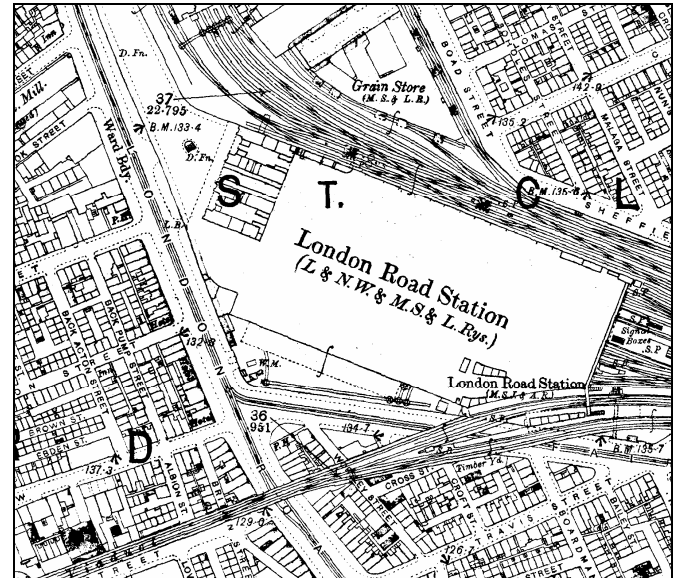


An Archaeological Desk-Based Assessment Of land between Boad Street and Sparkle Street, Piccadilly, Manchester.



Extract from 1st edition OS map of 1893 showing Piccadilly (formerly London Road Station) and the area proposed for development

Archaeological Research Services Ltd
Report No. 2010/60
May 2010

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Compiled By:
Andrew Burn and Philippa Cockburn
Archaeological Research Services Ltd
Baltic Business Centre
Saltmeadows Road
Gateshead
Tyne and Wear
NE8 3DA

Checked By:
Ben Johnson
Tel: 0191 447 5111
Fax: 0191 447 7687
admin@archaeologicalresearchservices.com
www.archaeologicalresearchservices.com

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EXECUTIVE SUMMARY

In October 2010 Archaeological Research Services Ltd were commissioned by Network Rail to undertake an archaeological desk-based assessment of land between Boad Street and Sparkle Street, Piccadilly, Manchester. Proposals are being worked-up for the redevelopment of Manchester Piccadilly train station car park for an extension to the multi-storey facility that currently occupies the southern half of the site. Following discussions with GMAU, Network Rail has been advised of the desirability of submitting any future planning application with a desk-based archaeological assessment. The land is currently used as a car park serving Piccadilly Station and the multi-storey car park at the south of the development area will be extended across the whole site as part of the development proposal.

Investigation of historic mapping revealed that construction of housing on the site did not start until the late 18th century and by the middle of the 19th century the site was occupied by 6 blocks of back-to-back houses. These remained unchanged through the 19th century and early 20th century until they were cleared during the 1920s and 30s. The site remained open wasteland until the construction of the current multi-storey car park.

One building survives next to the site, dating from the 19th century, although this will not be directly impacted upon by the proposed development. It is unclear why this single building survives while the others were demolished. However it has since been substantially altered and is now the offices for a music production company.

Archaeological remains of the former terraced housing are most likely preserved in the northern half of the site proposed for development. It is considered a probability that the construction of a platform of raised ground, as part of the development for the current car park, will have protected any surviving remains in this area. This area therefore considered as having a medium potential to yield further information on the quality of life in workers housing in this part of Manchester during the 19th century.

1. INTRODUCTION

1.1 Scope of work

1.1.1. In May 2010 Archaeological Research Services Ltd were commissioned by Network Rail to undertake an archaeological desk-based assessment at Manchester Piccadilly multi-storey car park (Fig. 1). Proposals are being worked-up for the redevelopment of Manchester Piccadilly train station car park for an extension to the multi-storey facility that currently occupies the southern half of the site. Following discussions with GMAU Network Rail has been advised of the desirability of submitting any future planning application with a desk-based archaeological assessment. This document comprises that desk-based assessment.

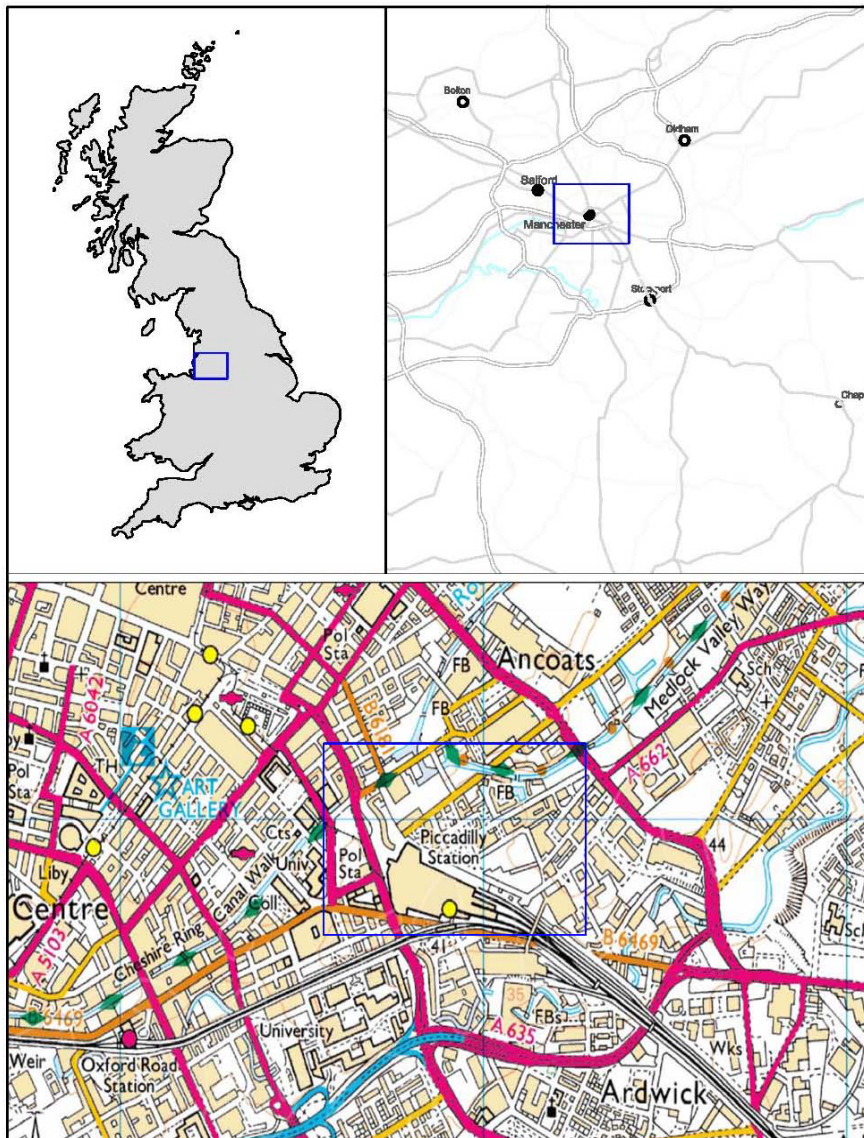


Fig. 1 General site location

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1.1. Location and topography

The site is centred at SJ 8492 9795 (Fig. 2) to the northeast of Piccadilly station. It lies to the east of Manchester city centre within the Piccadilly district. The site lies within the former extent of back-to-back housing which was cleared during the early 20th century. Geology consists of Glacial till overlying Sherwood sandstone (BGS) although this is presumably covered by a significant layer of artificial made ground.

