeology of roads and canals” (*Initiative 7.1*; Newman and McNeil 2007, 133).

6.4 *Significance of Below-Ground Archaeological Remains*

It can be concluded from the information gained from the desk-based research that the Site is of archaeological interest and has the potential to contain remains of local significance, including remains associated with the infrastructure of the Rochdale Canal (GE02) and buildings related to the canal wharf and timber and slate yards (GE05-6).

The Site also has the potential to contain below ground remains of remains of mid-nineteenth-century commercial properties (GE03), including the Imperial Hotel (formerly Big Tub), however, these remains would be of little archaeological significance.

7. *Impact of Development*

7.1 *Development Proposals*

The design proposals for the Site would deliver new residential units, including retail and amenity space, and associated parking spaces. The delivery of the proposals will involve ground-breaking works that have the potential to affect any surviving archaeological remains within the Site.

7.2 *Impact of Development on Below-Ground Remains*

Any ground-breaking works association with the proposed development has the potential to have an adverse impact on buried archaeological remains.

This assessment has demonstrated that the Site has the potential to retain buried remains of an arm of the Rochdale Canal (GE02); and the canal wharf, including a timber yard (GE05) and slate wharf (GE06). 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.

8. Further Investigation

8.1 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.

The assessment has demonstrated that there is potential for buried archaeological remains to exist on the Site, which, pending the extent of their survival and condition, would merit preservation 'by record'.

8.2 Further Investigation

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. It may be anticipated, however, that further archaeological investigation via 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 area that is most likely to contain the remains of the Rochdale Canal arm and City Wharf (Fig. 12).

Should significant archaeological remains be encountered during the 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.

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Appendix 1: Census Return Data

The tables below give details of household names, number of residents per house and the occupations of the residents living at the houses within the immediate area of the Site. The census returns of 1851, 1861, 1891 and 1901 have been included. Any houses that were not listed or were uninhabited have been left blank.

Address	Household Name(s)	Number of Residents	Listed Occupations of Residents
90 Great Ancoats Street	Higgs; Ada; Senior; McTurk; Wright; Glean	10	Baker & Flour Dealer; Proprietor of Houses; Baker Shop Woman; Servants
92 Great Ancoats Street	Wright;	8	Iron Monger; Domestic Duties; Scholars
94 Great Ancoats Street	Barrow; Moseley	4	Draper & Hosier; Servant
96 Great Ancoats Street	Curtis; Carvel; Lomax; Armstron	8	Plasterer & Painters; Domesic Duties; Scholars; Servants
98 Great Ancoats Street	Stracy; Woodruff; Jones; Ramsbottom; Bennett	8	Wholesale & Retail Spirit Dealer; Scholars; Annuitant; Servant; Shopmen
100 Great Ancoats Street	Wallworth; Hudson	6	Corn Dealer; Domestic Duties; Scholar; Sevant
102 Great Ancoats Street	Wright; Graham; Badshaw; Walker; Owen	6	Grocer; Housekeeper; Servant; Journeyman Grocers

Table 3: Residents 90-102 Great Ancoats Street according to the census return of 1851

Address	Household Name(s)	Number of Residents	Listed Occupations of Residents
90 Great Ancoats Street	Wallworth; Cork	8	Corn Dealer; Shopman; Office Boy; Scholars; Servant
92 Great Ancoats Street	Wright; Ridwind	3	Iron Monger; Servant
94 Great Ancoats Street	Barrow; Williams	6	Drapers Shop; Mechanic; Drapers Assistant; Scholar; Draper
96 Great Ancoats Street	Curtis; Hardy; Ray	10	Master Painter Employing 12 men; In a Literature; Apprentices to a Painter; Scholars; Servant
98 Great Ancoats Street	Swain; Gregory; Gilliott; Butler	6	Publican; Mechanic; Servants; Joiner
100 Great Ancoats Street	Higginbottom	4	Stationer
102 Great Ancoats Street	Todd	3	Shopkeeper; Domestic Work; Salesman

Table 4: Residents 90-102 Great Ancoats Street according to the census return of 1861

Address	Household Name(s)	Number of Residents	Listed Occupations of Residents
90 Great Ancoats Street	Wallworth; Parry	3	Baker and Corn Merchant; Servant
92 Great Ancoats Street	Boycott; Baron	2	Registered General Practitioner; Housekeeper
94 Great Ancoats Street	-	-	-
96 Great Ancoats Street	Jocovelli; Lanni; Alonzo; Porrelli; Capaccio; Alozo	14	Italian Organ Grinders; Scholars
98 Great Ancoats Street "Big Tub"	Terrill	6	Publican; Scholars
100 Great Ancoats Street	-	-	-
102 Great Ancoats Street	Woolf	6	Umbrella Stick Maker

Table 5: Residents 90-102 Great Ancoats Street according to the census return of 1891

Address	Household Name(s)	Number of Residents	Listed Occupations of Residents
90 Great Ancoats Street	Tioni; Corlo; Freza; Vith; Forte; Toroyi; Rozi; Zendile; Polio	13	Street Organ Hirer and Boarding House Keeper; Street Organ Grinders
92 Great Ancoats Street	Boycott; Duft; Giles	5	Registered General Practitioner; Surgeon; Cook; Housemaid
94 Great Ancoats Street	-	-	-
96 Great Ancoats Street	Valvona; Ponzetti; Laroni; Fava; Paladini; Zantagil; Vatelli	12	Biscuit Baker; Biscuit Bakers Assistants; Servant
98 Great Ancoats Street "Big Tub"	Winkley; Batchelor; Fellerer	5	Public House Manager; Servants
100 Great Ancoats Street	-	-	-
102 Great Ancoats Street	-	-	-

Table 6: Residents 90-102 Great Ancoats Street according to the census return of 1901

Appendix 2: Figures

- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed on Green's map of 1793
- Figure 4: Site boundary superimposed on the Ordnance Survey 1: 1056 Town Plan of 1851
- Figure 5: Site boundary superimposed on the Ordnance Survey 1: 500 Town Plan of 1891
- Figure 6: Site boundary superimposed on the Ordnance Survey 1:2500 map of 1908
- Figure 7: Site boundary superimposed on the Ordnance Survey 1:2500 map of 1922
- Figure 8: Site boundary superimposed on the Ordnance Survey 1:2500 map of 1948
- Figure 9: Site boundary superimposed on the Ordnance Survey 1:2500 map of 1955
- Figure 10: Site boundary superimposed on the Ordnance Survey 1:2500 map of 1969
- Figure 11: Location of Gazetteer Entries
- Figure 12: Areas of Archaeological Potential

