



# **Land Adjacent to Chorlton New Mill, Cambridge Street, Manchester**

## **Archaeological Desk- based Assessment**



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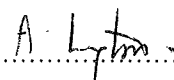
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## SUMMARY

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Renaker has devised proposals for the redevelopment of land situated off Cambridge Street in the Chorlton-upon-Medlock area of Manchester (centred on NGR 383920 397430). In order to facilitate the process, Renaker commissioned Oxford Archaeology North (OA North) to carry out an archaeological desk-based assessment of the Site Area. The data generated from the assessment is intended to provide an informed basis regarding the significance of any buried archaeological remains within the site. The assessment has focused on sub-surface archaeological resource of the Site Area; impacts on the settings of adjacent standing buildings have not been assessed, as these are being considered in a separate report that is being prepared independently.

In total, 41 heritage assets have been identified in the wider study area, of which seven lie within the boundary of the Site Area. With the exception of the tentative projected course of a Roman road from Manchester to Buxton, all of the sites identified within the Site Area derived from the industrial development of Chorlton-upon-Medlock during the nineteenth century. In particular, most of the Site Area was developed initially in 1824 as a single-storey weaving shed, which was put into production in 1829. This is thought to have been the largest weaving shed in Manchester when built, and was amongst the earliest purpose-built weaving sheds to be established in the country. Furthermore, there is evidence to suggest that it was intended to serve Charles Macintosh's pioneering rubber works on the opposite side of Cambridge Street, and housed the looms that wove the first waterproof textile goods.

None of the known heritage assets identified within the Site Area are afforded statutory designation, and are thus not considered to be of national importance that would require preservation *in-situ*. Moreover, it seems probable that all of the non-designated heritage assets identified within the Site Area have been damaged or destroyed during the various phases of demolition and redevelopment that occurred during the later nineteenth and twentieth centuries, reducing their archaeological value.

Whilst the site is of considerable historic interest in terms of the key role it played in the development of the factory-based textile industry, the archaeological significance of any buried remains is likely to be low, reflecting the probable damage caused during previous redevelopment. As such, the impact on the archaeological resource during the course of the proposed development is likely to be negligible. Based on these conclusions, it is recommended that no further archaeological investigation of the site is merited in advance of development.



## ACKNOWLEDGEMENTS

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Oxford Archaeology North (OA North) would like to thank Peter Mills of Renaker, for commissioning and supporting the project. Thanks are also due to Norman Redhead, the Heritage Management Director with the Greater Manchester Archaeological Advisory Service (GMAAS), for his support and advice, and to Lesley Dunkley, the Historic Environment Officer, for supplying data from the Greater Manchester HER. OA North is also grateful to the staff of the Museum of Science and Industry in Manchester, and the Lancashire County Record Office, for their assistance with the historical research. Thanks are also expressed to Richard Randerson of Ramboll for facilitating the monitoring of the geo-technical site investigations.

The desk-based research and report was compiled by Dr Rachel Street, and Lewis Stitt monitored the excavation of the geo-technical test pits. The illustrations were produced by Mark Tidmarsh, and the report was edited by Ian Miller, who was also responsible for project management.

## 1. INTRODUCTION

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### 1.1 CIRCUMSTANCES OF PROJECT

- 1.1.1 Renaker has devised proposals for the redevelopment of land situated off Cambridge Street in the Chorlton-upon-Medlock area of Manchester (referred to hereafter as the Site Area). In order to facilitate the planning process, Renaker commissioned Oxford Archaeology North (OA North) to carry out an archaeological assessment of the development site, referred to hereafter as the Site Area. This was intended to establish, as far as possible, the nature and significance of the sub-surface archaeological resource within the area, and to establish the impact of any future development upon this resource. The data generated from the assessment is intended to provide an informed basis regarding the significance of any archaeological heritage assets within the site.

### 1.2 LOCATION, TOPOGRAPHY AND GEOLOGY

- 1.2.1 The study area (centred on NGR 383920 397430) lies a short distance to the south-west of Oxford Road Station, and east of the Castlefield, within the northern part of the historic township of Chorlton-on-Medlock (Fig 1). The Site Area occupies a plot bounded to the west by Cambridge Street, to the south by Chorlton New Mill, and to the north by a loop in the River Medlock, immediately beyond which are the railway viaducts forming the approach to Oxford Road Station (Plate 1).



*Plate 1: Recent aerial view of the Site Area and its environs*

1.2.2 **Topography:** 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, 125). The Site Area occupies level ground on the south bank of the River Medlock.

1.2.3 **Geology:** the solid geology of the area comprises Carboniferous sedimentary material and a series of Permo-Triassic rocks, consisting mainly of New Red Sandstone. The overlying drift incorporates Pleistocene boulder clays of glacial origin, and fluvatile/lacustrine sands, gravels, and clays (Hall *et al* 1995, 8).

### 1.3 STATUTORY SITES

1.3.1 The boundary of the Site Area does not contain any heritage assets that are afforded statutory protection, such as Scheduled Monuments, listed buildings, or any Registered Parks and Gardens. The Site Area does not fall within a Conservation Area, although the boundary of the Whitworth Street Conservation Area lies within a distance of 200m to the north.

1.3.2 There are 13 listed buildings within a 200m radius of the Site Area (Table 1); none of these, however, lie within the Site Area. Development will not have a direct impact on these designated buildings. Indirect impacts on the settings of the listed buildings in the wider study area have not been assessed as part of this assessment, which has focused on below-ground heritage assets; a heritage assessment that will consider the impact of the proposed development on the setting on the historic built environment is being prepared independently.

Gazetteer number	HER ref.	Description	Grade	NGR
08	2146.1.0	Chorlton New Mill	II	SJ 8393 9737
09	2271.1.0	Chorlton Old Mill	II	SJ 8395 9729
10	2149.1.0	Chatham Mill	II	SJ 8406 9728
11	2315.1.0	Marsland's Mill	II	SJ 8398 9724
12	12400.1.0	Macintosh Mill	II	SJ 8389 9731
13	12056.1.0	Mill chimney stack on E side of junction with Cambridge Street	II	SJ 8391 9730
14	8327.1.0	127 Chepstow Street, Peveril of the Peak Public House	II	SJ 8386 9761
15	8326.1.0	16-20 Chepstow Street (Chepstow House)	II	SJ 83849763
16	8411.1.0	90 Great Bridgewater Street, Tootal Building Extension, Lee House	II	SJ 8394 9762
17	12150.1.0	The Ritz Dance Hall	II	SJ 8397 9754
18	9899.1.0	Oxford Road Rail Station	II	SJ 8402 9750
19	12089.7.0	Lock No 88 to E of Oxford Street	II	SJ 8409 9765
20	11681.1.0	Railway Viaduct	II	SJ 8389 9747

Table 1: Summary of Listed Buildings within 200m of the Site Area

## 2. METHODOLOGY

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### 2.1 DESK-BASED ASSESSMENT

2.1.1 The archaeological assessment has focused on the Site Area, although information for the immediate environs has been considered in order to provide an essential contextual background. The assessment was carried out in accordance with the relevant IfA and English Heritage guidelines (IfA 2011, *Standard and Guidance for Archaeological Desk-based Assessments*; IfA 2010 *Code of Conduct*; English Heritage 2006, *Management of Research Projects in the Historic Environment* (MoRPHE)). The principal sources of information consulted were historical and modern maps, although published and unpublished secondary sources were also reviewed. The following repositories were consulted during the data-gathering process:

- ***Greater Manchester Historic Environment Record (HER)***: the HER holds data on the historic environment for Greater Manchester, including Listed Buildings, all known archaeological sites, along with the location and results of previous archaeological interventions in a linked GIS and database format. The HER was consulted to establish the extent of sites of archaeological and historic interest within the study area;
- ***Lancashire County Record Office (LRO), Preston***: holds an extensive series of mapping for the Manchester area, as well as a collection of secondary sources about the city and its suburbs;
- ***Greater Manchester Record Office, Manchester (GMRO)***: the catalogue of the Greater Manchester Record Office was searched for information relating to the study area, and relevant data was incorporated into the report;
- ***Archives and Local Studies, Manchester Central Library (MCL)***: the catalogue of the Archives and Local Studies section of Manchester Central Library was searched for information relating to the study area, although the library was not visited as it is presently closed to the public;
- ***Museum of Science and Industry, Manchester***: the catalogue of the Museum of Science and Industry archives was searched for information relating to the study area, and relevant data was incorporated into the report;
- ***Oxford Archaeology North***: OA North has an extensive archive of secondary sources relevant to the study area, incorporating both published work and unpublished client reports.

2.1.2 All archaeological sites in the Site Area and within a radius of 200m have been included in the Site Gazetteer (*Section 4*; Fig 8).

## 2.2 ASSESSMENT METHODOLOGY

2.2.1 The results of the assessment have identified the significance of the archaeological resource of the Site Area. In order to assess the potential impact of any future development, consideration has been afforded to:

- assessing in detail any impact and the significance of the effects arising from any future development of the Site Area;
- reviewing the evidence for past impacts that may have affected the archaeological sites of interest identified during the desk-based assessment;
- outlining suitable mitigation measures, where possible at this stage, to avoid, reduce, or remedy adverse impacts.

2.2.2 Such impacts on the identified archaeological sites may be:

- positive or negative;
- short, medium or long term;
- direct or indirect;
- reversible or irreversible.

2.2.3 Key impacts have been identified as those that would potentially lead to a change to the archaeological site. Each potential impact has been determined as the predicted deviation from the baseline conditions, in accordance with current knowledge of the site and the proposed development. Table 2 shows the sensitivity of the site scaled in accordance with its relative importance using the following terms for the cultural heritage and archaeology issues, with guideline recommendations for a mitigation strategy.

Importance	Examples of Site Type	Mitigation
National	Scheduled Monuments (SMs), Grade I and II* Listed Buildings	To be avoided
Regional/County	Conservation Areas, Registered Parks and Gardens (Statutory Designated Sites), Grade II Listed Buildings Sites and Monuments Record/Historic Environment Record	Avoidance recommended
Local/Borough	Sites with a local or borough archaeological value or interest Sites that are so badly damaged that too little remains to justify inclusion into a higher grade	Avoidance not envisaged
Low Local	Sites with a low local archaeological value Sites that are so badly damaged that too little remains to justify inclusion into a higher grade	Avoidance not envisaged
Negligible	Sites or features with no significant archaeological value or interest	Avoidance unnecessary

Table 2: Criteria used to determine Importance of Sites

- 2.2.4 The impact is assessed in terms of the sensitivity of the site to the magnitude of change or scale of impact during any future redevelopment scheme. The magnitude, or scale of an impact is often difficult to define, but will be termed as substantial, moderate, slight, or negligible, as shown in Table 3.

Scale of Impact	Description
Substantial	Significant change in environmental factors; Complete destruction of the site or feature; Change to the site or feature resulting in a fundamental change in ability to understand and appreciate the resource and its cultural heritage or archaeological value/historical context and setting.
Moderate	Significant change in environmental factors; Change to the site or feature resulting in an appreciable change in ability to understand and appreciate the resource and its cultural heritage or archaeological value/historical context and setting.
Slight	Change to the site or feature resulting in a small change in our ability to understand and appreciate the resource and its cultural heritage or archaeological value/historical context and setting.
Negligible	Negligible change or no material changes to the site or feature. No real change in our ability to understand and appreciate the resource and its cultural heritage or archaeological value/historical context and setting.

Table 3: Criteria used to determine Scale of Impact

- 2.2.5 The interaction of the scale of impact (Table 3) and the importance of the archaeological site (Table 2) produce the impact significance. This may be calculated by using the matrix shown in Table 4:

Resource Value (Importance)	Scale of Impact Upon Archaeological Site			
	Substantial	Moderate	Slight	Negligible
<b>National</b>	Major	Major	Intermediate/Minor	Neutral
<b>Regional/County</b>	Major	Major/Intermediate	Minor	Neutral
<b>Local/Borough</b>	Intermediate	Intermediate	Minor	Neutral
<b>Local (low)</b>	Intermediate / Minor	Minor	Minor/Neutral	Neutral
<b>Negligible</b>	Neutral	Neutral	Neutral	Neutral

Table 4: Impact Significance Matrix

- 2.2.6 The impact significance category for each identified archaeological site of interest will also be qualified, and recommended mitigation measures will be provided, where possible at this stage, to impacts that are of moderate significance or above; any measures to reduce any impact will be promoted in the report. It is also normal practice to state that impacts above moderate significance are regarded as significant impacts. It is important that the residual impact assessment takes into consideration the ability of the mitigation to reduce the impact, and its likely success.

- 2.2.7 It is also considered important to attribute a level of confidence by which the predicted impact has been assessed. For the purpose of this assessment, the criteria for these definitions are set out in the table below.

Confidence in Predictions	
Confidence Level	Description
High/Certain	The predicted impact is either certain, <i>ie</i> a direct impact, or believed to be very likely to occur, based on reliable information or previous experience, and may be estimated at 95% chance or higher.
Medium/Probable	The probability can be estimated to be above 50%, but below 95%.
Low/Unlikely	The predicted impact and its levels are best estimates, generally derived from the experience of the assessor. More information may be needed to improve the level of confidence, which can be estimated using the present information at above 5% but less than 50%.
Extremely Unlikely	The probability can be estimated at less than 5%.

Table 5: Impact Prediction Confidence

## 2.3 PLANNING BACKGROUND AND LEGISLATIVE FRAMEWORK

- 2.3.1 **National Policy Framework:** in considering any planning application for development, local planning authorities are bound by the policy framework set by government guidance. This guidance provides a material consideration that must be taken into account in development management decisions, where relevant. In accordance with central and local government policy, this assessment has been prepared in order to clarify the study site's archaeological potential and to assess the need for any further measures to mitigate the impact of the proposed development.
- 2.3.2 National planning policies on the conservation of the historic environment are set out in National Planning Policy Framework (NPPF), which was published by the Department of Communities and Local Government (DCLG) in March 2012. Sites of archaeological or cultural heritage significance that are valued components of the historic environment and merit consideration in planning decisions are grouped as 'heritage assets'; 'heritage assets are an irreplaceable resource', the conservation of which can bring 'wider social, cultural, economic and environmental benefits...' (DCLG 2012, *Section 12.126*). The policy framework states that the 'significance of any heritage assets affected, including any contribution made by their setting' should be understood in order to assess the potential impact (DCLG 2012, *Section 12.128*). In addition to standing remains, heritage assets of archaeological interest can comprise sub-surface remains and, therefore, assessments should be undertaken for a site that 'includes or has the potential to include heritage assets with archaeological interest' (DCLG 2012, *Section 12.128*).

- 2.3.3 NPPF draws a distinction between designated heritage assets and other remains considered to be of lesser significance; ‘great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be...substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, including scheduled monuments, protected wreck sites, battlefields, grade I and II\* listed buildings and grade I and II\* registered parks and gardens and World Heritage Sites, should be wholly exceptional’ (DCLG 2012, *Section 12.132*). Therefore, preservation *in-situ* is the preferred course in relation to such sites unless exception circumstances exist.
- 2.3.4 It is normally accepted that non-designated sites will be preserved by record, in accordance with their significance and the magnitude of the harm to or loss of the site as a result of the proposals, to ‘avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposals’ (DCLG 2012, *Section 12.129*). Non-designated heritage assets of archaeological interest will also be subject to the policies reserved for designated heritage assets if they are of equivalent significance to scheduled monuments (DCLG 2012; *Section 12.132*).



### 3. BACKGROUND

#### 3.1 HISTORICAL BACKGROUND

- 3.1.1 The following section provides an historical context to the present study, and is considered by period as detailed in Table 6 below. Key sites are summarised in the Gazetteer of Sites with numbers given in brackets (*Section 4*), and are mapped on Figure 11.