2. METHODOLOGY

- 2.1. The information within this report has been gathered from a number of sources, both primary and secondary, in accordance with the agreed written scheme of investigation.
- 2.2. *Historic Environment Record (HER)*
A variety of sources were consulted at the local Historic Environment Record, including the HER database, local publications, leaflets and relevant grey literature reports.
- 2.3. *National Monuments Record (NMR)*
The NMR was consulted in order to find further details of listed buildings within 250m of the development site.
- 2.4. *Manchester City Library Local Studies Section*
Trade Directories, Census returns and Rate books were consulted for the development area.
- 2.5. *Web sources*
All of the web sources listed in the specification were consulted for this investigation. Those that provided information relevant to the study area are listed below:

Magic Maps: <http://www.magic.gov.uk/>

Archaeological Data Service: <http://ads.ahds.ac.uk/>

British Geological Survey: <http://www.bgs.ac.uk/geoindex/index.htm>

Archaeological Research Services Ltd
Suite 1
First Floor
Durham House
Cross Street
Sale
M33 7HH

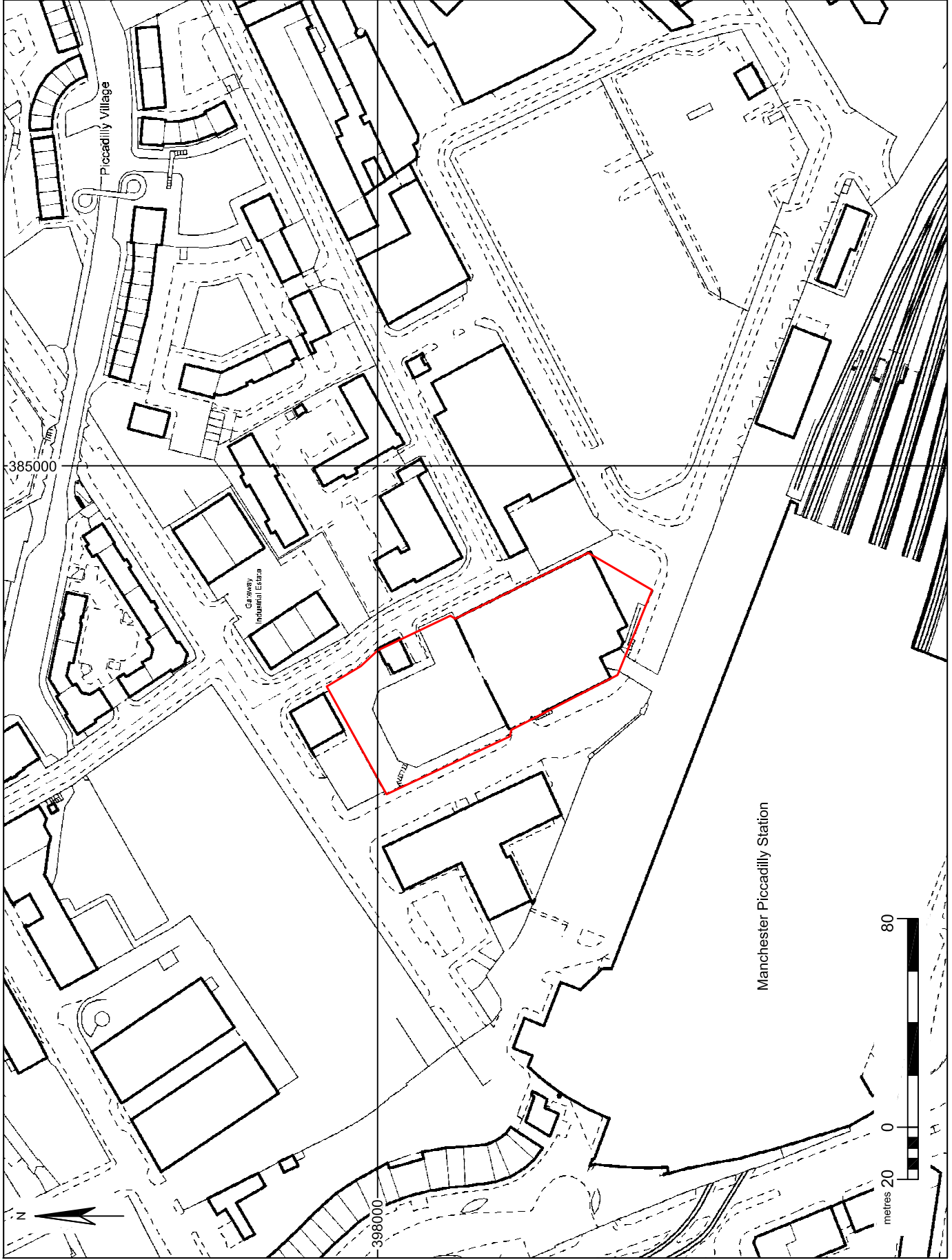
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Drawing Ref:
Date: 14-10-2010
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Fig 2
Site Location Plan Showing
the Area of Investigation

Key:
 Area of investigation

Notes:

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3. ARCHIVAL RESEARCH

3.1. The HER documents 174 sites, monuments and find spots within 550m of the study area. Only those within immediate proximity have been discussed in this investigation, unless directly relevant to the potential of the site, and a full list can be found in Appendix I of this report. Figure 3 shows those HER sites located within 250m of the development area.

3.2. Prehistoric Period

3.2.1. No Prehistoric sites or find spots are recorded within the HER as being located within the proposed development site and there has been no other prehistoric evidence recorded in the vicinity of the development area.

3.3. Romano-British

3.3.1. Store Street, located 30m to the north of the development area, is potentially the continuation of the Roman road which ran between Manchester and Castleshaw (MGM12412). However at this point the Roman Road is only a projected continuation and there is, as yet, no evidence for surviving Roman remains in this part of Manchester.

3.3.2. A Roman coin, identified as a Bronze Coin of Claudius Gothicus, has also been found nearby (MGM1390), although this was to the north of the development site.

3.4. Medieval

3.4.1. The Historic Environment Record does not record any medieval evidence in the vicinity of the development site. The site is well outside the historic medieval core of the city, and was probably open fields until the 17th and 18th centuries.

3.5. Post-Medieval to Present

3.5.1. The majority of sites recorded in the HER relate to the industrial and domestic development that took place in the area throughout the 18th, 19th and 20th centuries in central Manchester. Former railway buildings such as goods sheds, as well as textile mills, and canal structures dating to the 19th century all survive in the vicinity of the development. However none of these will be directly impacted upon by the proposed development.

3.5.2. The closest HER record of this period to the development is a former Ironworks and goods station (MGM12423) located on what is now open ground on the north side of Store Street. The only evidence surviving of a structure is a small section of brick walling in the far north-eastern corner of the open ground, visible against the bridge abutment. Looking at the historic maps the surviving wall appears to be unrelated to this building and so must relate to a separate phase of development.

