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Salford **Archaeology**

Archaeological
Desk-Based
Assessment

Tariff Street
Manchester

Client:

Axis-RE Ltd and
Marco Living 2 Ltd

Technical Report:

Jade Foxall

Report No:

SA/2022/113



Site Location: The development area is located in the Ancoats area of Manchester city centre and is bounded by Tariff Street to the south, a surface carpark to the west, Port Street to the north-west and another surface carpark to the north-east.

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1. Summary

Axis-RE Ltd and Marco Living 2 Ltd is devising proposals for the redevelopment of land on Tariff Street, in the area of Ancoats, Manchester city centre (centred on NGR 384798, 398390). In order to support the planning application for the scheme, Axis-RE and Marco Living 2 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. From the late 18th 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 wharves that were set up around them to store supplies such as coal, stone and timber. Cartographic sources dating to the 17th and 18th centuries suggest that the land within the site was owned by the Leech family when the land was still largely agricultural.

In the late 18th century, legal disputes took place between the Leech family and the Rochdale Canal Company over the use of their land and the construction of an arm of the Rochdale Canal. By 1800 both parties agreed on a route and 16,972 square yards were sold to the Rochdale Canal Company. However, in 1803 the Leech family still owned 30,000 square yards of the Brownsfield estate. By 1809 the Brownsfield Canal Basin had been built within the Site and by 1831 buildings were constructed around the canal, possibly as stores or warehouses.

By the mid-19th century, three wharves had been built within the site. During this period the Brownsfield wharves were classed as the largest private basin within the area. A series of warehouses, workshops, store buildings and offices were constructed within the wharves, each owned by separate organisations. One of the warehouses facing Port Street in 1845 was owned by the McDougall's Brothers and became an agricultural manufacturing chemist. The McDougall Brothers later became a household name after inventing a substitute for yeast and were the pioneers of self-rising flour. By 1928 the Rochdale Canal arm had been filled in and a service garage was built on top. The wharves and later buildings were demolished sometime after 1943.

There is high potential for the site to contain buried archaeological remains associated with the Rochdale Canal and wharves, which would be considered of local significance. Any ground-breaking works associated with the proposed development have the potential to remove any buried archaeological 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 archaeological investigation via a programme of archaeological evaluation trenching and a watching brief, 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.

2. Introduction

Axis-RE Ltd and Marco Living 2 Ltd are devising proposals for the redevelopment of land at Tariff Street located in the Ancoats area of Manchester city centre (centred on NGR 384793 398392). Full planning permission is proposed for the demolition of an existing building on site and the erection of two residential apartment buildings (Use Class C3) including a part 9, part 10 (with set back amenity level) and a separate stand-alone 12 storey building (comprising of 267 dwellings in total), with ground floor commercial use (Use Class E), associated resident's amenity space, cycle parking, landscaping, access, street loading 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 (centred on NGR 384793, 398392) is bounded by Tariff Street to the south, a surface carpark to the west, Port Street to the north-west and another surface carpark to the north-east. The Site is currently occupied by a carpark (Plate 1; Plate 2; Fig 1). The Site is situated less than 40m east of the Stevenson Square Conservation Area and 100m south-west of the Ancoats Conservation Area.

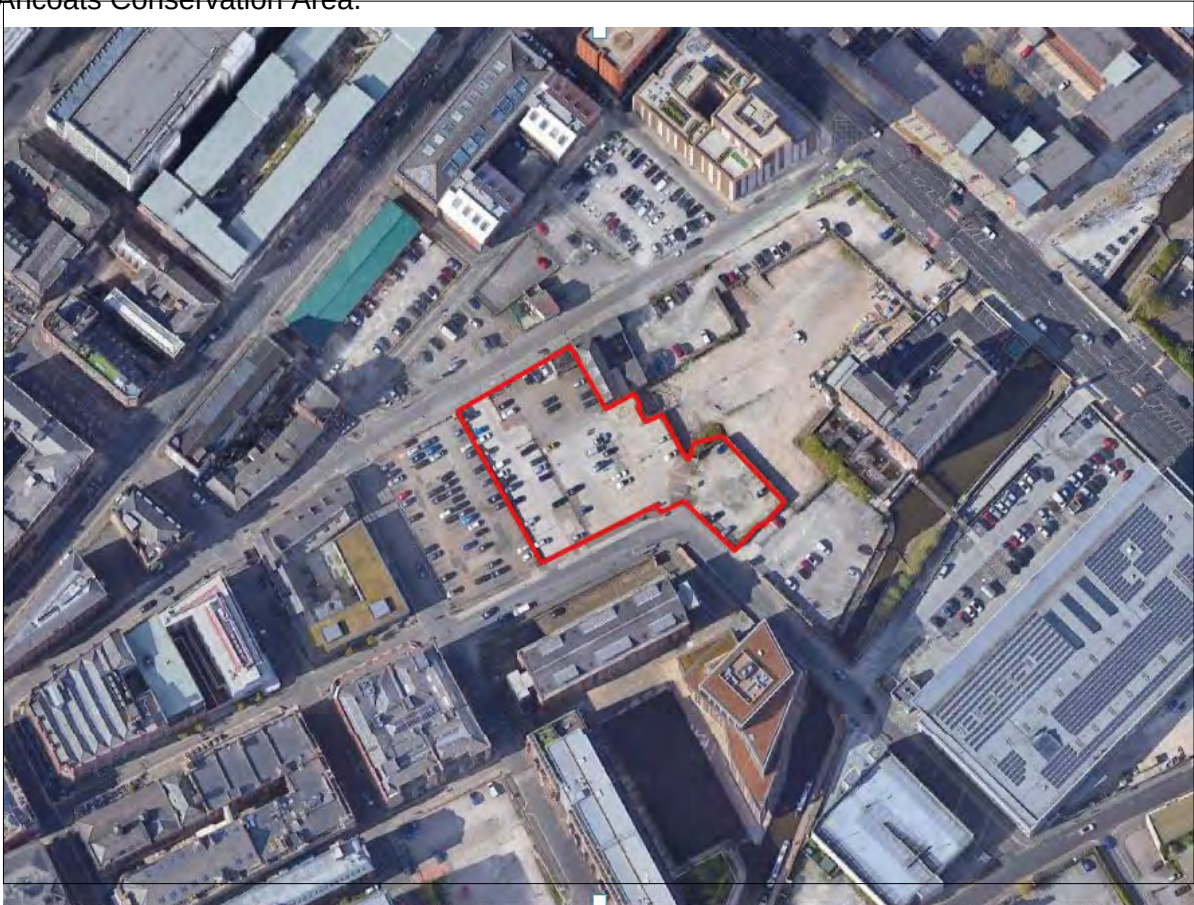


Plate 1 Site Boundary superimposed onto Satellite image of the Site



Plate 2 The Site from Tariff Street facing north-east (Brownsfield Mill in the background)

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 Commission, 1998, p. 125). The Site lies at a height of 50.3m above Ordnance Datum (aOD).

The Site is located on a band of solid geology comprising the sandstone of the Chester Formation, 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 the Manchester Marls Formation, which consists of mudstone (British Geology Society).

2.3 Designations

The Site does not contain any additional heritage assets that are afforded statutory protection, such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens. However, the Site falls within 100m of the Ancoats Conservation Area and 40m 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 continues on a much larger scale, and enough of these buildings remain to enable the progress of mill design to be appreciated today.

The first single-class housing area in the country was built 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 economic activity generated by such a concentration of mills was halted by the slump in the cotton industry in the 1930s. Thereafter, the prosperity of the 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 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 in two phases in 1789 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 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 flat 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 1880 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 Victorian 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 Daily 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 from 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 with 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 wall 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 Level. Conceding to the pressure of property developers, Level eventually sold the lane 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 become 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 found 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 1778 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 and 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 Level 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 onto 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 Level 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 no.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-19th 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 and 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 street 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 150m of 12 statutory listed buildings (Table 1; Plate 3). The proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report.

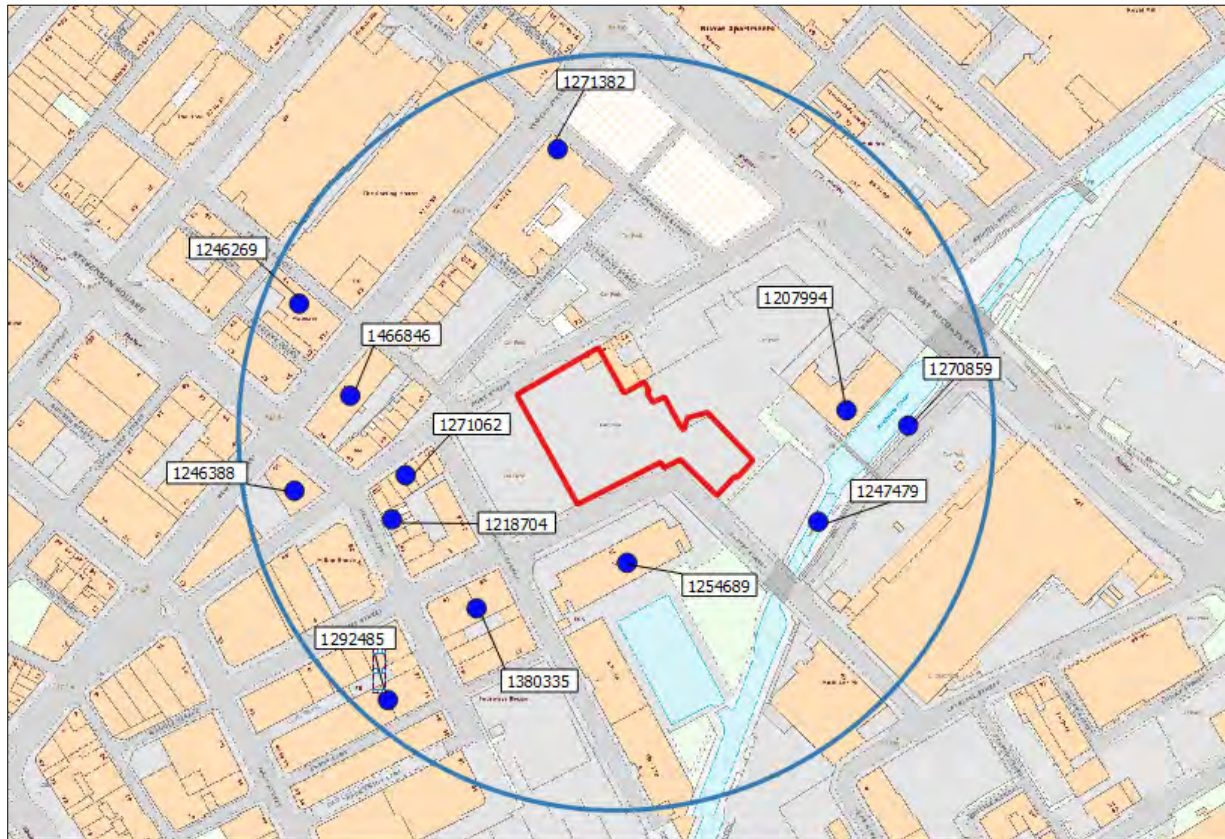


Plate 3 Listed Buildings within 150m of Site

Site	Designation	List Entry	Location (NGR)
72-76 Newton Street	Grade II Listed Building	1271382	SJ 8477198509
Former Newton Street Police Station	Grade II Listed Building	1246269	SJ 8466398444
Malsbro House	Grade II Listed Building	1466846	SJ 8468498406
Newton Buildings	Grade II Listed Building	1246388	SJ 8466198366
50-62 Port Street	Grade II Listed Building	1271062	SJ 8470798373
45, 47 and 47A Hilton Street	Grade II Listed Building	1218704	SJ 8470298354
Fourways House	Grade II Listed Buildings	1380335	SJ 8473798317
Former Rochdale Canal Warehouse	Grade II* Listed Building	1254689	SJ 8480098336
Rochdale Canal Lock No.83 to the East of Tariff Street	Grade II Listed Building	12247479	SJ 8488098353
Brownsfield Mill	Grade II* Listed Building	1207994	SJ 8489298400
Rochdale Canal Towpath and associated ramps opposite Brownsfield Mill	Grade II Listed Building	1270859	SJ 8491798394
49-51 Dale Street	Grade II Listed Building	1292485	SJ 8470098279

Table 1 Designations located within 150m 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;
- 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 eighteenth century.