Period	Date Range
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 6: Summary of British archaeological periods and date ranges

- 3.1.2 **Prehistoric Period:** the current understanding of any activity in Manchester during the prehistoric period is very poor, although it is reasonable to suggest that the Castlefield area, c 500m to the west of the proposed development area, may have been conducive for late prehistoric settlement on account of the natural topography and its riverside location. However, physical indications for any such settlement are, at best, fragmentary and arguably the best evidence was yielded from an archaeological excavation that was targeted on a plot of land adjacent to Liverpool Road in Castlefield. During the course of this work, two Mesolithic flints, one Neolithic/Bronze Age waste flake, and a single fragment of late Bronze Age/iron Age pottery were recovered, although none was found in securely stratified deposits (Gregory 2007). There is no known evidence for prehistoric activity in proximity to the present study area.
- 3.1.3 **Roman period:** the first military occupation of Manchester was established during the governorship of Agricola (AD 77-84), and commenced with a five-acre wooden fort, known as *Mamucium* (Brunton 1909). The site of this encampment is marked today by Camp Street in Castlefield, situated c 500m to the north-west of the present study area.
- 3.1.4 During the second century, the fort was developed in association with a substantial extramural settlement, or *vicus*, which expanded in both a northerly direction, and along the line of Chester Road to the south (Grealey 1974, 11). Roads from the fort linked Manchester with Ribchester to the north, Castleshaw, Slack and York to the north-east, Wigan to the north-west, Northwich and Chester to the south, and Buxton to the south-east (Gregory 2007). The route of the road to Buxton has been projected as running across the north-eastern part of the Site Area (Site 01). There are also two Roman findspots towards the south-western extent of the wider study area (Sites 21 and 22).

- 3.1.5 **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. The area around Manchester came under the control of several kingdoms during this period. In AD 620, Edwin conquered and occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer and Brownbill 1911).
- 3.1.6 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, but recent research favours it being at the Roman fort in Castlefield. However, the area of the cathedral had become a new focus for settlement by the late eleventh century, and the site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons.
- 3.1.7 Following the Norman Conquest of 1066, William I assigned most of the land between the Ribble and Mersey rivers to Roger of Poitou, who retained the manor of Salford demesne (Tupling 1962, 116), but divided his other newly-acquired land into several fiefdoms (Kidd 1996, 13). The largest of these was the landholding centred on Manchester, created by the grant of extensive lands in the hundreds of Salford, Leyland and West Derby to Albert Grelley (Tupling 1962, 116). By the thirteenth century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk, located over 1km to the north of the study area, and the medieval town grew up around it (Hartwell *et al* 2004, 256). It was from this hall that they governed both the manor and the extensive barony.
- 3.1.8 In 1222 Manchester was granted an annual fair, and in 1301 Thomas Grelley was granted the Great Charter of Manchester by Edward I, and thus it became a free borough (*ibid*). The distance of the study area from the medieval centre means that is likely to have remained entirely undeveloped until at least the eighteenth century. There are known remains of medieval date within the present study area.
- 3.1.9 **Post-medieval and Industrial Period:** during the eighteenth century, south-east Lancashire as a whole was predominantly an agricultural area of isolated settlements and market towns, with the growing town of Manchester at its centre (Williams with Farnie 1992, 3). By the 1780s, the national demand for textiles, particularly cotton, began to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of the factory-based cotton manufacturing industry of international repute (Baines 1835). This process of industrial development was facilitated greatly by the introduction of canals, which provided the first efficient means of transporting bulk loads of goods. The first true industrial canal in Britain was that built by the Duke of Bridgewater, which was completed from his mines at Worsley to Manchester in 1764, the terminus of which was at Castlefield (Hadfield and Biddle 1970). This economic climate was linked to a rapid growth in the town's population; in 1773, an estimated 22,481 people lived in Manchester, but this figure had more than tripled to 75,281 by 1801 (Lloyd-Jones and Lewis 1993).

3.1.10 The study area lies at the northern extent of the Chorlton-on-Medlock, which emerged as an important early focus for textile mills, and some of the largest of Manchester's pioneering steam-powered mills were built there from the late 1790s (Clark 1978). Birley's Chorlton Mills were of particular importance. These occupied an area to the south of the proposed development area, bounded by Oxford Street, Cambridge Street and Chester Street. Low-cost workers' housing also developed around this area to house the much increased, and largely immigrant population. The high Irish immigrant population who settled in this area led to it being known as Little Ireland, with the streets of back-to-back housing around Rosamund Street, Charles Street and Jenkinson Street, close to the River Medlock and immediately to the east of the present study area, being perhaps the poorest areas. The dwellings in this area were so low-lying that even though some were three-storeys high, only their chimneys could be seen from Oxford Road (Kidd 1996, 46). In 1844, Friedrich Engels published his acclaimed study of housing condition in early Victorian England, entitled *'The Condition of the Working-Class in England'*. The following extract relates specifically to the Little Ireland area of Manchester:

*'...the most horrible spot lies on the Manchester side [of the river Medlock], immediately south-west of Oxford Road, and is known as Little Ireland. In a rather deep hole, in a curve of the Medlock and surrounded on all four sides by tall factories and high embankments, covered with buildings, stand two groups of about two hundred cottages, built chiefly back to back, in which live about 4,000 human beings, most of them Irish. The cottages are old, dirty, and of the smallest sort, the streets uneven, fallen into ruts and in part without drains or pavement; masses of refuse, offal and sickening filth lie among standing pools in all directions; the atmosphere is poisoned by the effluvia from these, and laden and darkened by the smoke of a dozen tall factory chimneys. A horde of ragged women and children swarm about here, as filthy as the swine that thrive upon the garbage heaps and in the puddles.'*

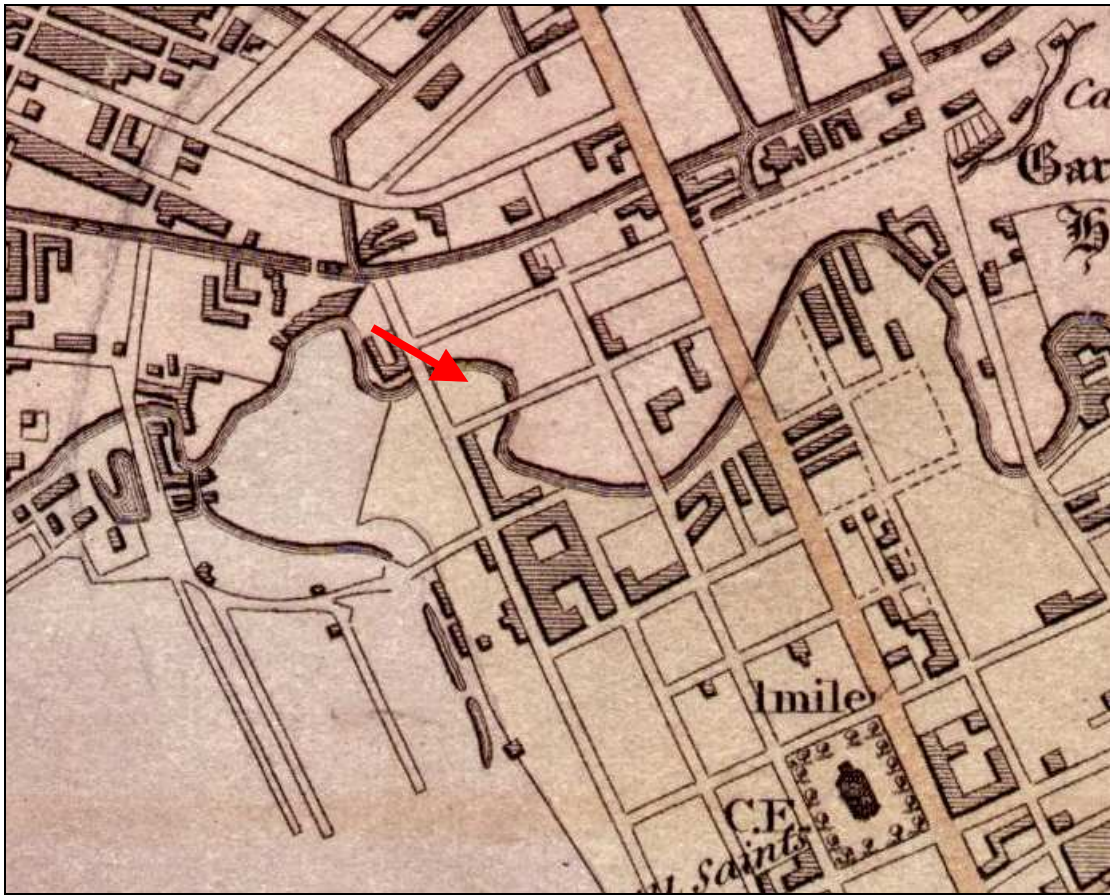
3.1.11 In 1849 Oxford Road Station was opened by the Manchester South Junction and Altrincham Railway (MSJAR), who used it as their headquarters until 1904. The railway line was built on a viaduct, which averaged 30 feet in height (Dixon 1994). The construction of the railway line cut through Little Ireland, and resulted in the demolition of several areas of slum housing.

3.1.12 From the mid-nineteenth century onwards there were various Acts passed to try and enforce improvements to housing in Manchester. An 1844 Act had effectively made it illegal to build new back-to-back houses, whilst several Acts were passed subsequently in order to demolish or re-condition the existing houses and improve the sanitary conditions of these areas (Lloyd-Jones and Lewis 1993; Pearlman 1956). However, it was not until 1875 that an Act was passed to get slum clearance underway, and even then it remained quite a slow process until 1890, when a further Act was passed which required the council to take responsibility for the construction of new dwellings to re-house people (Pearlman 1956).

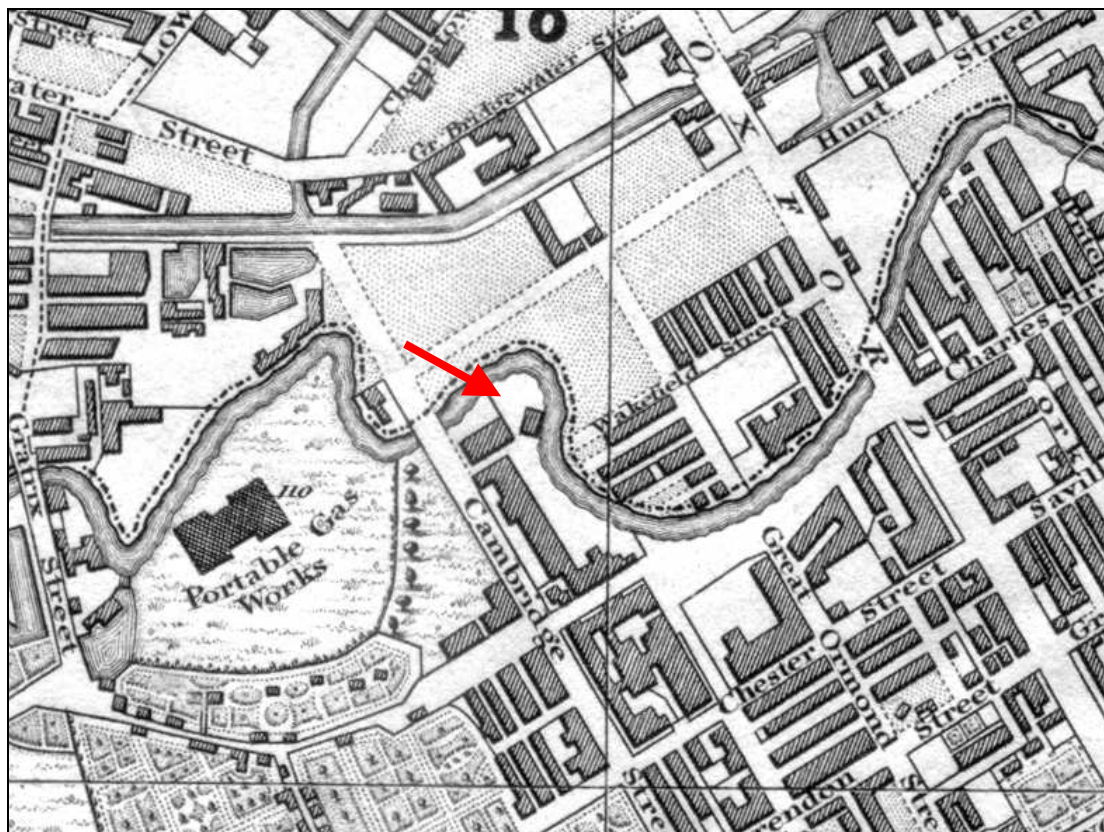
### **3.2 DEVELOPMENT OF THE STUDY AREA**

- 3.2.1 The study area lies in the historic township of Chorlton-upon-Medlock, the character of which was transformed after the late eighteenth century by the rapid expansion of Manchester. Shortly after the opening of Oxford Road in the early 1790s, the Chorlton Hall estate on the north side of Boundary Lane was bought by local entrepreneurs with an intention to develop the land as a suburb to Manchester. Chorlton-on-Medlock was developed initially in 1795 by Samuel Marsland, who encouraged Robert Owen to form the Chorlton Twist Company. This was to be housed in the earliest mill in the area, Chorlton Mill, which was built in 1795 (Site **09**). It was extended in 1807, and was sold to the Birley Company in 1809 (PP (HC) 1834 [167] XX D1).
- 3.2.2 In 1813, an outburst of building activity in Chorlton-on-Medlock included the erection of Marsland Mill and Chorlton New Mill (Clark 1978, 215), the latter being constructed on the opposite side of Hulme Street; it is the oldest surviving fire-proof mill in Manchester, and is afforded statutory designation as a Grade II listed building (Site **08**). This mill was six storeys above ground and two below, and was powered by a Boulton and Watt 100hp beam engine (Parkinson-Bailey 2000, 23). Opened in 1815 it was at this point that their first mill became known as Chorlton Old Mill. Birley, Homby & Kirk, as the firm was by then known, expanded their business further, adding a preparatory mill along the northern side of Hulme Street in 1818-19 and, within the Site Area, a one acre single-room weaving shed (Site **04**) to the north of Chorlton New Mill in 1824-28/9 (PP (HC) 1834 [167] XX D1). This was not the earliest weaving mill in the area, however, as Oxford Road Mill had been furnished with a weaving shed in 1825 (Clarke 1978, 219).
- 3.2.3 Evidence derived from the sequence of historical mapping indicates that two smaller buildings had occupied the Site Area for a short period previously (Sites **02** and **03**); whilst the site is shown as undeveloped on William Johnson's survey of 1818-19 (Plate 2), the two buildings are shown on Swire's map of the area that was published in 1824 (Plate 3). The answers provided by Benjamin Kirk, of Birley & Kirk, to the Parliamentary Commission on the employment of children in factories in 1834 refers to a building added to the mill complex in 1820, although no further details are given (PP (HC) 1834 [167] XX D1). Only one of these buildings, however, is shown on the map produced by Bancks & Co in 1828 (Plate 4), whilst the footprint of both had been subsumed by the weaving shed (Site **04**) by 1831 (Plate 5).
- 3.2.4 During the 1820s, sections of the River Medlock were culverted, although it remained an open watercourse through the Site Area until the second half of the nineteenth century. Enclosing the river caused problems in 1857, when a massive flood in 1857 led to the culvert being rebuilt and the land on either side being raised (UMAU 2000, 27).
- 3.2.5 The population of Chorlton-on-Medlock soared from 675 people in 1801 to 8,209 in 1821, leading Edward Baines to conclude in 1825 that this was 'a rate of augmentation unexampled perhaps in any township in the kingdom' (Baines 1825). The rate of population growth continued unabated, and reached 28,322 in 1841 (Clark 1978, 207).