3.5. Listed Buildings

- 3.5.1 There are no listed buildings proximal to the development site. The closest recorded in the National Monuments Record (NMR) are the surviving early elements of Piccadilly station, including train shed (roof canopy) and office structures, located to the south-west of the development site. Both are listed Grade II (LB 388289 and LB 388290). To the north of Store Street elements of a former railway warehouse building, listed Grade II (LB 388112) and a canal lock, listed Grade II (LB 457761) are the only other listed buildings close to the development (Fig 3). There are further Listed buildings to the northwest and west of the development along London Road however these will not be impacted upon.
- 3.5.2 There are no Designated Heritage Assets (Scheduled Ancient Monuments) within 250m of the site.
- 3.5.3 There are no Registered Parks and Gardens within 250m of the site.

3.6 Trade Directories

- 3.6.1 The trade directories for the area were consulted and revealed that during the 19th century the area was covered by domestic dwellings, mostly terraced, back-to-back and blind-back housing. No guest houses or workshops are listed as existing within the vicinity throughout the 19th century. A public house called the King William IV existed on Boad Street but was only in existence for a short period, between the start of the 20th century and the 1920s and 1930s, when the area was cleared. Another public house, the Shepherds Tavern, was located close by on Chapel Street but is located well outside of the development area.

3.7 Census returns

- 3.7.1 Census returns for this area of Manchester show large households undertaking various jobs, mainly relating to manual labour. Professions relate mainly to the textile mills. However the second half of the 19th century sees a change with many more engineers, engineering assistants and other railway related jobs appearing, with the expansion of the railway nearby. This is unsurprising given the proximity to the Railway and station, as well as the former goods yard located to the north of the site.

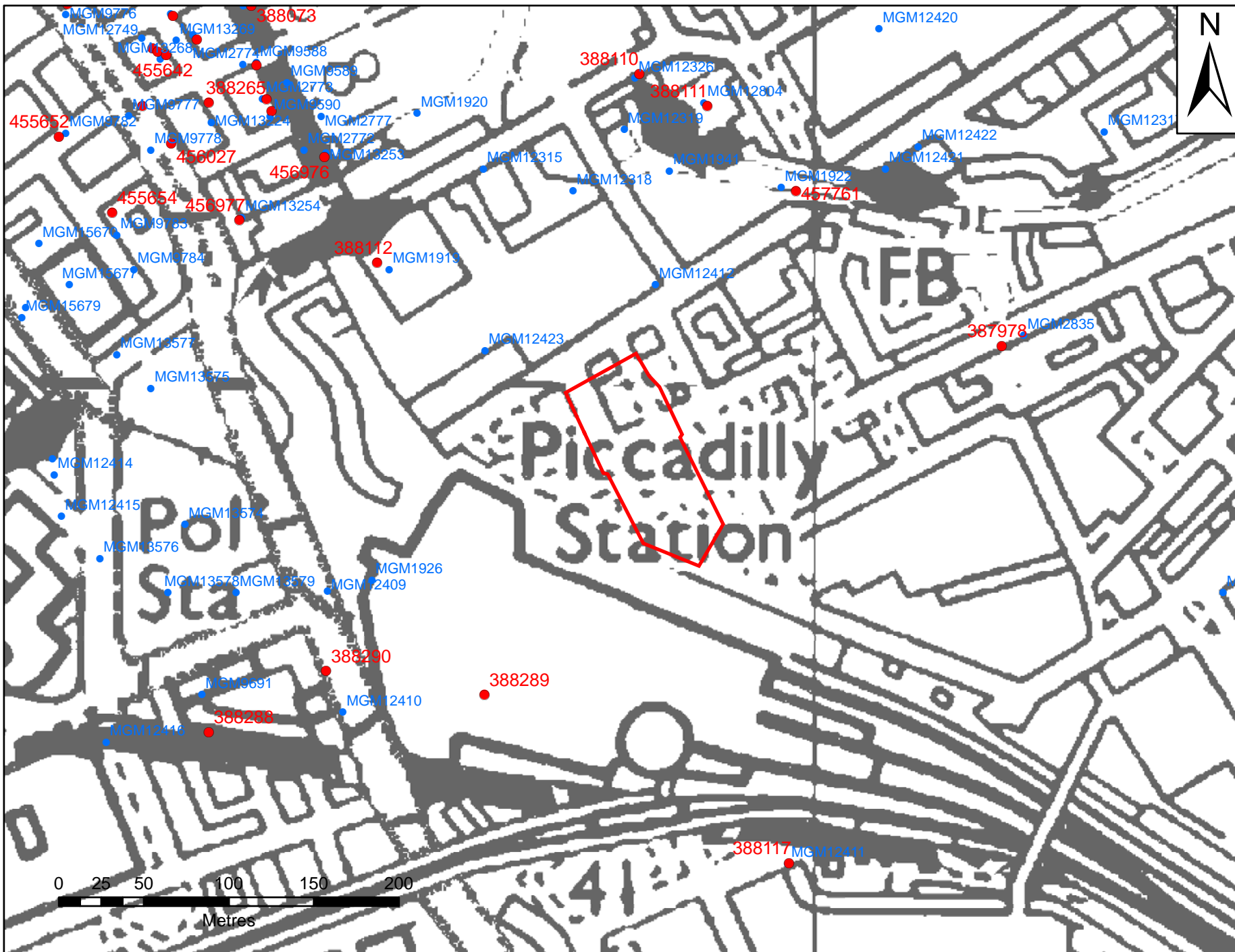


Figure 3: Sites Recorded in the Historic Environment Record and Listed Buildings within 250m of the development

- Key:**
- HER sites
 - Site boundary
 - Listed Buildings

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4. MAP REGRESSION

4.1. The following section discusses the developments specifically within the study area. The information has been taken from primary sources such as maps, plans and trade directories.

4.2. Green's Map of 1787 - 94

This map shows the street plan within the development area laid out. However, only the northern half of the site has been developed at this stage. This is further supported by the early trade directories (Rafford's 1772-73, 1781, 1788) which do not list any of the streets in this area until 1794 (Scholes directory 1794)

4.3. 1st Edition OS map of 1893

In the 1st edition Ordnance Survey map of 1893 the development site is occupied by 6 blocks of terraced housing. These blocks of houses are bounded by roads to the north, east, south and west. To the north is Store Street, Berry Street is to the east, Boad Street is to the west and Sheffield Street is to the south. Soholes Street runs from north to south down the middle of the houses. To the south of Store Street and running through the houses from east to west is Lomas Street. To the south of this and also running through the houses from east to west is Chapeltown Street. These various roads effectively form a grid-like layout.

4.4 Most of the buildings are small and rectangular, although some are larger. Some appear to have small back yards and those to the south seem to have back lanes running through them from north to south and east to west. Some of the buildings further north back onto larger courtyard-type spaces, some containing small outbuildings, presumably outhouses.

4.5 1st Revision OS map of 1908

By the time of the 1st revision OS map of 1908 there have been very few changes to the development area. The buildings and outbuildings all appear to be exactly the same. The only visible differences are in some of the street names. The road running from north to south through the buildings that was labelled as 'Soholes Street' in the 1893 edition map is now called 'Stand Street'. The road running to the east of the houses once labelled as 'Berry Street' is now called 'Sparkle Street'.