3.3 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 3-7), 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.

3.4 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.

3.5 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 320m south-east of the Site (HER 21.1.9; 24.1.0). It was constructed c. 79-84AD, possibly by elements of 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 and had a gravel surface on a log base designed to carry the road over boggy areas.

5.2.1 Archaeological potential

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

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. 600m to the north-west of the Site).

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, 2007, p. 25).

5.3.1 Archaeological potential

The Site most likely lay beyond medieval settlement activity and 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, 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 4). 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 5, p20).

The property marked as 'K' on the 1650 plan (Plate 4) 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 4) 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 4 Plan of Manchester and Salford in c 1650, showing the approximate Site location

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 5). The plans produced by Casson, and Berry capture the expansion of Manchester and its suburbs. The growth of Manchester was enhanced by the development of waterborne transport. The first key development was the founding of the Mersey & Irwell Navigation Company in 1721, which aimed to provide a navigable route from the Mersey estuary to the Salford and Manchester by improving the course of the River Irwell and the River Mersey. The navigation opened in 1734, opening up

trade from the growing port of Liverpool to Manchester and Salford (George & Brummond, 2002, p. 22).

The next major development was the construction of the Bridgewater Canal, the first true canal in the world, completed between the Duke of Bridgewater's coal mines at Worsley and Castlefield by 1765. The Manchester end of the Bridgewater Canal was fed by the River Medlock, which was navigable as far as India House (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 5 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, 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, 2004). William Green's *Map of Manchester and Salford*, surveyed between 1787 and 1794 (Plate 9; 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, 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, 2007). New Islington Mill was 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, p. 9).

The invention of steam engines, and the demand for textiles, caused an explosion of factory

building in Ancoats (Little, 2002, p. 31). 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, 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 runs underneath a bridge on Tariff Street 30m south of the Site (HER: 1386.2.0).

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. 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 passes 245m south of the Site and the nearest feature of the Ashton Canal to the Site is the Ashton Canal Lock No.1 (HER: 8280.1.0) which was built in 1792. It is made of large blocks of millstone grit and wooden gates. It is a narrow lock with an overflow channel on the south side and stone staircases flank the lower entry at the west end. The lock is the first in a series of 13 similar locks, which are all in working order.

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 Ashton to Bridgewater Canal. These links made Piccadilly Basin a focus for trans-shipment goods and a key location in the canal network (Miller, 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, 2009) (Plate 6; Plate 7).

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). Stores and warehouses associated with the canal were also established within the Site by 1831 (Plate 11).

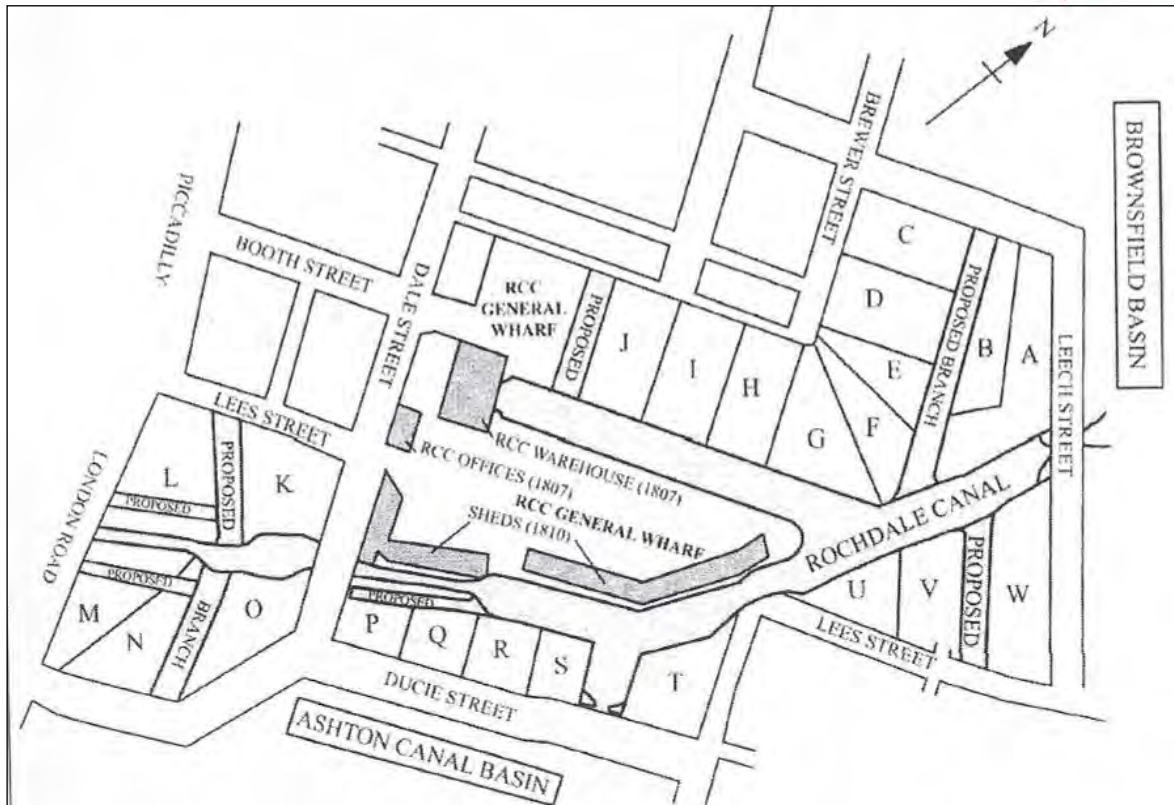


Plate 6 Plan of the Rochdale Canal Basin drawn in 1810

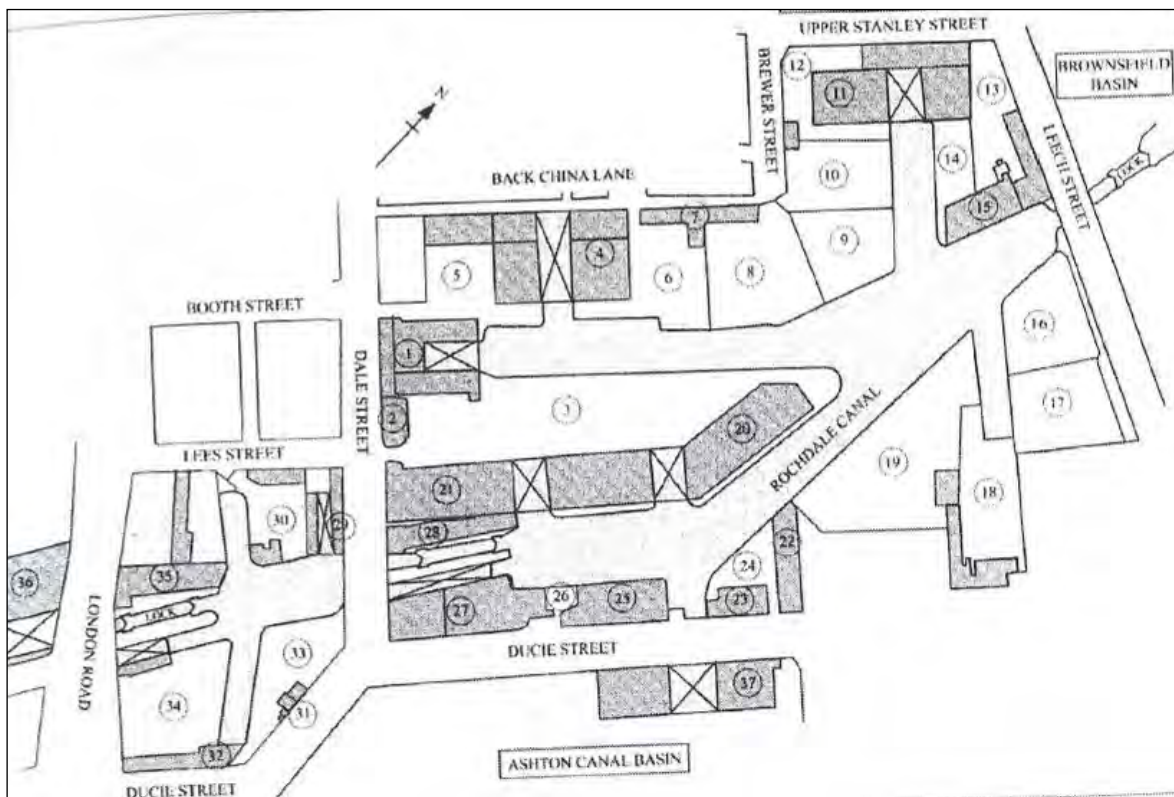


Plate 7 Plan of the Rochdale Canal Basin drawn in 1855. Select Key: 1 – Dale Warehouse (1807); 4 – Merchant's Warehouse (1825); 11 – Jackson's Warehouse; 18 – Stone Wharf; 19 – Stone Wharf & Sand Shed; 22 – Stables; 23 – Stables; 24 – Stable Yard

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 (25m south of the Site), (*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 20th 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).

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, 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, 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, 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.

Some notable examples of mills within the area include Decker Mill and Old Mill (List Entry: 1247473; 300m north-east of the Site) which were both cotton spinning mills. Old Mill was built in 1798, with Decker Mill being added in 1802. They were built for Adam and George Murray, as the earliest part of what became a large textile working site. The mills were originally provided with their own canal basin in the yard to the rear, which was linked to the Rochdale Canal by an arched tunnel under the street. Together with New Mill to the rear, these mills were highly significant as a large early textile working site, developed as a single concern around a courtyard/canal basin. Old mill is the earliest surviving mill in Manchester.

One of the most notable mills within the immediate area of the Site is Brownsfield Mill (40m east to the Site) which was established as a cotton spinning mill in 1825. It survives an example of an early 19th century steam-powered cotton spinning mill and is located along the side of Rochdale Canal. The mill contains the earliest surviving chimney-come-stairhouse tower in Manchester and was smaller than other surviving mills in Ancoats. 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). Another cotton spinning mill within the area is the Royal Mill (List Entry: 1247474) which lies 190m north-east of the Site, on Redhill Street. The mill forms part of the McConnell Kennedy works that were established from 1798. Over the next century other buildings and structures were added, creating a complex of mill buildings (HER 2042.1.0). Royal Mill was built in 1912 to use mains electricity. It is an early example of a mill designed to use mains electricity from the outset, which forms an important part of the McConnell Kennedy works.

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. The earliest maps that show the Site are Laurent's 1793 map of Manchester and Salford (Plate 8), and Green's map of 1787-1794 (Plate 9; 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, p. 8).

