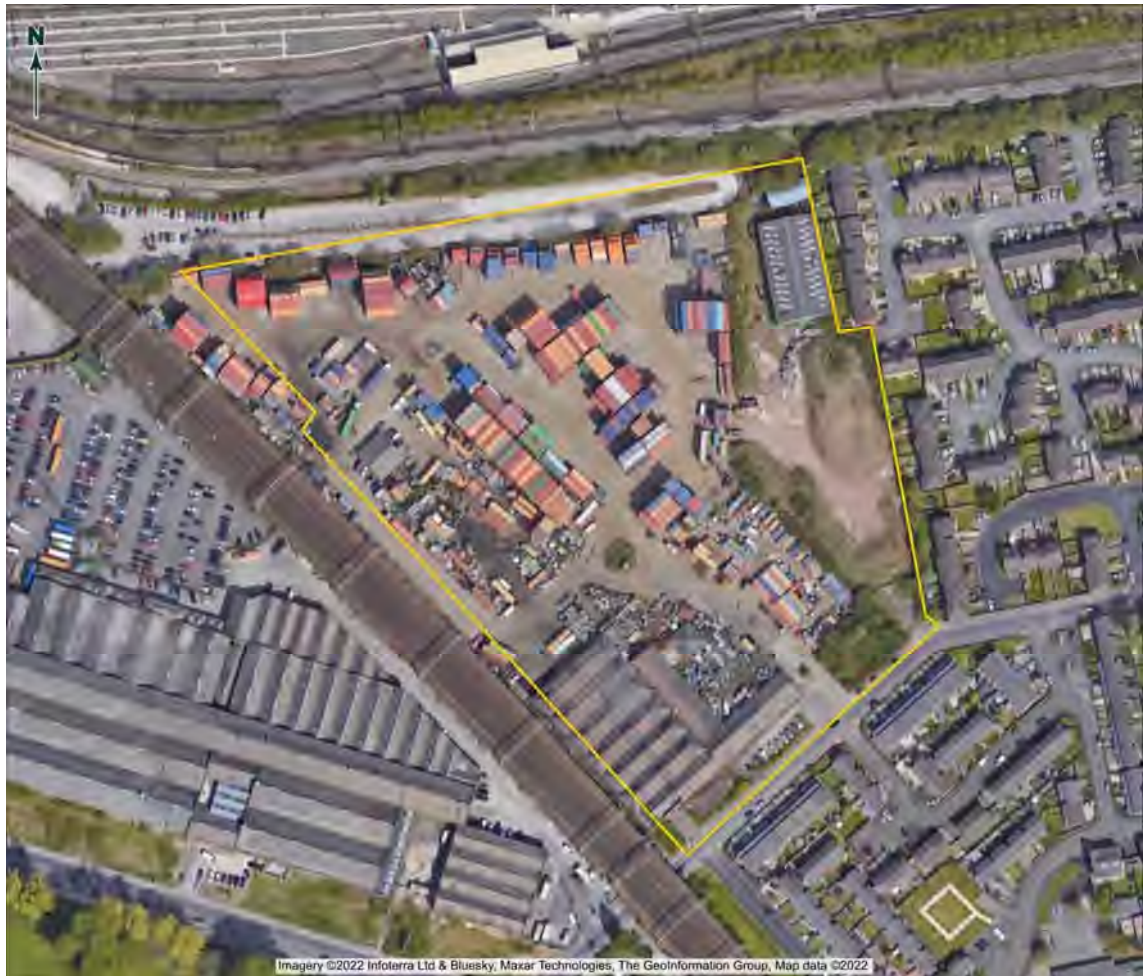




NEXUS
HERITAGE

Land at Bennett Street, Manchester



Archaeological Desk-Based Assessment

Report No: 3587.R01

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Historical mapping, both Ordnance Survey (OS) and individual cartographer's work relies on the accuracy of the data input into it and the projection used to produce a two dimensional image from three dimensional data. Techniques of survey have evolved and improved over the centuries but pre-OS maps are of widely varying quality and their accuracy is limited by the technology used to create them.

Creating an overlay of historic mapping (including 1st and 2nd edition OS Maps) and modern OS data can never be completely accurate. Creating a good approximation relies on using digital technologies to estimate and extrapolate the projection, orientation and scale of original maps by correlating known points on the modern OS grid with the historic mapping. This georeferencing 'distorts' the historic mapping to fit the modern grid using a set of known points chosen by the cartographer/illustrator.

Modern digitally produced OS mapping has a stated accuracy tolerance. The most detailed mapping at 1:1,250 (urban) will have a relative error of $\pm 0.5\text{m}$ up to 60m. On the ground that equates to an error between two points which are 60m apart on the ground. 95% of the time the scaled measurement would be between 59.1m and 60.9m (paraphrased from <https://www.gov.uk/government/publications/land-registry-plans-the-basis-of-land-registryapplications/land-registry-plans-the-basis-of-land-registry-plans-practice-guide-40-supplement-1>.)

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1. INTRODUCTION

Kellen Homes (the Client) has commissioned Nexus Heritage to prepare an Archaeological Assessment¹ (hereafter the Assessment) for an area of land at Bennett Street, Manchester (hereafter the 'Site') for which full planning permission is being sought for the demolition of existing buildings and structures on the Site and erection of 272 homes (Use Class C3) and a new community building (Use Class F2(b)), with associated car parking, access, highways, landscaping and new public realm creation, and other associated works.

The Site is currently used as a container storage depot.

The aim of this Assessment is to determine, in so far as is reasonable by desk-based research and a site visit, the presence or absence of archaeological monuments and the character, survival and state of preservation of such monuments on and in the vicinity of the Site.

The assessment comprises an examination of evidence secured from the Lancashire Record Office (LRO), Manchester Archives and the Greater Manchester Historic Environment Record (GMHER) and other source repositories as appropriate, and incorporates other available published and unpublished data discernible from web-based sources such as the Heritage Gateway, PastScape and National Heritage List databases. A Site visit and walk-over survey were undertaken.

Based on research undertaken for the Assessment, this report highlights any potential direct and indirect impacts to any archaeological monuments. This Assessment has been undertaken in compliance with the Chartered Institute for Archaeologists document, *Standard and Guidance for Historic Environment Desk-Based Assessment* (2020).

In historic and archaeological terms the principal interest at the Site is associated with the following archaeological monuments identified on the GMHER:

Burgess Villa, Terraced Houses [x 7 dwellings] (GMHER ref. 13852.1.0)

Bennett Street, Terraced Houses [16 dwellings] (GMHER ref. 13853.1.0)

Manchester City Football Ground pitch established in 1887, first stand built in 1888, abandoned 1923] (GMHER ref. 13854.1.0)

Iron Foundry [J. M. & Sons; Bennett's Iron Foundry Co. Furniture Manufacturers, operational c. 1887 – 1913] (GMHER ref. 9683.1.0)

In addition, research undertaken for this assessment has identified the following, any sub-surface remains of which may be considered as potential archaeological monuments:

A trackway running west to east across the Site shown on the Tithe Map of 1848.

The course of two culverted brooks (Corn Brook and possibly the Black Brook), which run through the Site.

Travelling crane, weighing machine and tramways associated with the Iron Foundry.

The railway tracks, hoppers and a conveyor which served Bennett's Siding and Kobo Sidings (Kobo was a type of coke produced by E. and F. Beattie Ltd., Manchester coal and coke

¹ The heritage interest of the built environment, including any upstanding structures on the Site, most pertinently, the former Parcel Depot, is dealt with under separate cover.

merchants).

There are no registered World Heritage Sites, Scheduled Monuments, wholly or partly within in the Site or the 500m radius Assessment Area established for the purposes of assessment.

Nexus Heritage reserves the right to amend, add or remove any elements of this document to respond to the publication of any new evidence, policy, guidance, etc. This report and related materials have been prepared for the sole use of the specified Client in response to an agreed brief, for a stated purpose and at a particular time and its application must be made accordingly. No duty of care extends to any other party who may make use of the information contained herein.

2. LOCATION, GEOLOGICAL AND PEDOLOGICAL BACKGROUND

Location

The Site is situated to the north of Bennett Street, Manchester, (Fig. 1).

The Site is centred, approximately, at National Grid Reference SJ 86197 97047 (Fig. 2), extends to approximately 4.88 hectares and forms an approximate right trapezoid in plan-form.

The Site is currently used as a container storage depot and the majority of the Site is given over to hardstanding with affordance from Bennett Street, which forms the south eastern site boundary. The remaining Site boundaries are formed by a railway viaduct to the south west, the remaining portion of Ardwick West Freight terminal to the north and residential properties to the east.

The south-western corner of the Site is occupied by a large, single-storey industrial building which originated as a parcel depot in the 1920s and was known as the Transport Permanent Way Depot (Manchester Corporation).

Geology

A geological discontinuity in the bedrock characterises the Site's geology. The British Geological Survey (<https://mapapps.bgs.ac.uk/geologyofbritain/home.html>) identifies the underlying bedrock to the majority of the Site as 'Manchester Marls Formation' comprising rock type Mudstone from the late 'Permian' period. Over the eastern part of the Site, the bedrock is indicated as 'Collyhurst Sandstone Formation' comprising rock type Sandstone from the 'Early Permian' period.

The superficial deposits are identified as Till, Devensian Till – Diamicton, a deposit formed up to 2 million years ago in the Quaternary Period in a local environment previously dominated by ice age conditions.

Soils

The Cranfield Soil and AgriFood Institute (CSAI) Soilscales Viewer (<http://www.landis.org.uk/soilscales/>) maps the soils cover across a broad area, including the Site as slowly permeable seasonally wet acid loamy and clayey soils. However, given the development history of parts of the Site, any soil cover may not match this classification.

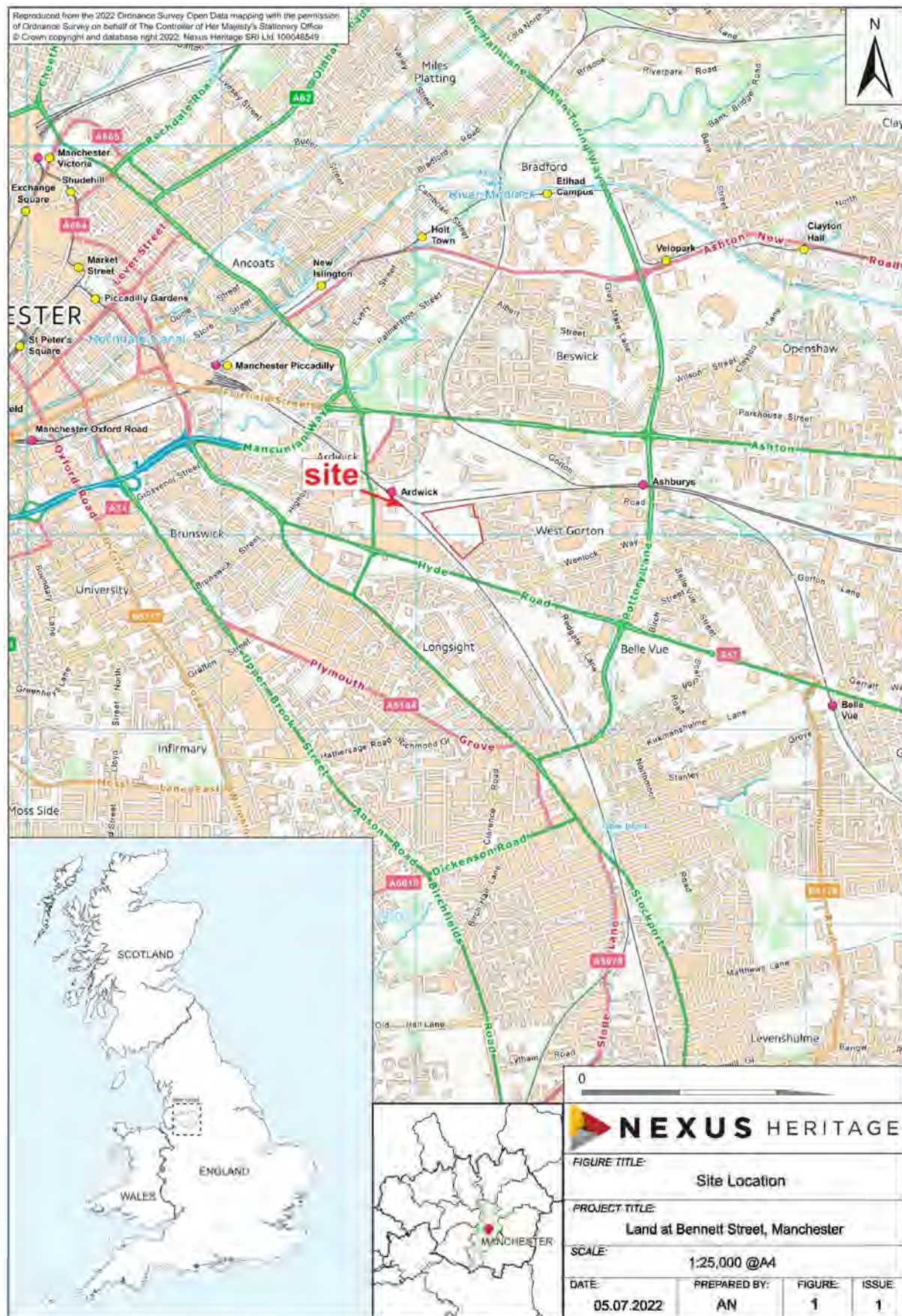


Figure 1: Site Location Plan



Figure 2: Site Plan

3. PLANNING HISTORY

The complete planning history for the Site is not known but a wider application dating back to 2012 for redevelopment of *Land Between Hyde Road/Pottery Lane/Bennett Street, West Gorton* (099219/00/2012/N2) was granted outline consent. The application included the Site as part of a much wider area and an Environmental Statement supporting the application included a chapter on archaeology (effectively an archaeological desk-based assessment). Permission was granted, accompanied by a condition for historic building recording (of the former parcel depot on site) and various archaeological attendances on that part of the application area which corresponds with the site for which Kellen Homes is making an application.