*Plate 2: Extract from Johnson's Plan of the Parish of Manchester, surveyed in 1818-19*



*Plate 3: Extract from Extract from Swire's Map of Manchester of 1824*



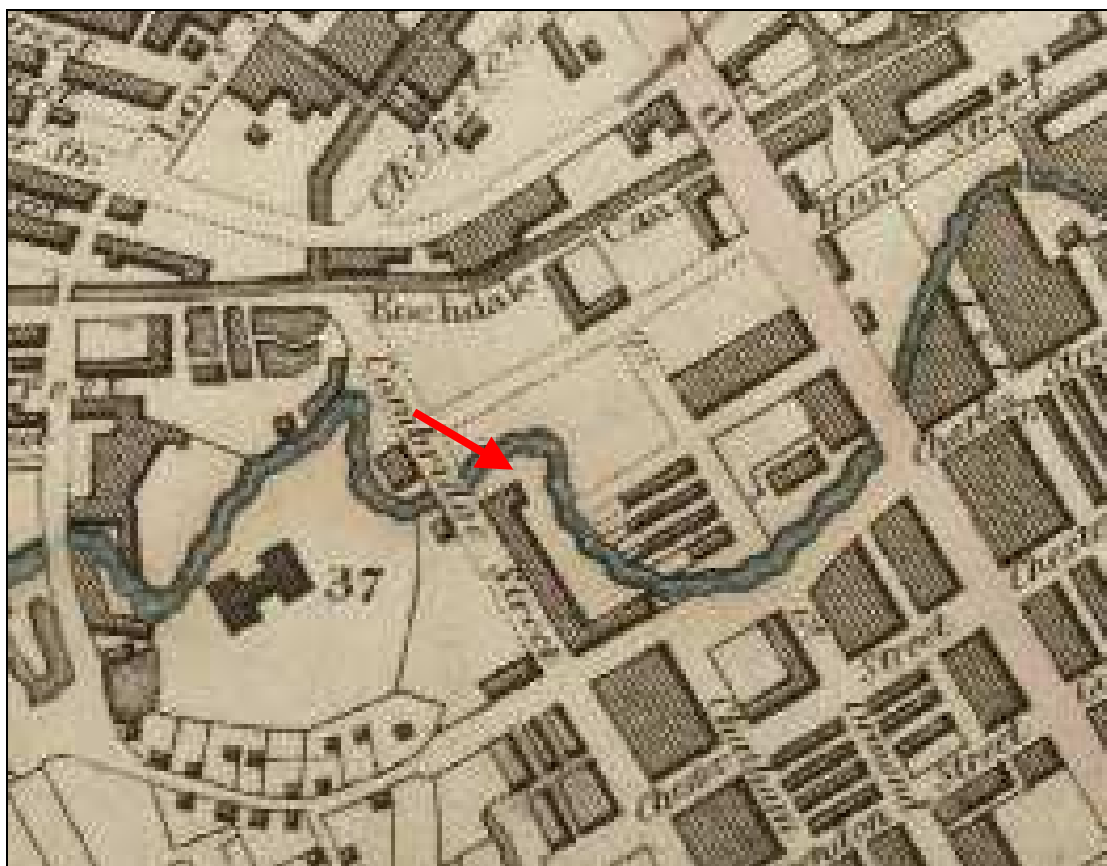


Plate 4: Extract from Extract from Bancks' & Co's Plan of Manchester of 1828

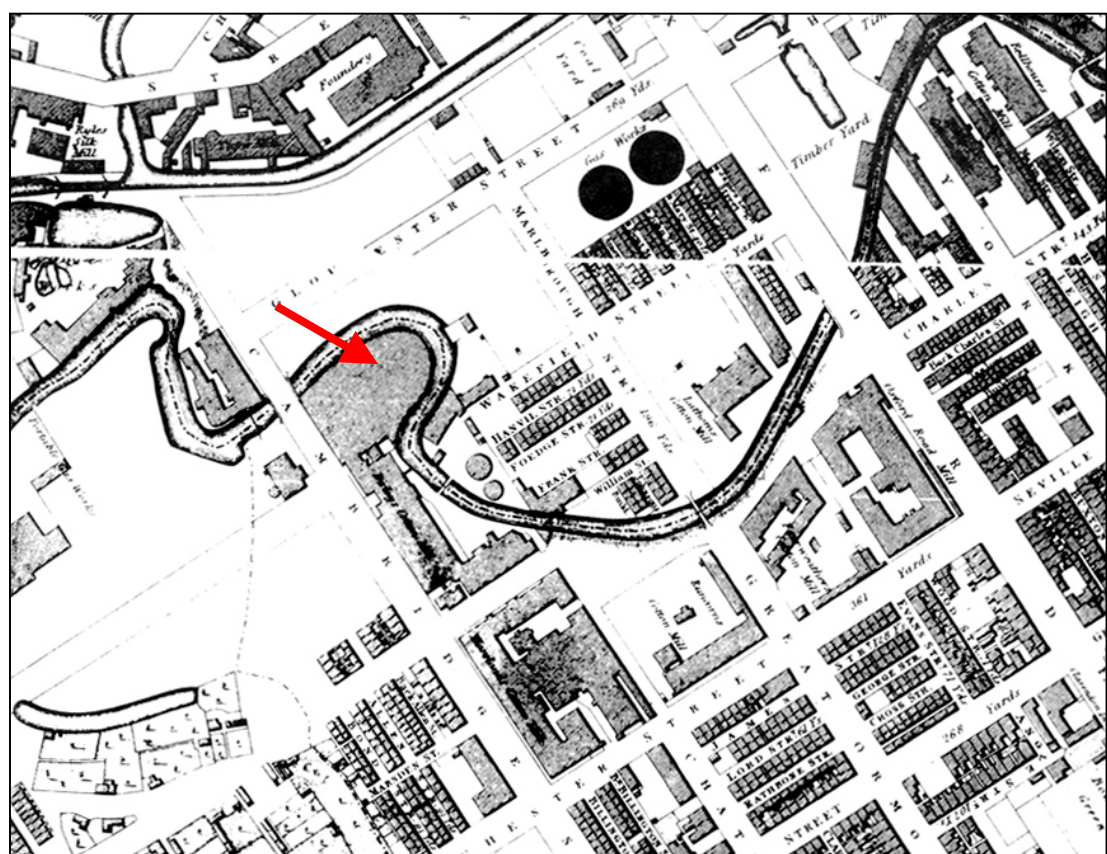
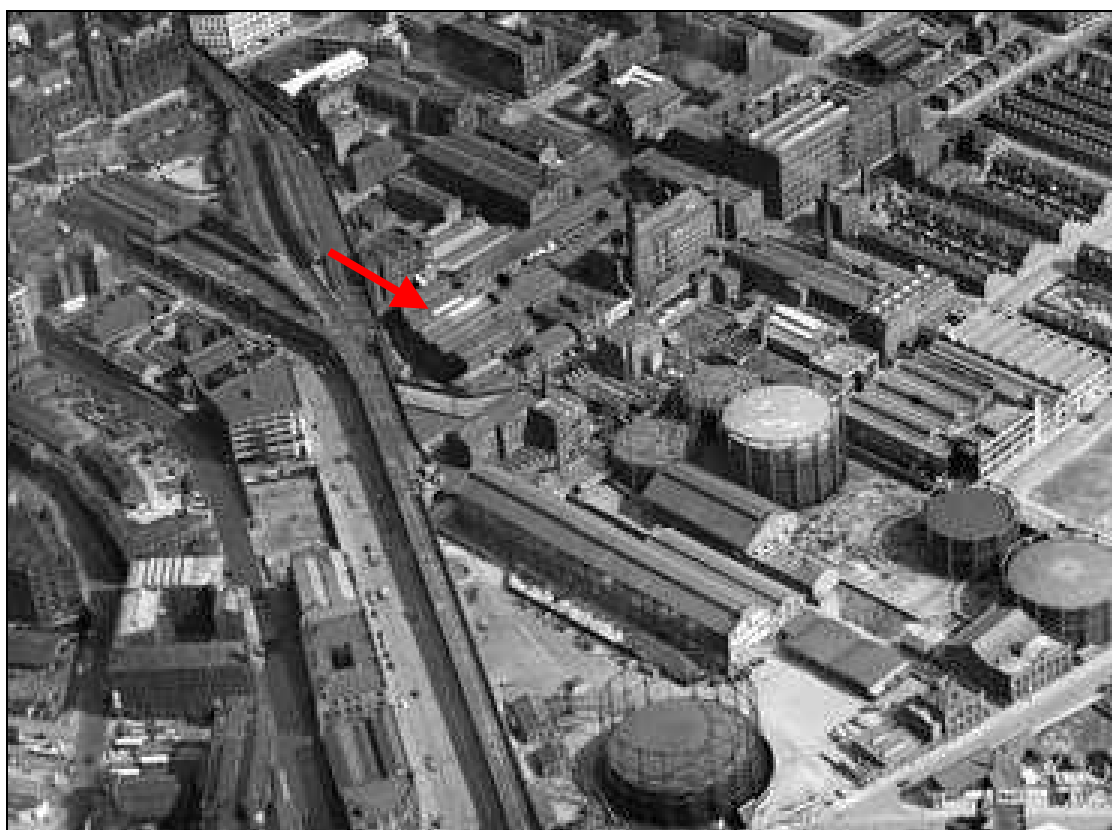


Plate 5: Extract from Extract from Bancks' & Co's Plan of Manchester of 1831

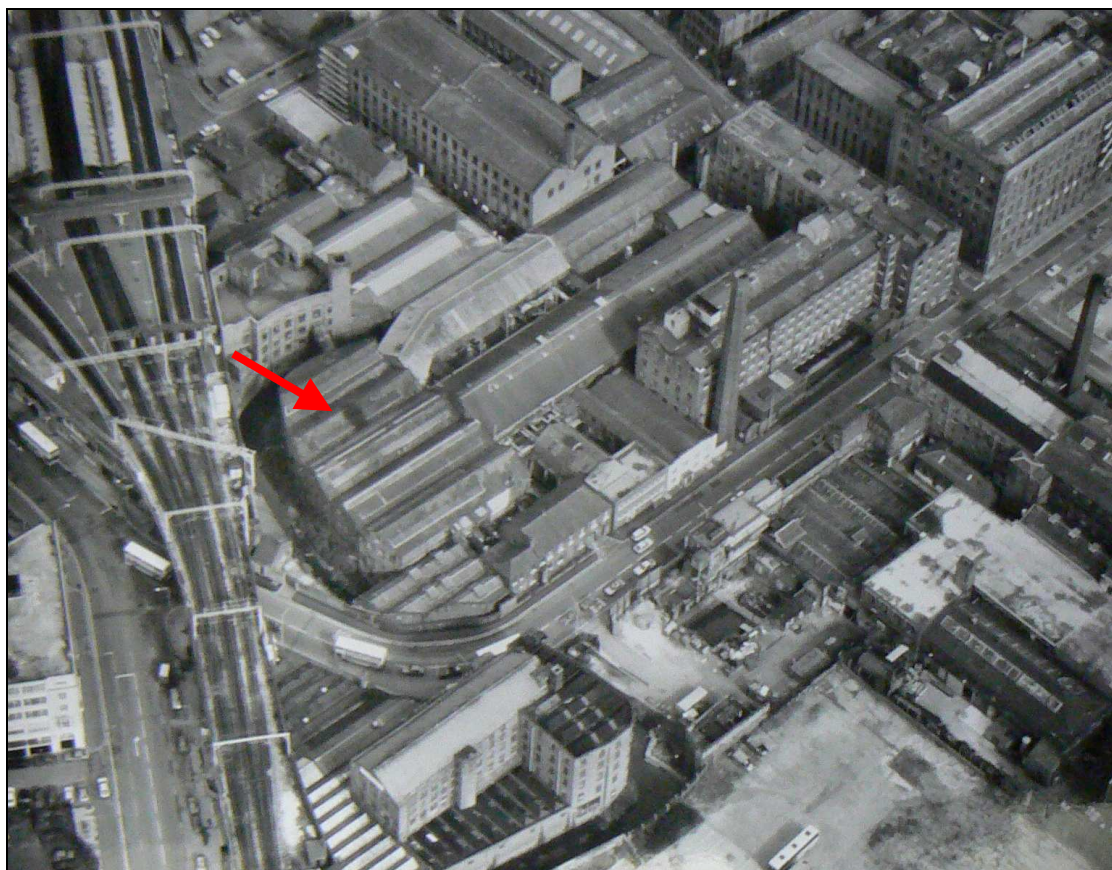
- 3.2.6 Whilst it is thought that the construction of the single room weaving shed (Site **04**) commenced in 1824, it was not put into production until 1829 due to a slump in the cotton trade (UMAU 2000, 6). When the weaving shed became operational in 1829, it held 600 power looms that were powered by an 80hp side-lever steam engine that was installed at one end of the shed, in the old gas house (Site **03**) at the north end of Chorlton New Mill.
- 3.2.7 The gas house was a two-storey structure, and converted quite easily to house the new side-lever engine. Documentation for this engine survives in the Boulton & Watt collection, which describes the engine as ‘a boat-land engine’ of 80hp. This used a similar cylinder and condenser to the normal engine, but the beam, or lever, was located on the side of the engine below the crank. The relatively small spur wheel and flywheel was placed on the upper side walls of the engine house. The flywheel shaft occupied the full width of the engine house, and extended northwards towards the weaving shed. Drawings produced for this engine in 1829 by Boulton & Watt show that the steam required by the mill was raised in a bank of seven boilers, placed adjacent to the engine house.
- 3.2.8 It has been suggested that when completed in 1829 it was the largest mechanically-powered weaving shed in the world (*ibid*), although a single-storey weaving shed erected during the same year at Waterside Mill in Langfield, Yorkshire, housed 800 power looms (Giles and Goodall 1992, 39).
- 3.2.9 Whilst the first power loom had been invented by Edmund Cartwright in 1785, they were not used widely or successfully in a factory environment until the 1820s (Williams with Farnie 1992, 11). It was estimated that there were 12,150 power looms operating in England in 1820, a total which had increased to 45,500 by 1829, with the first great increase occurring during a period of speculation in 1824-5 (Baines 1835, 235-6). Initially, power looms were installed in existing multi-storey cotton mills although their weight and the vibration that they generated encouraged the construction of purpose-built weaving sheds from an early date. It is not known when the first single-storey weaving shed with north-light roofing was built, although it is probably that the example that occupied the Site Area by 1829 was an early example.
- 3.2.10 In Glasgow during this period, whilst trying to find uses for the waste products of gasworks, the Scottish chemist and inventor Charles Macintosh discovered that one of the by-products, naphtha, could be used to soften India rubber. In 1823, Macintosh patented the idea of making double-texture rubberised cloth by steeping rubber in a bath of naphtha to make it malleable, and established a small business in Glasgow (Timmins 1998, 115). The following year, Macintosh entered into partnership with the Birley Company to make double-texture rubberised cloth according to his patent. Construction of a mill in Chorlton-on-Medlock to produce the rubberised cloth began in 1824, and the weaving sheds in the Site Area were intended to complete the manufacture of waterproof garments (Clark 1978, 225). As this was the first mass application of a new industrial process, the mill was designed so as to be adapted into another cotton mill should the venture prove unsuccessful (Woodruff 1958).

- 3.2.11 The year 1842 marked the peak of the Birley's empire, by which date the firm employed 1600 hands, used 397hp of steam, turned 800,000 spindles and had 600 powered looms in one room (Clark 1978, 230). Ten years later, however, the Birley Company and Macintosh were separated, and although members of the family remained on the boards of both companies the second generation of Birleys were not interested in the company. The dominance of the rubber side of the business became very apparent in 1858, when Macintosh & Co took over the Birley Company. The 'cotton famine' of the early 1860s affected many of Manchester's textile manufacturers, and Birley & Co gradually reduced and then stopped cotton spinning at Chorlton New Mill and Preparatory Mill in the years 1865-7. In 1876-7, weaving ceased in building on the Site Area, and it was let to Robert Peel & Co who converted it for use as a textile-finishing works. The boom in the rubber industry brought the site back into a single use in 1885, and led to a further phase of building activity associated with rubberised cloth production (Clark 1978, 23311).
- 3.2.12 In 1923, the Macintosh company was taken over by the Dunlop Company. They remained owners of the site until the end of the 1990s. Aerial photographs taken in August 1987 (SF 3194/41 and SF 3194/44) show the same arrangement of buildings in the Site Area to that depicted in the photograph of 1939. The buildings were described as part of the Greater Manchester Textile Mill Survey that was carried out in the 1980s. At that date, the building in the Site Area was of two-storey construction, brick with pitched slate roofs. It incorporated five aisle pitched roofs, fronting the river, with a curved façade built along the bank of the River Medlock (GMHER unpubl doc). The riverside façade had five pitches to the gable end, with two sets of four windows. It was suggested that this two-storey building was a rebuild of the original 1820s weaving shed, which was confirmed during archaeological investigations carried out at the start of the present century (UMAU 2000; UMAU 2001).