Both maps show the Site as an undeveloped area of land at the junction of Great Ancoats Street and Port Street. 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. The Site remained undeveloped and comprised a field bounded by Port Street and Brewer Street. 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 8 Laurent's 1793 map of Manchester and Salford showing the location of the Site

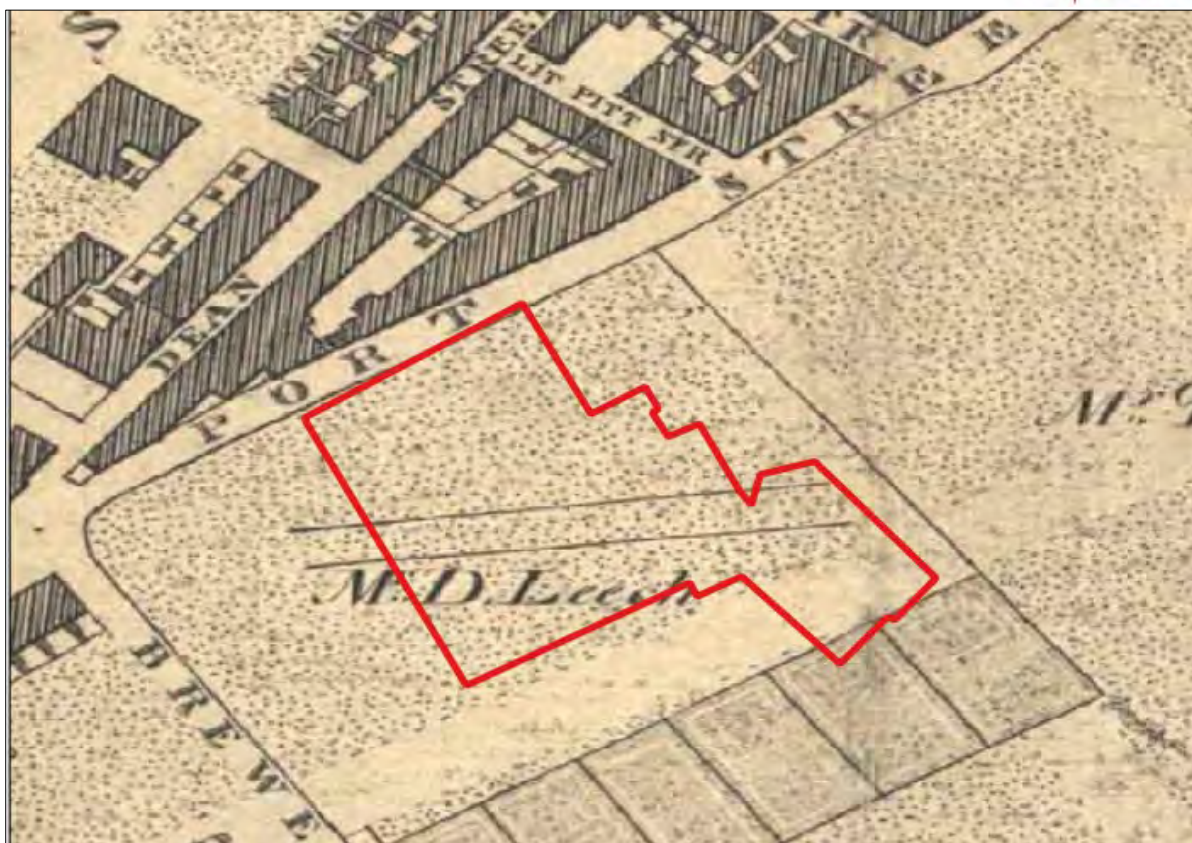


Plate 9 Site Boundary superimposed onto Green's map of 1787-1794

Dean and Pigot's map of 1809 (Plate 10) showed an arm of the Rochdale Canal had been constructed within the Site, but no buildings had yet been developed. 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's 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 is situated.

In the late 18th 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, pp. 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, p. 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, p. 183)



Plate 10 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. Bancks & Co.'s map of Manchester and Salford shows buildings occupied the Site by 1831, possibly as workshops or stores associated with the canal (Plate 11). The map shows Brownsfield Mill, labelled as Gerrards Mill, outside the west boundary of the Site. 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 (List Entry: 1207994).

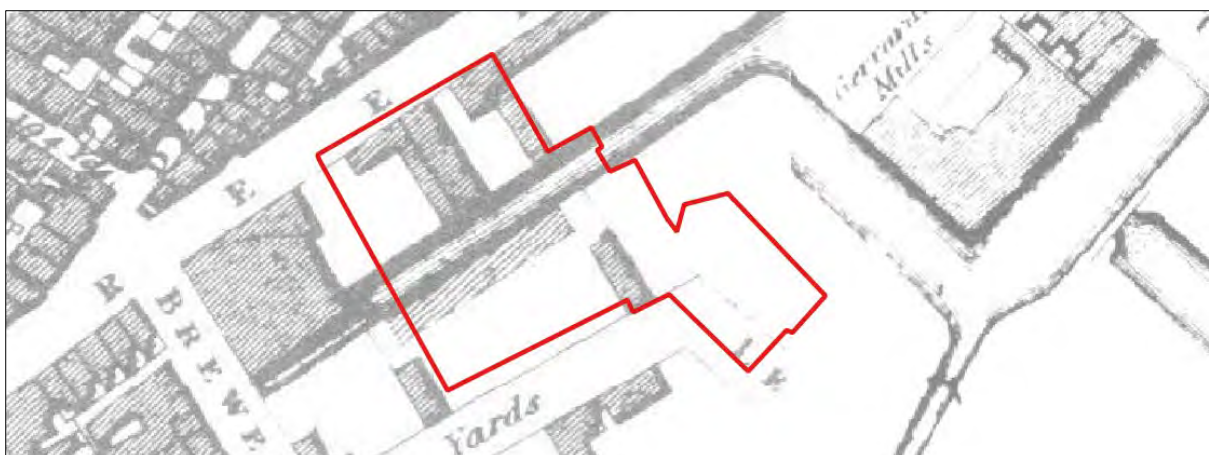


Plate 11 Bancks & Co.'s map of 1831 showing the Site

The Ordnance Survey 1:2500 County Series Map of 1853 (Plate 12; Fig 4) shows that development had taken place within the Site between 1831 and 1853. The map labelled two

wharves with ancillary buildings, one in the south of the Site and one in the south-east. It also shows two large buildings in the north of the Site, with the Brownsfield Canal Basin running through the middle of the Site. In the south of the Site, Upper Stanley Street (now Tariff Street) had been constructed by 1853 with the Jackson Warehouse on the south side of it. Jackson Warehouse, known previously as the Rochdale Canal Warehouse (HER: 8636.1.0) was built by the Rochdale Canal Company in 1836 and was a canal warehouse for the Piccadilly Canal basin (now Piccadilly marina). Leech street (now also Tariff Street), most likely named after the Leech family who owned the land, runs along the south-east boundary of the Site and over the Rochdale Canal Lock No.83. The canal lock and iron footbridge were constructed in the early 19th century and are one of a series of 15 similar locks (HER: 6457.1.0).



Plate 12 The Site boundary superimposed onto the 1:2500 County Series Map of 1853

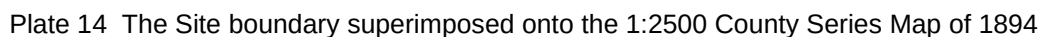
Goad's map of 1888 (Plate 13) is one of the earliest maps to show the specific buildings within the Site. The map covers the majority of the Site but does not include the south-east section. The map reveals that the larger building on Port Street (in the north-east of the Site) was an agricultural chemist's warehouse owned by the McDougall Brothers. In 1845 Alexander McDougall, who was previously a struggling Scottish shoe merchant, later a Manchester schoolmaster, finally achieved his ambition of setting the building up as a manufacturing chemist, heavily focused on agriculture. His brothers Isaac, James, Thomas, John, and Arthur were part of the business. He later recruited his sons into the business as well. The brothers developed and produced a patent substitute for yeast and became a household name as pioneers of self-rising flour. By 1869 they had expanded and built the Wheatsheaf Mill in the East of London. Meanwhile in Manchester, in 1867, Arthur McDougall was known for the invention of 'improvements in apparatus for stirring or agitating solid substances, and for exposing them to the action of air, gases and vapours.'

In 1874 Isaac McDougall was accredited respect for the invention of 'improvements in the furnaces used in the manufacture of alkali and other products'. In 1876 John McDougall, was given notice in respect of the invention of 'improvements in the manufacture of manures.' By 1881 Alexander McDougall handed over the Manchester end of the business in order to devote more time to public life as an alderman and magistrate. Three years later John McDougall who had been running the London operation did the same, eventually becoming a chairman of the London County Council and knighted by Edward VII. By the early 1900s the McDougall Brothers partnership had dissolved ([www.gracesguide.co.uk/McDougall_Brothers_\(of_Manchester\)](http://www.gracesguide.co.uk/McDougall_Brothers_(of_Manchester))). The manufacturing chemist building was shown on Goad's 1888 map as a 2 -storey warehouse with an office in the front of the building facing Port Street. A wooden ledge was built on the back of the building over the canal basin. The building adjacent to the agricultural chemist is labelled on the map as vacant (Plate 13).

Goad's 1888 map shows that the wharf on Upper Stanley Street comprised a long rectangular wooden shed built next to the canal and a timber workshop facing Upper Stanley Street (Plate 13). On either side of the timber buildings was a plaster warehouse on the east side, with coach houses attached to the timber workshop, and a warehouse and offices on the west side. Two steam-boilers are labelled on the map associated with the timber workshop. This wharf is labelled under the name of Samuel Bibbington and is described to be the 'Burton lime plaster and lath warehouse and factory'.

Hall & Pickles iron wharf was adjacent to Bibbington's works (Plate 13) and were also present in 1853 (Plate 12). The wharf contained two large timber sheds that created an V shape. The wharf in the south-east of the Site, bounded by Leech Street, was owned at this time by Hall & Rogers. This was a brick, tile, and pipe wharf.

The next map that captures the Site is the 1893 Ordnance Survey Map. The map shows that some development had taken place within the Site. The north-east agricultural chemist warehouse had been extended west (Plate 14; Fig 5). The timber structures of Hall & Pickles Iron wharf been demolished replaced by one large building in the west corner.



Little further development took place within the Site between 1896 and 1906 (Fig 6), apart from another building constructed within the Hall & Rogers wharf. However, Goad's Map of 1928 (Plate 15) shows a significant change of land-use, indicated by the Rochdale Canal arm no longer being visible, having been filled in. A machine tool works, and Hill's Service Garage occupied the area of the Site where the canal arm had been situated. The McDougall Bro's

The next map to capture the Site is the 1:500 County Series Map of 1943 which shows little development took place within the Site in the early-mid 20th century (Plate 16; Fig 7). A paint works was still labelled at 68 Port Street and a ‘furniture warehouse’ had been established at 66 Port Street, in the building formerly occupied by a cabinet factory (Plate 15). James Hill’s & Co Ltd Garage remained as ‘Hill’s Service Garage’.

SEE SH
PORT ST
STANLEY ST
470
JAMES HILL CO LTD GARAGE
MATTHEW CONAN LTD HEATING ENGINEER PLUMBER & BUILDER
BUILDERS MATERIALS
832
BREWERS
OFFS
CANTEEN ROOM
STEEL TRUSS ROOF
HULL
OFFS
PORT ST
BUILDERS MATERIALS
832
BREWERS
OFFS
CANTEEN ROOM
STEEL TRUSS ROOF
HULL
OFFS

Plate 15 The Site boundary superimposed onto the Goad Map of 1928

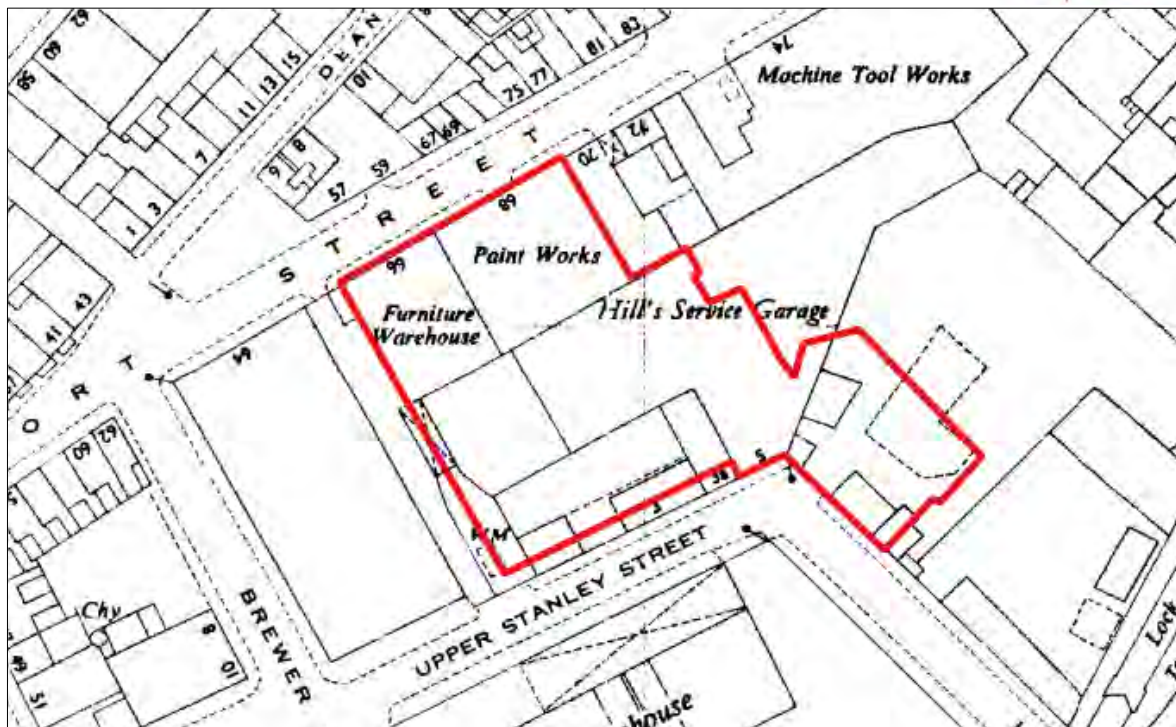


Plate 16 The Site Boundary superimposed onto the 1:1250 National Grid Map of 1943

5.7 Previous archaeological works

5.7.1 Archaeological works within 150m of the Site

In total, 11 archaeological events have been recorded within a 150m radius of the Site, which comprises desk-based studies, including five desk-based assessments, and a heritage impact assessment. A walkover survey, a field and photographic survey, and three building surveys have also been undertaken.