4.6 2nd Revision Ordnance Survey map of 1922

A few changes have taken place on the development site by the time of this map which was published in 1922. The two southernmost blocks of buildings have remained unchanged. However, the westernmost middle block appears to have been completely demolished and replaced with a large courtyard with a building in the north-west corner. It is not clear whether or not this building is a new addition or whether it is the same one that can be seen on the previous map from 1908. The easternmost middle block has undergone some slight changes to its layout, as it appears that some of the houses have had gardens added to the back of them.

4.7 *National Grid National Survey map of 1951*

By the time of this map's publication in 1951 the development site has undergone some dramatic changes. All of the buildings that could be seen on the previous maps no longer exist. Instead the 6 blocks are now represented as rectangles. The north-eastern block contains one building in its south-eastern corner. This building is present on the modern OS map. There are some rectangular buildings to the extreme north of the development area although they lie mostly beyond the limits of the proposed site boundary.

4.8 *National Grid 3rd Revision map of 1970*

By the time of this map's publication in 1970 there have been no changes to the development site. A building to the north, but beyond the site boundary, has now been labelled as 'Garage'. There is only one surviving building within the development site and this still survives as office space.



4.9 *Discussion of the map regression*

- 4.9.1. Prior to the development of the area in the late 19th century the site consisted of open fields. This can be seen on historic plans included in early trade directories that predate Green's map, surveyed between 1787 and 1794. This early map shows the road plan laid out but construction of houses not yet completed. This suggests that the area was not settled until the 1790s. It remains unclear exactly what type of housing was initially built, however information from trade directories and Census returns suggest that the area was occupied by poor working class people and that the housing may not have been of a high standard. The development of back-to-back housing in the late 18th and early 19th centuries caused terrible living conditions and severe sanitation problems.
- 4.9.2 The Ordnance Survey mapping of the 19th century shows that the area consisted of terraced back-to-back housing, forming six courts within the development area. This character is backed up by contemporary descriptions of the local areas by Engels in 1844 and Reach in 1849 (Gregory 2007).
- 4.9.3 Slum clearance began in the 19th century in Manchester, although many areas were not actually cleared until as late as the 1930s (Nevell 2008, p217). The Ordnance Survey mapping shows that one court on the south-west edge of the development, was cleared by 1922 and the whole site cleared by 1951 with the exception of the building that still survives on the eastern edge of the site. It is unclear why this single building survived the clearance, although it does appear slightly bigger than other housing on the mapping. It may have survived due to its larger size, alternatively through some currently unknown function which meant it avoided demolition.



Title:
Figure 4: 1st Edition OS map of 1893

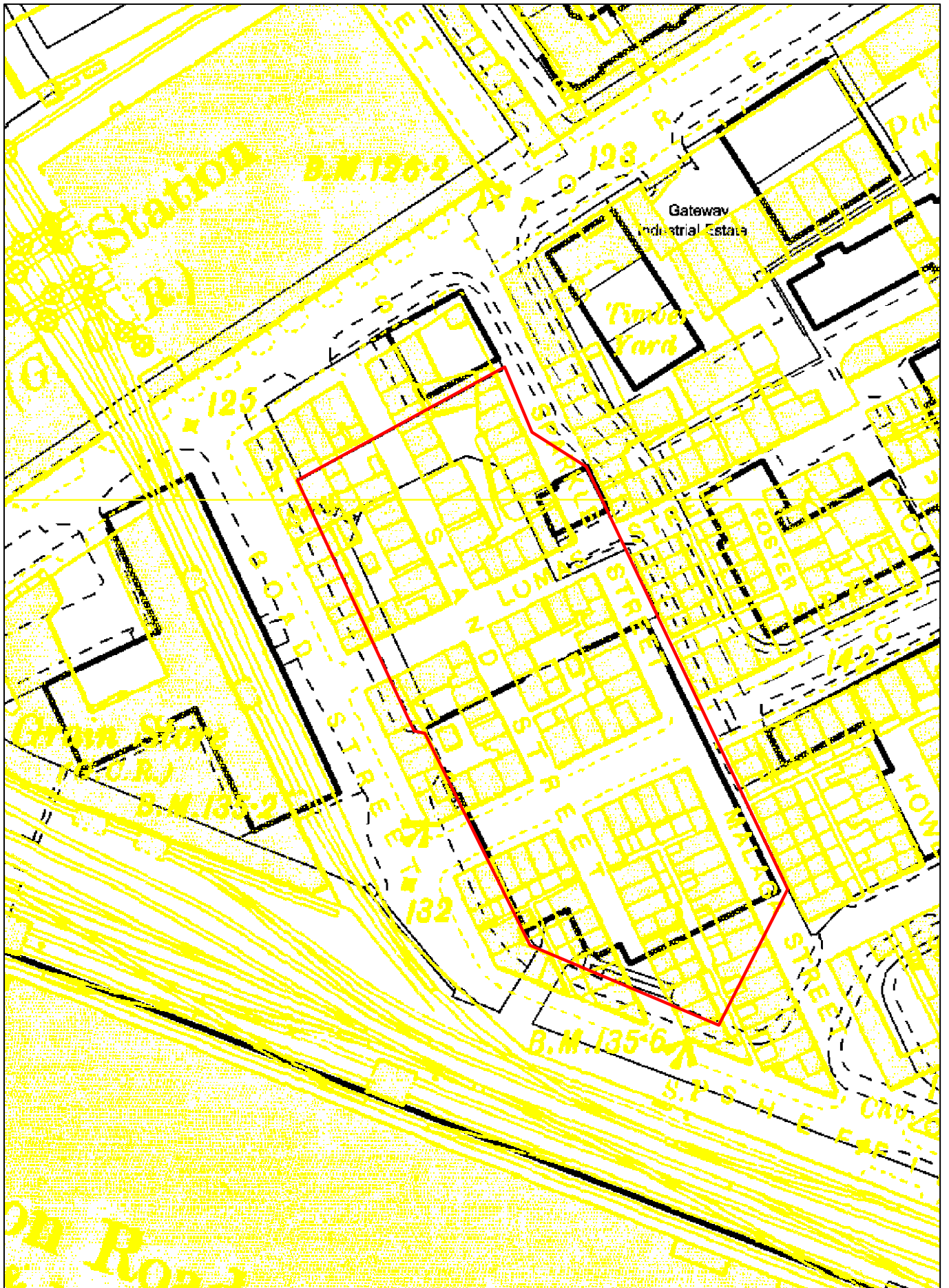
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	Site Boundary





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Title:
Figure 5: 1st Revision OS map of 1908