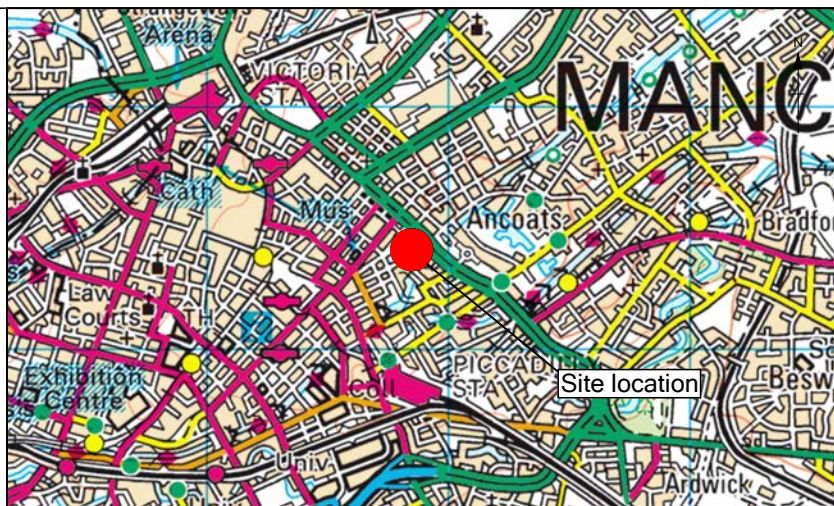


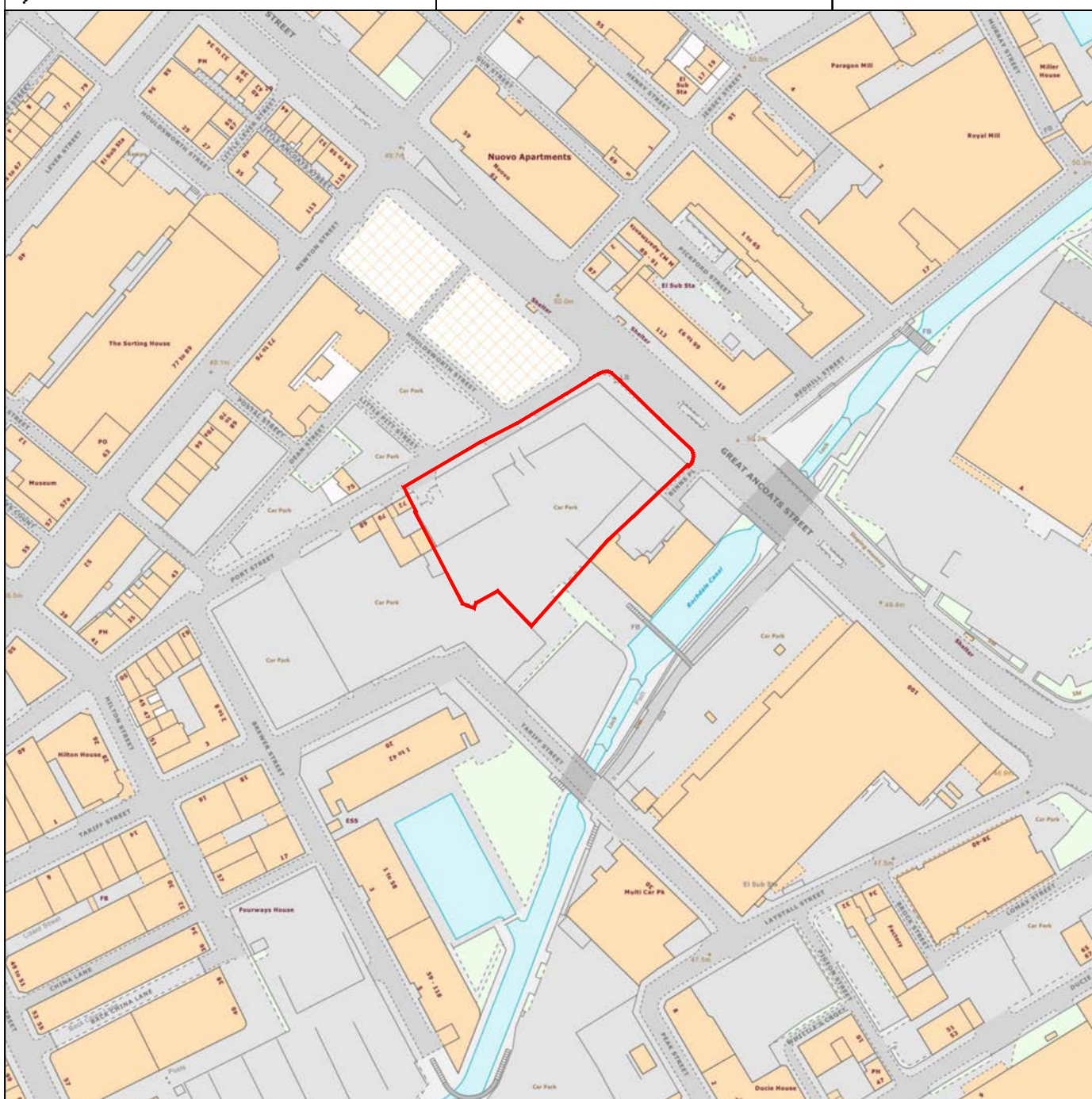
Figure 1:

Site Location

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384800

384900

398500

398500

398400

398400

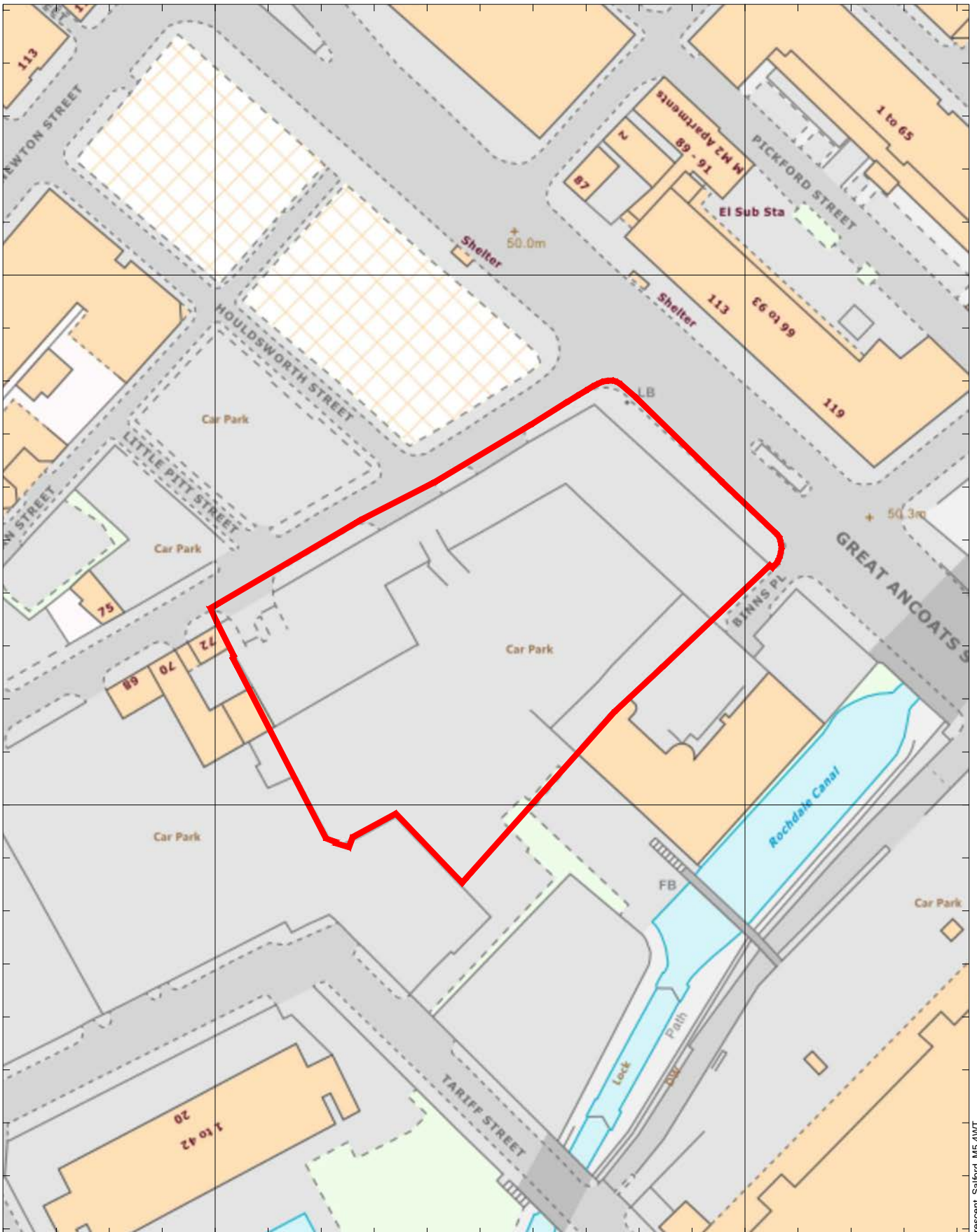


Figure 2:

Site Boundary Superimposed onto Modern Mapping

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Key:

 Site Boundary

SALFORD
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0 50 m



Scale at A4 1:1000

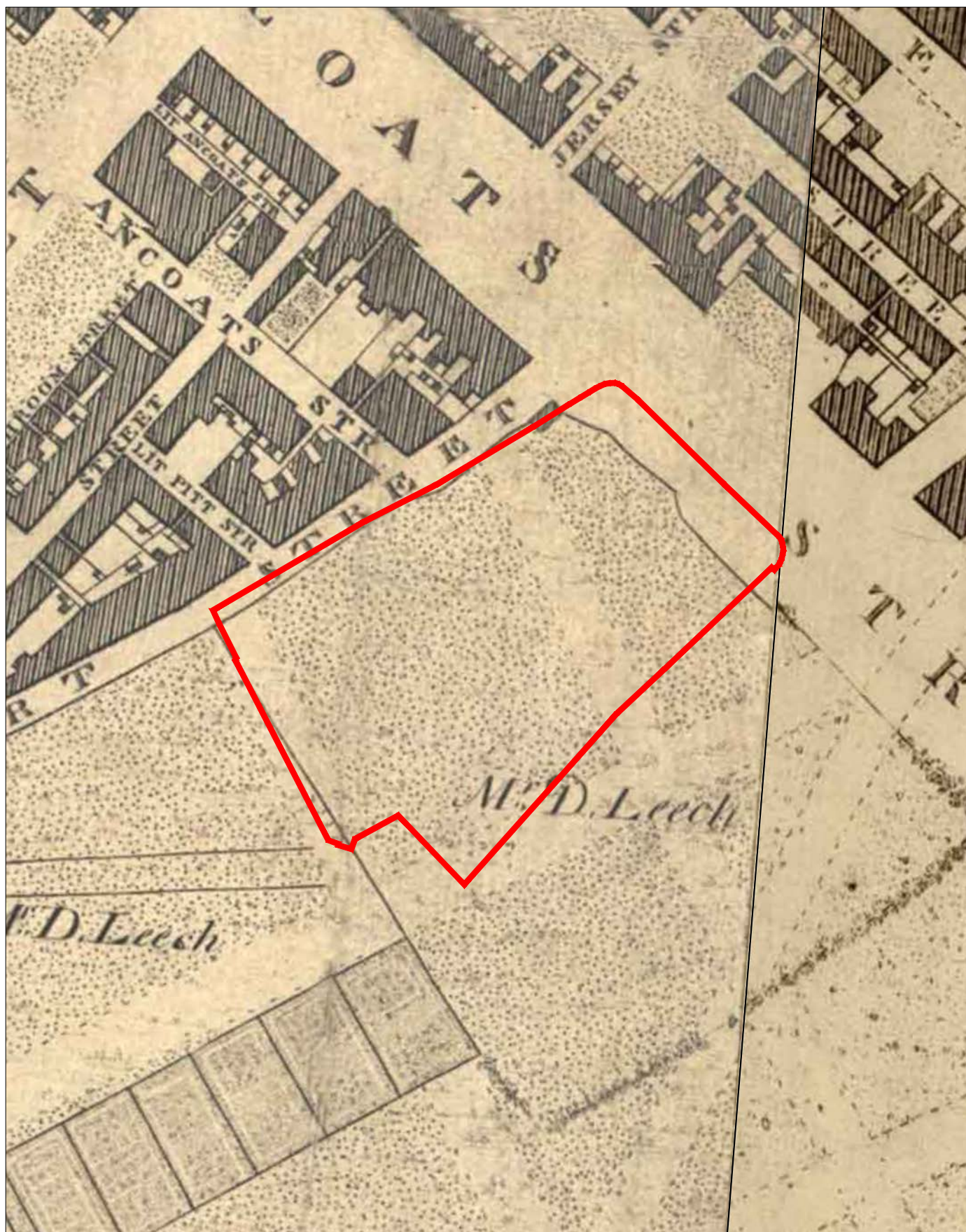


Figure 3:

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



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m



Scale at A4 1:1000

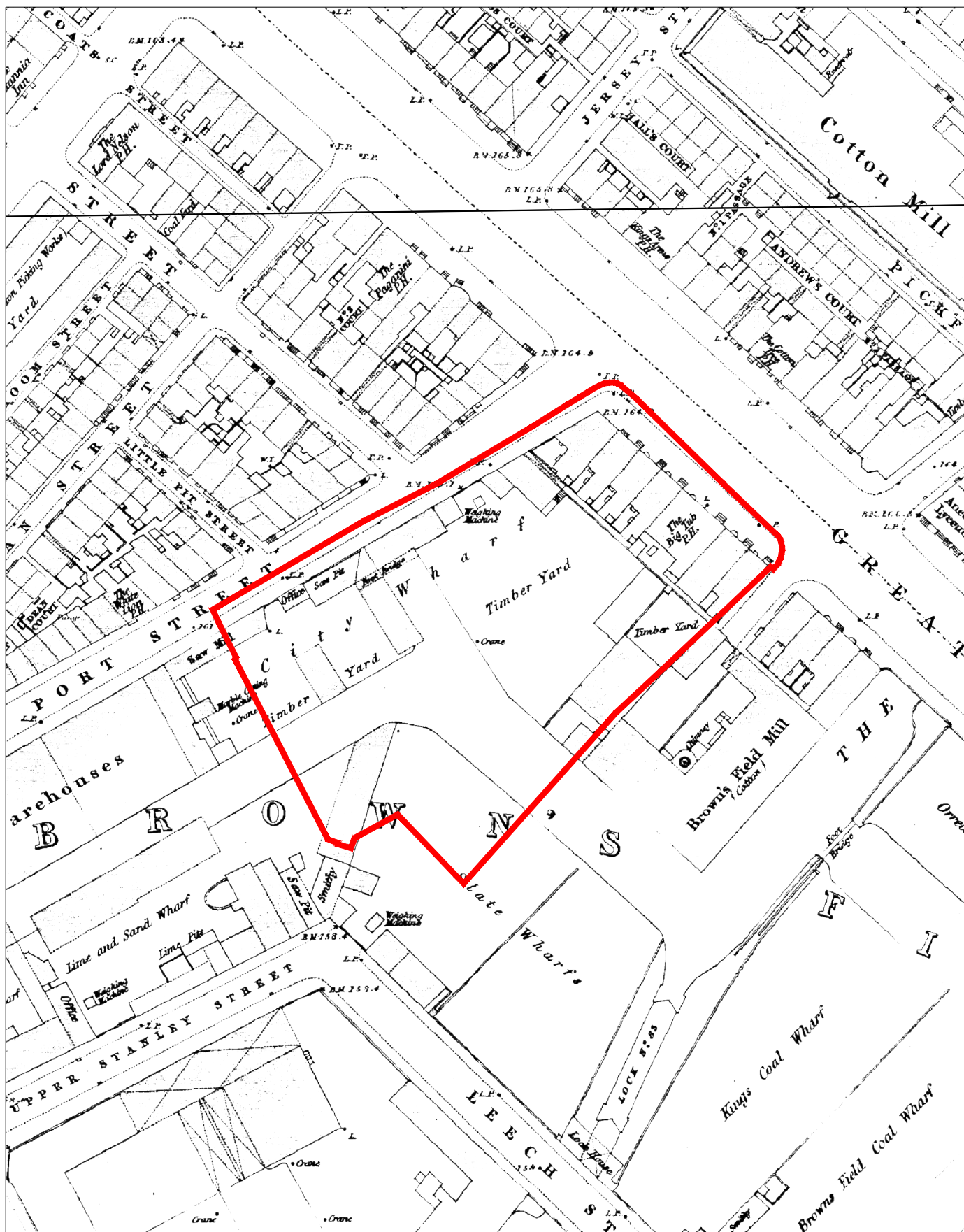


Figure 4:

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

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Key:

— Site Boundary



**SALFORD
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0 50 m



Scale at A4 1:1000

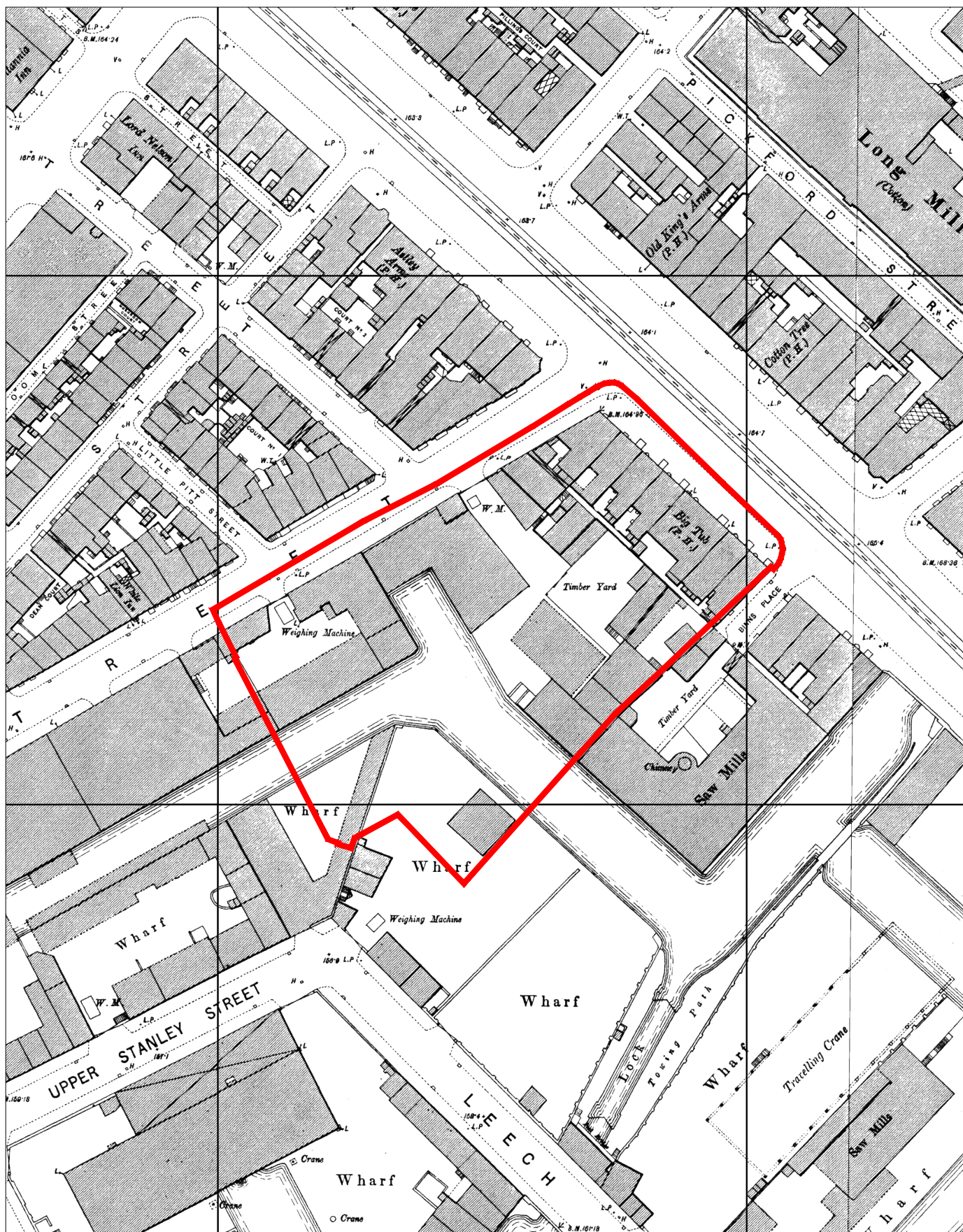
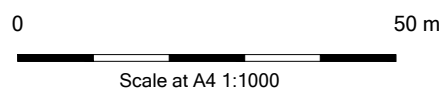