Archaeological desk-based assessments (DBA) have been produced for sites at Port Street (EGM4815), 51 Hilton Street (EGM3882), Tariff Street (EGM4109) and Brownfield Mill (EGM4618). A heritage impact assessment was also undertaken on Brownsfield Mill (EGM5390).

A DBA covering land off Port Street was produced by Salford Archaeology in September 2021. The study area for the DBA adjoined the Site to the east and is currently occupied by a carpark, bounded by Port Street and Great Ancoats Street. The assessment revealed that the land was largely agricultural until the early 19th 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 constructed fronting Great Ancoats Street. By the mid-19th century, a timber and slate wharf had also been established (EGM4815).

Several surveys have been performed on Brownsfield Mill such as measured surveys (EGM454; EGM3841), a field survey (EGM4617) and a photographic survey (EGM3841). A building survey was also conducted on Jacksons Warehouse (EGM3366) by UMAU in 2002.

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 Site continued to lie on the fringe of the historic core as agricultural land during the post-medieval period.

At the beginning of the 19th century, a canal arm of the Rochdale Canal was constructed within the Site. Possible stores or warehouses associated with the canal were established by 1831. By the mid 19th century, the entire Site had been developed on, with wharves and associated buildings with the Brownsfield Canal Basin established. Well-known names such as the McDougall Brothers utilised the Site to pioneer themselves throughout the industrial period and strive forward in new scientific inventions.

Although over the years the owners and purposes of the buildings changed such as the McDougall Brothers chemist manufactory later becoming a paint works, the Site remained an industrial area. By 1928 the canal arm had been filled in and replaced with Hill's Service Garage. Little further development took place in the rest of the Site between the late 19th century and the mid 20th century.

Sometime in the late 20th - early 21st century, the buildings within the Site were demolished and levelled, and a carpark now occupies the Site. Although remains of the canal arm and 19th-century buildings could survive underneath.

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 Figures 8-10 within Appendix 1: Figures.

Gazetteer Entry 01

Site Name	Enclosed field shown on Green's map of 1787-1794 (site of)
Designation	No designation
Site Type	Enclosed field
Period	post-medieval
NGR	384782, 398423
Source	Greens Map 1787-1794
Description	An enclosed field owned by M.D Leech in the 18 th century, shown on Green's map which could contain paleoenvironmental evidence of a former landscape.
Assessment	Boundaries of the enclosed field fall within the Site. 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
Designation	No designation
Site Type	Canal Arm (site of)
Period	Early 19 th century
NGR	384799, 398402
Source	Dean & Pigot map, 1908; Banck's & Co's map, 1831; 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 early 20 th century. It appears to have been infilled by 1928.
Assessment	The footprint of the canal arm lies across the middle of the Site, 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	68 Port Street
Designation	No designation
Site Type	Warehouses
Period	Mid-19 th century
NGR	384785, 398411
Source	OS Mapping, Grace's Guide, Goad's Map of 1888 & 1928
Description	Warehouse fronting Port Street that was first owned by the McDougall Bros' agricultural manufacturing chemist. A 2-storey brick, stone or concrete warehouse with an office in the front of the building facing Port Street. A wooden ledge is built on the back of the building over the canal basin. Skylights on the top floor. By 1928 it was owned by Saville Marvel & Co. Ltd and was used as a paint works. It was demolished after 1943.
Assessment	The building has been demolished but may survive as below ground remains.

Gazetteer Entry 04

Site Name	66 Port Street
Designation	No designation
Site Type	Warehouse/factory
Period	Mid-19 th century.
NGR	384761, 398397
Source	OS Mapping, Goad's Map of 1888 & 1928
Description	A 2-storey brick, stone or concrete warehouse with skylights on the top floor. Labelled on Goad's 1888 map vacant. By 1928 it was labelled as a cabinet factory. On 1943 OS map it was labelled as a 'furniture warehouse'. The building was demolished after 1943.
Assessment	The building has been demolished but may survive as below ground remains.

Gazetteer Entry 05

Site Name	Upper Stanley Street wharf (Site of)
Designation	No designation
Site Type	Wharf
Period	19 th century
NGR	384796, 398382
Source	OS Mapping, Goad Map of 1888 & 1928.
Description	A wharf associated with the Brownsfield Canal Basin. Contained a long rectangular wooden shed built along the south side of the canal basin. Opposite the wooden shed facing Upper Stanley Street was a timber-built workshop. On the west side of the workshop was an L-shaped (brick, stone or concrete) building described as a plaster warehouse and coach houses. On the east side of the workshop was a (brick, stone or concrete) building labelled as offices on the south end and a warehouse on the north end. The wharf in 1888 was owned by Samuel Bibbington and described as 'Burton lime plaster and lath warehouse and factory'.
Assessment	Elements of the wharf, including later building have all been demolished but

may still survive as below-ground remains.

Gazetteer Entry 06

Site Name	Hall & Pickles Iron Wharf (site of)
Designation	No designation
Site Type	Iron wharf
Period	Mid-19 th century
NGR	384819, 398391
Source	OS Mapping: 1:500 County Series Map of 1853, Goad's Map of 1888
Description	In between the Upper Stanley Street wharf (GE05) and the Leech Street wharf (GE07) was Hall & Pickles Iron wharf. It contained two large timber-built sheds that created a V shape. The sheds were replaced with one large rectangular building along the west boundary of the Iron wharf (Plate 17), which were part of the later Hill's Garage.
Assessment	Elements of the wharf, including later buildings have been demolished but may still survive as below-ground remains.



Plate 17 Location of Gazetteer Entry 06 on the 1:2500 County Series of 1853 map

Gazetteer Entry 07

Site Name	Hall & Rogers Wharf (site of)
Designation	No designation
Site Type	Wharf
Period	Mid-19 th century
NGR	384841, 398384
Source	OS mapping, Goad Maps of 1888 & 1928
Description	Shown on OS maps as a wharf facing Leech Street. In 1888 it was owned by Hall & Rogers and was a brick, tile and pipe wharf. It contained a timber-built shed in the southeast of the Site boundary, offices facing Leech Street, stables adjacent to the offices and storerooms at the west boundary of the Wharf. Goad's map of 1928 described the site as 'building materials.' The timber shed was extended in the early 20 th century and was used as a brick and tile store, with an adjacent cement store. Buildings associated with the wharf were demolished after 1943.
Assessment	Elements of the wharf, including later buildings have now been demolished, however, they may survive as below-ground remains.

Gazetteer Entry 08

Site Name	Matthew Cowan Ltd. Buildings.
Designation	No designation
Site Type	Buildings
Period	Early 20 th century
NGR	384793, 398367
Source	OS mapping, Goad Map of 1928.
Description	Goad map of 1928 shows that the canal arm had been filled in and replaced with a service garage (GE09). Adjacent to the service garage was an L-shaped building that faced Upper Stanley Street, described as 'Matthew Cowan Heating Engineer, Plumber and Builder'. The building contained a (brick, stone or concrete) timber store, offices and the west side of the building was made of timber. A feature on the west boundary of the Site was marked on OS maps as 'WM' indicating that it possibly represented a weighing machine. The buildings were demolished after 1943.
Assessment	The later buildings on the wharf have now been demolished, however, they may survive as below-ground remains.

Gazetteer Entry 09

Site Name	James Hill's Service Garage (site of)
Designation	No designation
Site Type	Service garage
Period	Early 20 th century
NGR	384784, 398394
Source	OS mapping, Goad Map of 1928.
Description	By 1928 the Brownsfield Canal Basin had been filled in and Hill's Service Garage was built on top (east side of the Site). The main building was made of steel with skylights on both floors. The ancillary buildings included offices and store buildings. There were two sunken petrol tanks within the Site, one in a timber-built area, and one in the building along the east boundary of the Site. The garage was demolished after 1943.
Assessment	The later buildings on the site have now been demolished, however, they may survive as below-ground remains.

Gazetteer Entry 10

Site Name	Buildings on Banck's Map of 1831
Designation	No designation
Site Type	Buildings
Period	Early 19 th century
NGR	384789, 398373; 384809, 398373
Source	Banck's Map of 1831.
Description	By 1831, buildings had been constructed along the Rochdale Canal arm. In the north of the Site, were two L-shaped buildings with a long rectangular structures adjourning. There was also a small rectangular building in the south of the Site fronting Upper Stanley Street and what appears to be a long rectangular building fronting onto the canal. There is the possibility this could have been the wooden shed that is labelled later on Goad's map of 1888. The purpose of the buildings is unknown, however they were likely associated with the Brownsfield Canal Basin. The buildings were possibly demolished by 1853.
Assessment	The buildings on the Site have now been demolished, however, they may survive as below-ground remains.

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 does not contain any heritage assets that are afforded statutory protection, such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens Significance of the archaeological resource (See section 2.3). The Site is located within 100m of the Ancoats Conservation Area and 40m of the Stevenson Square Conservation Area.

7.2.1 Historical and archaeological interest

Historical interest

Early historic maps show that in the mid-18th century the Site contained undeveloped land belonging to the Leech family, specifically Daniel Leech. The family later agreed with the Rochdale Canal Company to create the Brownfield Canal Basin on the land. The early development of waterborne infrastructure transformed the area, which adds historic interest to the Site.

From the early 19th century onwards commercial and industrial buildings were built around the canal arm. Three wharves were built on the south side of the canal basin, with different industries such as the iron wharf, brick, tile and pipe wharf, and the lime plaster and lathe warehouse and factory. An agricultural manufacturing chemist was built on the north side of the canal basin. This building was owned by the McDougall Brothers in the early 19th century, who became a well-known name as pioneers for advances in agricultural science and self-rising flour. Therefore, the Site could hold historical interest due to its association with industrial history within Manchester and the development of Ancoats.

Archaeological interest

Archaeological remains within the Site could be associated with the early 19th century development of the area. This adds to the archaeological interest of the Site, especially remains associated with the Rochdale Canal arm and wharves.

7.2.2 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 intensive development of the Site since the early 19th century. No medieval or post-medieval activity is known to have taken place within the Site, though in the 18th century it 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 would include the Rochdale Canal arm (GE02), and the warehouses (GE03-4) and wharves associated with it (GE05-07). The industrial period is significant to Manchester's history, therefore, the sites reflecting Manchester's industrial heritage may be considered significant due to period, especially the canal arm.

Rarity

Buried remains pre-dating the 19th century would be considered significant due to rarity, as few remains survive within the area due to extensive development during the 19th century. 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.

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 potential archaeological remains within the Site are associated with the industrial and commercial development of Ancoats during the 19th century and comprise of an arm of the Rochdale Canal and industrial and commercial properties. Any 19th century remains within the Site may therefore have some group value.

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 unknown whether any physical remains associated with the canal arm, warehouses or wharves survive *in-situ*. However, the impact of these later developments is currently unknown. The footprint of the Site remained largely undeveloped from the 19th century until the remaining buildings were demolished sometime after 1943. Therefore, the Site does have the potential to also contain remains associated with the mid-nineteenth-century canal wharves.

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 proposed scheme.

Diversity

The diversity of the below-ground remains within the Site is presently unknown. However, cartographic sources suggest that any intact remains would possibly relate to mid-19th century industrial properties.

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 likely used for agricultural purposes during the post-medieval period, and 18th-century field boundaries may survive within the Site (GE01). There is some potential for the Site to contain remains relating to the development of the canal wharf during the 19th century, in particular remains associated with the Rochdale Canal arm (GE02) and artefacts associated with the wharves (GE05-07) and warehouses (GE03; GE04).