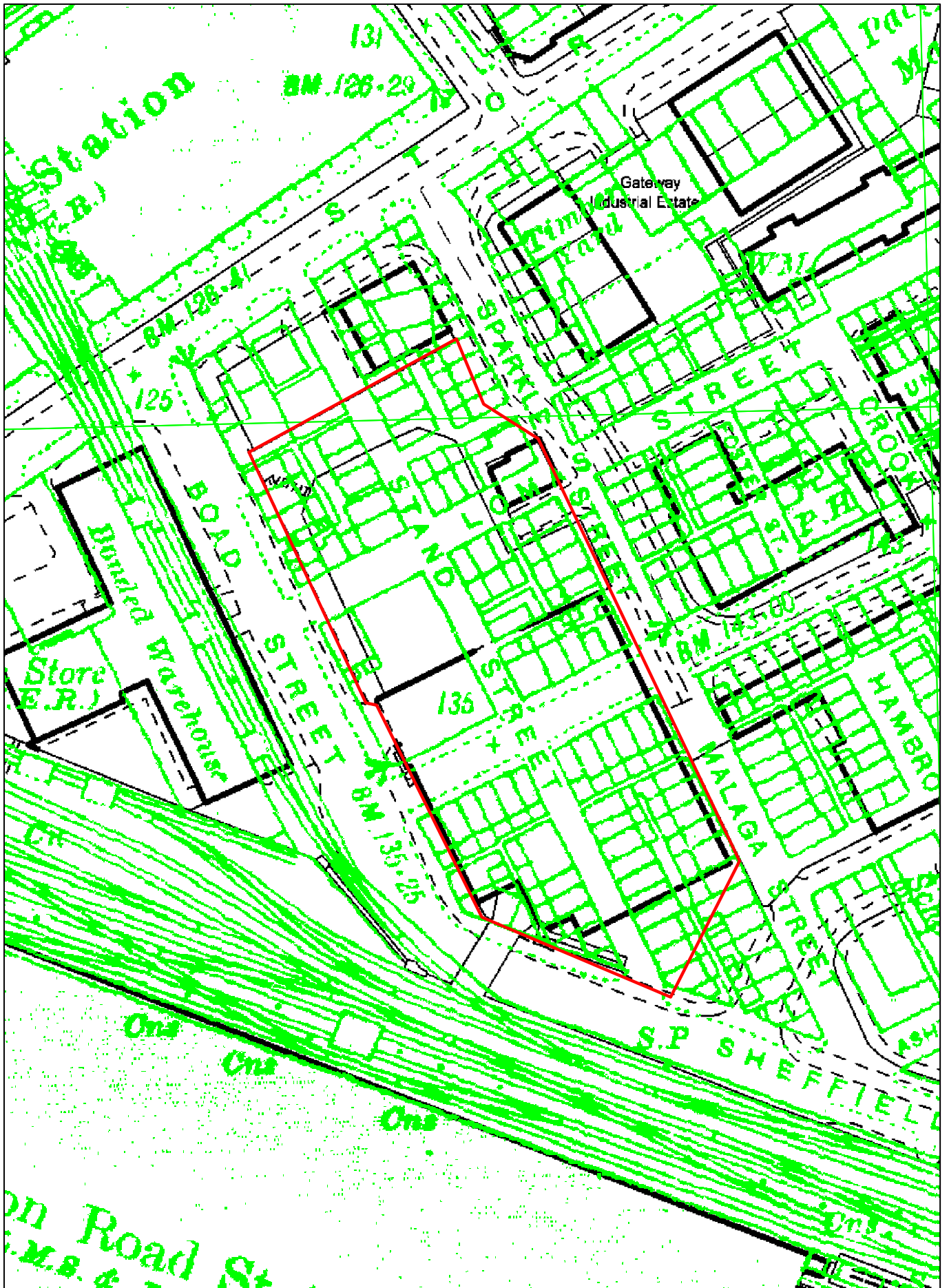
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Figure 6: 2nd Revision OS map of 1922

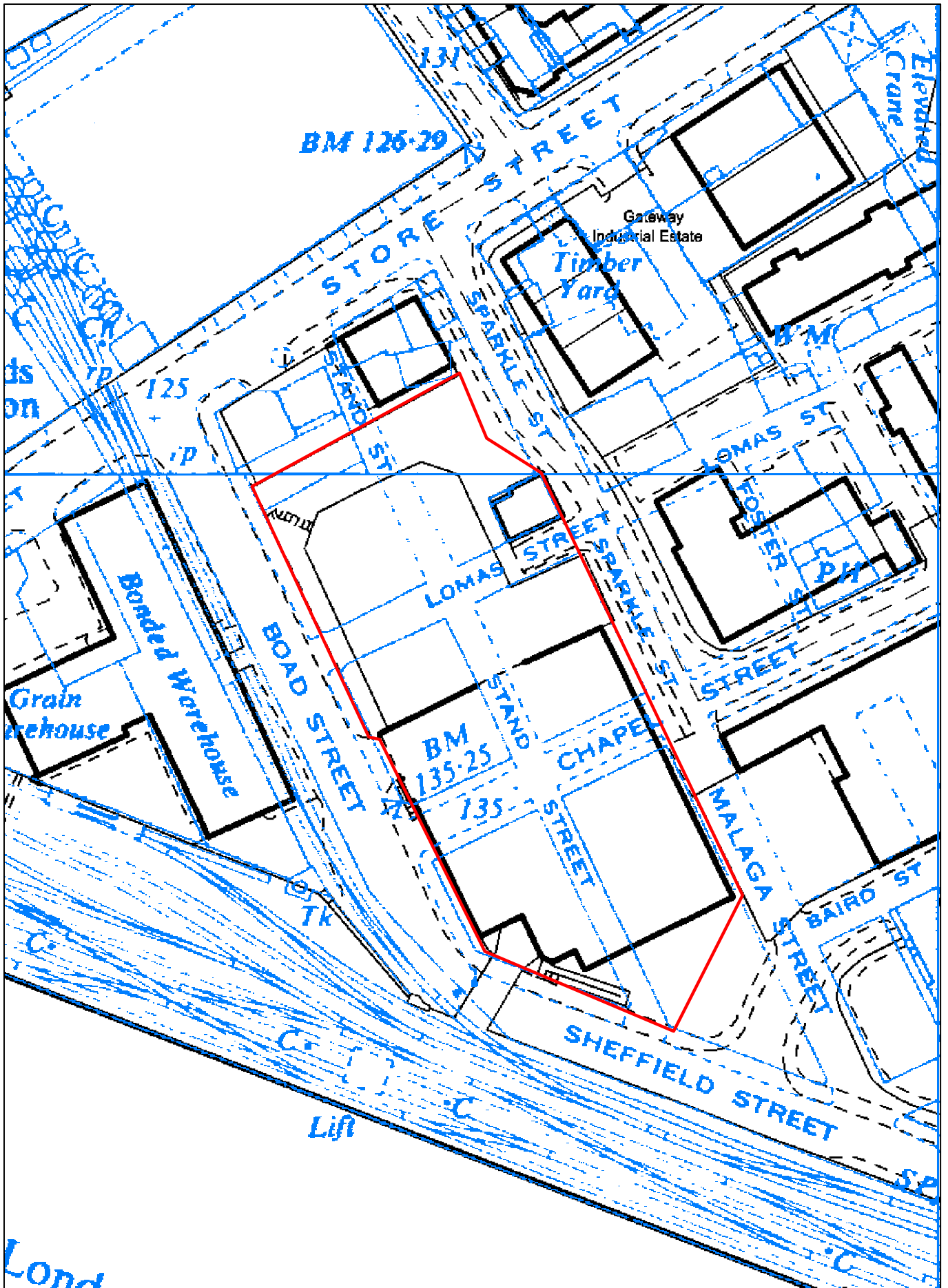
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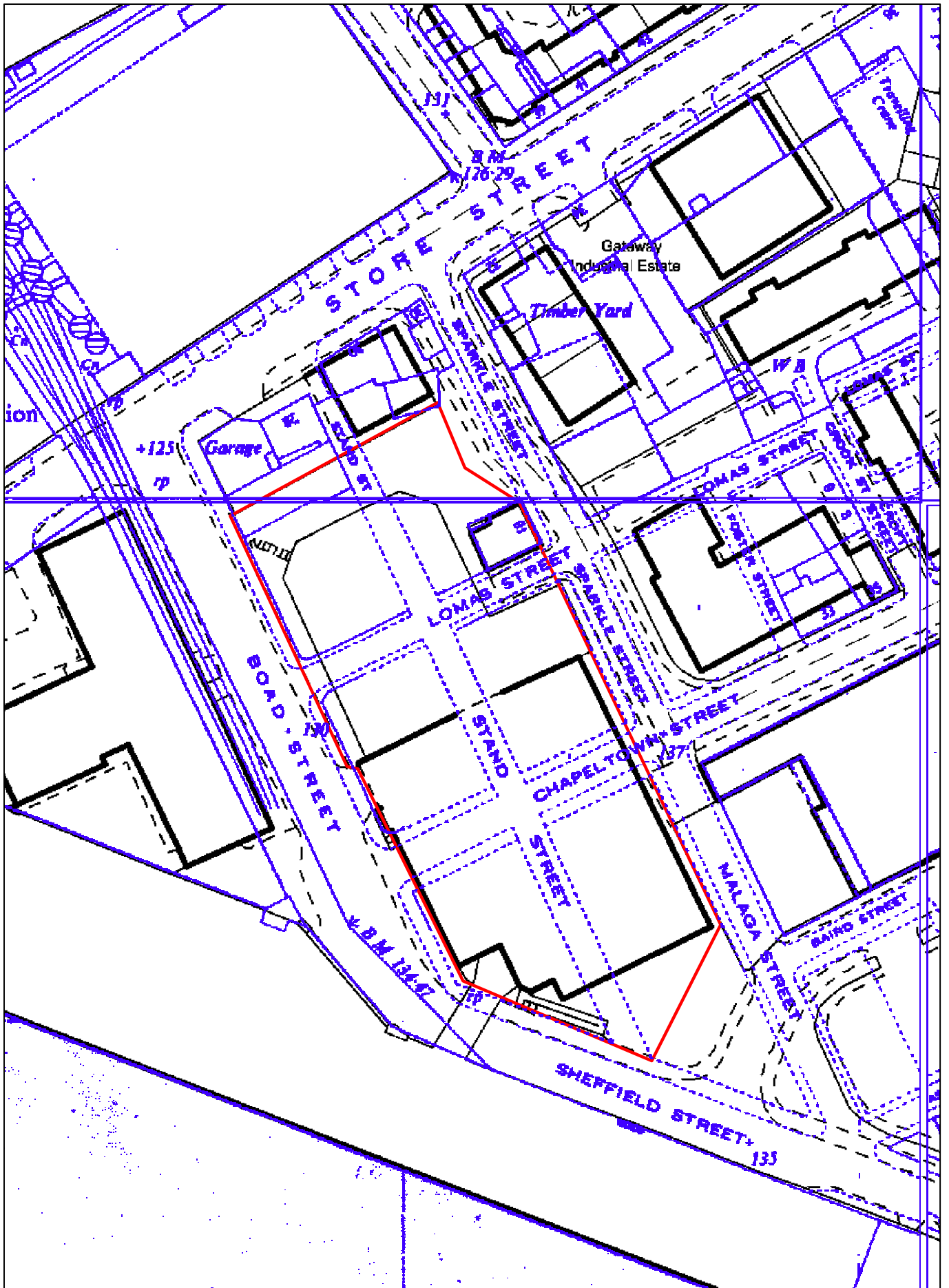
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Figure 7: National Grid National Survey map of 1951