The condition was as follows:

33) No demolition/ development of any Phase (or Part Phase) hereby approved shall commence until a programme of archaeological work in accordance with a written scheme of investigation for that Phase (or Part Phase) comprising the following has been submitted to and approved in writing by the City Council as local planning authority:

(a) A phased programme and methodology of site investigation and recording to include:

- desk-based documentary research*
- archaeological building survey (English Heritage Level 3)*
- an intra-soft-strip and demolition watching brief*
- targeted evaluation*
- (informed by the above) targeted excavation and recording;*

(b) A programme for post investigation assessment to include:

- analysis of the site investigation records and finds*
- production of a final report on the significance of the archaeological and historical interest represented.*

(c) Provision for publication and dissemination of the analysis and report on the site investigation to include:

- a bound hardcopy and digital copy of the final assessment report with the Historic Environment Record*
- (dependent upon the investigation results) a volume in the series "Greater Manchester's Past Revealed".*

(d) Provision for archive deposition of the report, finds and records of the site investigation.

(e) Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

4. LEGISLATIVE AND PLANNING POLICY BACKGROUND AND PROFESSIONAL STANDARDS/GUIDANCE

Legislative Provision

At the national level, the principal legislation governing the protection and enhancement of archaeological monuments of national importance is the *Ancient Monuments and Archaeological Areas Act 1979*. The 1979 Act provides protection to Scheduled Monuments. The consent of the Secretary of State for Culture, Media and Sport is required for works of demolition, destruction to or damage to a Scheduled Monument. There are no Scheduled Monuments within the Site.

Other known archaeological monuments can be entered onto county-based Historic Environment Records under the *Town and Country Planning Act 1990*.

National Planning Policy

The place of historic environment assets (including archaeological monuments) within the planning system is informed by the *National Planning Policy Framework (NPPF)*.

Various principles and policies related to cultural heritage and archaeology are set out in the NPPF which guide local planning authorities with respect to the wider historic environment.

The following paragraphs from NPPF are particularly relevant and are quoted in full:

In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, 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. Para. 189

In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) the desirability of new development making a positive contribution to local character and distinctiveness.* Para. 192

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Para. 197

Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred. Para. 198

Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible⁶⁴. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted. Para. 199

Local Planning Policy

With respect to local planning policy the Manchester Local Plan (Manchester City Council 2012) guides development within Manchester. Policies EN3 Heritage and DM1 Development Management apply.

Policy EN3 states that *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.*

Policy DM1 states that *all development should have regard to specific issues for which more detailed guidance may be given within a supplementary planning document. One of the identified issues is the effect relating to archaeological heritage.*

In addition some UDP policies remain in force. Policy DC20.1 Archaeology applies.

Policy DC20.1 states that:

The Council will give particular careful consideration to development proposals which affect Scheduled Ancient [sic] Monuments and sites of archaeological interests, to ensure their preservation in place. In particular:

- a. Applications for consent to alter Scheduled Ancient [sic] Monuments or sites of archaeological interest or their settings should be accompanied by an evaluation and assessment of the implications of the proposal.*
- b. The Council will have special regard to the desirability of securing the preservation of Ancient Monuments and other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect Scheduled Ancient [sic] Monuments, or other sites of archaeological interests, and their settings, In exceptional cases where development is inevitable, the Council will look at the scope for combining preservation in place with limited investigation and recording.*
- c. Where the preservation of Scheduled Ancient [sic] Monuments and sites of archaeological interest in place is not appropriate, the Council will seek to gain full and proper recording of the site through early consultation between the applicant and approved archaeological organisation.*

Professional Standards and Guidance

With respect to good practice in archaeology the professional institute for archaeology in the UK (the Chartered Institute for Archaeologists) has developed a range of regulations, standards and guidelines that are binding on all members to ensure that Chartered Institute

for Archaeologists members work to high ethical and professional standards. The relevant standard and guidance document for an archaeological assessment is the *Standard and Guidance for Historic Environment Desk-Based Assessment* (2020).

In addition to these standards and guidance a number of English Heritage and Historic England publications inform the preparation of Environment Statements, including *Conservation Principles; Policy and Guidance for the Sustainable Management of the Historic Environment* English Heritage (2008) and *Managing Significance in Decision-Taking in the Historic Environment Historic Environment Good Practice Advice in Planning Note 2* (Historic England 2015).

5. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

Introduction

The following section is a summary of the heritage evidence found within a 500m radius of the Site; this wider area is referred to as the 'Assessment Area'. The evidence has been compiled from the Greater Manchester Historic Environment Record (GMHER), the Lancashire Record Office (LRO), Manchester Archives and other documentary and cartographic sources. The data collected is considered to provide a good indication of the character, distribution and survival of any potential archaeological monuments within and in the vicinity of the Site and helps define its importance. The locations of the identified archaeological monuments within the Assessment Area are shown in Figure 3 below and are also detailed in a gazetteer (Appendix A).

In summary, The GMHER records 16 features of archaeological interest (known as 'monuments') within the Assessment Area, (Fig. 3). The identified monuments include artefact find-spots, archaeological sites, historic structures/buildings and places. Four of these monuments are located within the Assessment Site:

Burgess Villa, Terraced Houses [x 7 dwellings] (GMHER ref. 13852.1.0)

Bennett Street, Terraced Houses [16 dwellings] (GMHER ref. 13853.1.0)

Manchester City Football Ground [built 1887, abandoned 1923] (GMHER ref. 13854.1.0)

Iron Foundry [J. M. & Sons; Bennett's Iron Foundry Co. Furniture Manufacturers, operational c. 1887 – 1913] (GMHER ref. 9683.1.0)

THE GMHER records the historic landscape character of the Assessment Site as 'late 20th century depot south of railway line'.

There are no Scheduled Monuments wholly or partly within in the Site.

There are no World Heritage Sites wholly or partly within in the Site.

In addition to the data secured from the GMHER cartographic and other evidence suggests that archaeological interest may be attached to:

- a trackway running west to east across the Site shown on the Tithe Map of 1846
- the course of two culverted brooks (Corn Brook and possibly the Black Brook), which run through the Site;
- any subsurface remains of the travelling crane, weighing machine and tramways associated with the Iron Foundry
- the railway tracks, hoppers and a conveyor which served Bennett's Siding and Kobo Sidings (Kobo was a type of coke produced by E. and F. Beattie Ltd., Manchester coal and coke merchants).

The background below includes statement on assessments of the potential for archaeological remains to be present on the Site. These assessments are based on information on archaeological monuments in the vicinity, the characteristics of current and historic land-use, and available information on the condition and nature of sub-surface deposits. The potential is graded from negligible, to low, moderate and high. A negligible

potential indicates that archaeological remains are very unlikely to be present; low potential reflects a depressed likelihood for the preservation of archaeological remains; moderate represents an average potential; and high would reflect a demonstrable potential for the survival of archaeological remains.

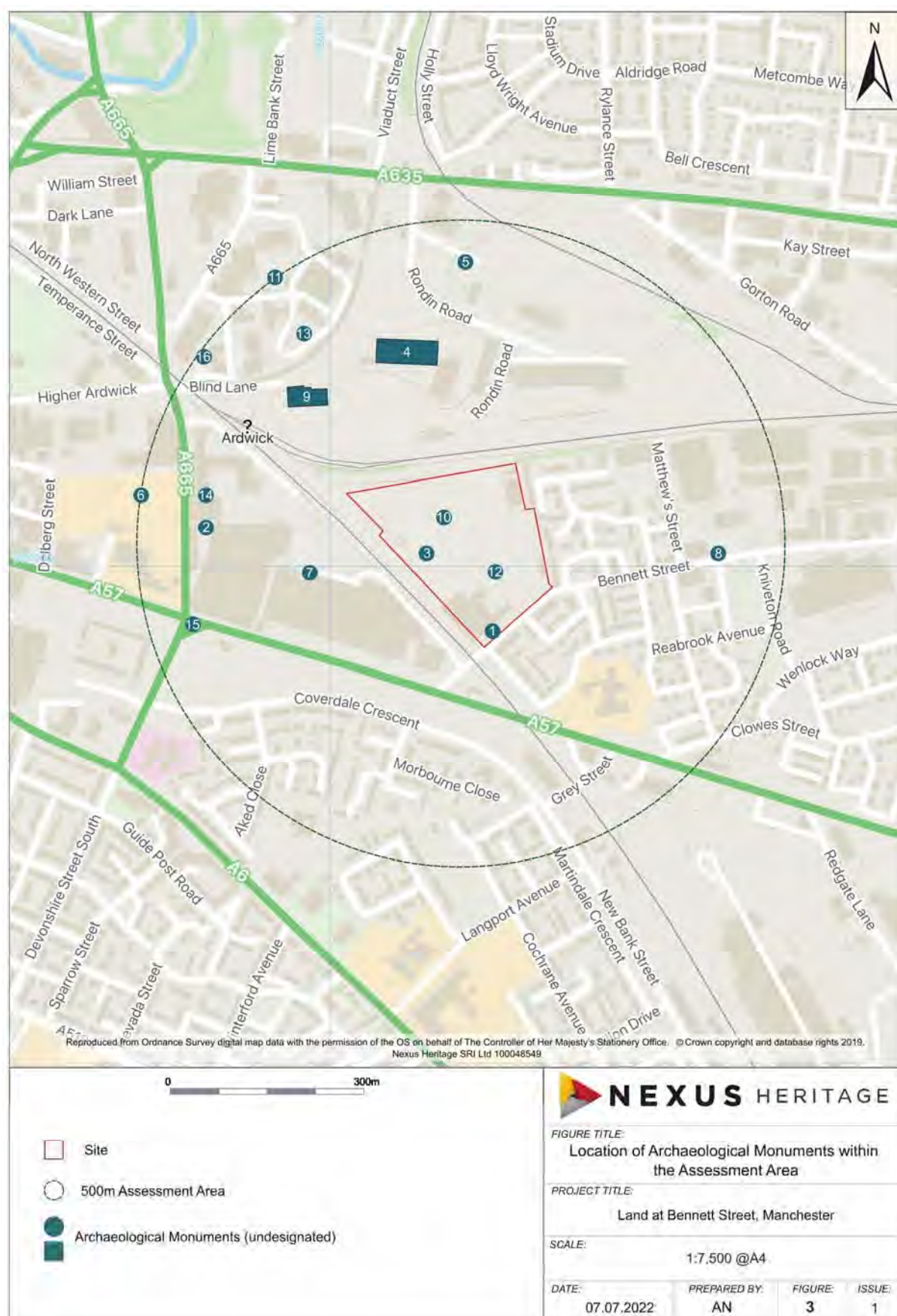


Figure 3: Location of Archaeological Monuments (See Appendix A for details of GMHER refs. 1-16 [Gaz. 1-16])

Prehistoric Period: Palaeolithic (500,000 - 12,000 BC), Mesolithic (12,000 – 4,000 BC) and Neolithic (4,000 – 1,800 BC), Bronze Age (1,800 - 600 BC), Iron Age (600 - 43 AD)

There are no records of any find-spot or archaeological site dating to the Prehistoric Period within the Assessment Area or the Site. The potential for the presence of archaeological remains dating to the Prehistoric Period to be present on the Site is low/negligible.

Romano-British Period (43- 410 AD).

The Romano-British period is very well represented in the archaeological record of north-west England and many industrial and military sites, linked by a road network, have been intensively investigated.

Manchester's Roman fort, built *c.* 79CE, and located was near the meeting point of the Irwell and Medlock rivers, was in use, to one degree or another, thought to the end of the fifth century CE. The fort gave a strategic oversight to the roads leading from Chester to York, from Derby to London, and from Lancaster to Carlisle). The settlement that evolved around the fort was focussed at Deansgate, *c.* 2km west of the Site). However, Hyde Road to the south of the site has been a candidate route of a Roman from the *Mancunium* fort to the Melandra fort. A Roman road is recorded *c.* 500m south of the Site, linking Buxton to Ribchester (<http://www.twithr.co.uk/lancs-gm/M7b.htm>).

There is a low/negligible probability that artefacts or archaeological deposits dating to this period are present within the Site. However, the possibility of such artefacts and deposits being present on Site cannot be entirely discounted given the Site's location, relatively close to a known population centre and communication routes.

Early Medieval Period (410 - 1066 AD)

There are no confirmed archaeological remains from the Saxon/early medieval period recorded in the Site or within the wider Assessment Area.

Ardwick, Beswick and Gorton are not mentioned in the Domesday Book although the place-name derivation of Ardwick suggests a population at Ardwick in the early medieval period. The name has been rendered as 'Æthelred's specialised farm' (<http://kepn.nottingham.ac.uk/map/place/Lancashire/Ardwick>) consisting of the Old English personal name *Ard* and the Old English *wīc* meaning a dwelling; a building or collection of buildings for special purposes; perhaps a farm/dairy farm; a trading or industrial settlement. Æthelred II (*c.* 966-1016), known as the Unready, was King of the English from 978 to 1013 and again from 1014 until his death in 1016. His association with the etymology of Ardwick remains unknown. Whether Ardwick can claim an early medieval foundation as part of Anglo-Saxon colonisation after the defeat of the Britons by the Anglo-Saxon King Æthelfrith of Bernicia at the Battel of Chester in 616 CE remains to be tested.

The early-medieval period can be poorly represented through artefactual evidence, so the lack of recorded entries in the sources for the Assessment Area should not necessarily be taken as an indication of a lack of activity during this period. The historic and archaeological evidence for the Assessment Area for this period suggests, however, that the archaeological potential for the Assessment Site for the Saxon/Early Medieval Period is low/negligible.

Medieval Period (1066 - 1485 AD)

There is one medieval archaeological monument recorded within the Assessment Area on the GMHER (Gaz. No. 14, Fig. 3), but none within the Assessment Site. Ardwick Manor House (GMHER ref. 1361.1.0) was first mentioned in 1357 and again in 1728 when it was renovated. This dwelling no longer exists but its site is approximately 260m to west of the Assessment Site by the A665 Devonshire Street North.

The historic and archaeological evidence for the Assessment Area for this period suggests, however, that the archaeological potential for the Assessment Site for the Medieval Period is low.