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).

The survival of remains have some potential to address the research agendas outlined in the current Research Framework (<https://researchframeworks.org/nwrf/industrial/#section7>; <https://researchframeworks.org/nwrf/sample-page/post-medieval/>):

Ind40: How well do we understand the historic development of urban transport infrastructure?

Ind98: How well understood and recorded are the North-west's canals, waterways, and basins?

Summary of significance

It can be concluded from the information gained from the desk-based research that the Site is of archaeological interest (Fig 10) and has potential to contain remains dating from the industrial period.

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 potential to contain remains associated with the infrastructure of the Rochdale Canal (GE02) and buildings related to the canal warehouses (GE03-4) and wharves (GE05-07), that would be of local significance.

The Site has limited potential to contain relict soils and field boundaries (GE01). Any remains that do survive will be of local significance.

8. Impact assessment

8.1 Development Proposals

Full planning permission is proposed for the demolition of an existing building on site and the erection of two residential apartment buildings (Use Class C3) including a part 9, part 10 (with set back amenity level) and a separate stand-alone 12 storey building (comprising of 267 dwellings in total), with ground floor commercial use (Use Class E), associated residents' amenity space, cycle parking, landscaping, access, street loading and other associated works.

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 the arm of the Rochdale Canal (GE02), and associated warehouses and wharves (GE03-07). 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 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, in the first instance, an archaeological trial trench evaluation and a watching brief may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance.

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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Plan of the Rochdale Canal Basin drawn in 1809

Dean and Pigot's map of Manchester, 1809

A Map of Manchester and Salford, Bancks & Co, 1831

Plan of the Rochdale Canal Basin drawn in 1855

Ordnance Survey 1:2500 County Series Map of 1853

Goad's Map of Manchester, 1888

Ordnance Survey 1:2500 County Series Map of 1894

Ordnance Survey 1:2500 County Series Map of 1904

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Date accessed: 17/10/2022

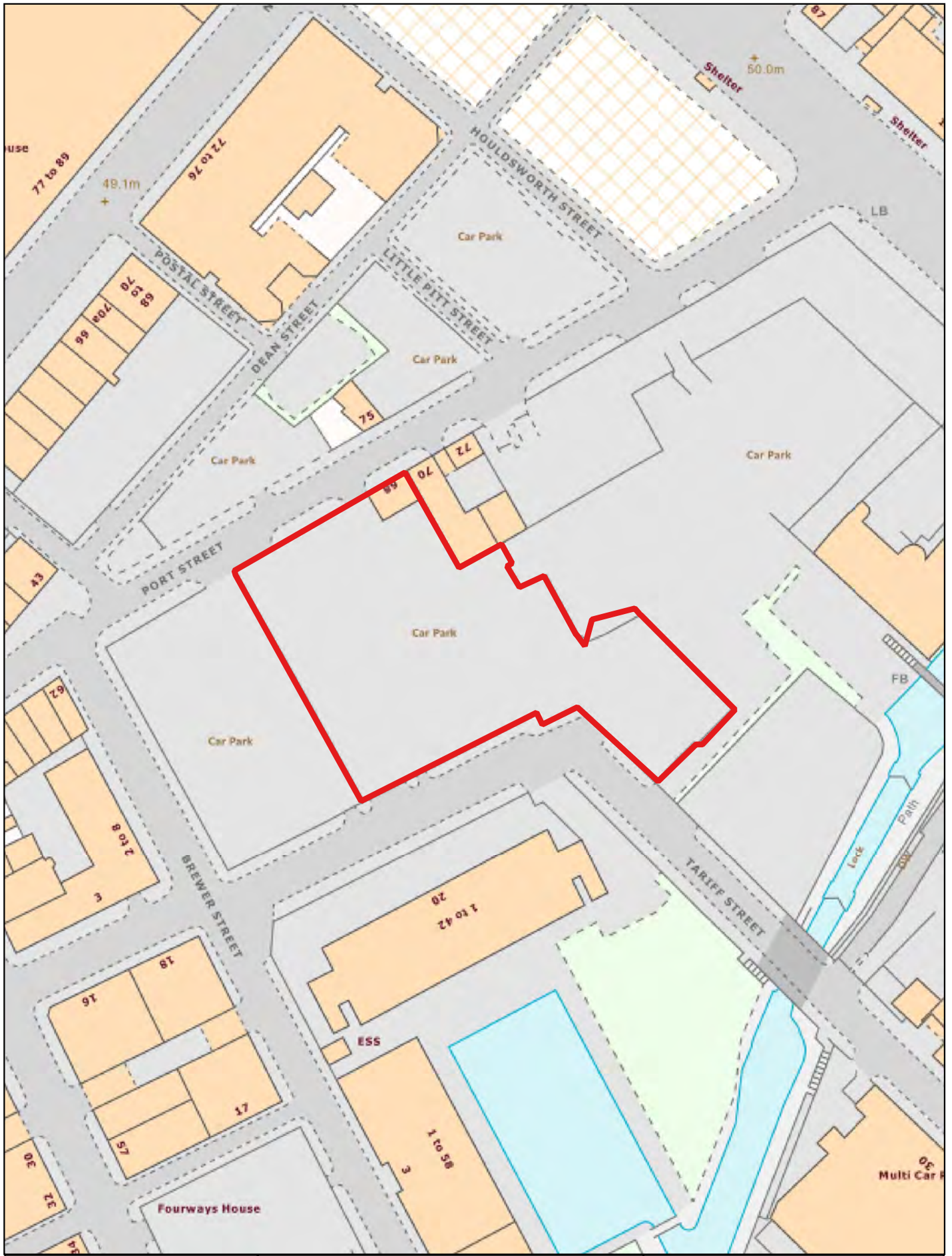
Acknowledgements

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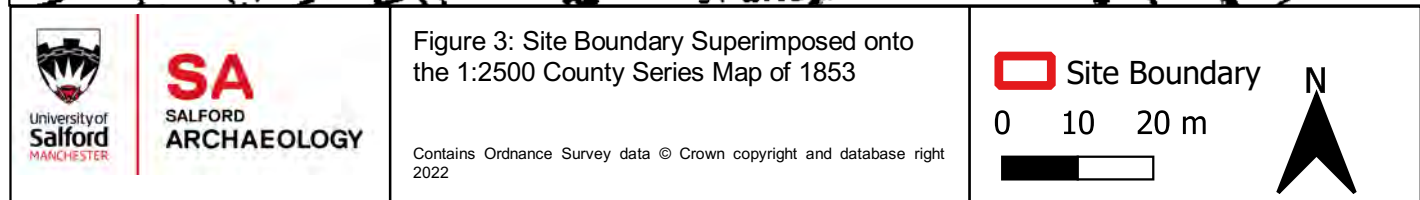
The desk-based research, report, illustrations and photographs were compiled by Jade Foxall. The report was edited by Natalie Poundall.

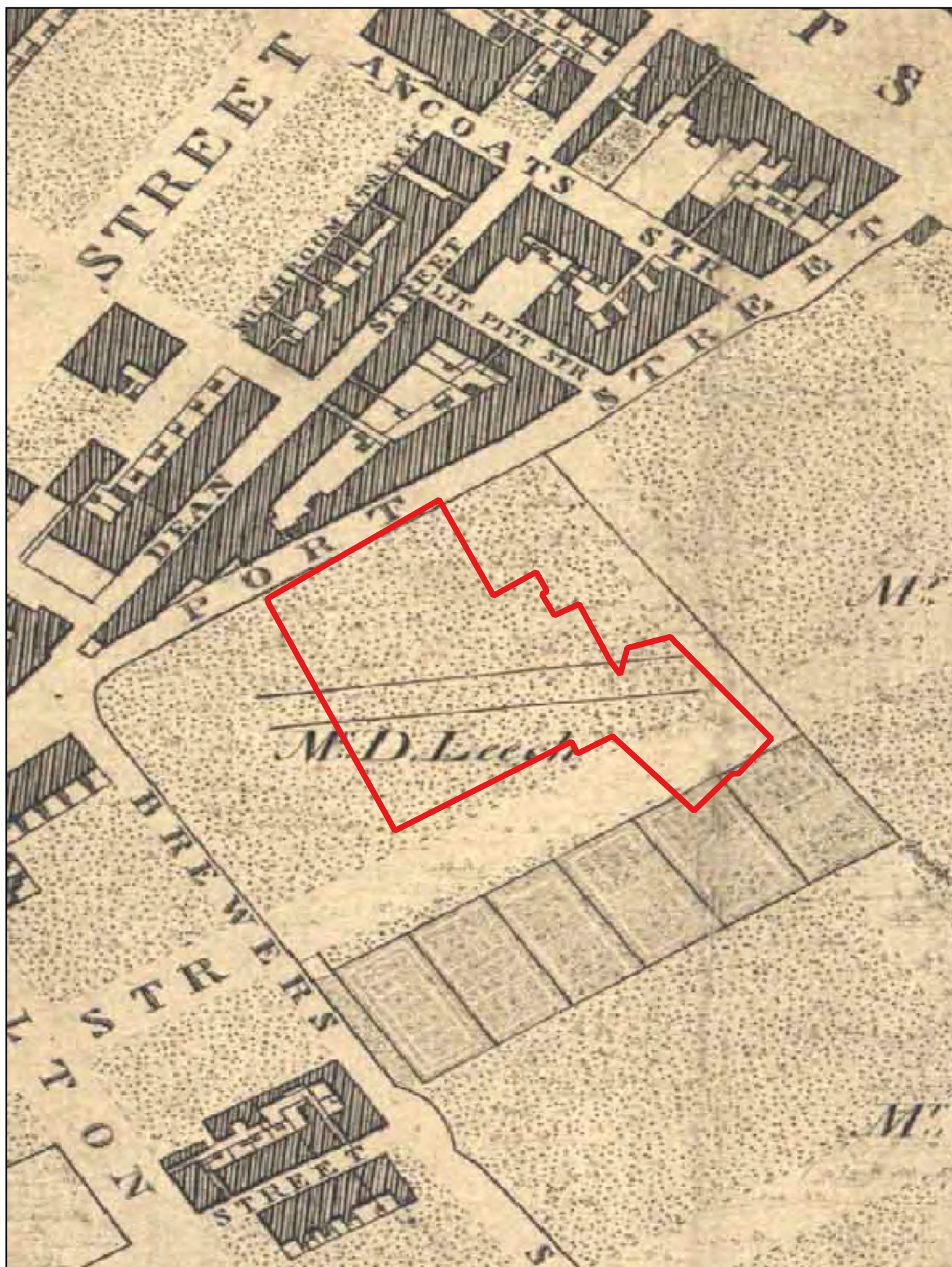
Appendix 1: Figures

- 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 the Ordnance Survey 1:2500 County Series Map of 1853
- Figure 5: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map of 1894
- Figure 6: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map of 1906
- Figure 7: Site boundary superimposed on the Ordnance Survey 1:1250 National Grid Map of 1943
- Figure 8: Location of Gazetteer Entries
- Figure 9: Location of Gazetteer Entries
- Figure 10: Location of Gazetteer Entries
- Figure 11: Area of Archaeological Interest



 SA SALFORD ARCHAEOLOGY	Figure 2: Site Boundary Superimposed onto Modern Mapping Contains Ordnance Survey data © Crown copyright and database right 2022	 Site Boundary 0 10 20 m 
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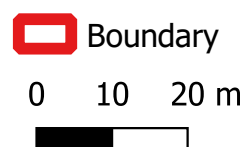