	<p>Key: National Grid National Survey map of 1951</p>
	<p>Site Boundary</p>

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Title:
 Figure 8: National Grid 3rd Revisions map of 1970

Key:

	National Grid 3rd revisions map of 1970
	Site Boundary



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5. RESULTS OF SITE VISIT

- 5.1 A site visit and walkover photographic survey was undertaken to evaluate the potential survival of below ground remains, taking into consideration any artificial changes in ground level. The site proposed for development is currently a car park serving Piccadilly station. Half the site is a single-level car park at ground level. The other half of the site is a multi-storey car park with 4 levels, the third of which is connected to the side of the main station approach via a concrete and metal bridge. The south of the site, now occupied by the multi-storey car park (Fig 9), will be inevitably highly disturbed as a result of its construction. There are no upstanding historical remains within the development area, although one original building survives intact on the eastern edge (Fig 11)



Fig 9 View looking south, with the multi-storey car park on the left and Piccadilly station in the background.

- 5.2 It was immediately apparent that an artificial platform has been created at the northern extent of the site, on which the single-storey car park sits (Figs 10 and 13). This platform is built to at least 2.5m above ground level at the northern end, although as the ground slopes up to the south this reduces to the south of the site, where the multi-storey car park is currently located. The raising of the ground level may have buried archaeological deposits, however the depth of foundations required for the proposed car park, may still have the potential to damage buried archaeological features within this area.



Fig 10 View looking east, showing the nature of ground raising for the car park at the northern limit of the site.

- 5.3 The east and west of the development site, along Boad Street and Sparkle Street respectively are surrounded by recently developed modern buildings. As a result much of the original character of this part of the city has been lost. One original brick built building visible on the 1st edition OS mapping survive. After the rest of the back-to-back housing was demolished this structure has been substantially adapted and is currently used as office space by a Music Management company called Sparkle Street HQ (Fig 11). Many other surrounding buildings have been demolished, and evidence of this can be seen to the north and south-east of the site where there are large areas of open ground.



Fig 11 View looking north, showing the only surviving building in proximity to the development that predates the car park, now used as offices.

- 5.4 It is likely that archaeological deposits in the southern half of the development site have been highly disturbed by the construction of the current multi-storey car-park and will only survive in fragmentary condition, if at all. However, the northern half of the site (Fig 12), having been raised to create a level platform, may contain archaeological remains relating to the foundations of former back-to-back housing. The raised platform for the car park may have protected significant remains in this area from heavy disturbance, unlike the southern half of the site (Fig 13).



Fig 12 View looking north from the top of the current multi-storey car park, showing the area of raised ground, made for the car park.