Post Medieval Period (1486 – Present)

18 of the known archaeological monuments in the Assessment Area (Gaz. Nos. 2-19, Fig. 3) are dominated by features of the later post-medieval period and include a saw mill, goods sheds, a brickfield, a limekiln, mills and a weighing machine. The GMHER records four post-medieval monuments on the Site:

Burgess Villa, Terraced Houses [x 8 dwellings] (Gaz. No. 10, Fig. 3, GMHER ref. 13852.1.0), Bennett Street, Terraced Houses [16 dwellings] (Gaz. No. 1 Fig. 3, GMHER ref. 13853.1.0), a former football ground of Manchester City [built 1887, abandoned 1923] (Gaz. No. 12, Fig. 3, GMHER ref. 13854.1.0) and an Iron Foundry [J. M. & Sons; Bennett's Iron Foundry Co. Furniture Manufacturers, operational c. 1887 – 1913] (Gaz. No. 3, Fig. 3, GMHER ref. 9683.1.0).

A fine-grain review of some of the historic cartography of the Site suggests additional archaeological interest, beyond the above 16 monuments in the form of

A trackway running west to east across the Site shown on the Tithe Map of 1848 (Gaz. No. 17), the course of two culverted brooks (Corn Brook and possibly the Black Brook), which run through the Site (Gaz. No. 18), a travelling crane, weighing machine and tramways associated with the Iron Foundry (Gaz. No. 19) and the railway tracks, hoppers and a conveyor which served Bennett's Siding and Kobo Sidings (Gaz. No. 20).

One of the first available cartographic sources for the area is the Tithe Map of the Township of Ardwick in the Parish of Manchester, Lancashire, 1846 (Fig. 4). The Site extends over four land parcels mapped on the Tithe Map. The north-western portion of the Site is occupied by Plot 41, owned by Henry Weech Burgess and occupied by R. Satterfield and W. Youll. This Plot was identified as Buckcroft and Stream. This Plot was bordered to the south by a watercourse identified on the Map as Corn Brook and to the south-west by the newly built Birmingham Railway line. The orthogonal Plot 94, also owned by Burgess is an access road which leads to a rectangular plot of land (not given its own Plot number) which could be part of Plot 94 or part of the Plot to the east – number 42, also owned by Burgess and occupied by George Chorlton. This plot was bounded to the north by Corn Brook and to the south by an unnamed watercourse. Plot 63 occupies the southern portion of the Site, also owned by Burgess and occupied by Mellor and Greenhalgh, was identified as Buckcroft Carr Road. This road runs parallel to the un-named watercourse, and extends across the whole site from east to west.

The use of the term 'buck' in two of the Plot names is redolent of deer and is suggestive of a historic hunting. The term 'carr' deriving from the Old Norse *kjarr*, meaning copse on boggy land, not surprising given its proximity to watercourses and suggests an environment in

which deer could have been found. The linking of the term 'croft' with 'buck' also indicates agricultural enclosure – croft being the Old English term for a small, enclosed pasture or arable field.

The small-scale Ordnance Survey (OS) Map, (6 inch to 1 mile – 1:10,560), 1848 (Fig. 5) shows the Corn Brook traversing the Site east to west. Interestingly, in contrast with the Tithe Map the OS does not name Corn Brook as the watercourse which extends across the Site from south-west to north-east but, rather, identified the Corn Brook as the stream which flows across the Site from east to west. What the Tithe Map had identified as the Corn Brook is now relegated to an unnamed tributary of what the OS believed to be the Corn Brook (perhaps the Black Brook?). Between the two watercourses is the Burgess Villa (GMHER ref. 13852.1.0). . An unnamed road extending north-east from Hyde Road enters the Site and provides affordance to Burgess Villa, a terrace of seven dwellings with yards and outhouses (presumably privies) to the east and a culvert to the north-east. To the south of Burgess Villa there appears to be a formal garden. To the south this garden is a number of water bodies, possibly marl pits that had become ponds. Burgess Villa was probably named after the owner of the land on which it was built – namely Henry Weech Burgess mentioned in the Tithe Award in 1846.

The large-scale OS Map, (60 inches to 1 mile – 1:1,056), 1851 (Fig. 6) only covers about half of the Site as the survey for this map did not extend any further east. Nevertheless, it provides some remarkable details. Almost all of the seven terraced dwellings of Burgess Villa are shown, with apparently, steps at the front elevations wither up to the front doors or down into cellars. The access road to Burgess Villa bridges over a watercourse interestingly, this watercourse to the south of Burgess Villa is named as Corn Brook.

The John Tallis and John Rapkin, map of 1860 (Fig. 7) shows is less detailed but the Corn Brook appears to have been culverted but the Black Brook remains open. Burgess Villa is depicted, but its garden to the south and the marl pits/ponds are no longer shown. .

The Bartholomew's map of 1870 (Fig. 8) is of a similar elementary construction to the Tallis and Rapkin map of 10 years earlier and confirms that the Burgess Villa continued in existence and that the Black Brook remained open.

The very large-scale OS Map, (10 feet to 1 mile – 1:500), 1891 (Fig. 9) is perhaps the apogee of the OS cartographers' output and shows the Site in exceptional detail. It is clear that between *c.* 1884 (the date of the publication of the Map of Manchester in George W. Bacon's *New Large Scale Ordnance Atlas of the British Isles* – not reproduced) wholesale changes to the appearance and use of the Site had taken place. Burgess Villa, its garden and access road had been swept away and all but a short length of the Black Brook (now re-named the Corn Brook) had been culverted. The built form of Burgess Villa had been replaced with an Iron Foundry (GMHER ref. 9683.1.0). This was the J. M. & Sons; Bennett's Iron Foundry Co. The Bennetts were furniture and fire surround manufacturers, operational between *c.* 1887 and 1913 (<https://bifmo.history.ac.uk/entry/bennett-j-m-sons-bennetts-ironfoundry-co-1887-1892> and https://www.gracesguide.co.uk/Bennett%27s_Ironfoundry_Co). To the north of the Foundry was a substantial set of sidings of the Manchester, Sheffield & Lincolnshire Railway into which a factory tramway serving the Foundry fed – for the ease of carriage to and from the factory of raw materials and finished products. The Factory was provided with a travelling crane and a weighting machine. To the south of the Foundry and

facing onto Bennett Street was a terrace of 16 dwellings with small rear yards and privies.



The Bennet factory is no doubt associated with the Bennett family which had taken ownership of the land formerly owned by Henry Weech Burgess. A Tithe Map from 1872 (not reproduced) shows that the entire Site was owned by James Marsland Bennett (Mayor of Manchester 1863-65). One Plot was used as a timber yard, offices and dwelling houses although there no buildings were depicted within the Plot. Other Plots were used for a brick croft and houses (Cowell 2020, 5.7.12). The Bennetts were prosperous merchants and landowners in Ardwick (Hartwell, 2001) who had bought out the Burgess landholding between 1846 and 1872 (Cowell 2020, 5.7.13).

The Bartholomew map of 1900 (not reproduced) shows area of land to the south of the Iron Foundry shaded in green with the annotation Manchester City Football Ground. Manchester City Football Club (known then as Ardwick Football Club) moved to Bennett Street in 1887, and by 1889 a stadium had been built for 1000 fans (<https://bluemoon-mcfc.co.uk/History/Stadia/Stadium.aspx?id=6>). Interestingly, the OS map of 1891 (Fig. 9) showed neither a football pitch nor a stadium. In 1894 Ardwick FC changed its name to Manchester City Football Club and remained at the Bennett's Street ground until 1923 (MORRIS, T 2016) and the stadium provision was expanded, permitting crowd of up to 40,000 spectators. The stadium staged inter-league games between England and Ireland and significant domestic games such as the 1905 FA Cup semi-final between Newcastle and Sheffield Wednesday. In March 1920 the stadium became the first provincial ground to be visited by a reigning monarch when King George V attended and saw the home team prevail over Liverpool. There was also a fire in the Main Stand during the 1919-20 season and this

event helped to precipitate the move to a larger site. However, before the move to Maine Road in 1923 a new stand was built, estimated to hold 6,000 spectators and rising to the height of 25 tiers on the site of the old structure. In addition, extensive new terracing had been carried out, and new home and away dressing rooms and offices had been erected. The last game at The Bennett's Street ground was a public practice match in August 1923. It was thereafter dismantled. Metalwork from one of the Club's multi-span roofs was rediscovered during the 1900s in the roof of a factory in Sale. This factory has since been demolished, but another section of roof still survives today as a football stand at Halifax Town's Shay Stadium.

The OS Map of 1908 (Fig. 10) depicts the Iron Foundry and also the football stadium on the Site. Rail tracks crossing the Site provide permanent way routes from Bennett's Sidings to both the Bennett's Iron Foundry on Site and also Galloway's Boiler Works to the east. Beyond the Site a tramway had been established along Hyde Road.

The OS Map, of 1922 (Fig. 11) shows some changes to the Site. The Bennett's Iron Foundry is no longer shown – presumably it ceased trading and was demolished. The five stands of the Manchester City stadium are clearly depicted.

The OS Map of 1935 (Fig. 12) shows that the football ground has been swept away and the Site repurposed with a Parcel Depot occupying the south-western corner (this is the building which remains on Site today) with the remainder of the Site occupied by a Transport Permanent Way Depot operated by Manchester Corporation. This included new buildings, four weighing machines as well as further railway tracks and platforms/loading stands. The Hyde Road tramway had been extended along Bennet Street and there are two spurs off the Bennett Street rack. The first turns north into the Site through a gap between the terraced houses and enters the Parcel Depot and the second also turns to the north and enters the Site to serve the Permanent Way Depot. A stretch of these tracks remain *in situ* at the Site entrance (see Plate 1 below).

The OS Map of 1948/49 (Fig. 13) shows little change. The sidings in the northern and eastern parts of the Site are identified as the Kobo Sidings (Kobo was a type of coke produced by E. and F. Beattie Ltd., Manchester coal and coke merchants). The map does not show the Hyde Road tramway or the Bennett Street branch leading into the Site.

The OS Map of 1950/51 (Fig. 14) shows no meaningful changes on the Site since 1948-49.

The OS Map of 1964 (Fig. 15) shows two new, small rectangular structures between the Parcel Depot and the Permanent Way Depot, but otherwise no changes of note.

The OS Map of 1980/81 (Fig. 16) was published at a relatively small scale but does appear to show some contraction in the density of railway tracks on the Site, the construction of a building in the north-eastern corner of the Site and the clearing away of the terraced housing on the Bennet Street frontage.

The OS Map of 1985/87 (Fig. 17) shows little change from 1980-81, but the two, small rectangular structures between the Parcel Depot and the Permanent Way Depot are no longer depicted.

The OS map of 1992 (Fig. 18) shows that all railway tracks on the Site have been removed (or are at least disused) and some rearrangement of space along the western boundary. Three new buildings, one close to the south-western boundary and two in the north-eastern corner

have been constructed.

The OS Map of 1994/95 (Fig. 19) shows no meaningful changes on the Site since 1992.

The OS map of 1999 (Fig. 20) shows no meaningful changes on the Site since 1994-95.

The OS Map of 2006 (Fig. 21) shows the demolition of the Permanent Way Depot building.

An undated plan of the Manchester Corporation Tramways, Hyde Road Car Shed Works and Depot (Fig. 22) is likely to date from the 1920s and provides a very large scale depiction of the Site. The Parcel Depot is marked as Parcel Shed and against its north-east facing elevation there are two structures arranged in an L-Shape. Unfortunately, the text annotation is illegible and the uses to which these structures were put, or whether they were associated with the Parcel Depot or the Permanent Way Depot is not known. The principal building of the Permanent Way Depot is a linear range on a north-west – south-east alignment. This range is divided into four main rooms with what appears to be a utility wing at the south-eastern end which looks to contain offices and sanitary facilities. As with the Parcel Depot, the text annotation is illegible and the specific functions carried out in these spaces is not known.

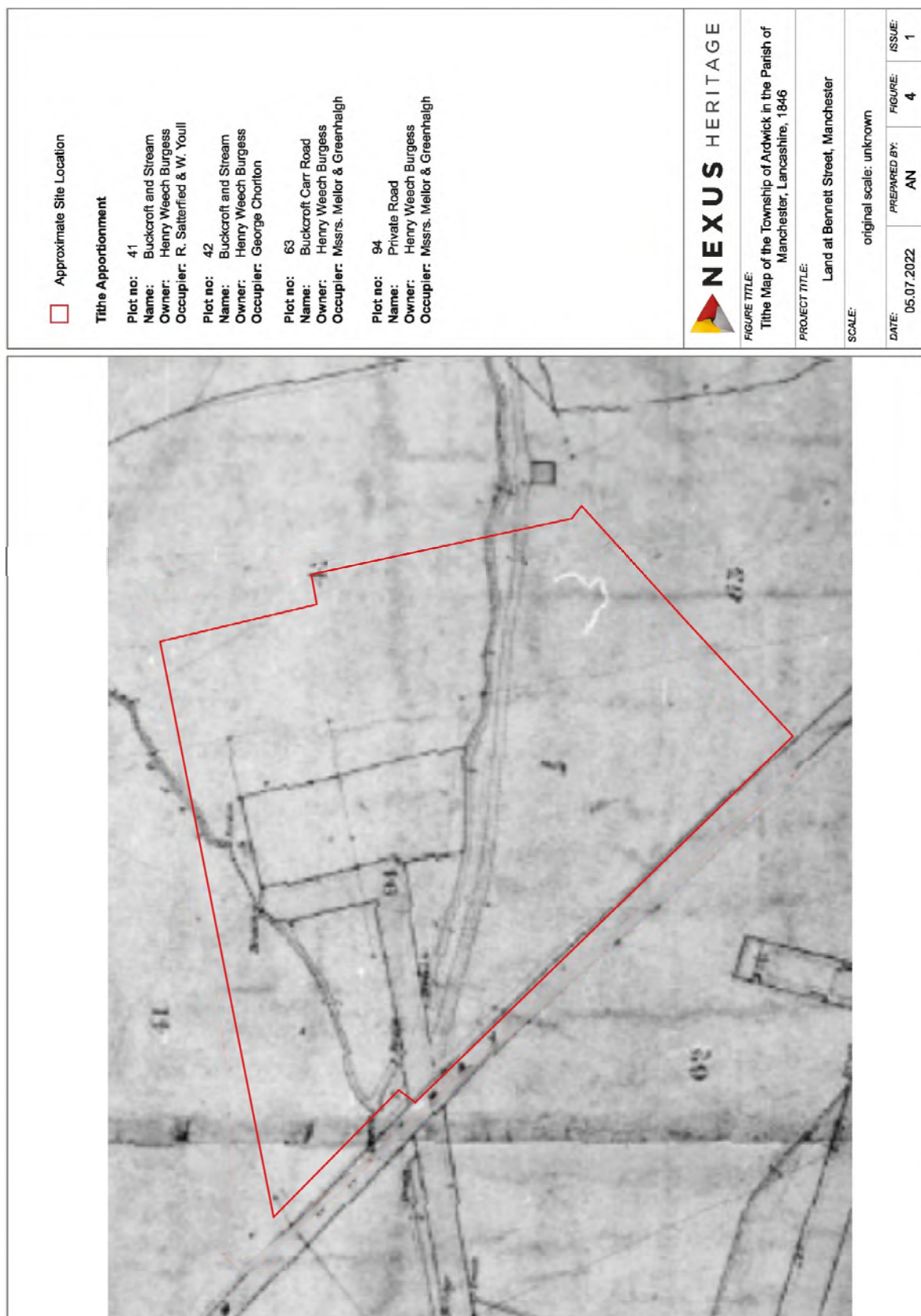


Fig. 4: Tithe Map of the Township of Ardwick in the Parish of Manchester, Lancashire, 1846