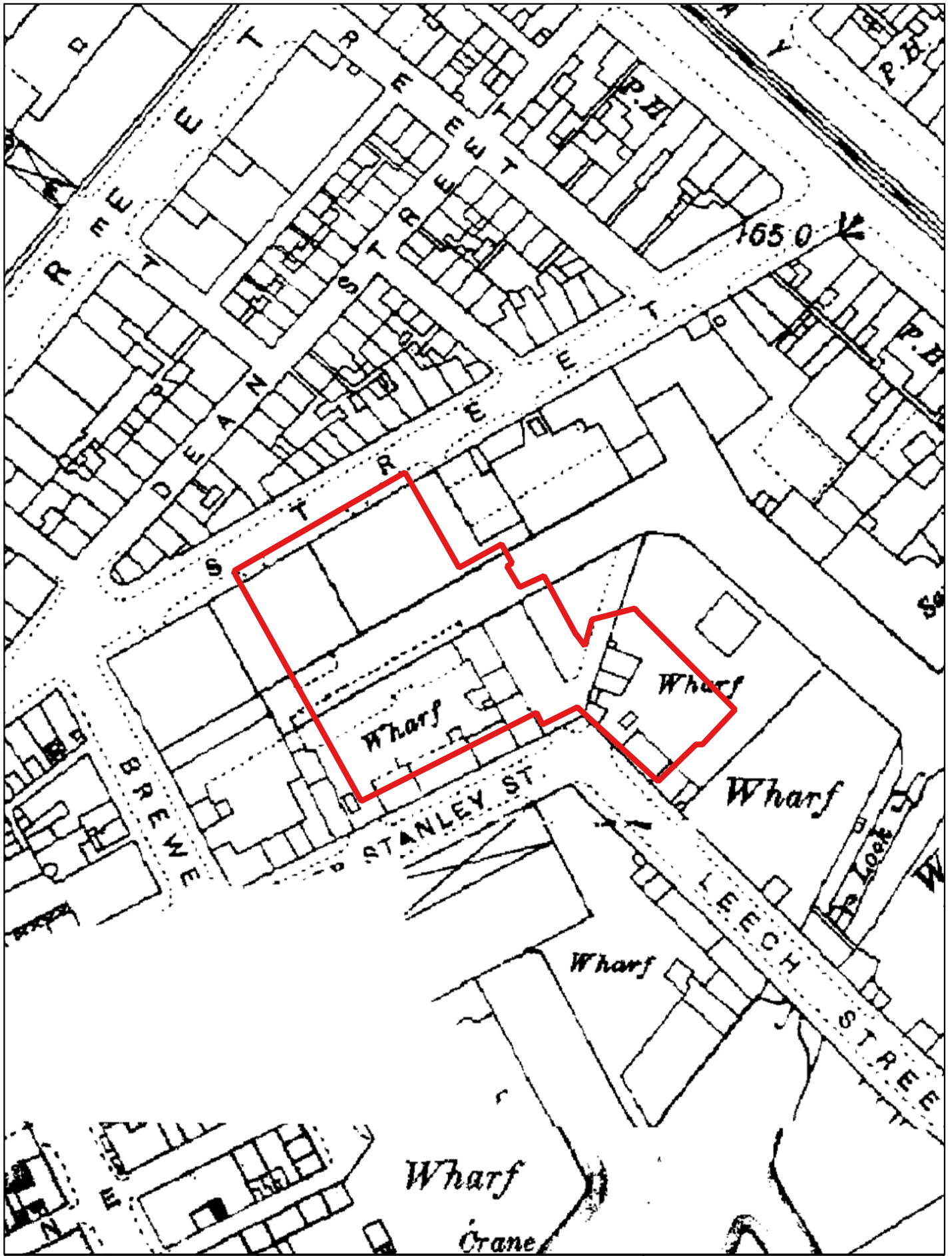


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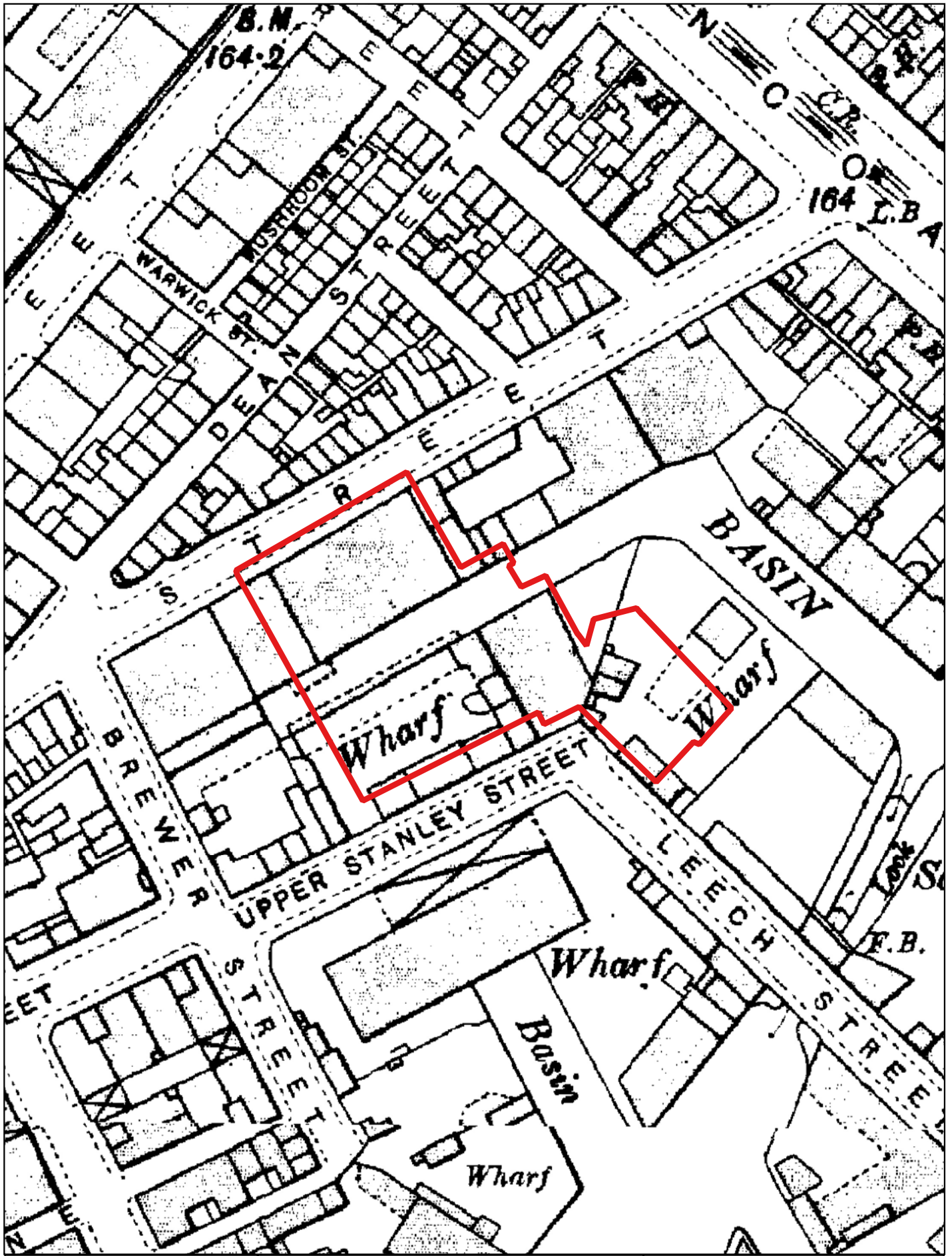
Figure 3: Site Boundary Superimposed
onto Green's Map of 1794

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 SA SALFORD ARCHAEOLOGY	Figure 4: Site Boundary Superimposed onto the 1:2500 County Series Map of 1853 Contains Ordnance Survey data © Crown copyright and database right 2022	 Site Boundary 0 10 20 m 
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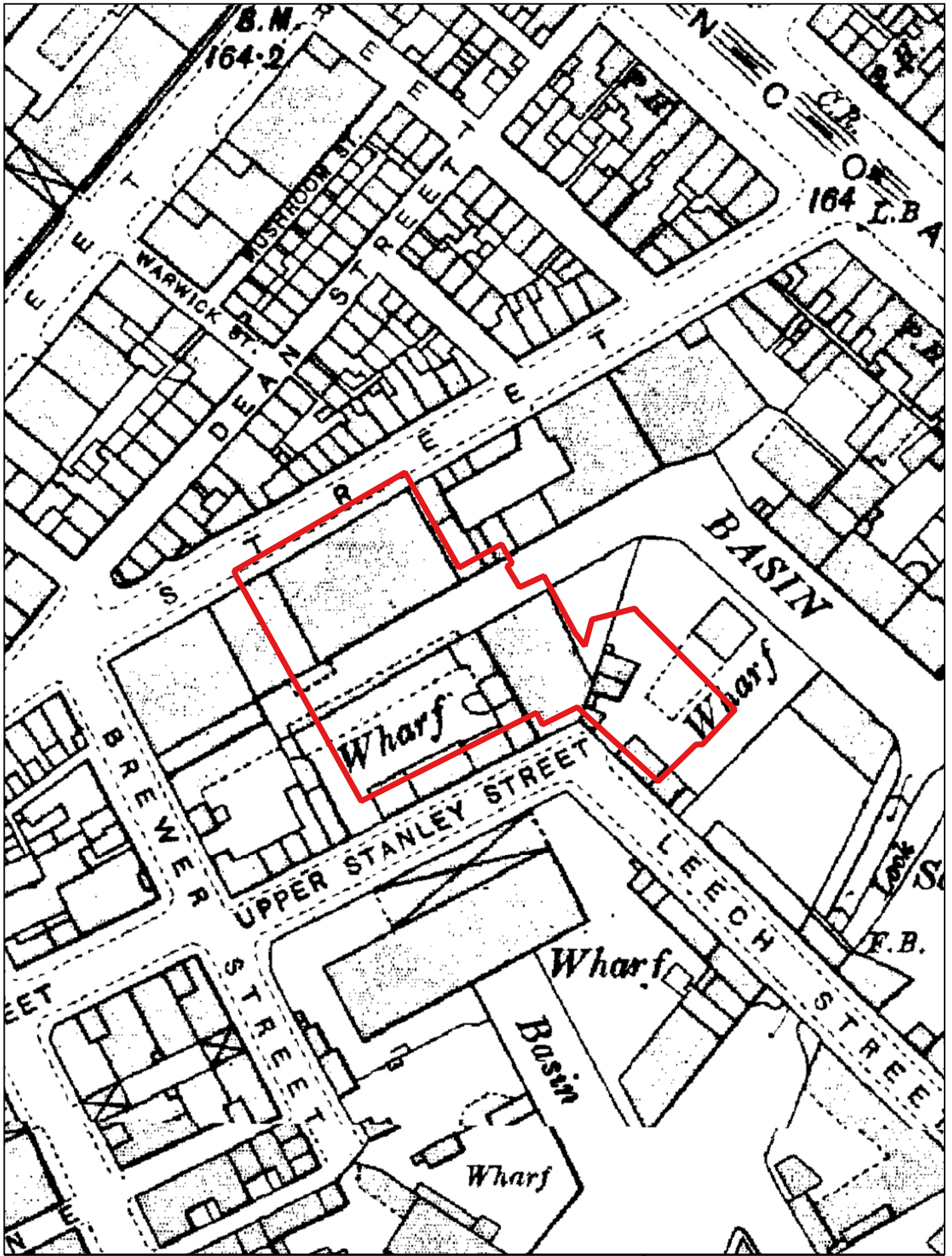
Figure 4: Site Boundary Superimposed onto the 1:2500 County Series Map of 1894