*Plate 6: Aerial view across the study area in 1939*



*Plate 7: Aerial view across the study area in 1987 (GMAU Archive SF 3194/41)*

### 3.3 MAP REGRESSION ANALYSIS

- 3.3.1 The development of the study area may be traced reasonably well from the sequence of available historic mapping. The earliest reliable maps that show the area at a reasonable scale are Charles Laurent's *Map of Manchester & Salford*, published in 1793, and William Green's survey published in 1794. Green's indicates the Site Area to have been undeveloped, although a series of streets in the immediate vicinity, including Cambridge Street and Gloucester Street, are shown laid out in a grid pattern (Fig 2). These created a series of regular plots, and whilst they had not been developed at the time of Green's survey, buildings were erected within a few years, including Chorlton Old Mill.
- 3.3.2 Several maps of the area were produced during the first decade of the nineteenth century. All of these maps were published at a small scale, including those produced by Cole and Roper in 1801, Dean and Pigot in 1809, and William Johnson's survey of 1818-19 (Plate 2). However, the first buildings to occupy the Site Area are depicted on Swire's map of 1824 (Fig 3), which shows a rectangular building on the west bank of the River Medlock (Site **02**), and a larger building end-on the Cambridge Street that was probably the gas house (Site **03**) that served Chorlton New Mill. The mill is shown as a single block, with its northern edge extending into the Site Area.
- 3.3.3 The next available detailed map is that produced by Bancks & Co in 1831 (Fig 4), which shows the Site Area to have been occupied almost entirely by the weaving shed that had been opened in 1829 (Site **04**), together with two small buildings abutting the northern end of Chorlton New Mill (Site **05**). It is unknown whether the building on the bank of the river (Site **02**) was demolished or incorporated to the new weaving shed, although the gas house (Site **03**) was converted for use as an engine house for the new weaving shed. A range of buildings shown at the end of Wakefield Street, on the eastern bank of the River Medlock (Site **07**), also fall within the boundary of the Site Area.
- 3.3.4 The Ordnance Survey 60": 1 mile map of 1850 (Fig 5) shows a similar layout of the extent of development as on Bancks & Co's 1831 map, but provides greater detail of the buildings. This annotates the weaving shed and shows an integral rectangular structure in its south-western corner, which can be identified firmly as the former gas house that was converted to an engine house (Site **03**). A covered entrance to the weaving shed is shown at the eastern end of the engine house. The function of the two small structures abutting the northern end of Chorlton New Mill is uncertain (Site **05**), although the buildings on the eastern bank of the river (Site **06**) were an iron foundry.
- 3.3.5 The next available edition of Ordnance Survey mapping was published at a scale of 1:500 in 1891 (Plate 8) and at 25":1 mile map in 1892 (Fig 6). These maps show considerable changes to the Site Area. The weaving shed (Site **04**) had been replaced with by the Cambridge Street Finishing Works, which involved extending the height of part of the original weaving shed, and demolishing the western end. The former gas house/engine house (Site **03**) had also been demolished by this date, and Winton Street laid across its footprint. The two small structures abutting the northern end of the mill (Site **05**) have been replaced with a single rectangular building.

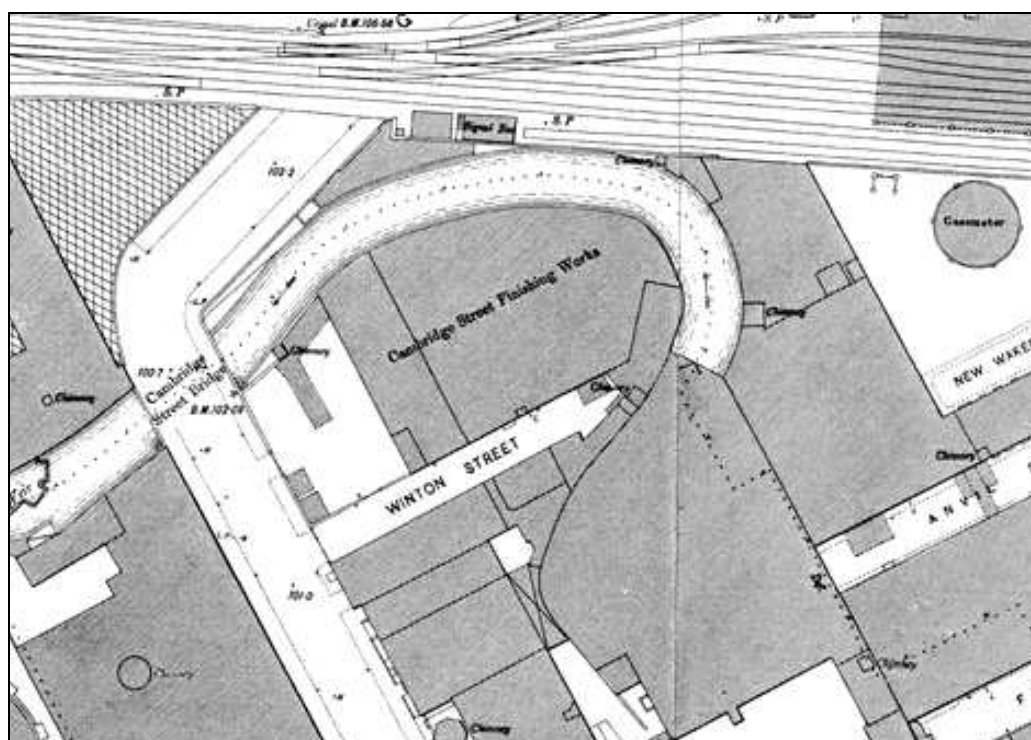


Plate 8: Extract from the Ordnance Survey map of 1891

- 3.3.6 The Ordnance Survey map of 1891 also shows the iron foundry (Site **06**) at the end of New Wakefield Street to have been replaced with an expansion of the rubber works. The river had also been culverted by this date.
- 3.3.7 The next edition of Ordnance Survey mapping, published in 1908, shows the same layout of buildings in the Site Area, although some changes had been affected by 1922 (Fig 7). The Ordnance Survey map published in that year shows a small building in the north-western corner of the site to have been built across the River Medlock, and a covered entrance over Winton Street.
- 3.3.8 Greater detail of the buildings in the Site Area at this time is provided by Goad's insurance plan of 1926. The western part of the Site Area is shown to have been occupied by a range of new structures, including a block spanning the River Medlock and a club built across the western part of the former gas house/engine house (Site **03**). The remainder of the former weaving shed is shown as part of Macintosh's rubber works, with concrete floors and a multi-span roof with skylights.
- 3.3.9 A detailed plan of the site was produced by Dunlop Ltd in 1982 (Fig 9). This shows the structure (Site **05**) attached to the northern end of Chorlton New Mill to have been converted for use as an electric substation.



### 3.4 PREVIOUS ARCHAEOLOGICAL WORK

- 3.4.1 The Site Area has been subject to archaeological investigation previously, including an archaeological survey of the former industrial buildings in 2000 (UMAU 2000), immediately prior to their demolition, and a watching brief that was maintained during the demolition programme (UMAU 2001). The survey concluded that the weaving shed/finishing works (Site 04) that had occupied the Site Area was a multi-phase structure. The earliest remains were the external walls on the northern, eastern and parts of the southern elevations where there was extensive handmade brick fabric in English Garden wall bond. The northern elevation, overlooking the River Medlock, contained two rows of windows which had been altered and in places replaced. However, the wall down to river level appeared to be largely a single-phase build, and the style of brick suggested a date in the 1820s rather than the late nineteenth century (UMAU 2001).
- 3.4.2 The weaving shed was originally powered by an 80hp engine located in a former gas house (Site 03). However, the archaeological survey concluded that this engine may have been replaced in the 1840s. No evidence for the internal layout of the weaving shed survived, and whilst it was considered highly likely that this was originally a single-storey structure, the possibility that it had two storeys from the very beginning was not discounted (UMAU 2000).

### 3.5 GROUND INVESTIGATIONS

- 3.5.1 A series of boreholes and trial pits has been excavated across the site area to inform the current design proposals (Plate 9). The position of some of the trial pits was fixed with a view to establishing the presence or absence of any buried remains, and their excavation was monitored archaeologically (Fig 10).



Plate 9: Location of the trial pits and boreholes

- 3.5.2 **Trial Pit 1:** this test pit was placed within the footprint of the building (Site **02**) adjacent to the River Medlock shown on Johnson's map of 1820 (Fig 10). No structural remains of a building were identified in the trial pit, which contained a thick deposit of demolition rubble/levelling material overlying contaminated silts that had presumably derived from the former river channel (Plate 10).



Plate 10: View of Trial Pit 1

- 3.5.3 **Trial Pit 2:** this trial pit was excavated within the footprint of the former weaving shed (Site **04**). The stratigraphy revealed in the trial pit comprised demolition rubble overlying an earlier phase of levelling material, with the natural geology exposed in the base of the pit (Plate 11). No remains of the weaving shed or later finishing works (Site **07**) survived *in-situ*.



Plate 11: View of Trial Pit 2



- 3.5.4 **Trial Pit 102:** this trial pit was placed adjacent to the River Medlock in the north-eastern part of the Site Area, across the projected course of the Roman road (Site **01**). The stratigraphy revealed in the trial pit comprised demolition and levelling material overlying contaminated silts deriving from the River Medlock. No evidence for the Roman road was identified, and no physical remains of the weaving shed (Site **02**) or the later finishing works (Site **07**) were present in the pit.



Plate 12: View of Trial Pit 102

- 3.5.5 **Trial Pit 104:** this trial pit was placed to the north of Test Pit 1, across the footprint of the northern wall of the building (Site **02**) depicted by Johnson in 1820. No structural remains of a building were identified in the trial pit, which comprised modern materials to depth (Plate 13).
- 3.5.6 **Trial Pit 105:** this trial pit was placed a short distance to the north-west of Trial Pit 2, and again lay within the footprint of the former weaving shed (Site **04**). The stratigraphy revealed in the trial pit similarly comprised demolition rubble and levelling material, with contaminated silts deriving from the River Medlock being exposed in the base of the pit (Plate 14). No remains of the weaving shed or later finishing works (Site **07**) survived *in-situ*.
- 3.5.7 **Pit SP 2:** this pit was placed close to the site entrance, within the footprint of the former gas house / engine house (Site **03**). No remains of archaeological interest were identified in the pit, suggesting that all historic fabric of the early nineteenth-century structures had been destroyed entirely.





*Plate 13: View of Trial Pit 104*



*Plate 14: View of Trial Pit 105*

#### 4. GAZETTEER OF SITES

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<b>Site Number</b>	<b>01</b>
<b>Site Name</b>	Manchester to Buxton Roman Road (Site of)
<b>Designation:</b>	None
<b>HER Number</b>	28.1.3
<b>Site Type</b>	projected course of Roman road
<b>Period</b>	Roman
<b>NGR</b>	Centred at 38472 39713
<b>Source</b>	HER
<b>Description</b>	The projected route of the Roman road leading from the fort at Castlefield to Buxton is plotted to take a course across the north-eastern part of the Site area. However, this is a projected course, and it would seem unlikely to take a route that necessitated the double crossing of the River Medlock.
<b>Assessment</b>	The projected route of the heritage asset lies within the boundary of the Site Area, although the precise route awaits confirmation. However, given the intensive industrial development of the site since the 1820s, it is unlikely that any physical remains of the Roman road will survive, even if it had crossed the Site Area.

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<b>Site Number</b>	<b>02</b>
<b>Site Name</b>	Small building (Site of)
<b>Designation:</b>	None
<b>HER Number</b>	-
<b>Site Type</b>	Industrial Building
<b>Period</b>	Early 1820s
<b>NGR</b>	383940, 397430
<b>Source</b>	Swire 1824; Bancks & Co 1831
<b>Description</b>	A small rectangular building situated on the west bank of the River Medlock. First shown on Swire's map of 1824, but had been subsumed by the new weaving shed within a few years. The intended function of the building is unknown, although it probably formed part of the Chorlton New Mill complex. It is possible that Swire's surveyed the site whilst the new weaving shed (Site <b>04</b> ) was under construction, and this building actually formed part of the weaving shed.
<b>Assessment</b>	The heritage asset lies within the boundary of the Site Area. However, the sequence of historical maps shows the site to have been redeveloped on several occasions, which is likely to have removed all physical remains of the building. This was corroborated during the recent archaeological monitoring of the trial pit excavations.

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<b>Site Number</b>	<b>03</b>
<b>Site Name</b>	Gas House / Engine House (Site of)
<b>Designation:</b>	None
<b>HER Number</b>	-
<b>Site Type</b>	Industrial Building
<b>Period</b>	Early 1820s
<b>NGR</b>	383905, 397419
<b>Source</b>	Swire 1824; OS 1850
<b>Description</b>	A detached rectangular building first depicted on Swire's map of 1824. It is likely that this represents the gas house that was erected to the north of Chorlton New Mill during the early 1820s, and converted subsequently for use as an engine house for the weaving shed.
<b>Assessment</b>	The heritage asset lies within the boundary of the Site Area. However, the sequence of historical maps shows the footprint of the building to have been redeveloped on several occasions, which is likely to have removed all historic fabric. This was corroborated during the recent archaeological monitoring of the trial pit excavations.

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<b>Site Number</b>	<b>04</b>
<b>Site Name</b>	Weaving shed (Site of)
<b>Designation:</b>	None
<b>HER Number</b>	2146.1.2
<b>Site Type</b>	Industrial Building
<b>Period</b>	Nineteenth century
<b>NGR</b>	383917, 397438
<b>Source</b>	Bancks & Co 1831; OS 1850; UMAU 2000, UMAU 2001
<b>Description</b>	The construction of this a single-room weaving shed commenced in 1824, although it was not put into production until 1829 due to a slump in the cotton trade (UMAU 2000, 6). When the weaving shed became operational in 1829, it held 600 power looms that were powered by an 80hp side-lever steam engine that was installed at one end of the shed (Site <b>03</b> ). When built, it is thought to have been the largest weaving shed in Manchester. Probably erected as a single-storey structure, a second floor was added during the third quarter of the nineteenth century when the building was converted for use as a textile finishing works (Site <b>07</b> ). The building was subject to an archaeological building investigation (UMAU 2001).
<b>Assessment</b>	The heritage asset lies within the boundary of the Site Area. However, the building was demolished in 2001, and the physical remains have been largely removed; no evidence for the floor of the weaving shed was encountered during the recent excavation of trial pits.

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<b>Site Number</b>	<b>05</b>
<b>Site Name</b>	Building at northern end of Chorlton new Mill (Site of)
<b>Designation:</b>	None
<b>HER Number</b>	-
<b>Site Type</b>	Industrial Building
<b>Period</b>	Nineteenth century
<b>NGR</b>	383906, 397401
<b>Source</b>	OS 1850
<b>Description</b>	Two small structures shown against the northern elevation of Chorlton New Mill on the Ordnance Survey map of 1850. These appear to have been replaced by the single rectangular structure shown on the Ordnance Survey map of 1892
<b>Assessment</b>	The heritage asset lies within the boundary of the Site Area. However, the building was demolished in 2001, and its footprint currently forms the vehicular access to the site.

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<b>Site Number</b>	<b>06</b>
<b>Site Name</b>	Iron Foundry (Site of)
<b>Designation:</b>	None
<b>HER Number</b>	-
<b>Site Type</b>	Industrial Buildings
<b>Period</b>	Nineteenth century
<b>NGR</b>	383937, 397408
<b>Source</b>	OS 1850
<b>Description</b>	An iron foundry on the eastern side of the River Medlock that is annotated on the Ordnance Survey map of 1850. By the late nineteenth century, the building had been subsumed by an expansion of Macintosh's rubber works.
<b>Assessment</b>	A small element of the heritage asset lies within the boundary of the Site Area, and may be affected by earth-moving works. However, the site was redeveloped in the later nineteenth century, which is likely to have removed any physical remains of the foundry.

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<b>Site Number</b>	<b>07</b>
<b>Site Name</b>	Finishing Works (Site of)
<b>Designation:</b>	None
<b>HER Number</b>	2146.1.2
<b>Site Type</b>	Industrial Buildings
<b>Period</b>	Nineteenth century
<b>NGR</b>	383929, 397440
<b>Source</b>	OS 1850
<b>Description</b>	A late nineteenth-century conversion of the former weaving shed (Site <b>04</b> ), which included added a second floor to the building.
<b>Assessment</b>	The heritage asset lies within the boundary of the Site Area. However, the building was demolished in 2001, and the physical remains have been largely removed; no archaeological remains of interest were encountered during the recent excavation of trial pits within the footprint of the former finishing works.