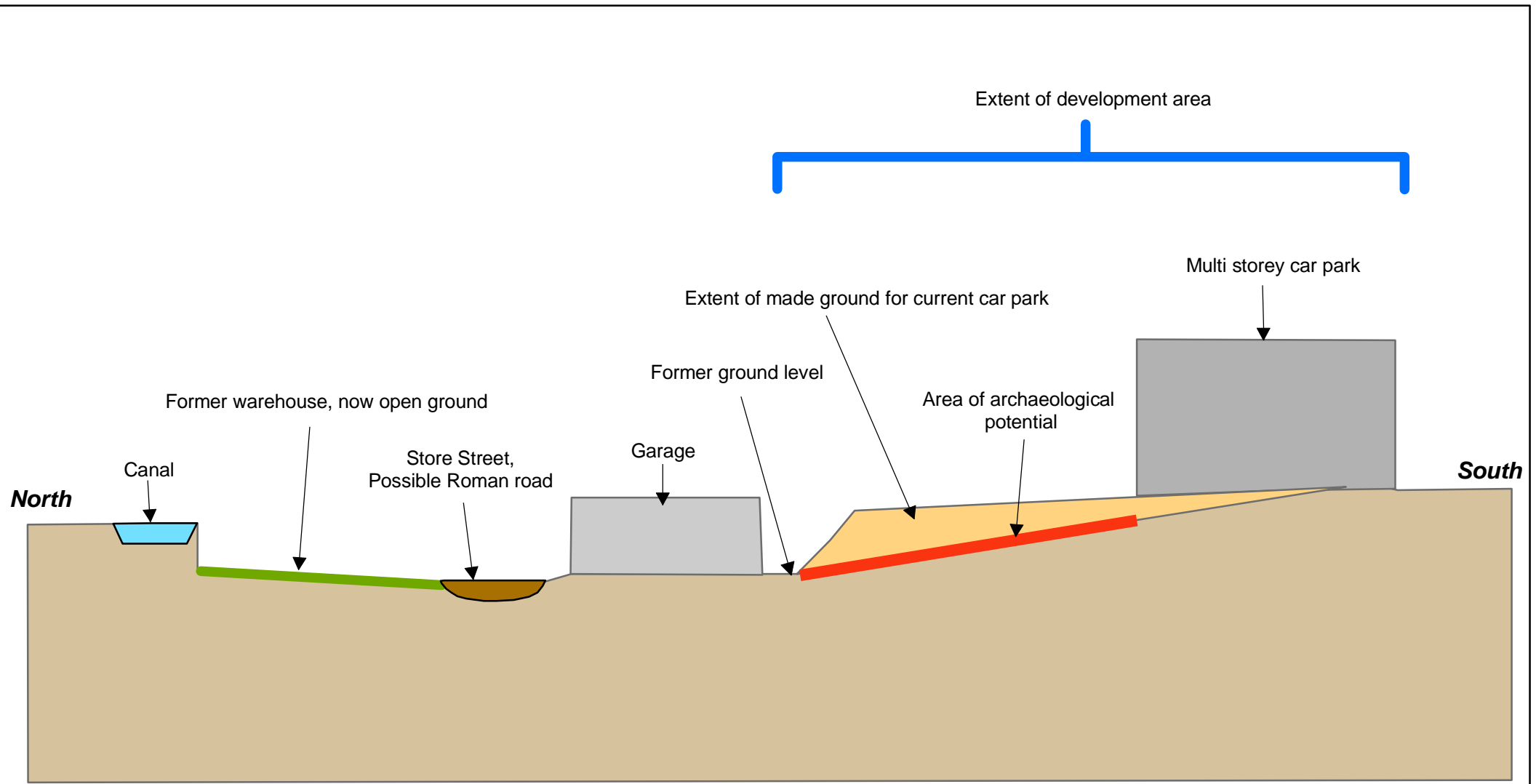
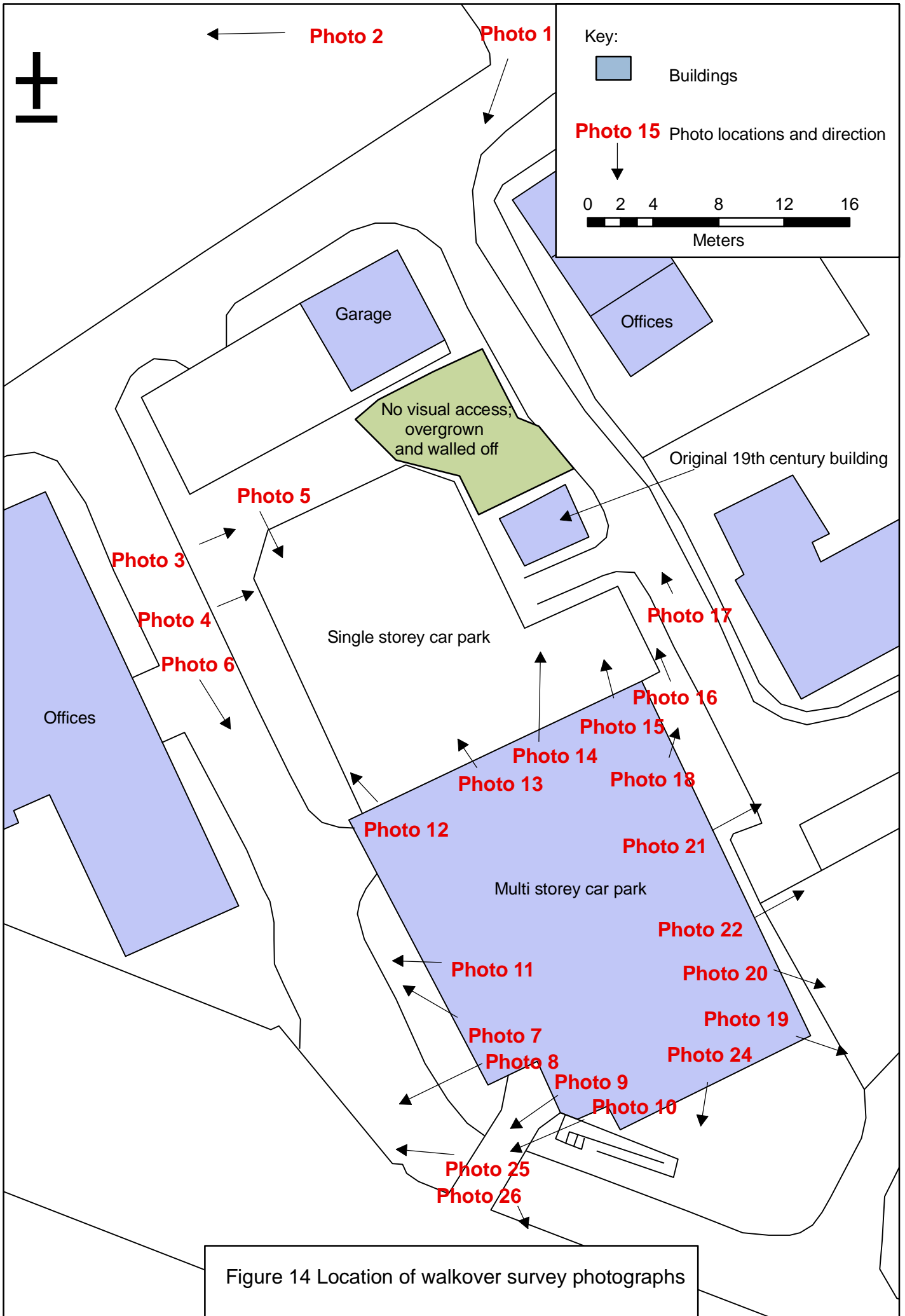


Figure 13: Schematic plan of ground levels of proposed development site



6. OVERVIEW AND DISCUSSION

- 6.1. The proposed development site is considered to have medium potential to yield archaeological remains of back-to-back housing dating to the late 18th and early 19th century. There is also potential for the survival of courts and buildings as seen on the 1st edition Ordnance Survey mapping and finds associated with further archaeological investigation, such as evaluation trenching, could provide insight into the quality of life experienced in such housing similar to that described by Engels' 'The conditions of the working class in England' in 1844.
- 6.2. The raised ground level on the northern half of the site may have protected the remains of basements and foundations of back-to-back or blind-back housing (Fig. 13). These have been seen elsewhere in areas of Ancoats, (to the north of the development site), and relate to remains that have been largely lost through the slum clearance of the 19th and 20th centuries (Gregory 2007).
- 6.2. The regional research framework (Brennand 2007) and Manchester city research framework (Newell, McNiel, and Rredhead 2003) both place high priority on furthering the understanding of the remains of such working class dwellings.