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 Site Boundary

0 10 20 m





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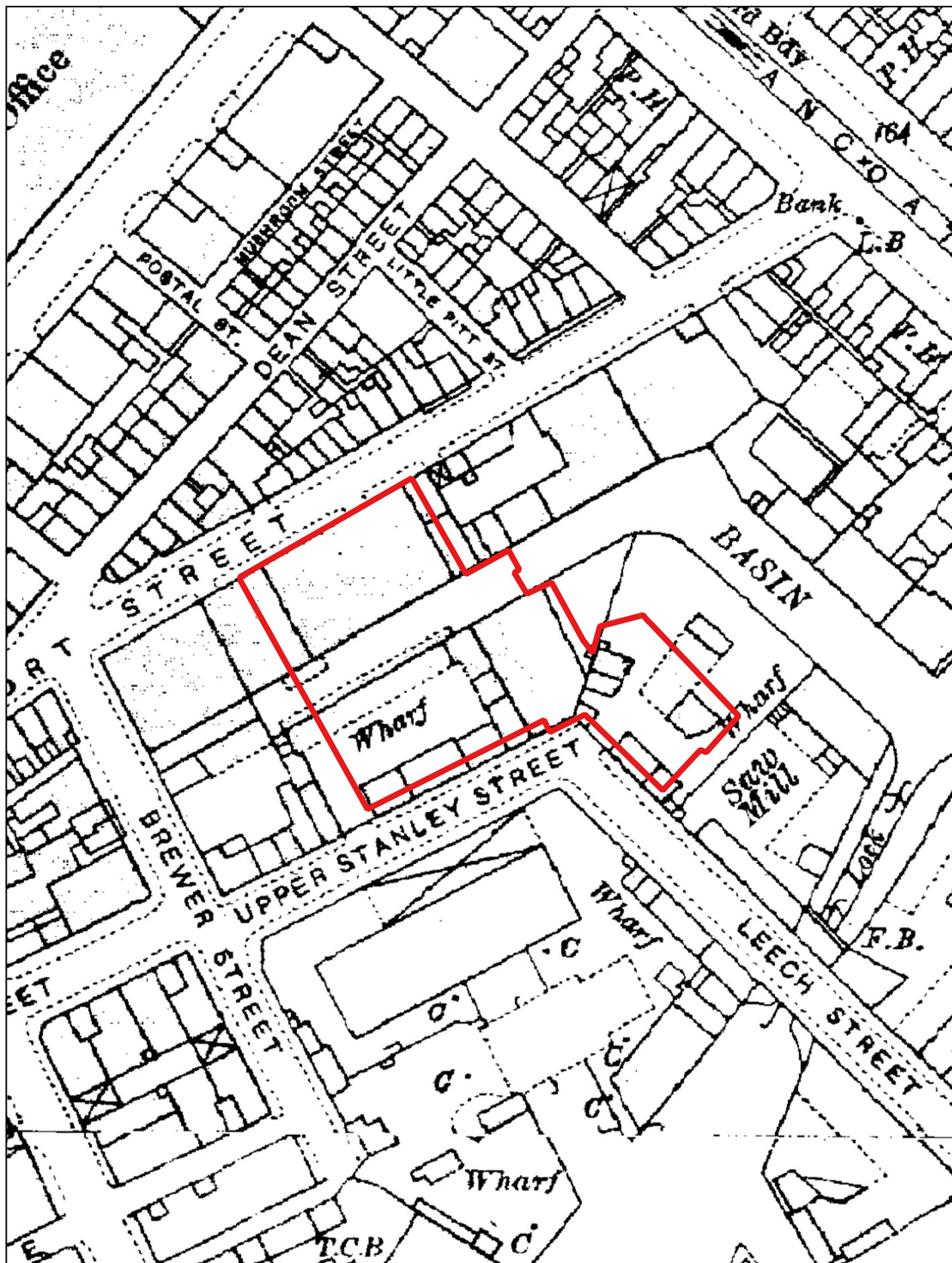
Figure 5: Site Boundary Superimposed onto the 1:2500 County Series Map of 1894

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 Site Boundary

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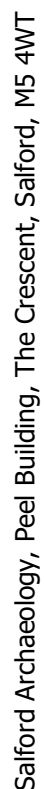
Figure 5: Site Boundary Superimposed onto the 1:2500 County Series Map of 1904

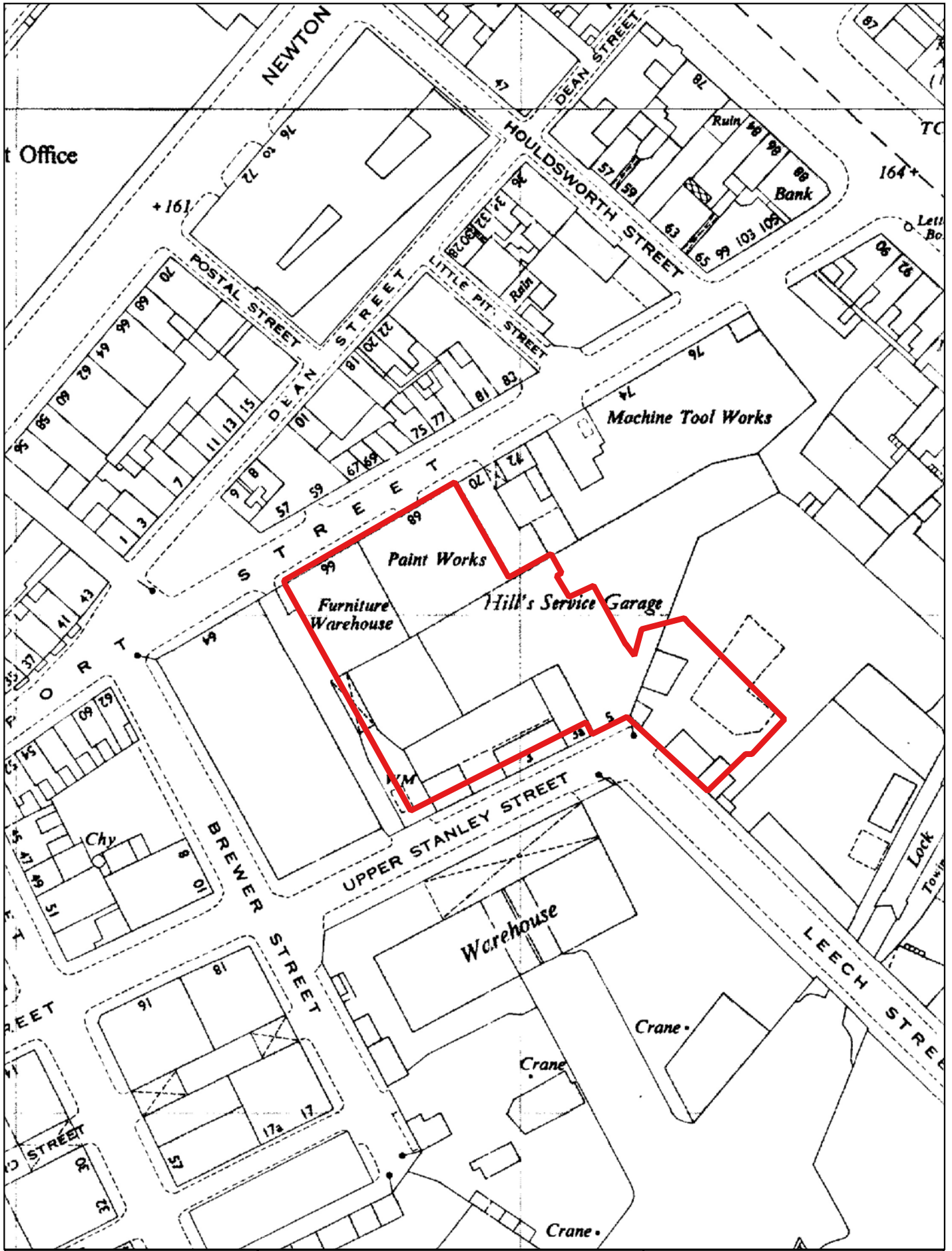
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 Site Boundary

0 10 20 m







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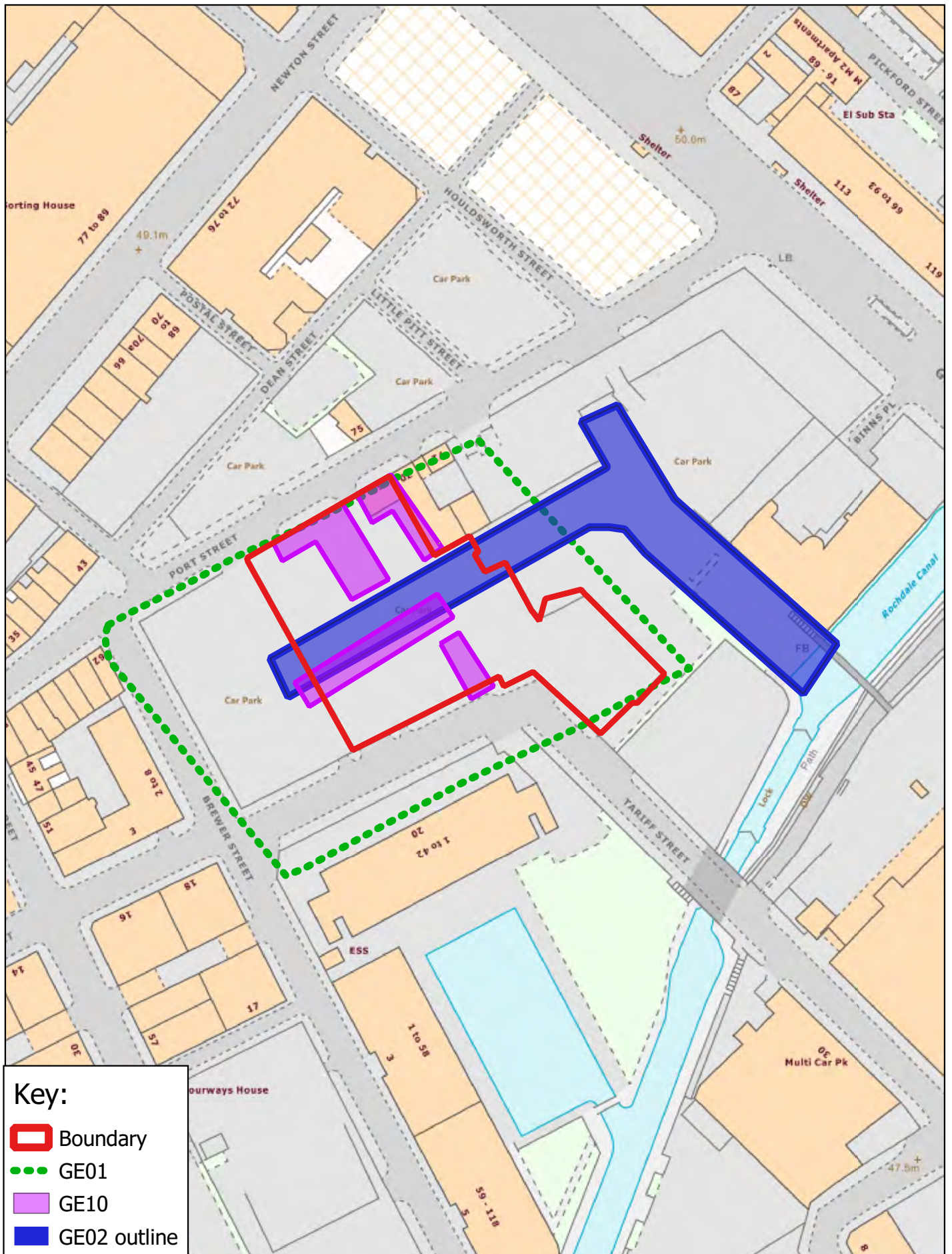
Figure 7: The Site Boundary Superimposed onto the 1:1250 National Grid Map of 1943

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 Site Boundary

0 10 20 m





Key:

- ▭ Boundary
- ⋯ GE01
- ▭ GE10
- ▭ GE02 outline



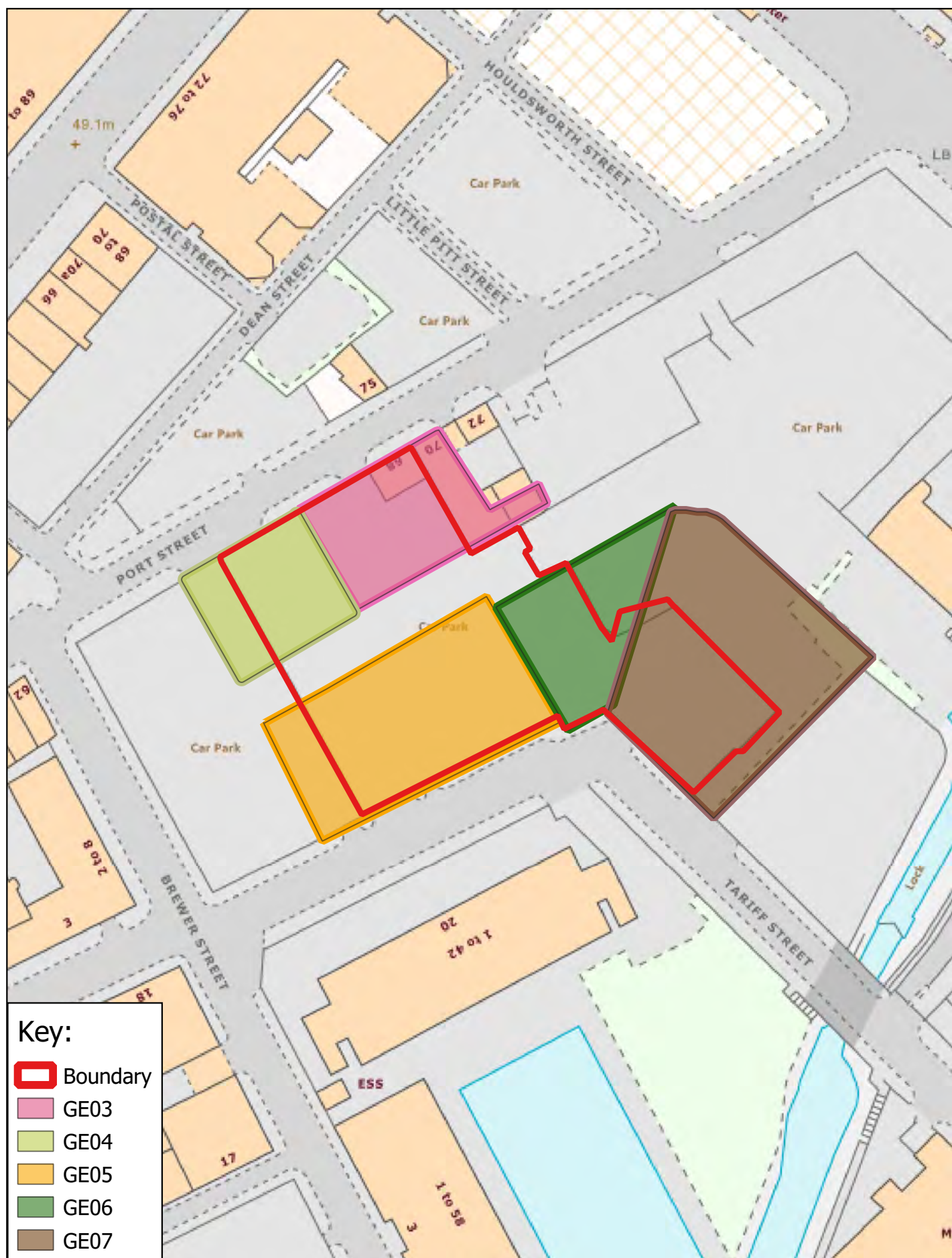
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Figure 8: Locations of Gazetteer Entries

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0 10 20 m





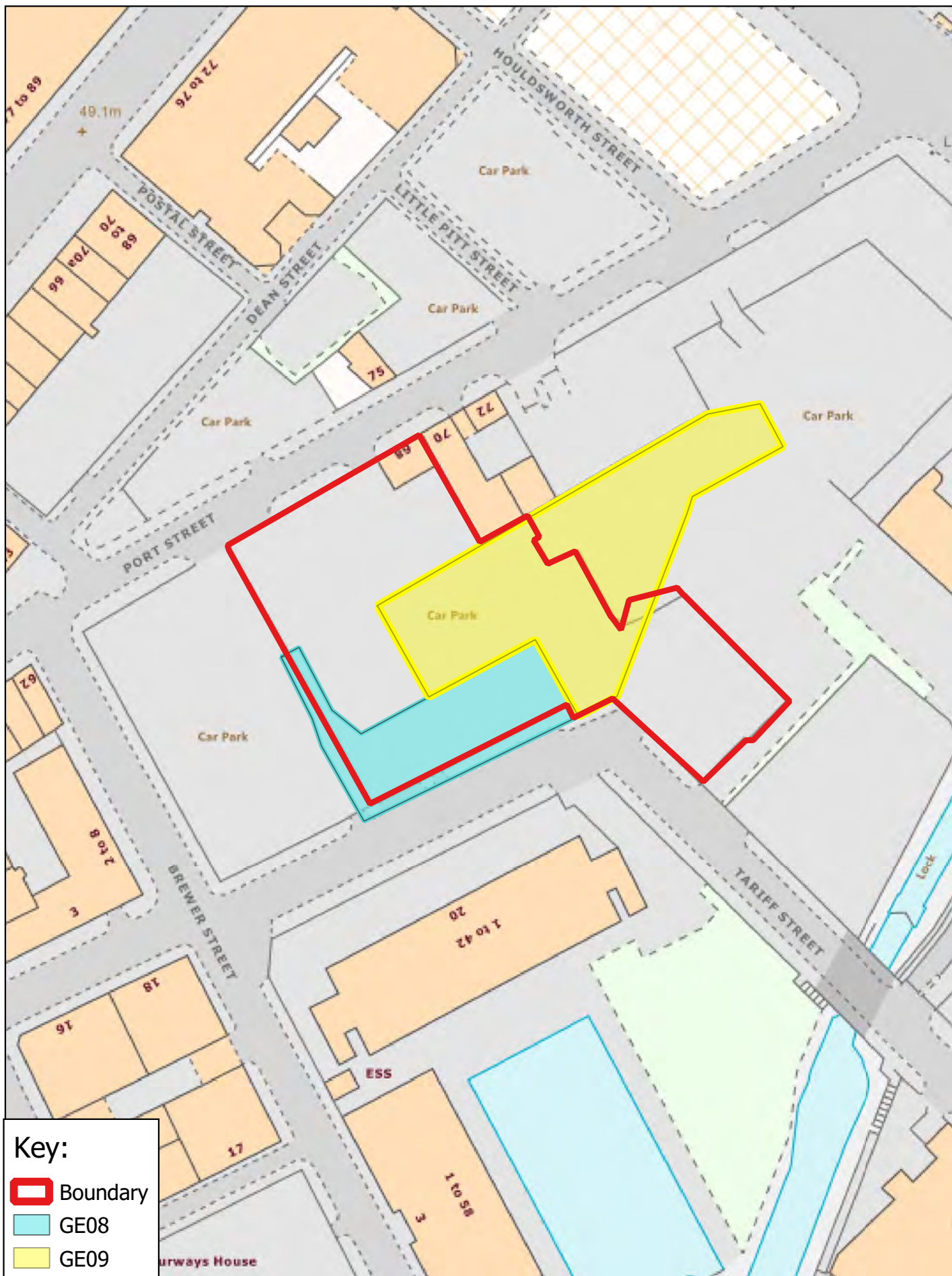
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Figure 9: Locations of Gazetteer Entries

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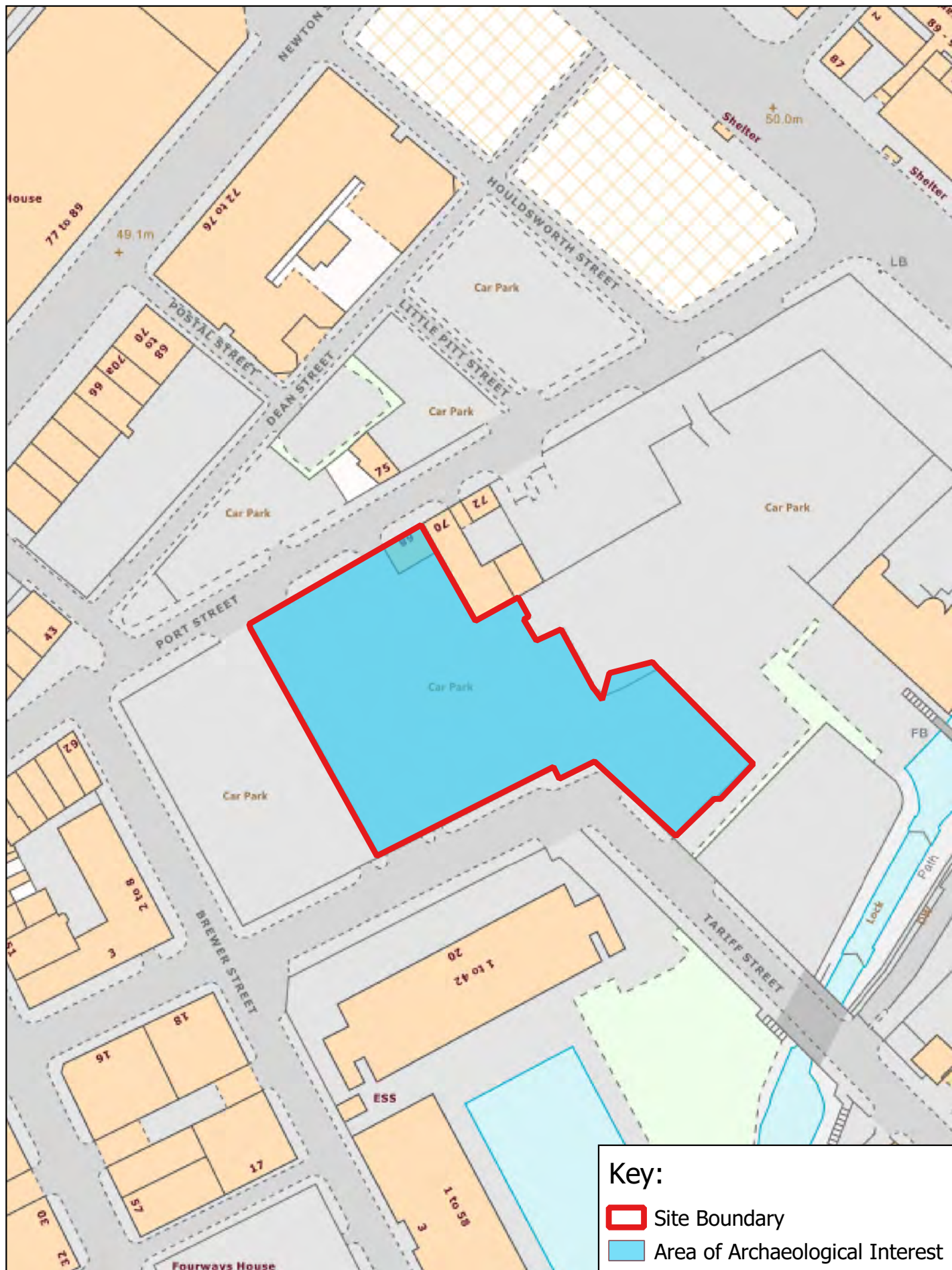
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Figure 10: Locations of Gazetteer Entries

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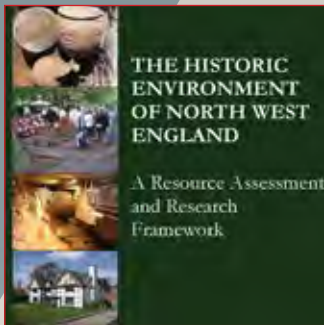
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CONSULTANCY



DESK-BASED ASSESSMENTS



WATCHING BRIEF & EVALUATION



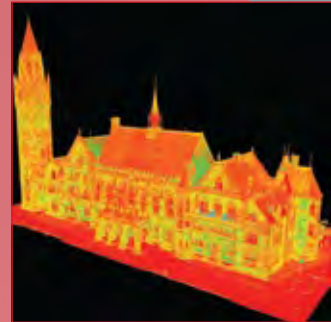
EXCAVATION



BUILDING SURVEY



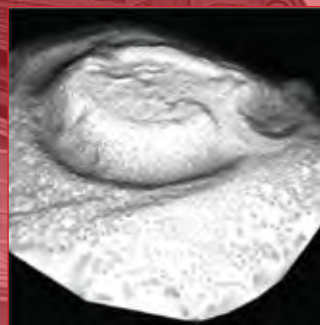
3D LASER SCANNING



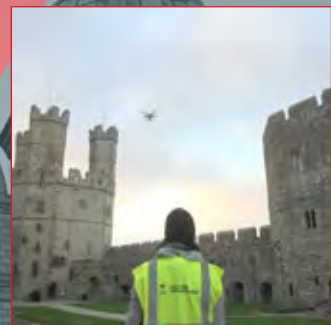
COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



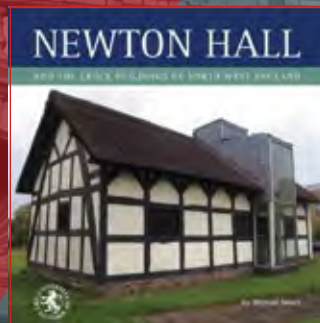
DRONE SURVEYS



WORKSHOPS & VOCATIONAL TRAINING



RESEARCH PUBLICATIONS



SEMINARS, DAYSCHOOLS CPD EVENTS