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<b>Site Number</b>	<b>08</b>
<b>Site Name</b>	Chorlton New Mill
<b>Designation:</b>	Grade II Listed Building
<b>HER Number</b>	2146.1.0
<b>Site Type</b>	Industrial Building
<b>Period</b>	Nineteenth century
<b>NGR</b>	383926, 397368
<b>Source</b>	Clark 1978; listed building description
<b>Description</b>	The oldest part of this site was erected around 1814, and has six storeys (plus two underground) with an internal engine house. A new wing was added in 1818 and attached to the east half of the south end of the mill. Fireproof internal construction, and a circular stair tower. In 1829, a weaving shed was added, and the gasometer room was converted to an engine house. Large boiler house to the north. The final main phase in construction of Chorlton New Mill was the addition in 1845 of a seven-storey block between Cambridge Street Mill and Hulme Street wing. Large engine house to the south half of the lower three storeys. The six boilers for this engine were housed on the opposite side of Cambridge Street because of lack of space in the mill itself. In 1836 an external engine house and boiler house were added to the north side of the Hulme Street Wing, now replaced by various twentieth-century buildings. This site occupied subsequently by Dunlop for the manufacture of rubber-based products.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

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<b>Site Number</b>	<b>09</b>
<b>Site Name</b>	Chorlton Old Mill
<b>Designation:</b>	Grade II Listed Building
<b>HER Number</b>	2271.1.0
<b>Site Type</b>	Industrial Building
<b>Period</b>	Nineteenth century
<b>NGR</b>	383954, 397299
<b>Source</b>	Clark 1978; listed building description
<b>Description</b>	Cotton spinning mill, converted to accommodation in 1993. The earliest mill on the site was built in 1795 and developed by Robert Owen, extended considerably in <i>c</i> 1810, and then largely rebuilt in 1866. Brick with slate roof. Single range of a formerly U-plan mill survives: Six storeys over basement, 14 x 8 bays, each with rectangular window with flat arched head. Former shallow wings to each side to rear. Interior construction is cast-iron columns and beams carrying transverse brick arches, and with three bays of cast-iron arch braced roof trusses. Later nineteenth-century rebuilding involved re-use of some at least of the structural iron-work, but it is likely that the roof structure dates in its entirety to the 1860s.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

<b>Site Number</b>	<b>10</b>
<b>Site Name</b>	Chatham Mill
<b>Designation:</b>	Grade II Listed Building
<b>HER Number</b>	2149.1.0
<b>Site Type</b>	Industrial Building
<b>Period</b>	Nineteenth century
<b>NGR</b>	384066, 397287
<b>Source</b>	Clark 1978; listed building description
<b>Description</b>	Cotton spinning mill, now used as warehousing, etc. Built in 1820, with extension of 1823 along Lower Ormond Street. Brick with slate roof, which has clerestory windows. Original block is of six-storeys, 17 bays, with site of internal engine house against gable wall to south-west, with remains of chimney aligned with this to the north-west. Taking-in doors to all floors towards centre of rear elevation, reinforced with cast iron. Entrance leading to staircase in rusticated arch in north-eastern corner, within archway to courtyard formed after extension of mill. Interior construction has timber floors carried on cast iron columns in original range, and fireproof construction to 1823 wing, in which cast-iron columns and beams carry transverse brick arches. Layout of mill, including position of taking-in doors suggests possible origins as room and power mill. Included as a typical and coherent example of an early nineteenth-century mill, in which a single range has been extended to form an L-plan, itself a typical pattern of growth.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

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<b>Site Number</b>	<b>11</b>
<b>Site Name</b>	Marsland's Mill
<b>Designation:</b>	Grade II Listed Building
<b>HER Number</b>	2315.1.0
<b>Site Type</b>	Industrial Building
<b>Period</b>	Nineteenth century
<b>NGR</b>	383983, 397245
<b>Source</b>	Clark 1978; listed building description
<b>Description</b>	Cotton-spinning mill, now offices. Early nineteenth century, altered. Brown brick in Flemish bond with some sandstone dressings, roof concealed by parapet. Rectangular plan. Five storeys with basement and attic, 13 windows to Cambridge Street; square stair-turret attached between eighth and ninth windows, with doorway at its base; doorway inserted in tenth bay; segmental-headed windows with arched brick heads, all with altered glazing. Coped parapet. Five-window gable end to Chester Street has central doorway, similar windows including one at attic level. Interior now has suspended ceilings, but construction is probably of fireproof type.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

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**Site Number** 12  
**Site Name** Macintosh Mill  
**Designation:** Grade II Listed Building  
**HER Number** 12400.1.0  
**Site Type** Industrial Building  
**Period** Nineteenth century  
**NGR** 383886, 397315  
**Source** Clark 1978; listed building description  
**Description** Six-storey cotton spinning mill, now part of rubber processing works. Probably early nineteenth century. L-plan formed by long range on east-west axis with south-west wing.  
**Assessment** The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

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**Site Number** 13  
**Site Name** Mill Chimney Stack  
**Designation:** Grade II Listed Building  
**HER Number** 12056.1.0  
**Site Type** Industrial Building  
**Period** Nineteenth century  
**NGR** 383906, 397299  
**Source** Clark 1978, listed building description;  
**Description** Detached chimney stack to cotton mill. Probably early nineteenth century. Thought to have been built for Chorlton New Mill, and connected to it by underground flue beneath Cambridge Street.  
**Assessment** The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

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**Site Number** 14  
**Site Name** 127 Chepstow Street  
**Designation:** Grade II Listed Building  
**HER Number** 8327.1.0  
**Site Type** Public House  
**Period** Nineteenth century  
**NGR** 383860, 397609  
**Source** Listed building description  
**Description** Public house. c 1820, remodelled internally and externally c 1900. Brick-built with cladding of coloured faience tiles. Welsh slate roof with ridge stacks. Irregular V-shaped plan on corner site. Good example of turn of the century public house remodelling and retains its contemporary plan, fittings and decoration.  
**Assessment** The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

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<b>Site Number</b>	<b>15</b>
<b>Site Name</b>	16-20 Chepstow Street
<b>Designation:</b>	Grade II Listed Building
<b>HER Number</b>	8326.1.0
<b>Site Type</b>	Shipping Warehouse
<b>Period</b>	Nineteenth century
<b>NGR</b>	383839, 397629
<b>Source</b>	Listed building description
<b>Description</b>	Shipping warehouse, conversion in progress at time of survey. 1874, by Speakman, Son and Hickson, for textile merchant Sam Mendel; altered. Irregular plan on island site between Chepstow Street, Great Bridgewater Street and course of former Salford Junction canal.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

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<b>Site Number</b>	<b>16</b>
<b>Site Name</b>	90 Great Bridgewater Street
<b>Designation:</b>	Grade II Listed Building
<b>HER Number</b>	8411.1.0
<b>Site Type</b>	Warehouse
<b>Period</b>	Twentieth century
<b>NGR</b>	383949, 397621
<b>Source</b>	Listed building description
<b>Description</b>	Warehouse, forming extension to Tootal, Broadhurst and Lee building (56 Oxford Street, q.v.). 1928-31, by Harry S Fairhurst and Son; uncompleted. Steel frame clad in brown brick with bronze-framed windows and some Portland stone dressings. Eight storeys over basement, six bays to Bridgewater Street.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

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<b>Site Number</b>	<b>17</b>
<b>Site Name</b>	Ritz Dance Hall
<b>Designation:</b>	Grade II Listed Building
<b>HER Number</b>	12150.1.0
<b>Site Type</b>	Public Building
<b>Period</b>	Twentieth century
<b>NGR</b>	383973, 397540
<b>Source</b>	Listed building description
<b>Description</b>	Dance hall, 1927, altered. Brick with white glazed terracotta façade. Rectangular plan at right angles to street. Free twentieth-century classical style. Included as now rare example of its type and date, representing earlier twentieth-century popular culture.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

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<b>Site Number</b>	<b>18</b>
<b>Site Name</b>	Oxford Road Rail Station
<b>Designation:</b>	Grade II Listed Building
<b>HER Number</b>	9899.1.0
<b>Site Type</b>	Public Building
<b>Period</b>	Twentieth century
<b>NGR</b>	384019, 397500
<b>Source</b>	Listed building description
<b>Description</b>	The main station building is covered by three shell roofs of diminishing size (the largest being at the eastern front and the smallest at the western rear) that range between 13m and 29m in span and are supported on a cruck-like frame. The front (east) elevation is reminiscent of the styling of Sydney Opera House and has a recessed, glazed upper section, underneath which lies the main entrance and eastern end of the booking office. The station's booking office, buffet, toilets and staff facilities are constructed of timber and concrete, with the two former facilities forming a lozenge-shaped island along the southern side of the main building. The main building sits between two railway tracks with tall, curved canopies that extend out over the platforms and are supported by similarly styled crucks to the main building. Similar canopies incorporating a central spine with raised, arched glazing cover the station's two central island platforms, which, along with a far platform, are accessed via an enclosed footbridge. All the canopies have lozenge shaped skylights that echo the lozenge shape of the booking office and buffet in the main building, and deep fascias to their front edge.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

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<b>Site Number</b>	<b>19</b>
<b>Site Name</b>	Lock No 89
<b>Designation:</b>	Grade II Listed Building
<b>HER Number</b>	12089.7.0
<b>Site Type</b>	Canal lock
<b>Period</b>	Nineteenth century
<b>NGR</b>	383775, 397543
<b>Source</b>	Listed building description
<b>Description</b>	Canal lock. 1804-5, for Rochdale Canal Company; restored. Coursed squared sandstone, wooden gates. Chamber of 14-foot width with pairs of gates at both ends, ladder in centre of north side. Sixth in series of nine locks on extension linking former Rochdale Canal basin at Dale Street with Bridgewater Canal basin at Castlefield, all in working order. Forms part of a group with Havelock Mills (72-76 Great Bridgewater Street, q.v.) and with Albion Street Bridge to west
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

<b>Site Number</b>	<b>20</b>
<b>Site Name</b>	Railway Viaduct
<b>Designation:</b>	Grade II Listed Building
<b>HER Number</b>	11681.1.0
<b>Site Type</b>	Railway viaduct
<b>Period</b>	Nineteenth century
<b>NGR</b>	383894, 397475
<b>Source</b>	Listed building description
<b>Description</b>	Railway viaduct for the Manchester South Junction & Altrincham Railway Company, 1846-9, constructed by David Bellhouse Jnr. Red brick with some small sections of blue brick, sandstone dressings and cast-iron bridges.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development, although impact on the setting of the building will require consideration.

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<b>Site Number</b>	<b>21</b>
<b>Site Name</b>	Roman Pottery
<b>Designation:</b>	None
<b>HER Number</b>	415.4.26
<b>Site Type</b>	Findspot (Site of)
<b>Period</b>	Roman
<b>NGR</b>	383700, 397500
<b>Source</b>	HER
<b>Description</b>	A Roman urn, three Roman dishes (plain Samian Ware), and a Samian bowl were found in the silt of the old course of the River Tib at Gaythorn c 1903.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>22</b>
<b>Site Name</b>	Roman Coins
<b>Designation:</b>	None
<b>HER Number</b>	415.4.12
<b>Site Type</b>	Findspot (Site of)
<b>Period</b>	Roman
<b>NGR</b>	383830, 397410
<b>Source</b>	HER
<b>Description</b>	Three coins found at the New Gasworks, Cambridge Street, in silt of the ancient channel of the Medlock. Found 24 feet below ground level. Now lost. Once in possession of Alderman Clay. Gallienus, 253-68 AD; Claudius Gothicus, 268-70 AD; Aurelianus, 270-5 AD; three third brass of Alexandria Imperial Greek.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>23</b>
<b>Site Name</b>	Engineering Workshop
<b>Designation:</b>	None
<b>HER Number</b>	11248.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383975, 397430
<b>Source</b>	HER; UMAU 2000
<b>Description</b>	Two engineering shops, built between 1885 and 1923. First comprised a rectangular brick building one storey high but open to the roof, which was supported by six steel wire trusses on brick pillars and had a corrugated roof with lights. The second and largest of the two was a large open space two-storeys high. Surveyed prior to demolition and redevelopment as part of the Little Ireland area.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>24</b>
<b>Site Name</b>	Cotton Warehouse
<b>Designation:</b>	None
<b>HER Number</b>	11247.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383998, 397422
<b>Source</b>	HER; UMAU 2000
<b>Description</b>	1850s cotton warehouse. five-storey, five-bay, slate roofed, garden-wall bond brick warehouse. Easternmost bay was occupied by a series of loading bay doors to each floor. A later eastern addition to this structure was partially demolished in the mid-1990s. Surveyed prior to demolition and redevelopment as part of Little Ireland area.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>25</b>
<b>Site Name</b>	Warehouse
<b>Designation:</b>	None
<b>HER Number</b>	11246.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383963, 397452
<b>Source</b>	HER; UMAU 2000
<b>Description</b>	Dates from 1865-85, period when production on site changed from cotton to rubberised cloth. five-storey, hand-made brick warehouse with brick barrel vaulting to each floor. Warehouse surveyed prior to redevelopment as part of Little Ireland area.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

<b>Site Number</b>	<b>26</b>
<b>Site Name</b>	Finishing Works
<b>Designation:</b>	None
<b>HER Number</b>	11244.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	384009, 397360
<b>Source</b>	HER; UMAU 2000
<b>Description</b>	Single-storey sheds, built between 1885 and 1923. Part of the Charles Macintosh & Co rubber works. Two multi-roofed warehouse style single-storey brick buildings with steel lattice roof trusses supported by half buttresses, largely of one phase. Buildings surveyed prior to demolition and redevelopment as part of Little Ireland area.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>27</b>
<b>Site Name</b>	House and Works
<b>Designation:</b>	None
<b>HER Number</b>	15511.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383930, 397276
<b>Source</b>	HER
<b>Description</b>	Rectangular block shown on Johnson's map of 1818-19, possibly at this date representing only part of the range shown here on Swire's map of 1824 and later mapping. By 1888 the northern part of the block had been replaced by a single build, with a square chimney at its south-west corner.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>28</b>
<b>Site Name</b>	Manufacturing Shed
<b>Designation:</b>	None
<b>HER Number</b>	11245.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383953, 397386
<b>Source</b>	HER; UMAU 2000
<b>Description</b>	Manufacturing shed overlying the culverted course of the River Medlock. Built 1836-45. Part of the Macintosh & Co rubber works. Eastern wall had number of blocked windows, western wall incorporated a curved section of retaining wall above the River Medlock. Buildings surveyed prior to demolition and redevelopment as part of Little Ireland area.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>29</b>
<b>Site Name</b>	Factory
<b>Designation:</b>	None
<b>HER Number</b>	15466.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	384045, 397430
<b>Source</b>	HER
<b>Description</b>	A small factory was built on the site between 1849 and 1861. This was used for the production of packing cases and trunks, a role that continued into the twentieth century. Demolished recently.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>30</b>
<b>Site Name</b>	Dye Works
<b>Designation:</b>	None
<b>HER Number</b>	13693.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383738, 397475
<b>Source</b>	HER
<b>Description</b>	Group of three buildings shown on Green's map of 1787-94 and Laurent's map of 1793, two being aligned east/west across the River Tib which has been widened to the north to create a reservoir. The site is named on Banck's map of 1831 as 'Dye Works', and shown with slight changes to the OS map of 1845.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>31</b>
<b>Site Name</b>	Hood's Dye Works
<b>Designation:</b>	None
<b>HER Number</b>	15503.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383783, 397468
<b>Source</b>	HER
<b>Description</b>	Dog-legged range shown on Green's map of 1787-94 and Laurent's map of 1793, aligned along the north bank of the River Medlock. Johnson's map 1818-19 indicates that the building had been extended to the north-east. Swire's map of 1824 also shows an extension to the south-west, which is indicated more clearly on Bancks's map of 1831. The remaining site is named on Adshead's map of 1850 as 'Hood's Dye Works'. OS mapping of 1888 shows that the rest of the building had been demolished.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