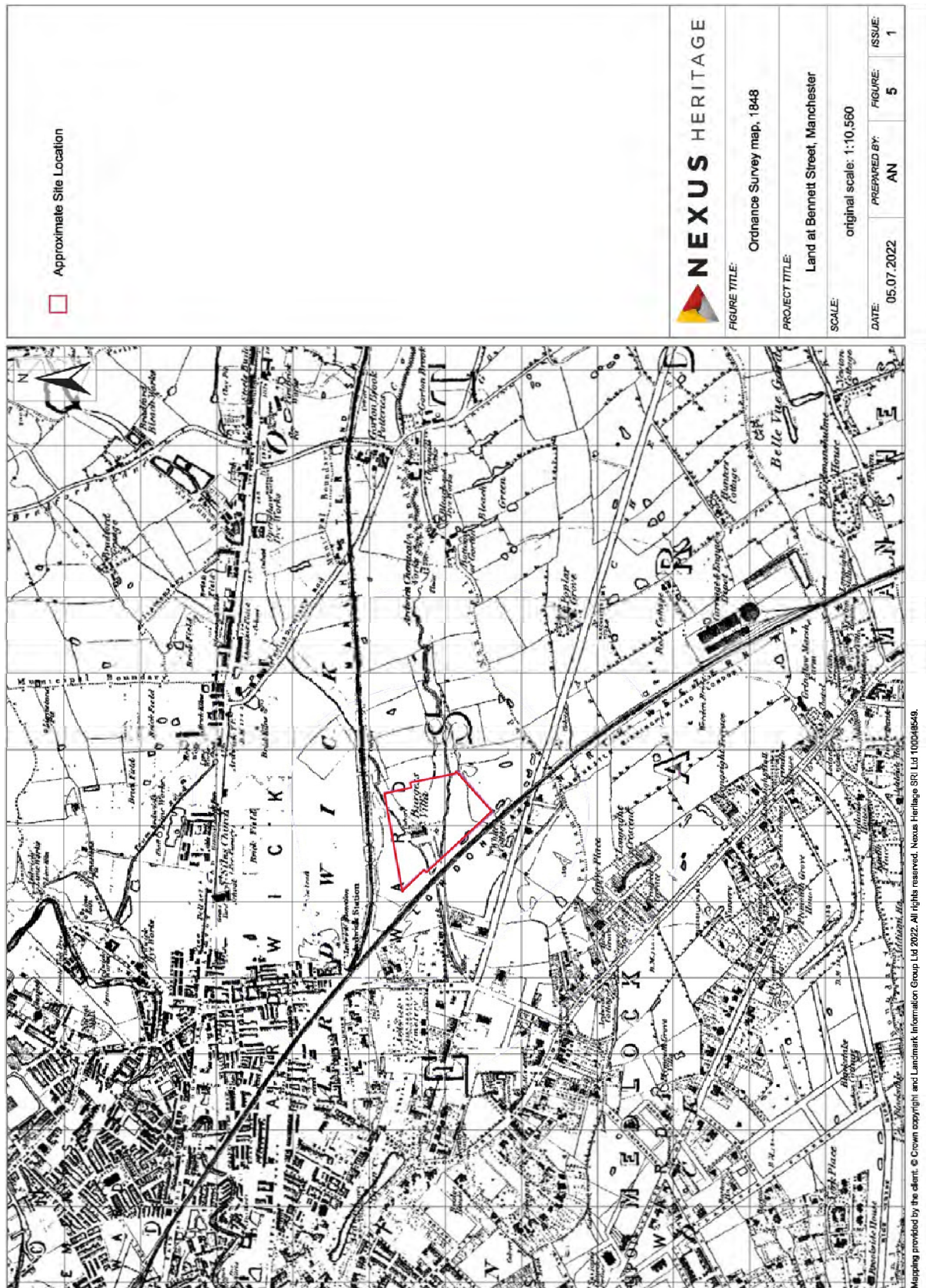


Fig. 5: Ordnance Survey Map, (6 inch to 1 mile – 1:10,560), 1848

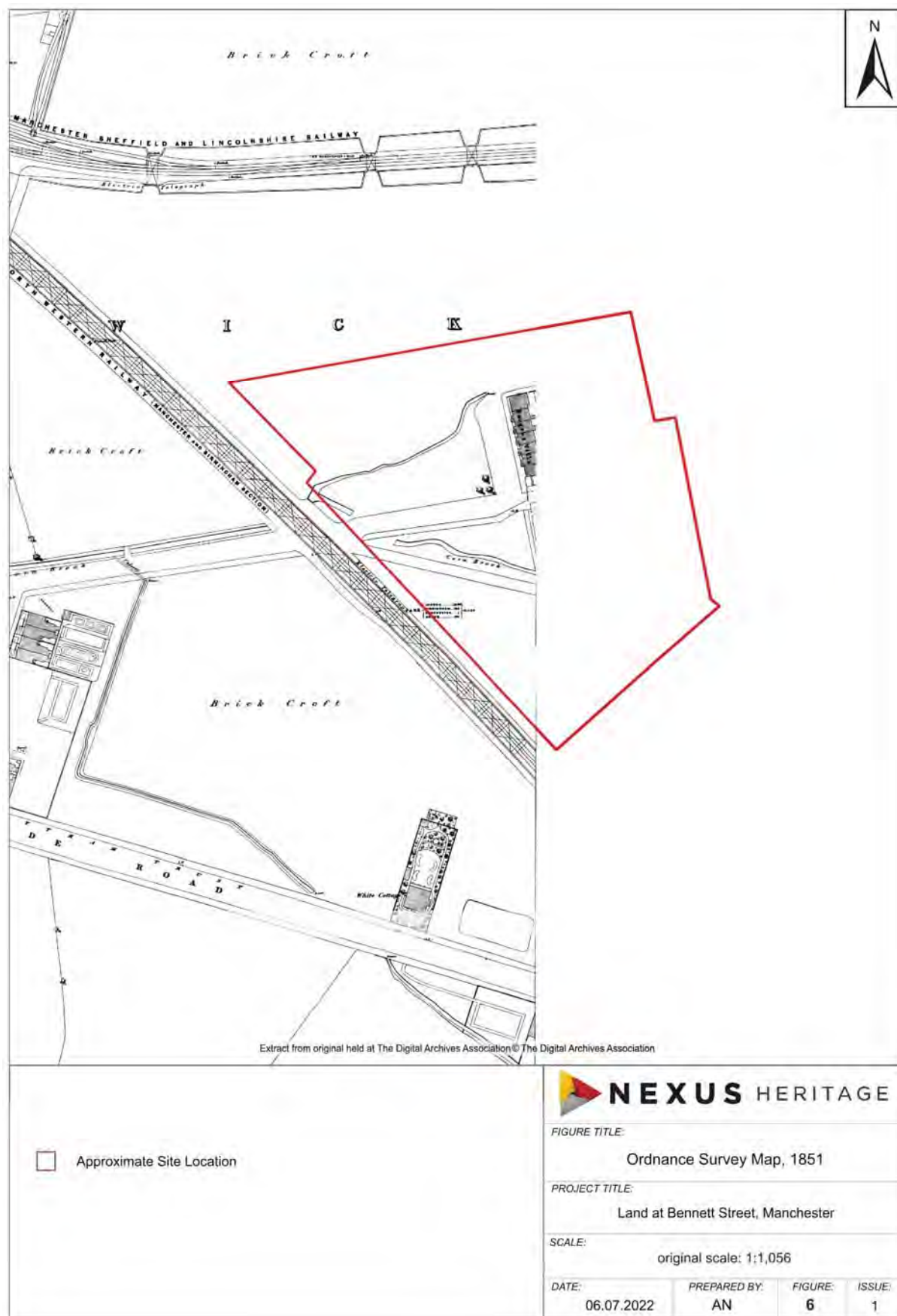


Fig. 6: Ordnance Survey Map, (60 inches to 1 mile – 1:1,056), 1851

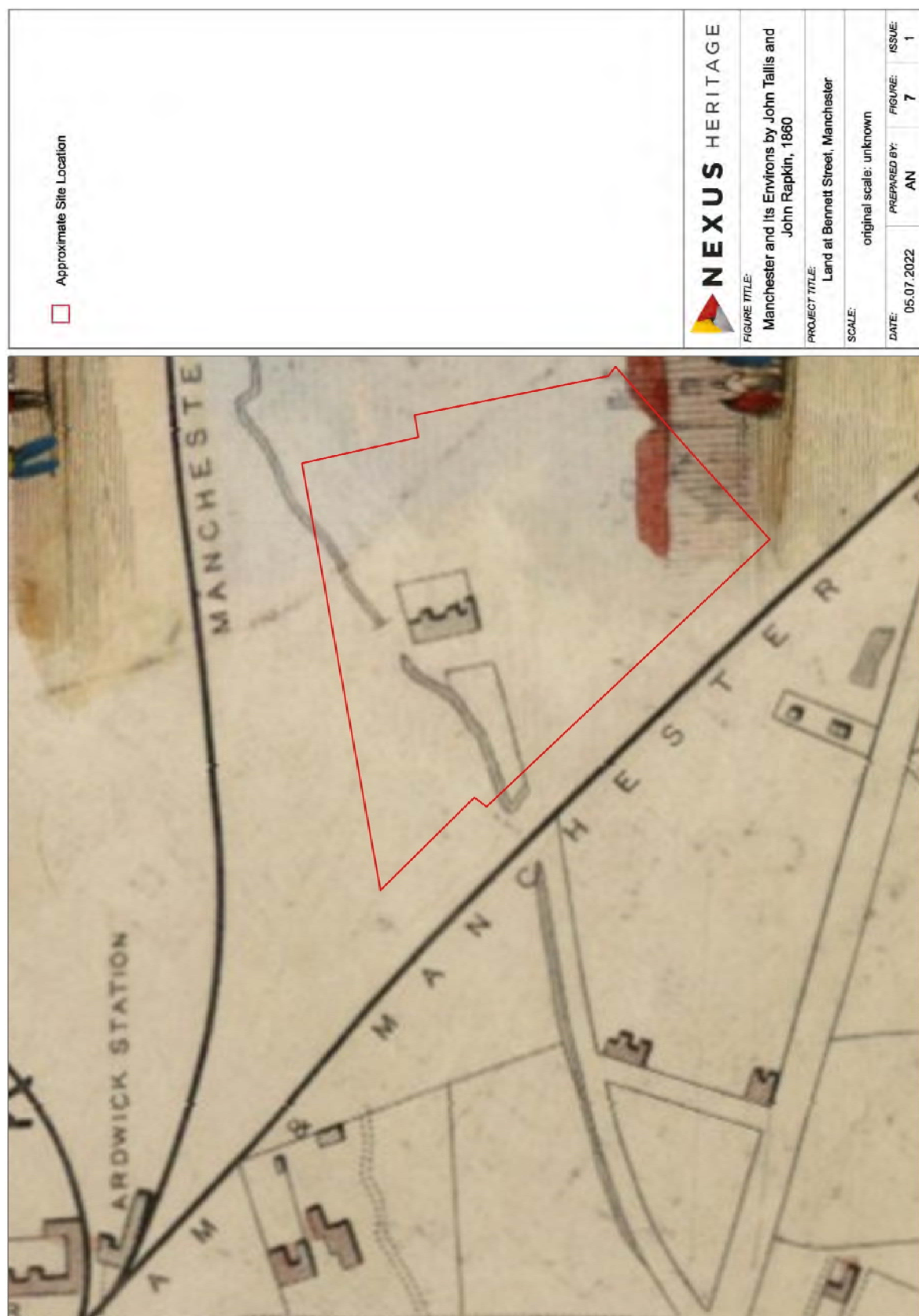


Fig. 7: Manchester and Its Environs by John Tallis and John Rapkin, 1860



Fig. 8: Bartholomew's Map of Manchester, 1870



Fig. 9: Ordnance Survey Map, (10 feet to 1 mile – 1:500), 1891



Fig. 10: Ordnance Survey Map, (25 inches to 1 mile, Sheet CIV.11), 1908



Fig. 11: Ordnance Survey Map, (25 inches to 1 mile, Sheet CIV.11), 1922



Fig. 12: Ordnance Survey Map, (1:2,500), 1935

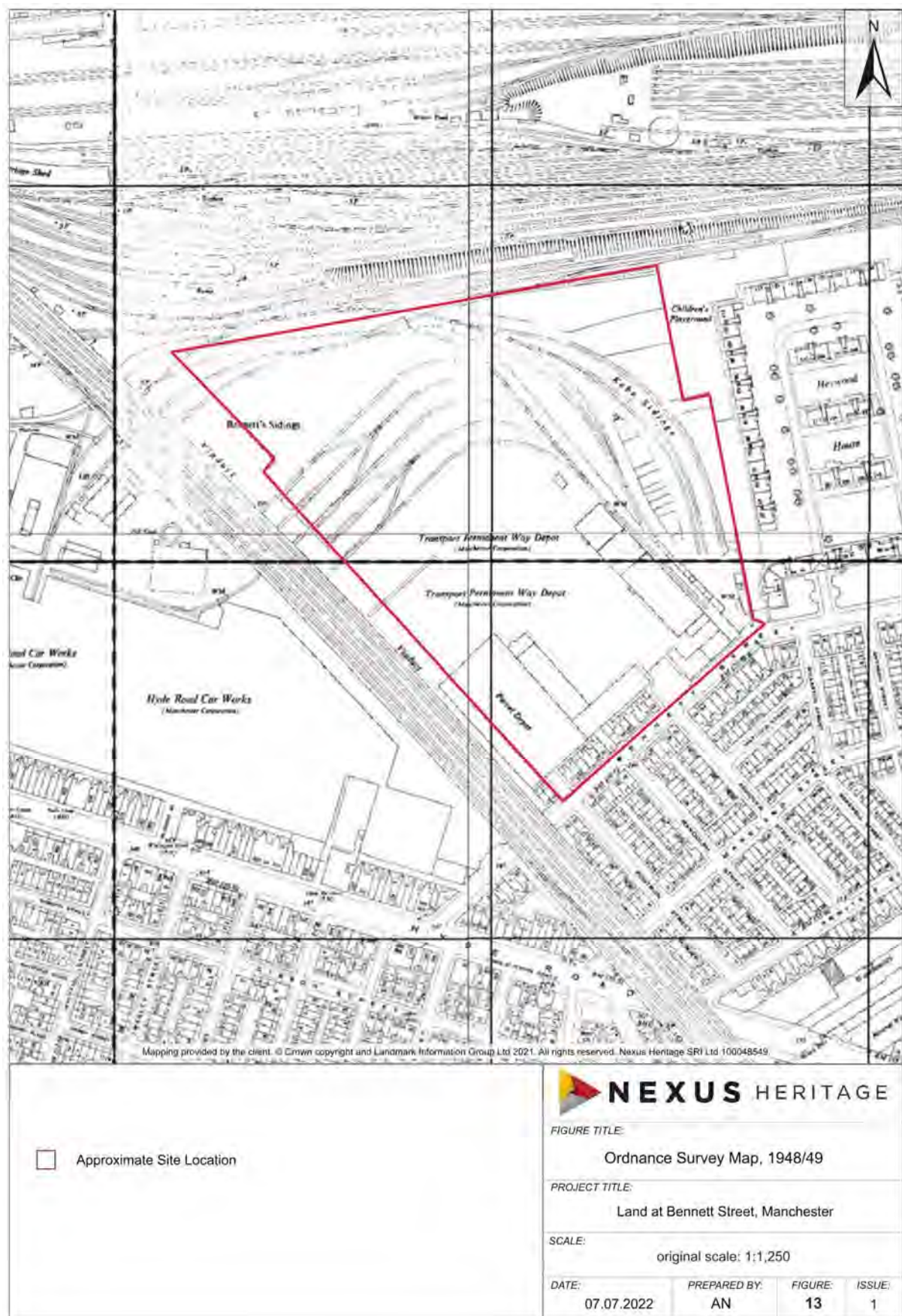


Fig. 13: Ordnance Survey Map, (1:1,250), 1948/49

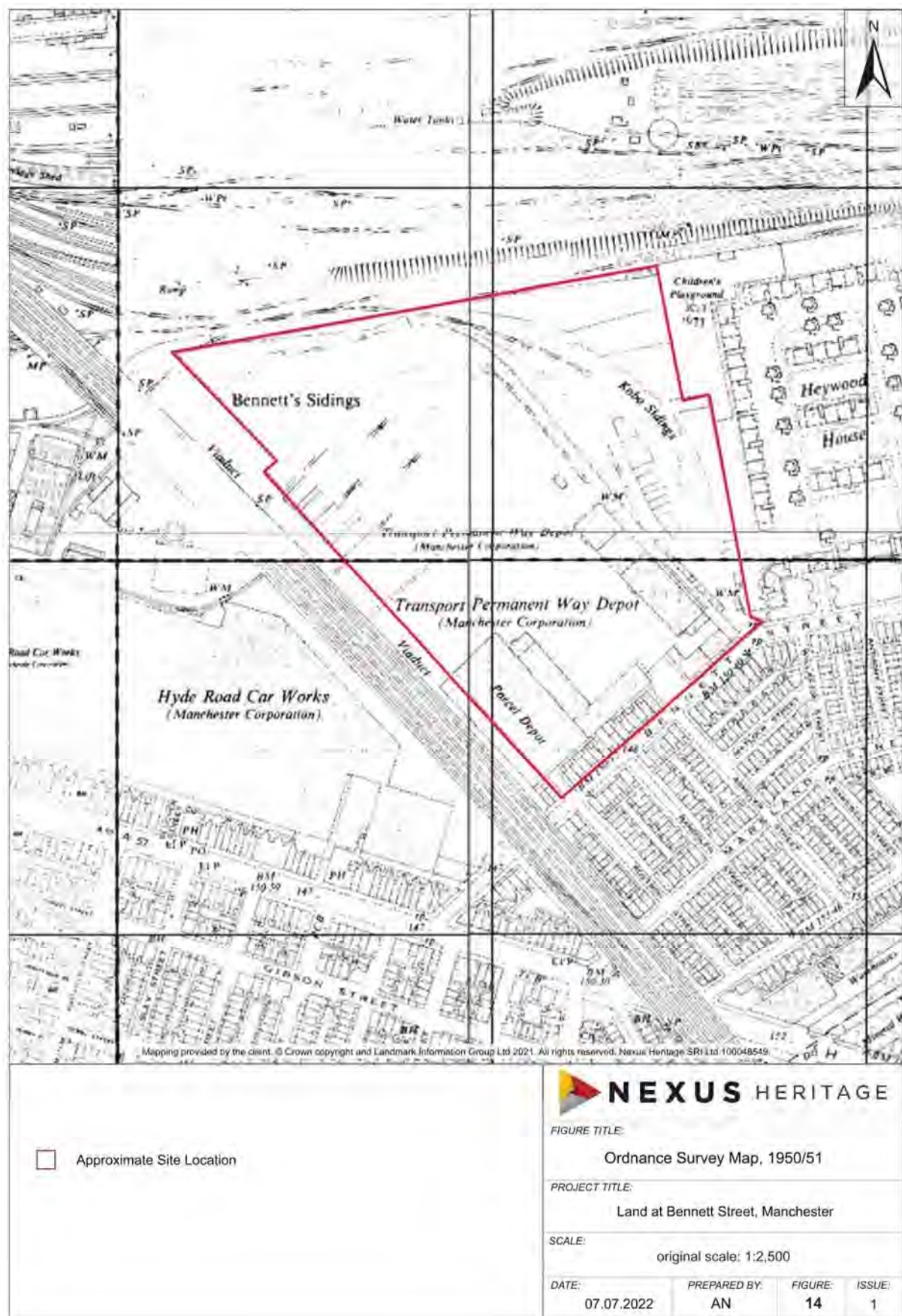


Fig. 14: Ordnance Survey Map, (1:2,500), 1950/51

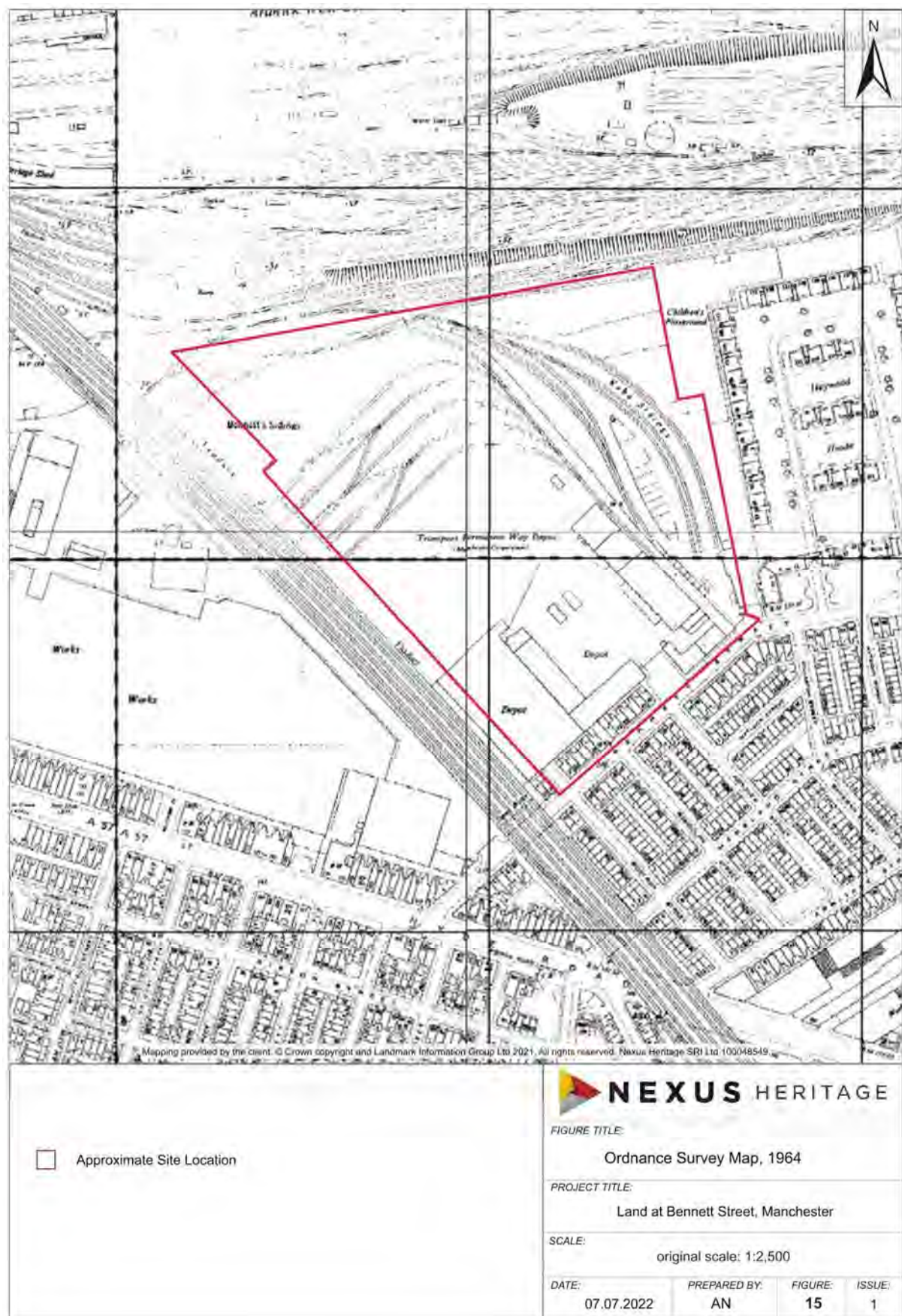


Fig. 15: Ordnance Survey Map, (1:2,500), 1964

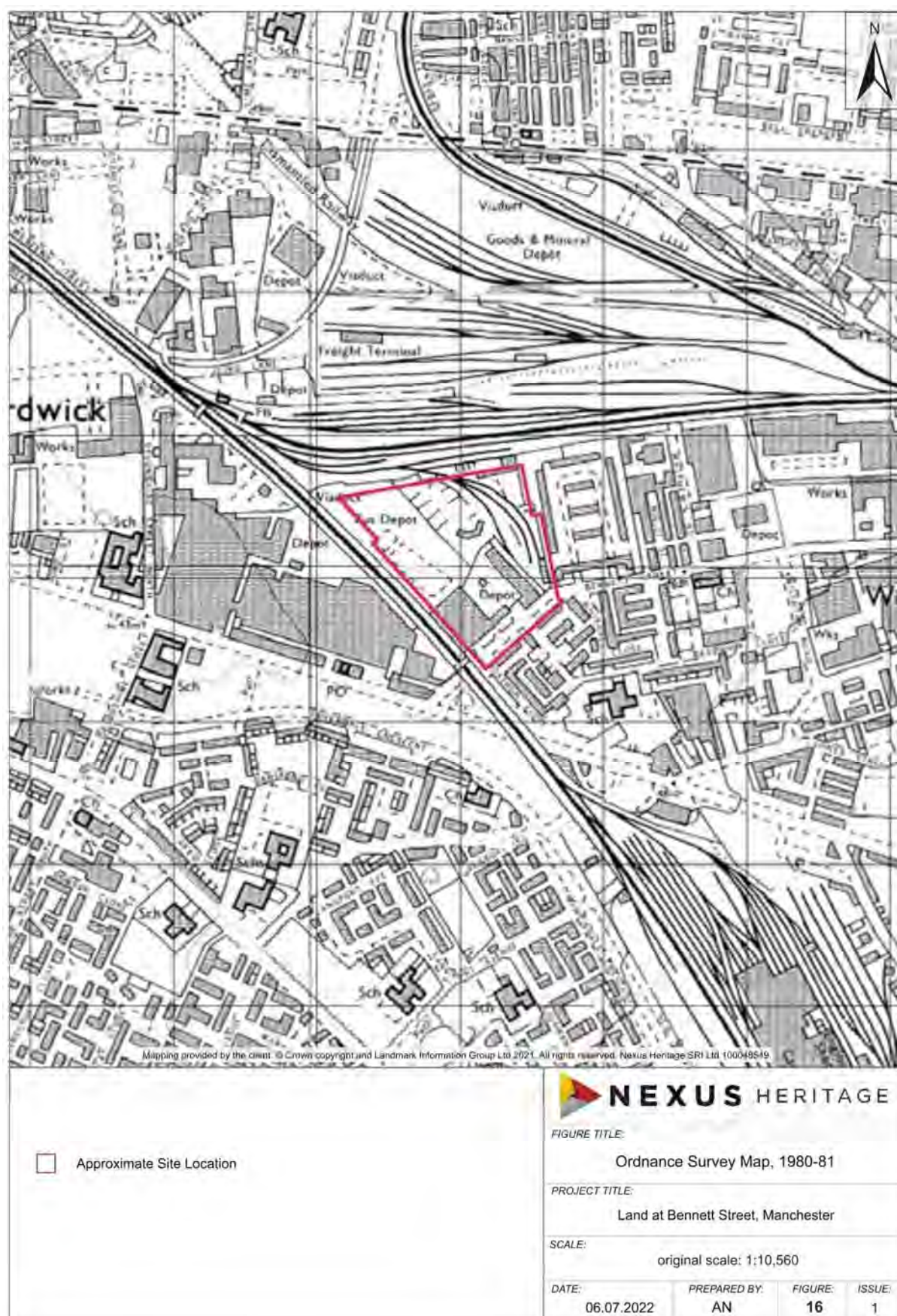


Fig. 16: Ordnance Survey Map, (1:10,000), 1980-81

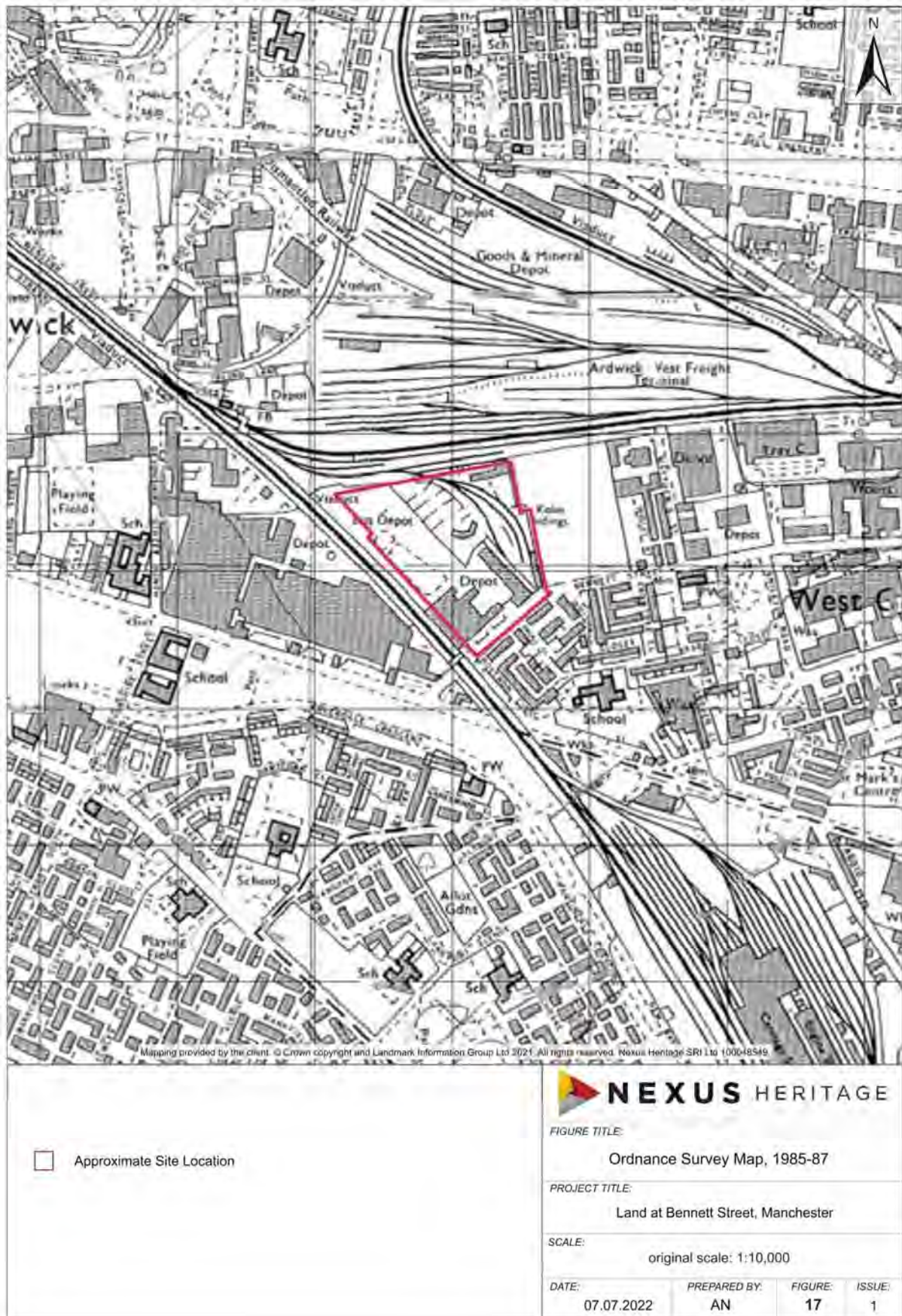


Fig. 17: Ordnance Survey Map, (1:10,000), 1985-87

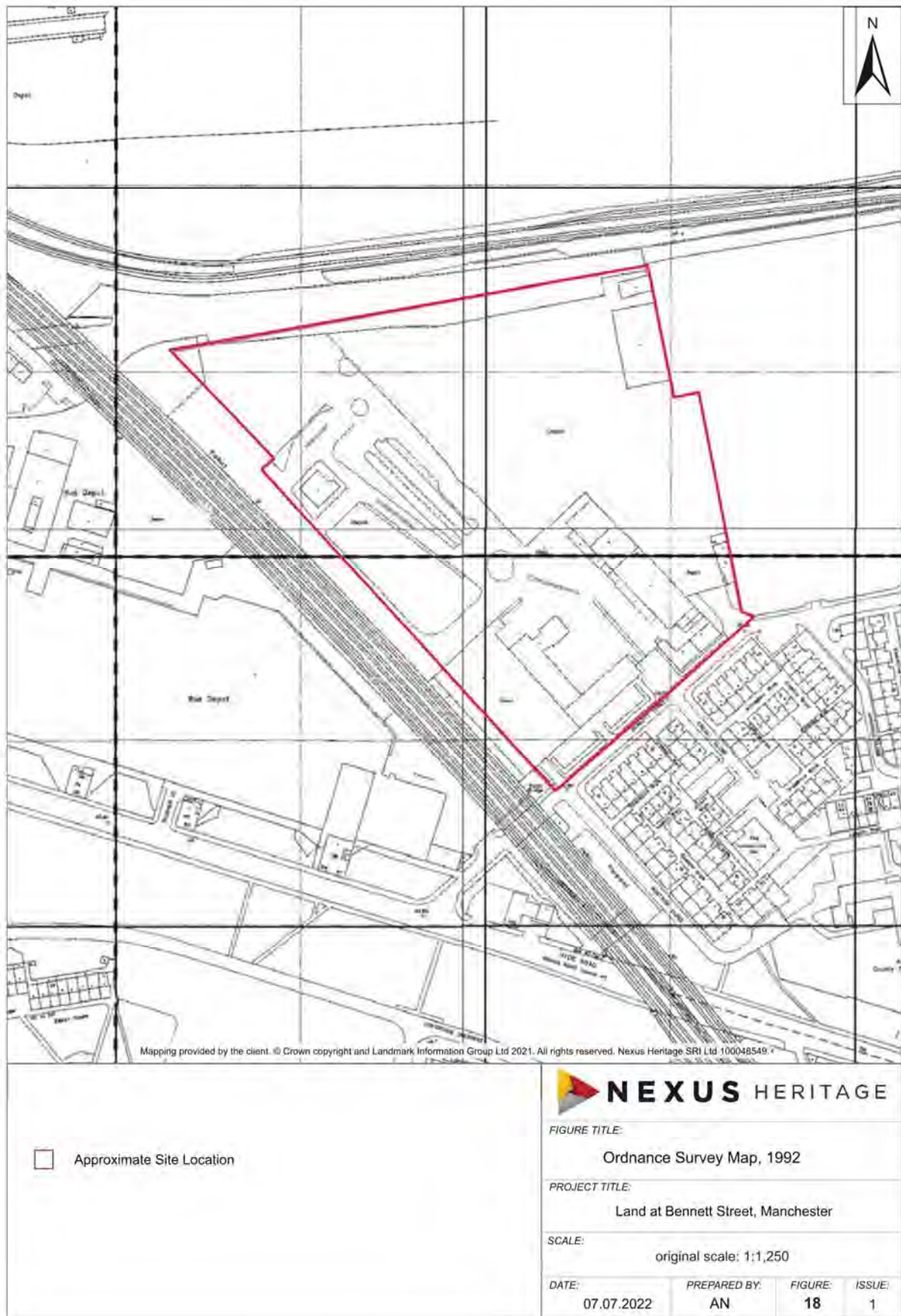


Fig. 18: Ordnance Survey Map, (1:1,250), 1992

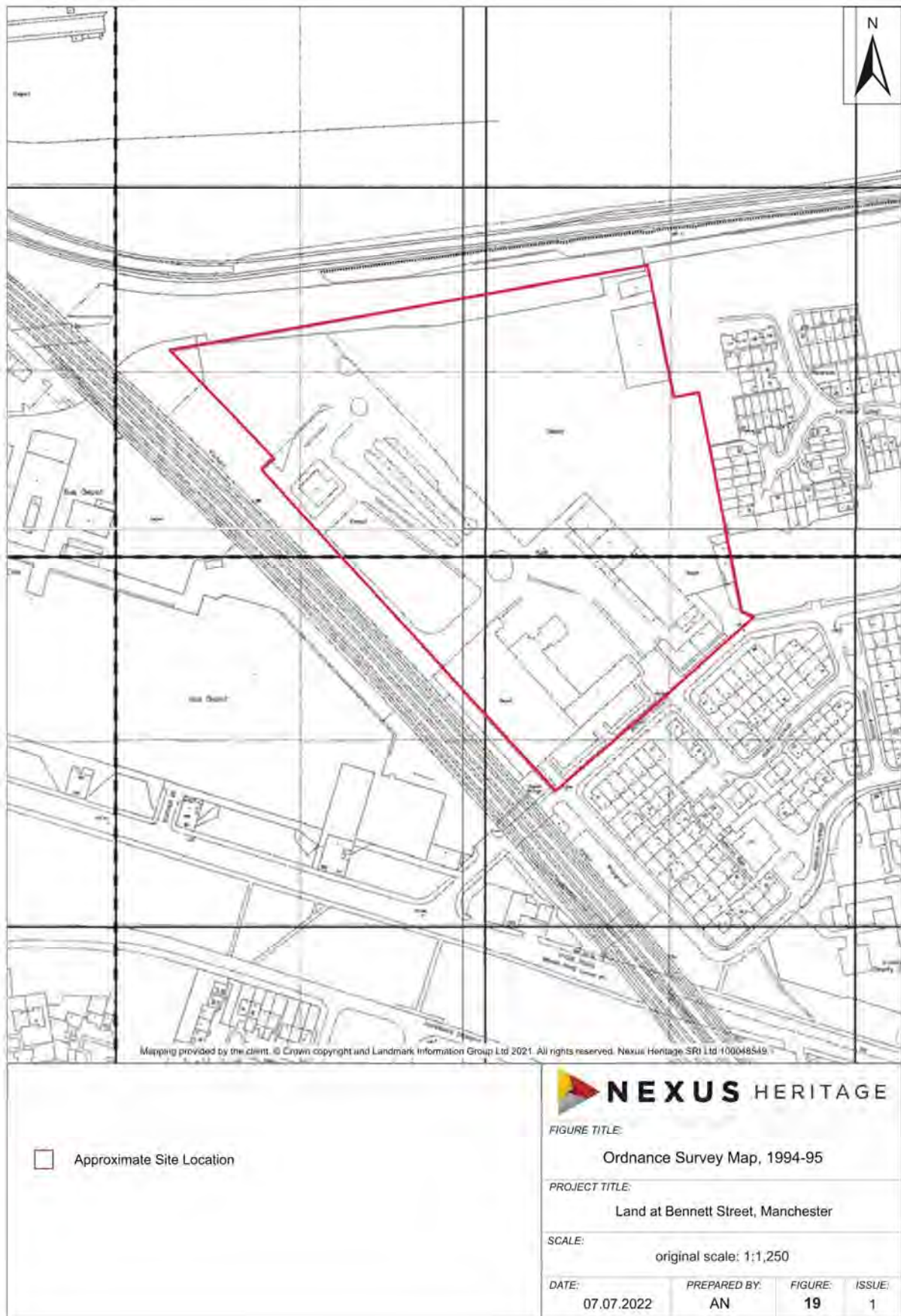


Fig. 19: Ordnance Survey Map, (1:1,250), 1994-95



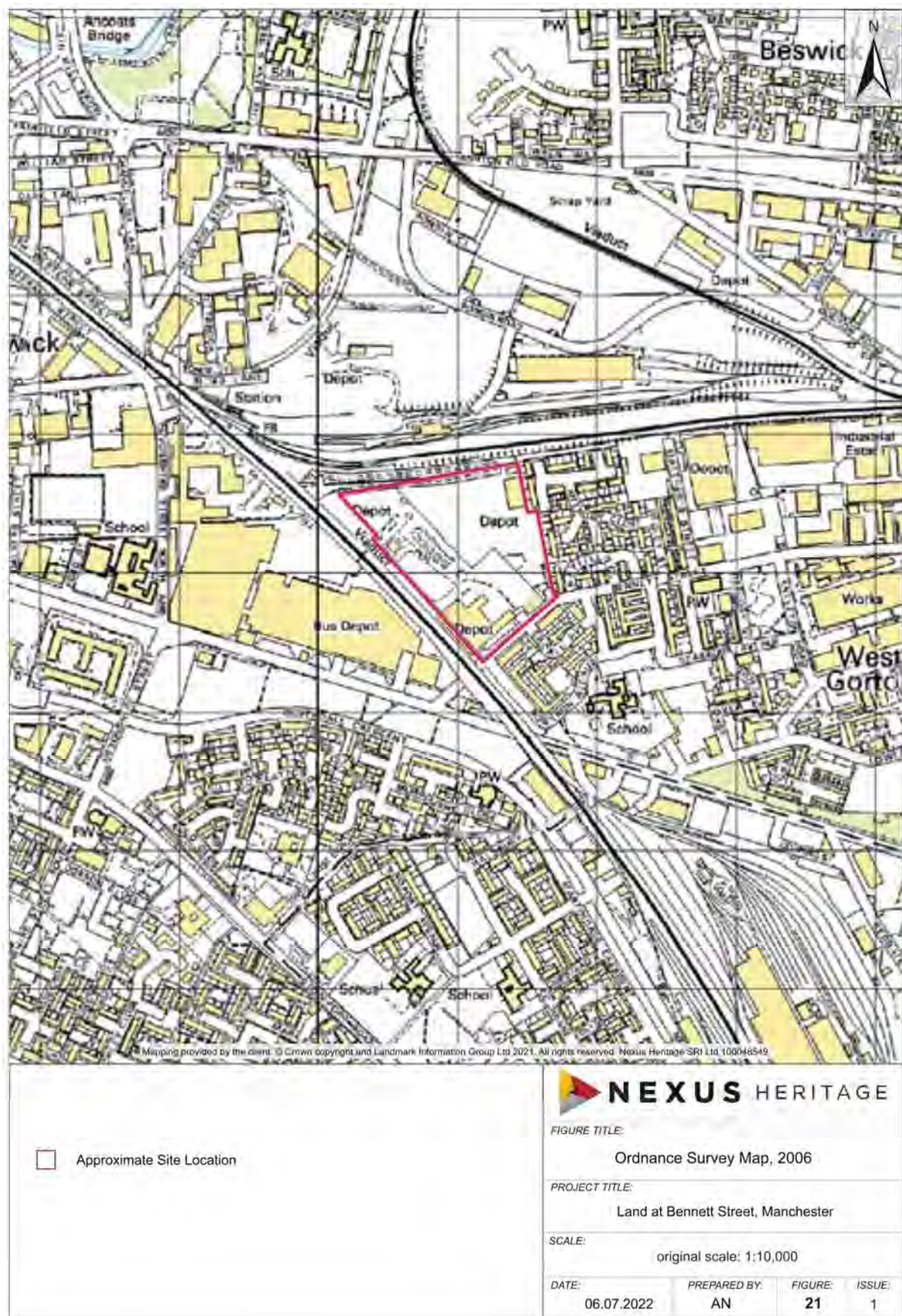


Fig. 21: Ordnance Survey Map, (1:10,000), 2006

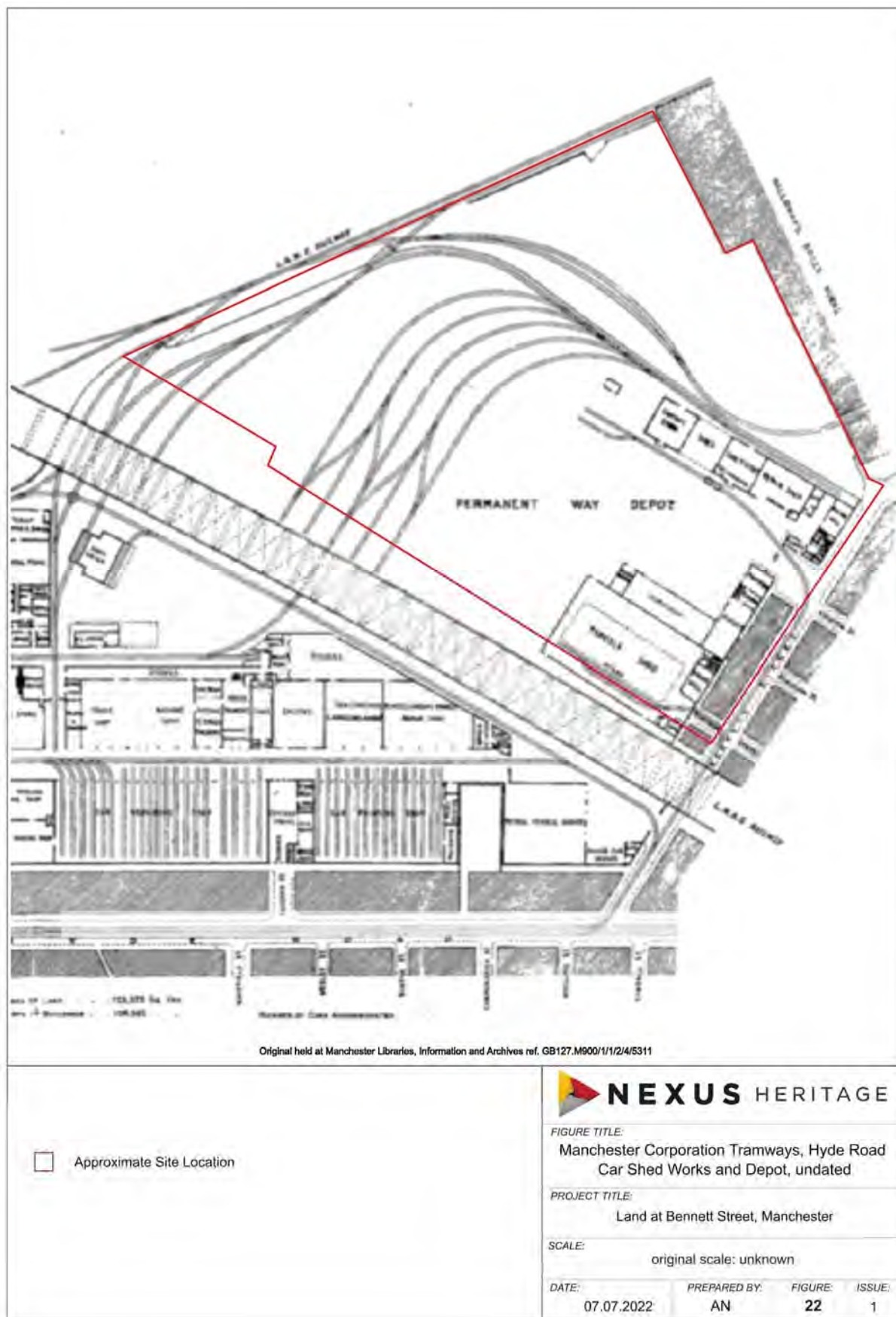


Fig. 22: Manchester Corporation Tramways, Hyde Road Car Shed Works and Depot, Undated



Fig. 23: Block Plan

6. AERIAL PHOTOGRAPHS

The *Britain from Above* website (<https://www.britainfromabove.org.uk/>) contained no historic aerial photographs of the Site.

7. SITE CONDITIONS