Figure 5:

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

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Key:

 Site Boundary

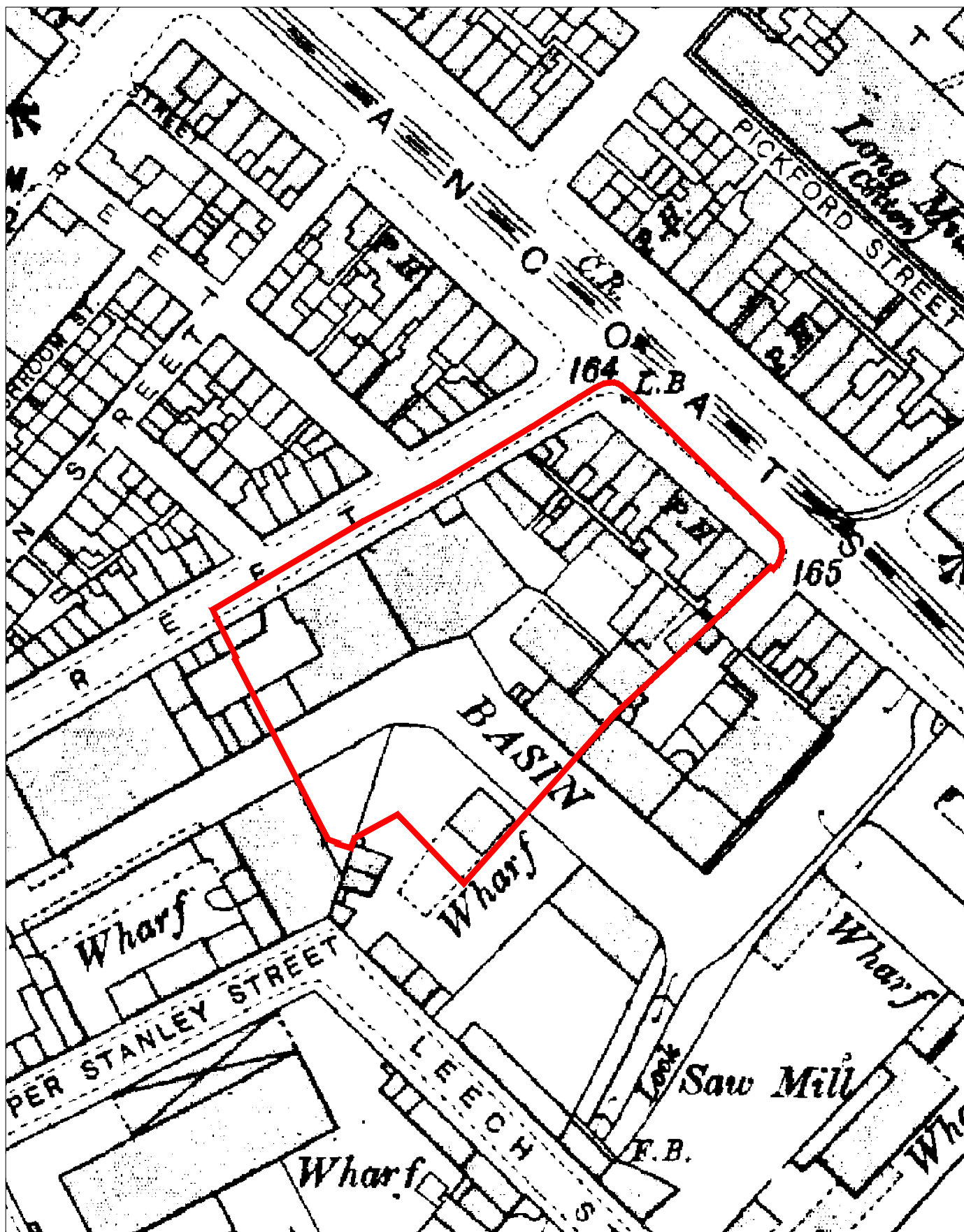


Figure 6:

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

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Key:

— Site Boundary



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0 50 m



Scale at A4 1:1000

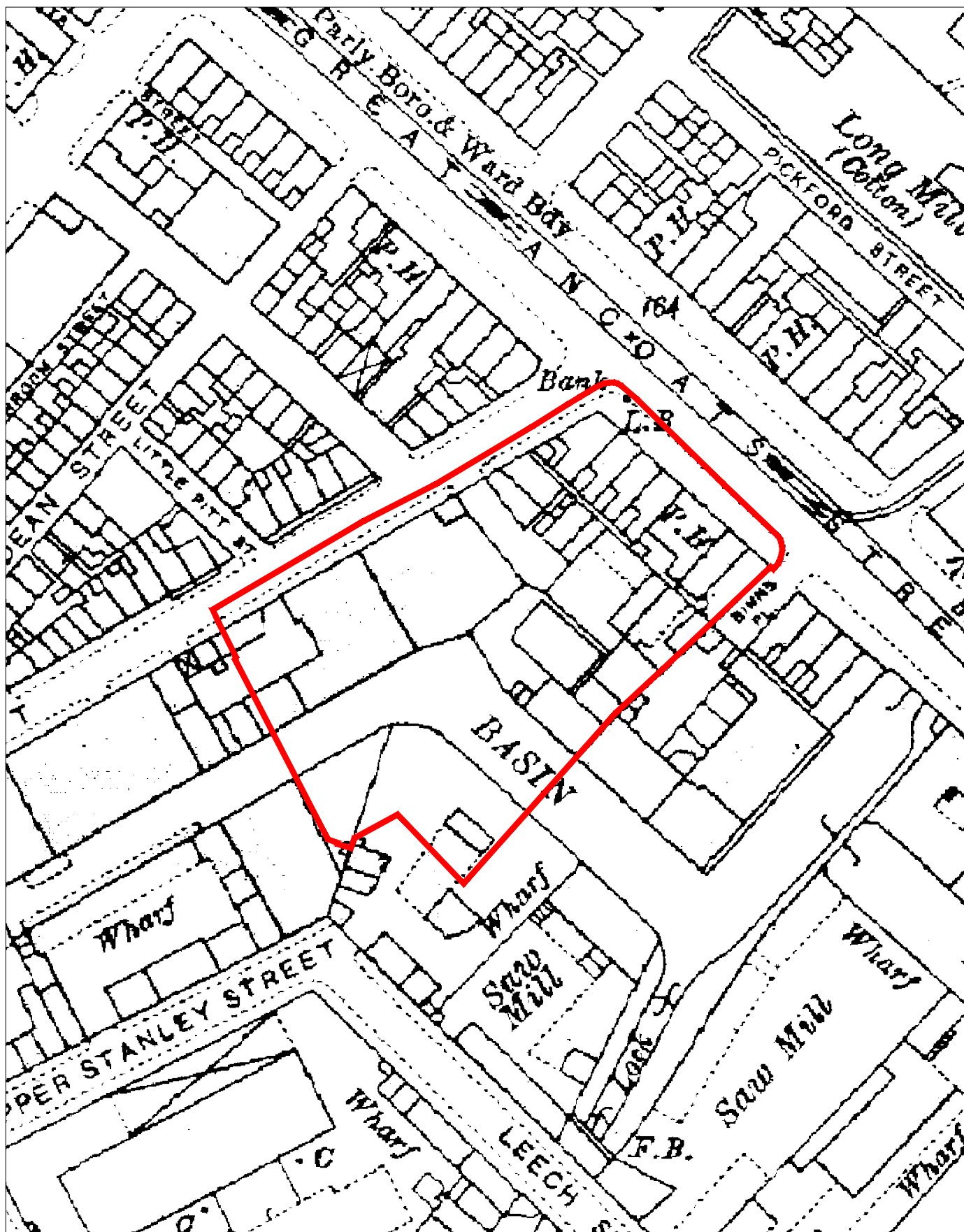


Figure 7:

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

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Key:

— Site Boundary



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0 50 m



Scale at A4 1:1000



Figure 8:

Site Boundary Superimposed onto the 1:1250 National Grid Map of 1948

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Key:

— Site Boundary



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0 50 m

Scale at A4 1:1000

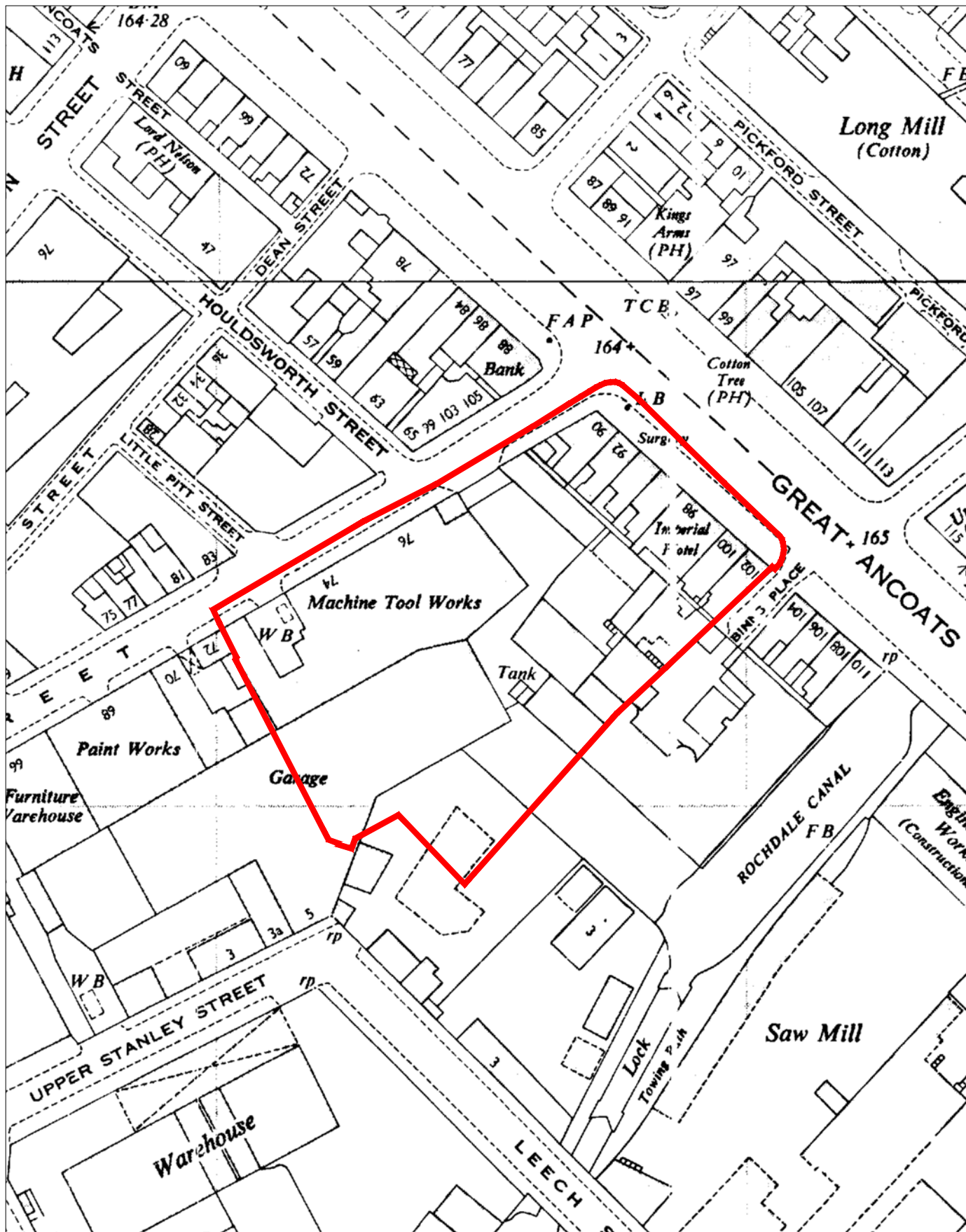


Figure 9:

Site Boundary Superimposed onto the 1:1250 National Grid Map of 1955

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Key:

— Site Boundary



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0 50 m

Scale at A4 1:1000

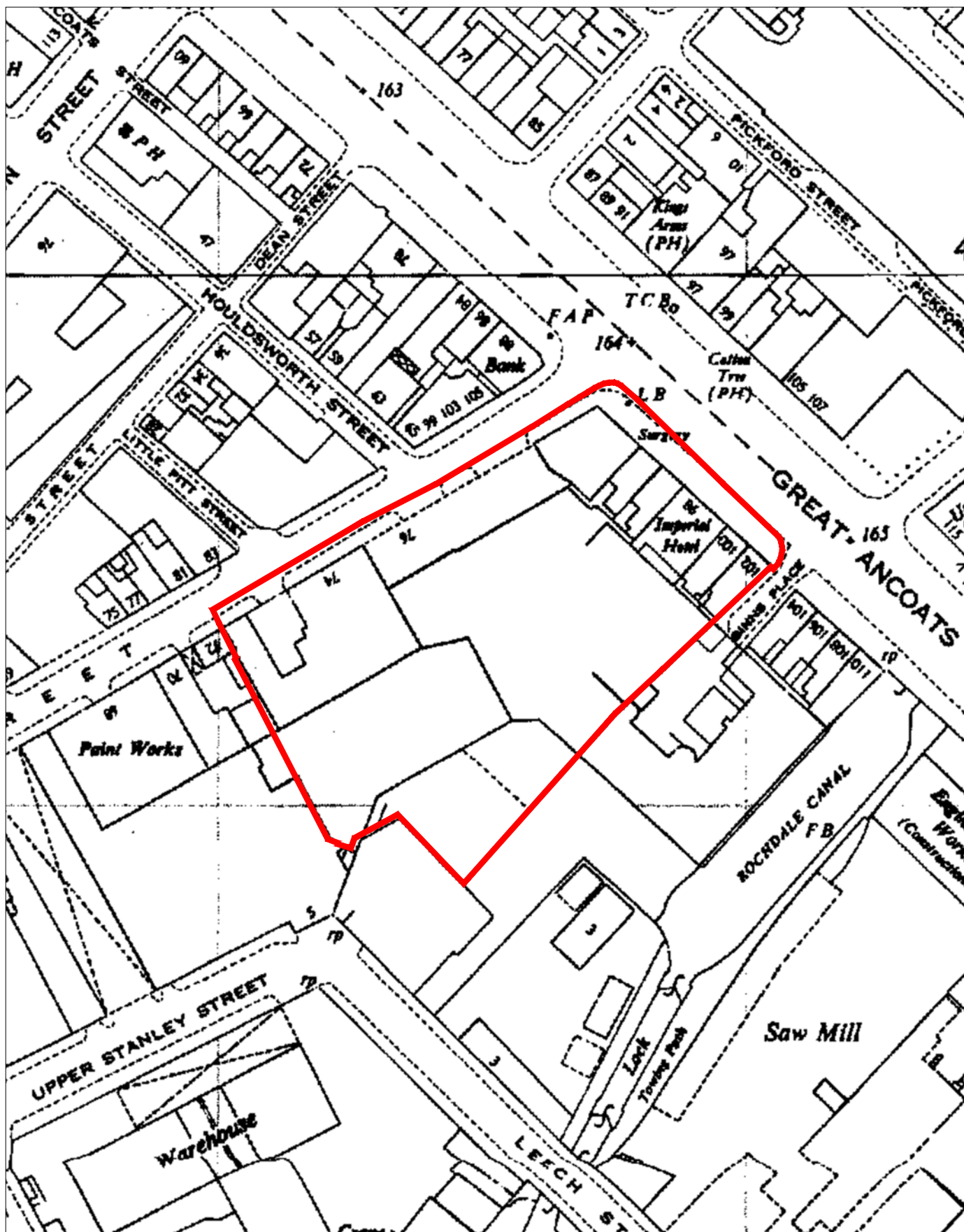


Figure 10:

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

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Key:

— Site Boundary

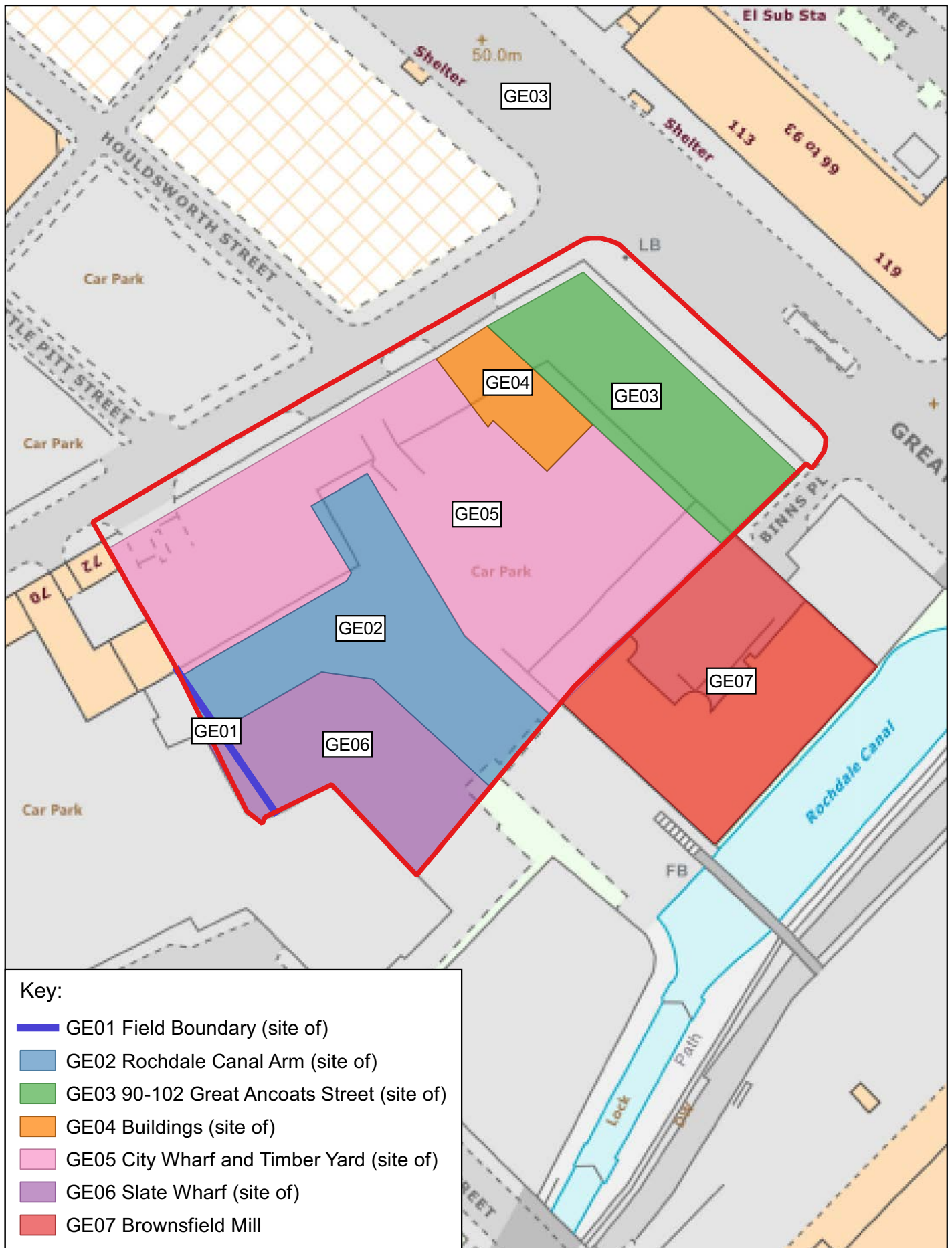


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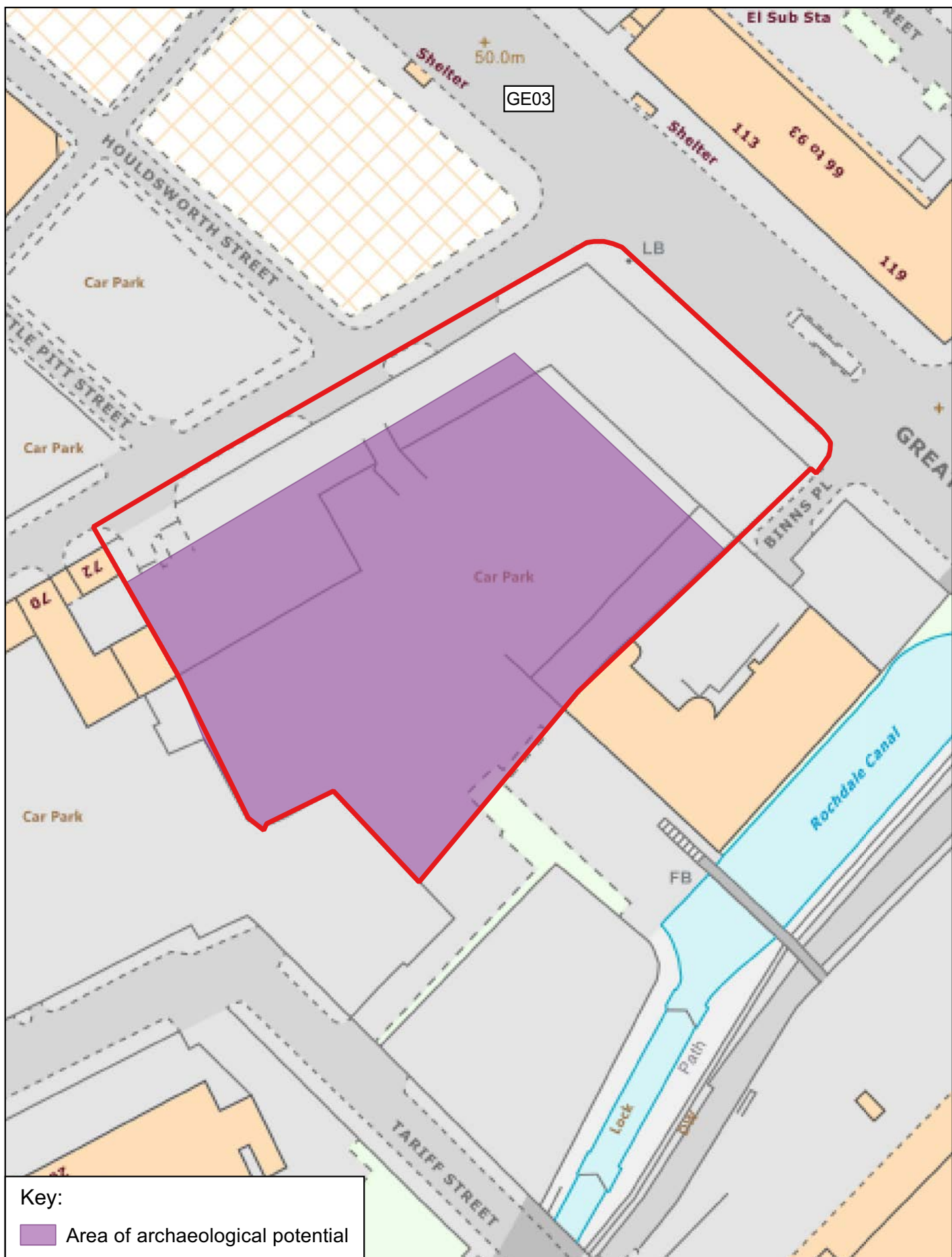


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Figure 11: Locations of Gazetteer Entries (GE)

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0 15 30 m



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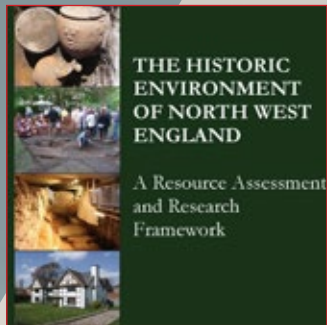
Figure 12: Areas of Archaeological Potential

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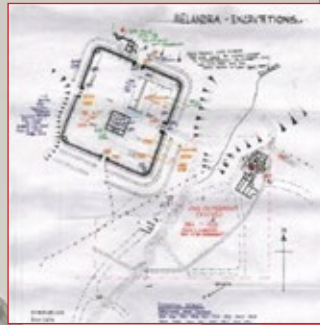
0 15 30 m



CONSULTANCY



DESK-BASED ASSESSMENTS



WATCHING BRIEF & EVALUATION



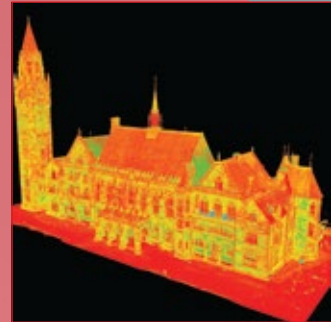
EXCAVATION



BUILDING SURVEY



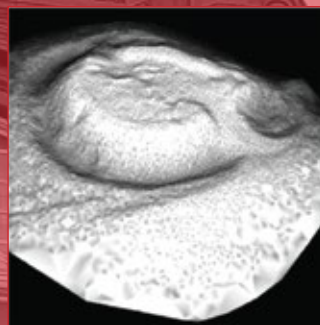
3D LASER SCANNING



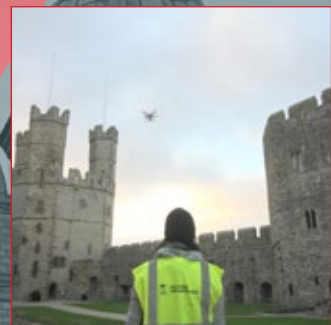
COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



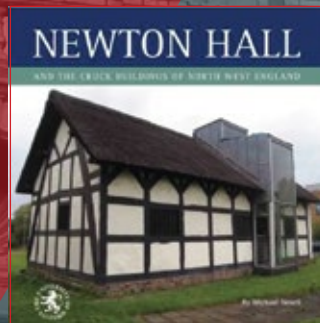
DRONE SURVEYS



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