<b>Site Number</b>	<b>32</b>
<b>Site Name</b>	Cambridge Street Mill
<b>Designation:</b>	None
<b>HER Number</b>	15510.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383951, 397227
<b>Source</b>	HER
<b>Description</b>	Site vacant on Green's map of 1787-94 and Laurent's map of 1793. A rectangular building is shown on Johnson's map of 1818-19, with a central projection on the west. Swire's map of 1824 shows a wing added on the south west. Bancks's map of 1831 shows the site as an L-shaped range, without the central projection, and with a yard to the rear. The 1844 OS map names the main block as 'Cambridge Street Mills (Cotton)' and shows that the south-west wing was occupied by an engine house, with a circular chimney at its north-west corner. Building demolished in 1985, and the site used subsequently as a car park.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>33</b>
<b>Site Name</b>	Cambridge Street Housing
<b>Designation:</b>	None
<b>HER Number</b>	15512.1.0
<b>Site Type</b>	Workers' Housing (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383900, 397230
<b>Source</b>	HER
<b>Description</b>	Two rectangular ranges shown on Johnson's map of 1818-19 set to the west of Cambridge Street Mill and the adjacent houses on Cambridge Street. Swire's map of 1824 shows that four additional blocks had been built in the area between these ranges and the Cambridge Street buildings. Bancks's map of 1831 shows that all these ranges comprised workers' houses, consisting mostly of back-to-backs, but with the row immediately to the rear of the Cambridge Street Mill being blind-backs. The 1844 OS map shows that further workers' housing had been built in the adjacent area to the west, bounded by Wilmott Street, and indicates that these comprised blind-backs on the east and blind-backs to the west. This western area also included two coal yards. The 1888 OS map shows that all of these buildings had been removed, leaving the site vacant, and it is still shown as such on the OS revision of 1894. The 1905 OS map, however, shows that the site had been redeveloped with new housing with rear yards.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>34</b>
<b>Site Name</b>	Hulme Street Housing
<b>Designation:</b>	None
<b>HER Number</b>	15516.1.0
<b>Site Type</b>	Workers' Housing (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383790, 397224
<b>Source</b>	HER
<b>Description</b>	Extensive area of workers' housing built over former area of allotments. The earliest houses here are shown on Bancks's map of 1831 and comprised three blocks alongside and to the rear of Medlock Street.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>35</b>
<b>Site Name</b>	Gas Works
<b>Designation:</b>	None
<b>HER Number</b>	15515.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383771, 397379
<b>Source</b>	HER
<b>Description</b>	Site vacant on Bancks's map of 1831. The 1845 OS map shows an irregular group of buildings arranged around a yard, named on the 1849 OS map as Gaythorn Chemical Works. Adshead's map of 1850 names the site as 'Coppock's Chemical Works' and shows two small buildings on the west side of the yard as having a commercial use.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>36</b>
<b>Site Name</b>	Bone Works
<b>Designation:</b>	None
<b>HER Number</b>	15517.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383751, 397458
<b>Source</b>	HER
<b>Description</b>	Site vacant on Swire's map of 1824. A rectangular building adjacent to the River Medlock is shown on Bancks's map of 1831. The 1845 OS map shows that this had been extended to the north, and the 1849 OS map names it as 'Bone, Size and Chemical Works'. This extended building was possibly part of the Gaythorn Chemical Works of Thomas Coppock. The OS map of 1888 shows that the building had been demolished.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>37</b>
<b>Site Name</b>	Gaythorn Chemical Works
<b>Designation:</b>	None
<b>HER Number</b>	15518.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383720, 397452
<b>Source</b>	HER
<b>Description</b>	Site vacant on Bancks's map of 1831. The 1845 OS map shows an irregular group of buildings arranged around a yard, named on the 1849 OS map as Gaythorn Chemical Works. Adshead's map of 1850 names the site as 'Coppock's Chemical Works' and shows two small buildings on the west side of the yard as having a commercial use. The OS map of 1888 shows that the buildings had been demolished.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>38</b>
<b>Site Name</b>	Coppock's Buildings
<b>Designation:</b>	None
<b>HER Number</b>	15519.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383733, 397471
<b>Source</b>	HER
<b>Description</b>	Site vacant on Banks's map of 1831. A rectangular range is indicated on the 1845 OS map, and is shown on the 1849 OS map as a row of seven blind-back houses, named as Coppock's Buildings. The OS map of 1888 shows that the houses had been demolished.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>39</b>
<b>Site Name</b>	Havelock Mill
<b>Designation:</b>	None
<b>HER Number</b>	2145.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383753, 397572
<b>Source</b>	HER
<b>Description</b>	This site dates from the 1820s and originally comprised a timber-floored silk mill with an internal engine house and an attached full height wing on Great Bridgewater Street. Around 1840 a six-storey cotton mill of fireproof construction was added to the east side with an attached full height wing and a second (detached) engine house. Demolished in 1990s to make way for apartment development.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>40</b>
<b>Site Name</b>	Size Works
<b>Designation:</b>	None
<b>HER Number</b>	15506.1.0
<b>Site Type</b>	Industrial Building (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	383678, 397409
<b>Source</b>	HER
<b>Description</b>	Site vacant on Green's map of 1787-94 and Laurent's map of 1793. A rectangular range is shown on Johnson's map of 1818-19, on the southern side of the confluence of the river Medlock and the Tib, but the site is shown as vacant on Swire's map of 1824 and Bancks's map of 1831. The 1845 OS map shows a number of small structures in the northern part of the site. The 1849 OS map names one of these as a tank, and identifies the whole site as 'Finch Street Size Works'. The site is named as 'M Bakewell's Chemical Works' on Adshead's map of 1850. OS mapping of 1888 shows that the works had been demolished and the site incorporated within the Gaythorn gasworks.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

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<b>Site Number</b>	<b>41</b>
<b>Site Name</b>	Little Ireland Urban District
<b>Designation:</b>	None
<b>HER Number</b>	9889.1.0
<b>Site Type</b>	Workers' Housing (Site of)
<b>Period</b>	Nineteenth century
<b>NGR</b>	384100, 397400
<b>Source</b>	HER
<b>Description</b>	Between 1830 and 1850 the slum areas of Manchester became even more developed and impoverished than earlier. The area known as 'Little Ireland' was to be found north of a curve in the River Medlock: now cut off and mostly demolished by Oxford Road Station and the Altrincham Rail Line. It was described by the socialist Engels as 'Two groups of about two hundred cottages built chiefly back-to-back in which live about four thousand human beings most of them Irish. The cottages are old, dirty and of the smallest sort, the streets uneven, fallen into ruts and in part without drains or pavement'. In this district about 250 people shared one privy. Houses all demolished.
<b>Assessment</b>	The heritage asset lies beyond the Site Area, and will not be directly affected by the development.

## 5. SIGNIFICANCE OF THE REMAINS

### 5.1 INTRODUCTION

- 5.1.1 The assessment has identified a total of 41 sites of archaeological interest within the study area, although only seven lie within the boundary of the Site Area (Fig 11). Of the total number of sites, 13 are Listed Buildings, although none lie within the boundary of the Site Area. There were no other designated sites (*eg* Scheduled Monuments or Historic Parks and Gardens) within the study area. The edge of the Whitworth Street Conservation Area crosses the northern part of the study area, but is north of the railway viaduct and therefore unlikely to be impacted by the proposed development.
- 5.1.2 There are three sites of Romano-British date within the study area (Sites **01**, **21** and **22**). One of these, the projected route of the Roman road between Manchester and Buxton (Site **01**), crosses the northern part of the Site Area. However, this suggested route takes a straight line between two known points some distance away, and its course across the Site Area far from certain. Given the extent of nineteenth-century development, moreover, it is unlikely that any remains of the road would survive, even if it had crossed the Site Area; this is corroborated by the results obtained from the trial-pit monitoring. All of the other heritage assets within the study area span the nineteenth and twentieth centuries (Table 7). Of the total number of heritage assets identified, only seven sites of archaeological interest lie within the Site Area (Sites **01–07**). With the exception of the projected course of the Roman road (Site **01**), all of these heritage assets developed as a direct result of the industrial development and expansion of Manchester from the nineteenth century.

Period	No of sites	Sites
Prehistoric	0	-
Roman	0	<b>01, 21, 22</b>
Medieval	0	-
Post-medieval	0	-
Industrial	11	<b>02 - 19, 23 - 41</b>

Table 7: Number of heritage assets within the Site Area by period

### 5.2 CRITERIA

- 5.2.1 Where sites do not possess a statutory designation their value as a heritage asset has been determined with reference to the Secretary of State's criteria for assessing the national importance of monuments, as contained in Annexe 1 of the policy statement on scheduled monuments produced by the Department of Culture, Media, and Sport (2010). These criteria relate to period, rarity, documentation, group value, survival/condition, fragility/vulnerability, diversity, and potential. The heritage assets within the Site Area (Sites **01–07**) have been considered using the criteria, with the results below.



- 5.2.2 **Period:** the putative line of the Roman road, which ran from the fort at Castlefield to Buxton crosses the north-eastern part of the Site Area, suggesting some activity in the immediate area during the Roman period. However, the precise route of the road is unattested, and it would seem unlikely that a course was chosen that necessitated two crossings of the River Medlock. The Site Area was developed in the second quarter of the nineteenth century, and any archaeological remains uncovered are likely to date from this or subsequent periods of occupation.
- 5.2.3 **Rarity:** none of the known sites in the vicinity of the proposed development area is considered to be significant on the basis of rarity. Whilst any prehistoric or Roman remains preserved in the alluvium deposits within the Site Area would be of regional rarity, the chance for such remains to survive seems remote.
- 5.2.4 **Documentation:** the historical development of the study area from the late eighteenth century can be traced reasonably well from cartographic sources and from entries in the available commercial trade directories. Further documentary research may furnish additional evidence, including more precise dating of the construction of the relevant buildings, although this is unlikely to alter the outline presented in this assessment.
- 5.2.5 **Group Value:** the heritage assets in the Site Area represent key elements of the early urban industrial townscape, which played a crucial role in the development of the city from the early nineteenth century. As such, these heritage assets have a high group value.
- 5.2.6 **Survival/Condition:** the results obtained from the recent trial-pit monitoring (Section 3.5 above) have indicated that some of the sites identified in the Site Area were destroyed during redevelopment in the late nineteenth and twentieth centuries. Based on these results, the survival and condition of any buried archaeological remains on the site is likely to be poor.
- 5.2.7 **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 across the site. Pending the precise location of any new buildings that are erected in the Site Area, and the depth of their foundations, buried archaeological remains may be adversely affected by the proposed development.
- 5.2.8 **Diversity:** the remains relate mainly to the industrial expansion of the area. None of the sites within the Site Area are considered to be significant due to diversity.
- 5.2.9 **Potential:** there are no prehistoric sites within the study area, and the potential for such remains is considered to be low. Notwithstanding the projected course of the Roman road, the potential for Roman remains to survive in the Site Area is similarly considered to be low. There are no known remains from the post-Roman period through to the mid-nineteenth century, and the potential for remains from these periods is considered to be low. The potential for later remains is also considered to be low, due to their probable damaged condition.

### **5.3 SIGNIFICANCE**

- 5.3.1 Using the above criteria, and particularly survival/condition and potential, the proposed development area is likely to contain non-statutory remains of local significance. Whilst the site is of considerable historic interest in terms of the key role it played in the development of the factory-based textile industry, the low level of significance attributed to its archaeological value reflects the extent to which buried remains have been damaged or destroyed during previous redevelopment.

## **6. LIKELY IMPACT OF DEVELOPMENT**

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### **6.1 INTRODUCTION**

- 6.1.1 Current planning policy guidance for the historic environment, embodied in NPPF (DCLG 2012), advises that archaeological remains are an irreplaceable resource. It has been the intention of this study to identify the archaeological significance and potential of the Site Area, and assess the impact of proposed development, thus allowing the policy stated in NPPF (DCLG 2012) to be enacted upon.
- 6.1.2 It should be noted that the present assessment has focused on sub-surface archaeological resource of the Site Area. Indirect impacts on the settings of adjacent standing buildings have not been assessed, as this is being subject to detailed consideration in a separate report that is being prepared independently.

### **6.2 IMPACT**

- 6.2.1 Groundworks for any future development within the Site Area, including the reduction or other disturbance of ground levels, the digging of foundations and service trenches have, in principal, the potential for having a direct impact by damaging or destroying below-ground archaeological remains. However, the extent of any previous disturbance to buried archaeological levels is an important factor in assessing the potential impact of the proposed scheme of development. I
- 6.2.2 The results obtained from the archaeological monitoring that accompanied the ground investigation works have indicated that the identified heritage assets within the Site Area are likely to have been destroyed by previous development.

### **6.3 IMPACT ASSESSMENT**

- 6.3.1 Following on from the above considerations, the impact on the heritage assets within the Site Area has been largely determined as negligible. Whilst the development proposals allow for considerable earth-moving works across the Site Area, the buried archaeological remains are likely to have been damaged or destroyed previously.

Site Number	Site Name	Importance	Impact	Significance of Impact
01	Manchester to Buxton Roman Road	Regional/County	Negligible	Neutral
02	Small Building	Local/Borough	Negligible	Neutral
03	Gas House / Engine House	Local/Borough	Negligible	Neutral
04	Weaving Shed	Regional/County	Negligible	Neutral
05	Building Against Chorlton New Mill	Local/Borough	Negligible	Neutral
06	Iron Foundry	Local/Borough	Negligible	Neutral
07	Finishing Works	Local/Borough	Negligible	Neutral

Table 8: Assessment of the impact significance on each site within the Site Area during development

## 7. RECOMMENDATIONS

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### 7.1 RECOMMENDATIONS

- 7.1.1 Any buried remains that do survive within the Site Area are likely to be of low significance due to the probable damage caused by previous development work, and the impact on the archaeological resource during the course of the proposed development is likely to be negligible. Based on these conclusions, it is recommended that no further archaeological investigation of the site is merited in advance of development.

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## ILLUSTRATIONS

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### FIGURES

- Figure 1: Site location map
- Figure 2: Site Area superimposed on William Green's map of 1794
- Figure 3: Site Area superimposed on Swires' *Plan of the Parish of Manchester* of 1824
- Figure 4: Site Area superimposed on Bancks & Co's map of 1831
- Figure 5: Site Area superimposed on the Ordnance Survey map of 1850
- Figure 6: Site Area superimposed on the Ordnance Survey 25": 1 mile map of 1892
- Figure 7: Site Area superimposed on the Ordnance Survey 25": 1 mile map of 1922
- Figure 8: Site Area superimposed on the Ordnance Survey 1:2500 map of 1950
- Figure 9: Plan of the site produced by Dunlop Ltd in 1982
- Figure 10: Position of trial pits and boreholes superimposed on the Ordnance Survey 1:2500 map of 1950
- Figure 11: Plan of gazetteer sites