A Site visit and walk-over survey were undertaken on the 6 July 2022 in overcast weather conditions with moderate to good visibility. The locations from which the photographs were taken and directions of view are shown in Figure 24.

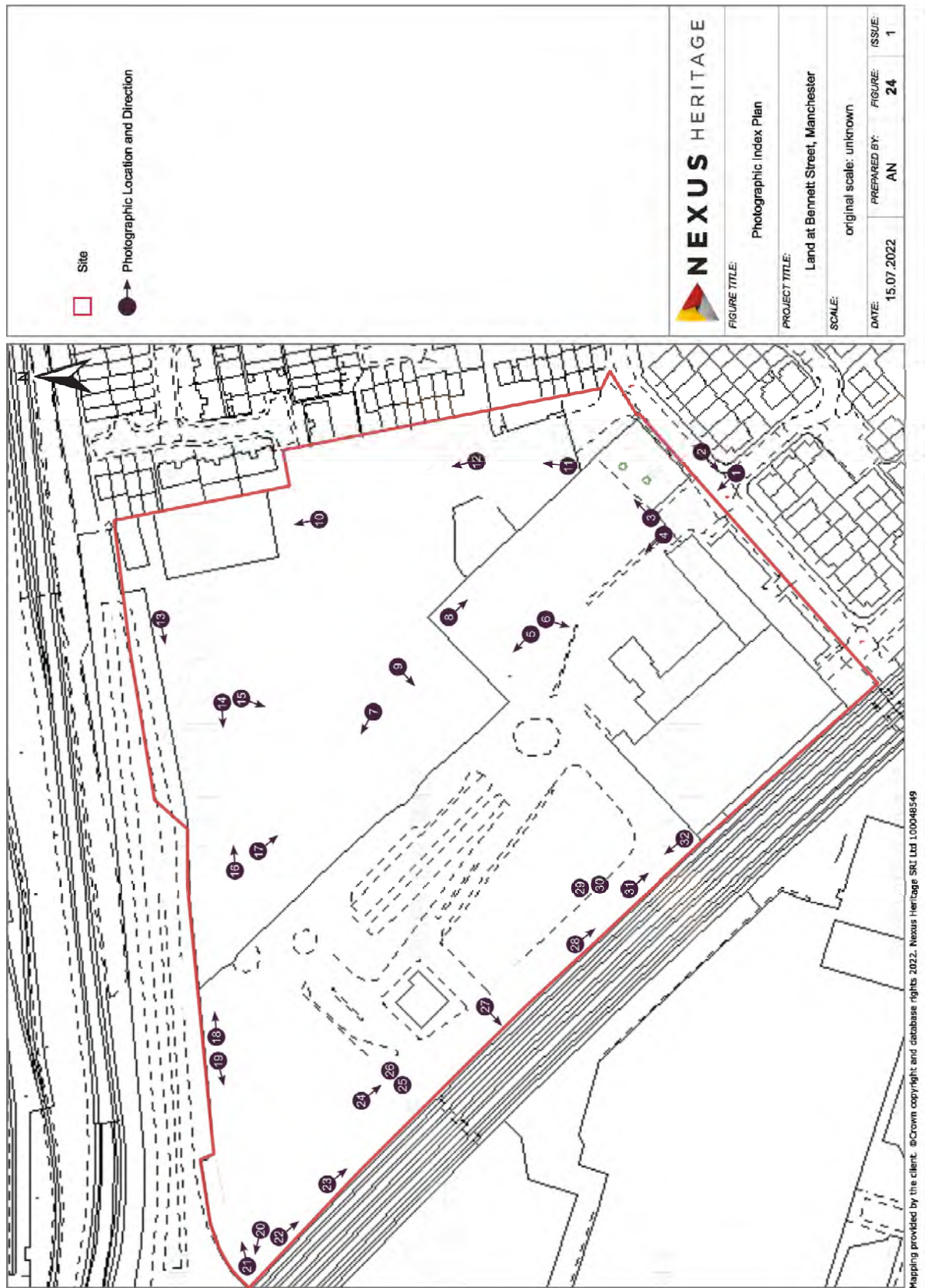


Fig. 24: Guide to Photographic Plates



Plate 1: Sightline to the north-west from Bennett Street towards the Site access. The former Parcel Depot is to the left and the arcing parallel tramway tracks extending into the former Permanent Way Depot as shown on the OS map of 1935 (Fig. 12 above) are clearly visible leading to the black VW Beetle



Plate 2: Sightline to the west along Bennett Street showing the former Parcel Depot building. The overgrown grass area in front of the building is the Site of the terraced housing (GMHER ref. 13853.1.0) which occupied that location from c. 1890s – c. 1980s.



Plate 3: Sightline to the north-east across the Site towards the eastern boundary wall. Remains of stone sett hardstanding in the right foreground.



Plate 4: Sightline to the north-north-west across the Site and the site of the Manchester City Football Ground (GMHER ref. 13854.1.0). Remains of stone sett hardstanding in the left foreground.



Plate 5: Sightline to the north-north-west across the Site.



Plate 6: Sightline to the south-west towards the Site entrance and the former Parcel Depot building.



Plate 7: Sightline to the north-west across the Site.



Plate 8: Sightline to the south-east along the rear wall of the Transport Permanent Way Depot (Manchester Corporation)



Plate 9: Sightline to the west across the centre of the Site towards the railway viaduct.



Plate 10: Sightline to a dilapidated building constructed in the late 1980s – early 1990s in the north-eastern corner of the Site.



Plate 11: Sightline to the Site's eastern boundary wall beyond which once stood the Galloway's Boiler Works.