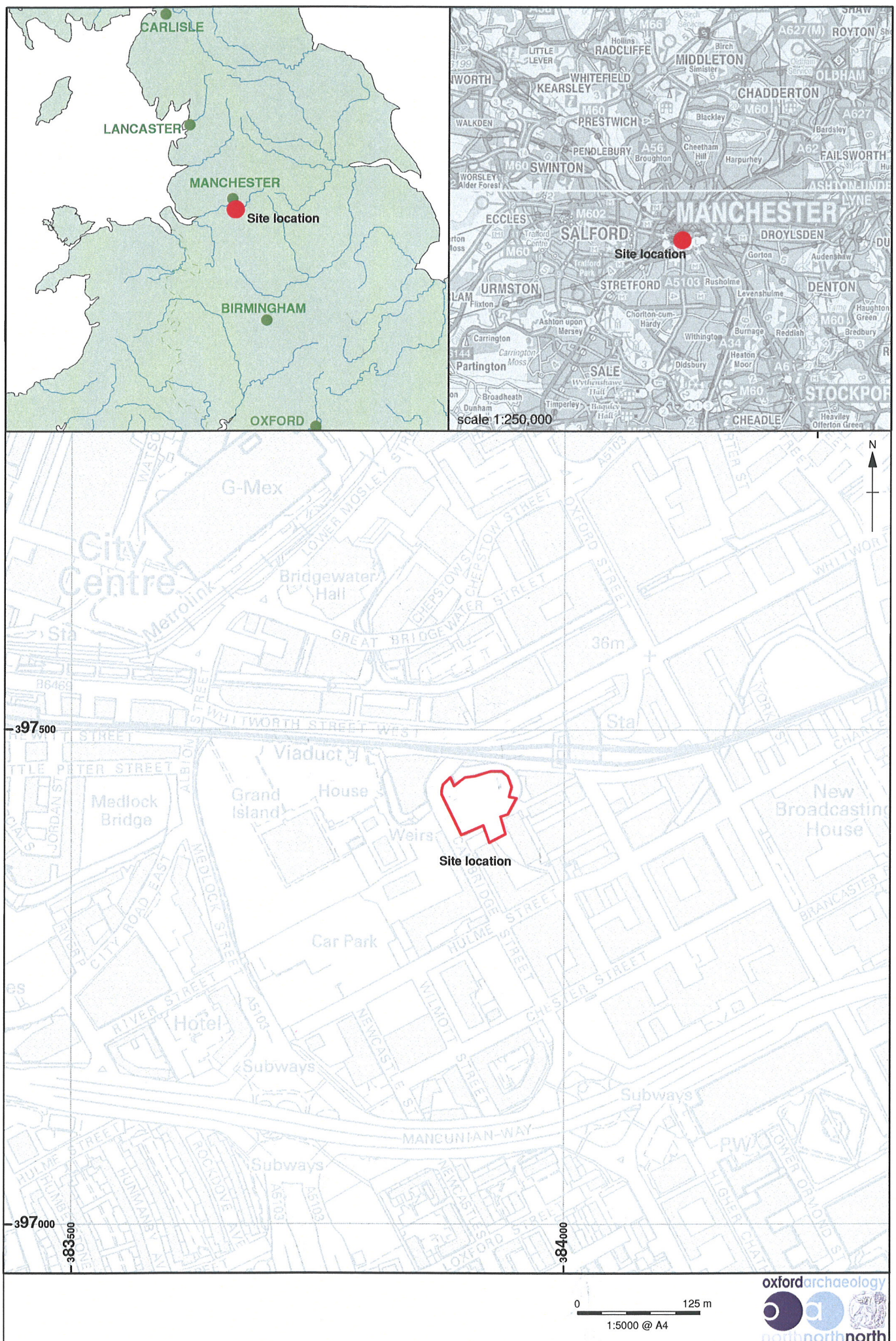


Figure 1: Site location



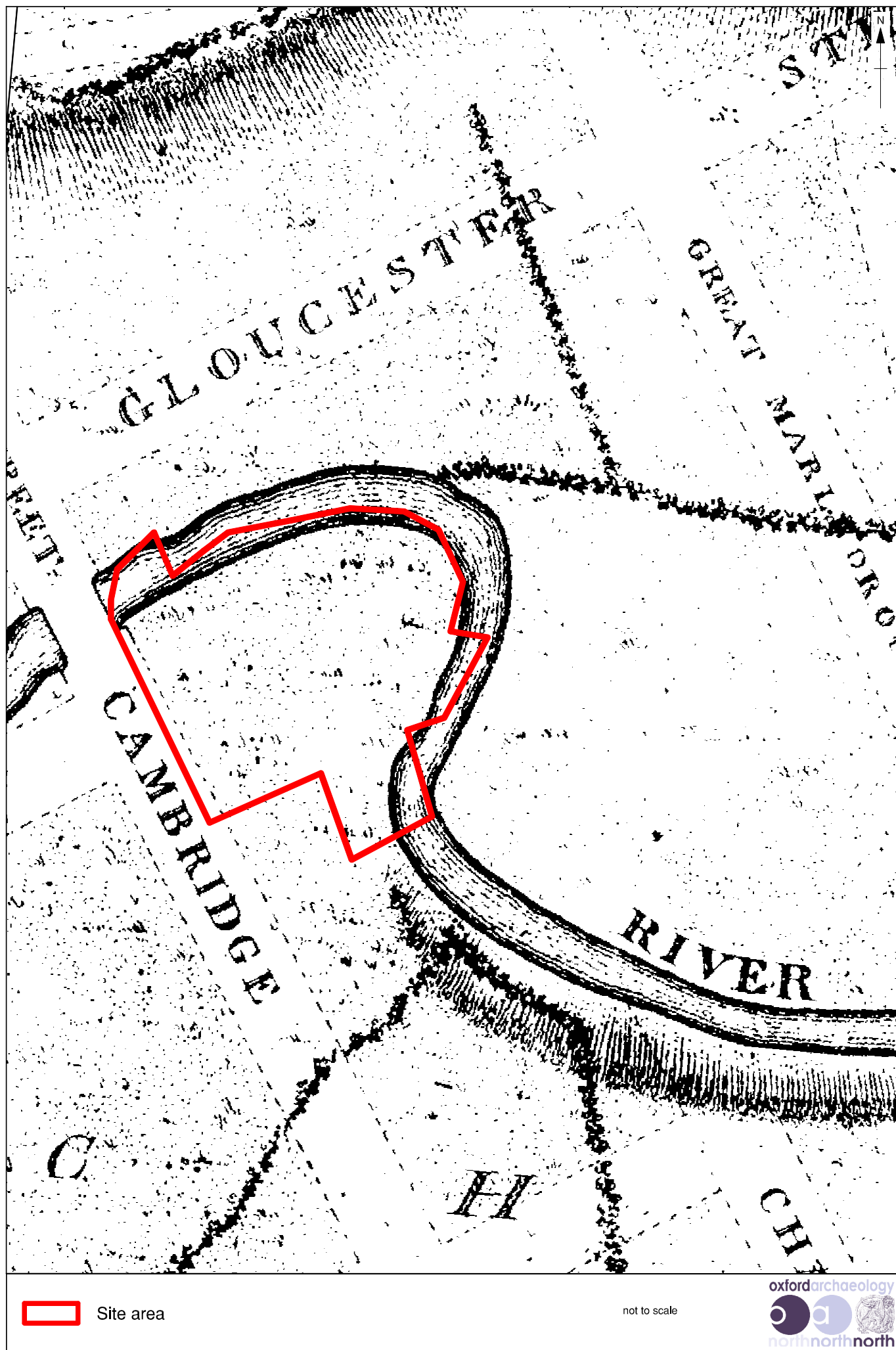


Figure 2: Site Area superimposed on William Green's map of 1794



Figure 3: Site Area superimposed on Swire's map of 1824

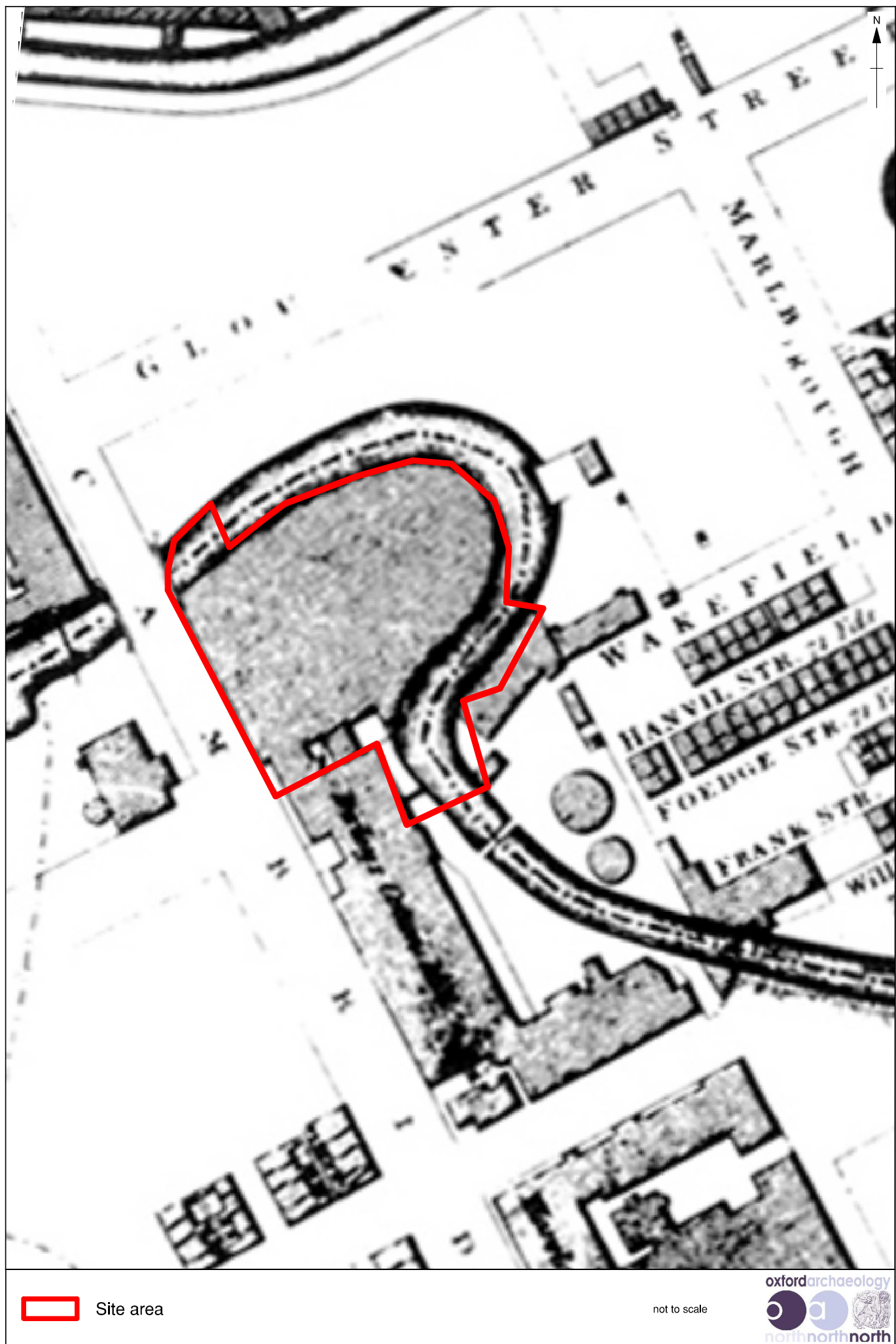


Figure 4: Site Area superimposed on Bancks and Co's map of 1831

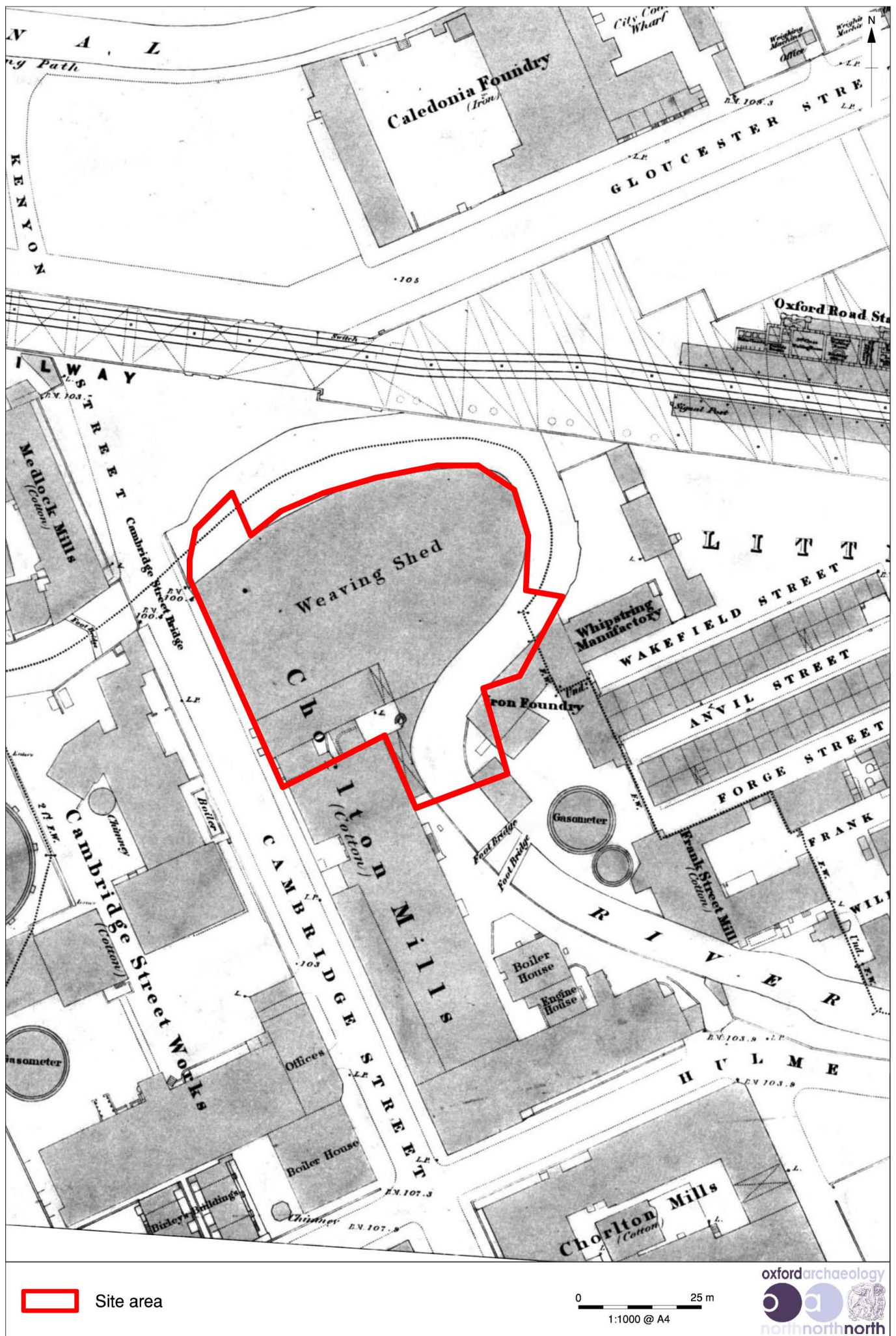


Figure 5: Site Area superimposed on the Ordnance Survey 60":1 mile map of 1850



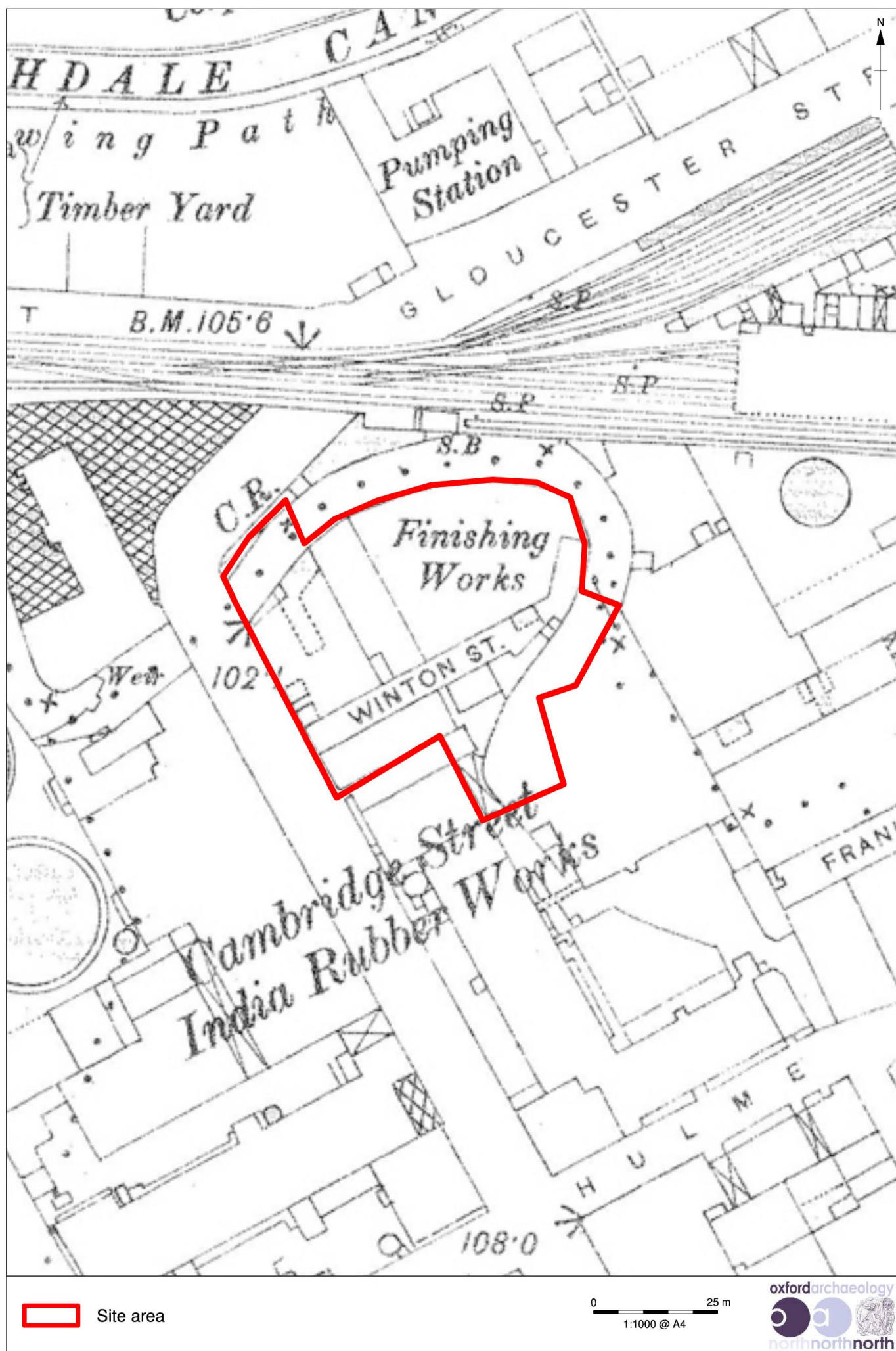


Figure 6: Site Area superimposed on the Ordnance Survey 25":1 mile map of 1892