Plate 12: Sightline to the north across the Site in the vicinity of the Kobo Sidings.



Plate 13: Sightline to the west along the Site's northern boundary



Plate 14: Sightline to the west along one of the temporary vehicle routes established using granular material.



Plate 15: Sightline to the south-west across the Site towards the railway viaduct.



Plate 16: Sightline to the east towards the Site's north-eastern corner along one of the temporary vehicle routes established using granular material.



Plate 17: Sightline to the south east through the centre of the Site from the Site's northern boundary towards the site of the Burgess Villa (GMHER ref. 13852.1.0)



Plate 18: Sightline to the east along the Site's northern boundary.



Plate 19: Sightline along the Site's northern boundary towards the Site's north-western corner



Plate 20: Sightline to the Site's north-western corner showing the intersection of the Site's northern boundary with the railway viaduct.



Plate 21: Sightline to the east along the Site's northern boundary from the Site's north-western corner.



Plate 22: Sightline to the south-east along the Site's western boundary with the railway viaduct. This is the location of the Bennett's Iron Foundry (GMHER ref. 9683.1.0)



Plate 23: Sightline to the south-east along the Site's western boundary with the railway viaduct. This is the location of the Bennett's Iron Foundry (GMHER ref. 9683.1.0)



Plate 24: Sightline to the south-east along the Site's western boundary with the railway viaduct



Plate 25: Recently excavated trial pit locating a brick-lined access shaft within the footprint of the Bennett's Iron Foundry (GMHER ref. 9683.1.0). Note absence of any other structural remains or floor surfaces.



Plate 26: Sightline down the brick-lined access shaft to a culverted watercourse, probably the Corn Brook.



Plate 27: Recently excavated trial pit adjacent to the railway viaduct. The absence of structural remains is not surprising as this location does not correspond with any known structure shown on the historic mapping, but it does highlight the depth of the Made Ground.



Plate 28: Sightline to the south-east along the Site's western boundary towards the north-western facing elevation of the former Parcel Depot.



Plate 29: Brick-lined access shaft



Plate 30: Sightline down the brick-lined access shaft to a culverted watercourse, probably the Black Brook



Plate 31: Sightline to the south-east along the Site's western boundary towards the north-western facing elevation of the former Parcel Depot.



Plate 32: Sightline to the north-west along the Site's western boundary.

8. SIGNIFICANCE OF THE IDENTIFIED ARCHAEOLOGICAL MONUMENTS

Not every archaeological asset is provided with a detailed record of significance by local or national heritage agencies and not every asset is necessarily identified on the relevant databases. In the absence of formal Statements of Significance for the sites of Rex Mill and Spa Farm an attempt will be made to estimate the significance of these identified monuments. These monuments will be treated to detailed examination and these are the monuments for which a potential for harm could arise from re-development of the Site.

There are a number of different methodological approaches that can be used to estimate the significance of archaeological monuments, and the one used here proceeds on the basis that the significance is the sum of the cultural heritage value ascribed to the monument. The cultural heritage value is, in turn, the sum of four component interests- evidential, historical, archaeological, aesthetic and communal (Historic England 2008).