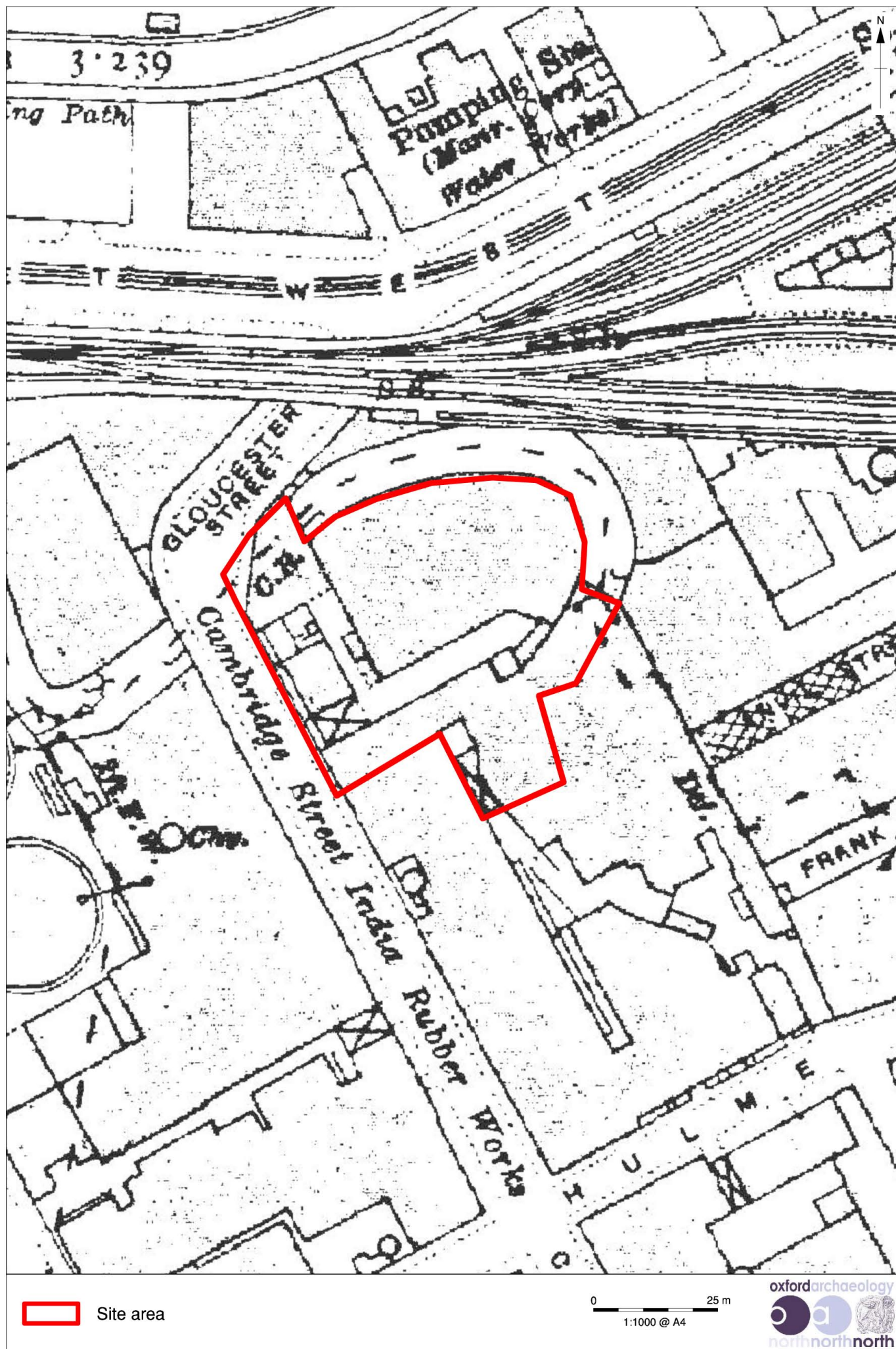


Figure 7: Site Area superimposed on the Ordnance Survey 25":1 mile map of 1922



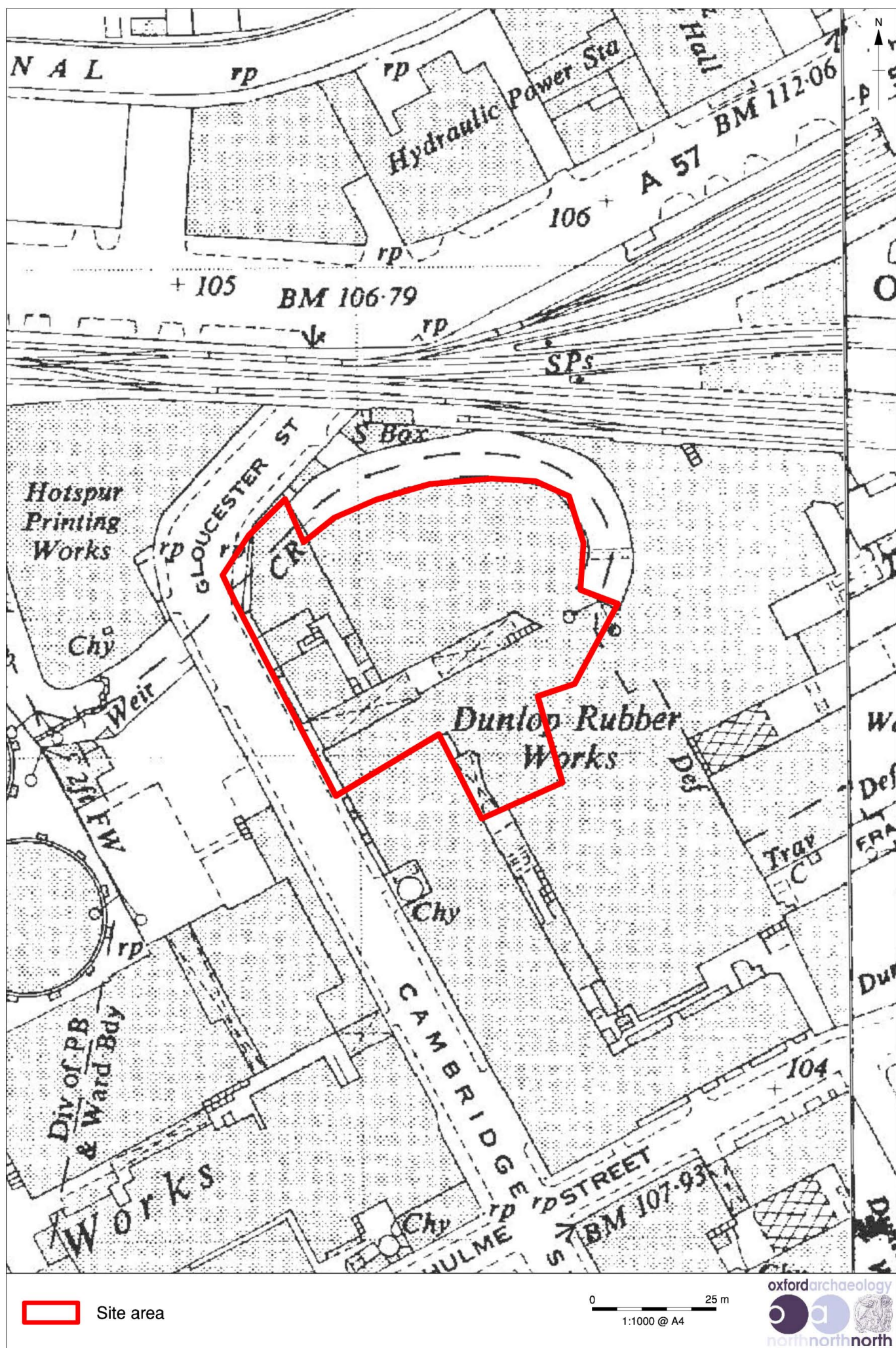
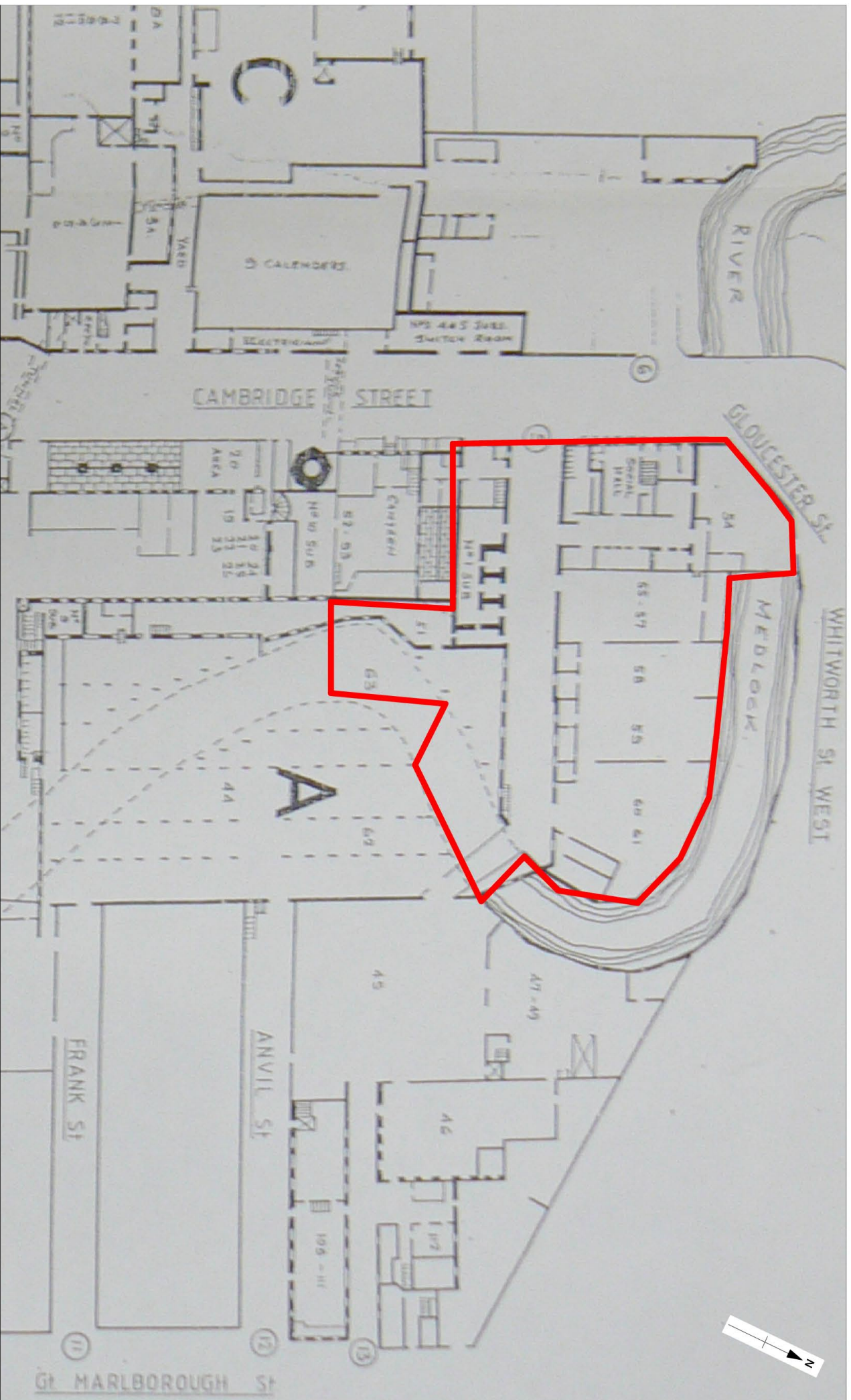


Figure 8: Site Area superimposed on the Ordnance Survey 25":1 mile map of 1950





Site area

not to scale

Figure 9: Site Area superimposed on a plan produced by Dunlop Ltd in 1982



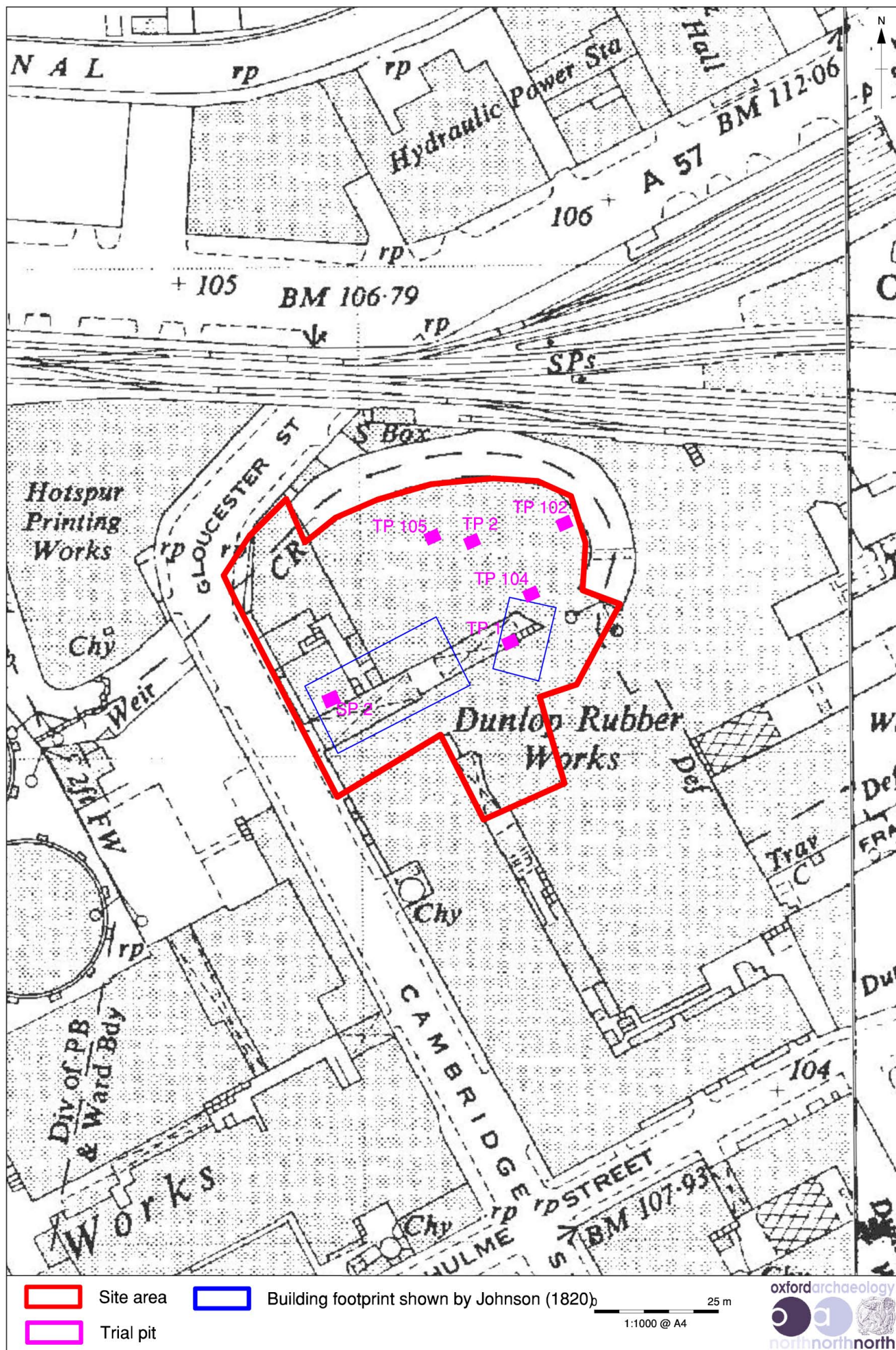


Figure 10: Position of trial pits and boreholes superimposed on the Ordnance Survey 1:2500 map of 1950