In the first instance it is prudent to define categories of significance:

Significance	Description/ Threshold
International (Very High)	Archaeological sites or monuments of international importance, including World Heritage Sites.
National (High)	Monuments scheduled under the AMA Areas Act 1979, or archaeological sites and remains of comparable quality, assessed with reference to the Secretary of State's non-statutory criteria.
Regional/County (Medium)	Archaeological sites and remains which are not of national importance
Local (Low)	Archaeological sites which are not of regional/county importance.
Negligible/None	Areas or structures in which investigative techniques have produced no or only minimal evidence for archaeological significance, or where previous largescale disturbance or removal of heritage significance can be demonstrated or predicted with some confidence
Unknown	Sites, areas or structures the heritage significance of which cannot be determined with the information currently at hand.

The cultural heritage values of the individual archaeological monuments can then be assessed and their significances tested against the significance thresholds.

Archaeological Monument	Values and Significance
Burgess Villa, Terraced Houses (GMHER ref. 13852.1.0) Bennett Street, Terraced Houses (GMHER ref. 13853.1.0) Manchester City Football Ground (GMHER ref. 13854.1.0) Bennett's Iron Foundry (GMHER ref. 9683.1.0) A trackway shown on the Tithe Map of 1846. Two culverted brooks (Corn Brook and possibly the Black Brook), Travelling crane, weighing machine and tramways associated with the Bennett's Iron Foundry. The railway tracks, hoppers and a conveyor which served Bennett's Sidings and Kobo Sidings.	Evidential – these archaeological monuments have some historic interest as they can illustrate the story of past events, people and aspects of life related to the domestic living, participating in and spectating at sporting events, the management of watercourses, industrial production (of furniture) railways, management and distribution of postal items, maintenance and storage of trams and associated ancillary tasks associated with industrial production and the movement of goods. The sites of these monuments have a low-moderate potential to yield evidence about past human activity and this reservoir of evidence, in the main, resides in the potential archaeological remains. The historic interest is compromised however, as later development may have resulted into adverse impacts to the integrity and coherence of any archaeological mains associated with structure or feature it superseded. Historic – any relationships between design and function is disorientated, as the monuments would only exist as archaeological remains – a pale remnant of what the structures were when in use. . The fact of abandonment and dereliction does however, illustrate regionally important historical events such as the decline of industry and the destruction of late 19th century/early 20th century terraced houses in north-west England during the second half of the 20th century and the contraction of rail and tram transport in the face of the rise of motorised vehicle solutions for mass transit of people and goods. Aesthetic – there is no scope for contemporary appreciation of the asset's aesthetics. The absence of upstanding structures eliminates any appreciable interest related to design, construction, craftsmanship and decoration of buildings However, the archaeological remains may provide some exposition of the manufacturing process, which has an aesthetic component. The aesthetic value - the sensory and intellectual stimulation derived from the mill includes appreciation of conscious design, siting, form, materials, proportion, massing and technical necessity and some of these facets can be expressed archaeologically. Communal – the communal value is low as any essential connection between the community and the history of the asset is not straightforward to access. Some within the community may have resonances with the Site as a provider of domestic accommodation and/or employment, but this can only be small, and diminishing proportion of the community. The associative value is similarly low. It can be associated with historically noted individuals such as Henry Weech Burgess, the Bennett family and King George V. Nothing especially momentous happened at the Site, but its historic use as the home of Manchester City Football Club is of considerable communal consequence. There is little facility to promote understanding through a link between the Site and historical accounts of its multiple uses and it retains little semblance of its appearance and tangible testimony to previous uses. There are some social, associative and illustrative historic values but the key social and cultural characteristics no longer exist. Asset value integration - the archaeological monuments at the Site, if they do indeed exist as archaeological remains have interests of which score low-moderate across the value criteria and the Site is categorised as one of Low (Local) Significance.

9. PROPOSED DEVELOPMENT AND POTENTIAL ARCHAEOLOGICAL IMPACTS

Planning consent is being sought for the for demolition of existing buildings and structures on the Site and erection of 272 homes (Use Class C3) and a new community building (Use Class F2(b)), with associated car parking, access, highways, landscaping and new public realm creation, and other associated works.

The general characteristics of the proposed development are provided at Fig. 25 (Site Planning Layout).



Fig 25: Site Layout of the Proposed Development

Drawing provided by the client. © Keller Holmes

Direct Impacts

The assessment of the heritage potential of the Site has been undertaken in the knowledge of the uncertainties that arise when trying to assess a resource that is not wholly known and is often poorly understood. It should be noted that the assessment is based on information held in source repositories and published data. Neither of these represents exhaustive and comprehensive sources of information on the presence/absence of archaeological features. However, from the data available it is possible to quantify and qualify the known archaeological resource, to determine the potential for as yet unknown or unrecorded archaeological sites and historic landscape features to be present and identify areas within the Site where activities are likely to have compromised archaeological survival. These factors have been taken into consideration during this preparation of this assessment. This information has in turn been considered against the pre-existing impacts to the Site which may have compromised the survival of any archaeological remains.

The proposed development would cause no direct impact on any designated heritage asset.

There are archaeological monuments within the Site and any archaeological remains associated with these may be directly impacted upon by the proposed development.

Burgess Villa, Terraced Houses [x 7 dwellings] (GMHER ref. 13852.1.0)

Bennett Street, Terraced Houses [16 dwellings] (GMHER ref. 13853.1.0)

Manchester City Football Ground pitch established in 1887, first stand built in 1888, abandoned 1923] (GMHER ref. 13854.1.0)

Iron Foundry [J. M. & Sons; Bennett's Iron Foundry Co. Furniture Manufacturers, operational c. 1887 – 1913] (GMHER ref. 9683.1.0)

A trackway running west to east across the Site shown on the Tithe Map of 1848.

The course of two culverted brooks (Corn Brook and possibly the Black Brook), which run through the Site.

Travelling crane, weighing machine and tramways associated with the Iron Foundry.

The railway tracks, hoppers and a conveyor which served Bennett's Siding and Kobo Sidings (Kobo was a type of coke produced by E. and F. Beattie Ltd., Manchester coal and coke merchants).

The level of harm represented by the estimated direct impact is, substantial, in that to all intents and purposes the evidential, historic, aesthetic and communal interests could be vitiated by the proposed development.

The impact on any archaeological remains would arise from pre-construction activities – such as ground preparation/improvement/remediation. Construction activities with the potential to impact upon archaeological remains include excavations for the foundations of buildings, excavations for services such as drains, sewers, outfalls, and excavations in order to lay the sub-grade as a base for roads, paths and circulation areas.

North West Regional Research Framework (Archaeology)

The archaeological monuments at the Site, if they do exist as archaeological remains have a

resonance with the North-West England Regional Research Agenda, specifically relating the Industrial and Modern periods (Brennand 2007).

In addition the Northwest Regional Research Framework (Updated Research Framework) has been developed as part of a national strategy to create a series of self-sustaining regional historic environment research frameworks for England. It builds on the original North West Region Archaeological Research Framework (Brennand 2006 and 2007). The Industrial and 20th Century Period benefits from a series of refreshed topic-based research questions <https://researchframeworks.org/nwrf/industrial/> focused on a number of period-related themes which the archaeological potential of the Site may be able to address.

The Environment:

- What evidence is there for the impact of Industrialisation on health, diet and natural resources?

This question could be addressed by recovering palaeoenvironmental data from any cess pits and other suitable cut features to inform on diet, health, natural resource use and consumption patterns

- What is the survival and significance of historic water management features for industrial purposes, specifically the culverting of the Corn Brook and its route through the Bennett's Iron Works

The Urban Landscape:

- How did industrial development affect the pre-existing historic landscape?

Test for evidence of any impact the historic landscape had on the development of the Site from at least the mid-19th century

- How can an understanding of the impact of industrialisation on the working class and their living conditions be taken forward?

Opportunities could be taken for archaeological investigation of cellars to examine evidence for activities/ space-usage in working class houses.

- What evidence do we have for the improvement of urban public health during this period?

Opportunities to be taken for archaeological investigation of provision for sewerage, drainage, drinking water, sanitation in urban dwellings.

- What contribution can be made to an understanding of the back yards of workers housing?

Technology and Production

- What can archaeology tell us about the production of consumer products (e.g. cast iron fixtures, fittings and furniture) and from the late 18th to early 20th centuries?
- What is the evidence for the development of power production at Bennett's Cast Iron Foundry?

Leisure and Recreation

- How did public and private sport, recreation and leisure spaces develop during this period?

Is there any archaeological evidence of the Manchester City Football Ground and if there is, could it add to the historic information at all?

Transport and Infrastructure

- How were transport infrastructures improved and how was this related to the developing urban and market hierarchy during the industrial period?

What archaeological evidence is there for the development and use of the railway sidings and Permanent Way Depot and would that evidence make any contribution to an understanding of Manchester's transport infrastructure?

10. CONCLUSIONS

The proposed development on the Site takes the form of demolition of existing buildings and structures on the Site and erection of 272 homes (Use Class C3) and a new community building (Use Class F2(b)), with associated car parking, access, highways, landscaping and new public realm creation, and other associated works.

There are no registered World Heritage Sites or Scheduled Monuments wholly or partly within in the Site. Therefore, this Assessment confirms that the Site does not contain any designated archaeological assets for which there may be a presumption in favour of preservation *in situ* and against development.

The Greater Manchester Historic Environment Record identifies four archaeological monuments on the Site and for planning purposes these may be considered as non-designated heritage assets, although this consideration in no way admits or confirms that they are non-designated heritage assets. This Assessment has, in addition, identified a further four historic structures/features which were once present on the Site the archaeological remains of which may be present on Site. As above, for planning purposes, these may be considered as non-designated heritage assets, although this consideration in no way admits or confirms that they enjoy such status.

This document has carefully considered the potential for the proposed development to impact on archaeological monuments by means of development within the Site, and whether any such impacts would harm the significances of the monuments.

The consideration has explored the evidential, historic, aesthetic and communal values of the identified archaeological monuments which may be impacted upon as a consequence of development. It has predicted the nature of any impact and therefore the harm or otherwise that may befall heritage significance.

The main issues have been identified in a manner proportionate to the characteristics of the likely development and in a manner relevant to the characteristics of the archaeological monuments.

The document has addressed the aims and objectives adequately.

The potential for a proposed development to harm heritage significance of non-designated heritage assets (archaeological monuments) is catered for in para. 197 of NPPF. NPPF directs the decision taker to take into account the effect of proposed development on the significance of non-designated heritage assets. In weighing an application that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Thus, an unweighted judgement is required.

This Assessment enables an informed, sustainable and responsible approach to the promotion of development of land at the Site. The information provided meets the expectations of NPPF in that the applicant has described the significance of archaeological monuments that may be affected by the proposed development. It is considered that the level of detail provided is proportionate to the monuments' importance and is sufficient to allow the Council to estimate the potential impact of the proposal on the significance of the

monuments. It is concluded that there are no *a priori* reasons arising from archaeological considerations to refuse a planning permission under NPPF policies.

The archaeological monuments mentioned above may be impacted upon by the proposed development and there is a risk that heritage significance could be adversely affected. The concept of mitigation, whereby the harm to archaeological monuments can be assuaged or compensated for has been considered, and any unavoidable harm to archaeological monuments can be mitigated by recording in advance of that harm taking place and advancing understanding of the significance of any archaeological monuments to be lost (wholly or in part) in a manner proportionate to their importance and the impact. Any evidence (and any archive generated) can be made publicly. Such an approach is compatible with para. 199 of the NPPF.

This approach has already been accepted, in principal, by the Council in its imposition of a condition catering for archaeological interest on the permission (099219/00/2012/N2) granted in 2012 for the development of *Land Between Hyde Road/Pottery Lane/Bennett Street, West Gorton* (see page 8 above). The current assessment has not generated any reason for such a condition to be removed or enhanced in any way and such a condition, worded in a similar, if not identical way, would be suitable to attach to a planning permission, should it be forthcoming for the application which forms the focus of this application.

With respect to local policy considerations relevant to archaeological monuments the provisions established by the Manchester Local Plan (Manchester City Council 2012) apply.

Policy EN3 states that *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*. If it is assumed that *historic and heritage features* include archaeological monuments then the proposed development could take advantage of the historic and heritage features of the Site by means of investigation and recording of archaeological remains, reporting, publication, dissemination and archive submission (tied into the regional research framework). By such means the Council has implicitly encouraged development of the Site by including it as part of the West Gorton a priority area for regeneration in the *Strategic Regeneration Framework for New East Manchester*. The West Gorton neighbourhood is the subject of a 10-year regeneration programme which commenced following approval of the outline masterplan by the City Council's Executive in December 2009. The proposed development is therefore, compliant with Policy EN3.

Policy DM1 states that *all development should have regard to specific issues for which more detailed guidance may be given within a supplementary planning document. One of the identified issues is the effect relating to archaeological heritage*. However, there does not appear to be a supplementary planning document for archaeological heritage.

Policy DC20.1, whilst reserving the Council's right to ensure the preservation in situ of sites of archaeological interest acknowledges that where and where the preservation of sites of archaeological interest *in situ* is not appropriate, the Council will seek to gain full and proper recording of the Site.

The proposed development is not in conflict with any local policy and, ultimately, the changes to the historic environment represented by the proposed development would be neither so

harmful nor so significant when balanced against all other material considerations, including the housing need, as to warrant withholding planning permission on the basis of archaeological interests.

11. SOURCES

General

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APPENDICES

APPENDIX A

Gazetteer of Greater Manchester Historic Environment Record Entries for the Assessment Area

Figure 3: Location of Archaeological Monuments within the Assessment Area

Number	HER Ref	Name
1	13853.1.0	Buildings on Bennett Street (site of)
2	9678.1.0	Saw Mill (site of), off Devonshire Street
3	9683.1.0	Iron Foundry (site of)
4	9687.1.0	Railway Goods Shed (site of)
5	9809.1.1	Brickfield off Gorton Road (site of)
6	9831.1.0	Ardwick Cemetery (site of)
7	9832.1.0	Lime Kiln and Brick Croft (site of)
8	9833.1.0	Size Mill (site of)
9	9677.1.0	Railway Goods Shed (site of)
10	13852.1.0	Burgess Villa (site of)
11	13840.1.0	Buildings on Tempest Street (site of)
12	13854.1.0	Football Ground (site of)
13	13845.1.0	Saw mill (site of)
14	1361.1.0	Ardwick Manor House (site of)
15	2099.1.0	Gatekeeper's Lodge and Weighing Machine (site of)
16	13836.1.0	Housing and Beer House on Birch Street (site of)