7. RECOMMENDATIONS

- 7.1. Given the medium potential for survival and the high priority placed on the archaeology of working class dwellings in the regional research framework (Brennand 2006 p 171, 2007 p144) it is suggested that further work should be undertaken on-site in the form of evaluation trenching on the northern side of the development area.
- 7.2. The south of the site is already presumably heavily truncated by the construction of the current multi-storey car park and so no further work need be undertaken in these areas.
- 7.3. The level of archaeological recording should be decided upon in relation to the extent of depth of the foundations, any basement car parks or deep foundations (more than 1.5m) should be subject to a full archaeological evaluation consisting of trial trenches placed in key locations over the footprint of the demolished houses. This has provided excellently preserved archaeological remains at Loom Street, located in Ancoats to the north of the site (Gregory 2007).
- 7.4. If no deep foundations are to be excavated, an archaeological watching brief could be maintained for the duration of the ground works.

8. PUBLICITY, CONFIDENTIALITY AND COPYRIGHT

- 8.1. Any publicity will be handled by the client.
- 8.2. Archaeological Research Services Ltd will retain the copyright of all documentary and photographic material under the Copyright, Designs and Patent Act (1988).

9. STATEMENT OF INDEMNITY

- 9.1 All statements and opinions contained within this report arising from the works undertaken are offered in good faith and compiled according to professional standards. No responsibility can be accepted by the author/s of the report for any errors of fact or opinion resulting from data supplied by any third party, or for loss or other consequence arising from decisions or actions made upon the basis of facts or opinions expressed in any such report(s), howsoever such facts and opinions may have been derived.

10. ACKNOWLEDGEMENTS

- 10.1. Archaeological Research Services Ltd would like to thank Andrew Myers and Lesley Mitchell at GMAU for their assistance in compilation of the report and Network rail for commissioning the report.

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Nevell M 2008. *Manchester: The hidden history* History Press, Stroud

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Miller I and Wild C 2007. *A&G Murray and the mills of Ancoats*. Lancaster Imprints 13

Kidd A and Wyke T (eds) 1993. *Manchester Region History Review* Vol III

Moore S 2006 *Courts Obscure*. In Gaskell Society Journal 20 p74 - 90

12. OTHER SOURCES CONSULTED

Census returns:

City of Manchester: 1841, 1851, 1861, 1881, 1891, 1901

Trade Directories:

Pigot and Dean 1824

Baines 1825

Wardle and Williamson 1828

Pigot and son 1829, 30, 32, 33, 36, 38
Pigot and Slater 1840, 1841
Slater 1843, 44, 45, 48, 50, 51, 52
Collinson and Co 1854-5
Slater 1855, 56, 58, 61, 63, 64, 65
JSC Marns 1868-69
Slater 1869
Post Office 1873
Slater 1874, 76, 77-8, 79
Slater and Kelly 1881, 82, 83, 84, 86, 87

Rate Books:

Manchester 1810
Manchester 1815
Manchester 1825

APPENDIX I: HISTORIC ENVIRONMENT REGISTER

HER NUMBER	NAME	RECORD TYPE	PERIOD	MON TYPE	GRIDREF
MGM10861	Mayfield (Goods) Station	Monument	AD 19th Century	COMMUNICATIONS, RAILWAY, RAILWAY STATION	SJ 8505 9765
MGM10862	Church of St. Andrews	Monument	AD 19th Century	RELIGIOUS RITUAL AND FUNERARY, CHURCH, CHURCH	SJ 8526 9788
MGM11051	Cotton Mill	Building	AD 19th Century	INDUSTRIAL SITE, MILL, FACTORY	SJ 8493 9756
MGM11092	Stevenson Square Residential District	Place	AD 18th Century	SETTLEMENT, HOUSE	SJ 8457 9845
MGM12235	Lunatic Asylum (site of)	Monument	AD 18th Century to AD 19th Century	INFIRMARY, PSYCHIATRIC HOSPITAL	SJ 8443 9825
MGM12293	35 Back Piccadilly (site of)	Monument	AD 19th Century to AD 20th Century	TEXTILE WAREHOUSE, WORKSHOP	SJ 8455 9832
MGM12294	46 Sackville Street	Listed Building	AD 19th Century to AD 20th Century	SHIPPING WAREHOUSE, STEAM ENGINE, INDUSTRIAL SITE	SJ 8439 9776
MGM12315	Ashton Canal/ Rochdale Canal Junction	Monument	AD 18th Century to AD 20th Century	CANAL	SJ 8483 9813
MGM12317	Ashton Canal Basin	Place	AD 18th Century to Unknown	CANAL BASIN, CANAL	SJ 85190 98151
MGM12318	Jutland Street Bridge	Monument	AD 18th Century to Modern	AQUEDUCT, BRIDGE	SJ 8487 9811
MGM12319	Paradise Wharf	Monument	AD 18th Century to Modern	CANAL BASIN, CANAL WHARF, CANAL, CANAL WAREHOUSE	SJ 84908 98152
MGM12326	Junction Lead Mills, Paradise Wharf	Listed Building	AD 19th Century to Modern	SMELT MILL, LEAD WORKS	SJ 8491 9818
MGM12403	47 Piccadilly	Listed Building	AD 18th Century to Modern	TOWN HOUSE	SJ 8448 9830
MGM12404	49 Piccadilly	Listed	AD 19th Century to	WAREHOUSE, PUBLIC	SJ 8449 9830

MGM12405	51 & 53 Piccadilly	Building Listed	Modern Modern	HOUSE WAREHOUSE, SHOP, OFFICE	SJ 8450 9829
MGM12406	59 and 61 Piccadilly	Building Listed	Modern	WAREHOUSE, RESTAURANT, PUBLIC HOUSE, OFFICE	SJ 8453 9828
MGM12407	63 Piccadilly / 1-11 Newton Street (St Margarets Chambers)	Listed Building	AD 19th Century	SHOP, OFFICE	SJ 8454 9827
MGM12409	Train Shed, Piccadilly Station	Listed Building	AD 19th Century	TRAIN SHED	SJ 8473 9788
MGM12410	Former Goods offices, Piccadilly Station	Listed Building	AD 19th Century	OFFICE	SJ 8474 9781
MGM12411	18 & 20 Fairfield Street, Star and Garter Public House	Listed Building	AD 19th Century	PUBLIC HOUSE	SJ 8500 9772
MGM12412	Roman Road	Monument	Roman	ROAD	SJ 8493 9806
MGM12413	Piccadilly Mill (site of)	Monument	AD 19th Century	COTTON MILL	SJ 8457 9796
MGM12414	London Road Mill (site of)	Monument	AD 19th Century	COTTON MILL	SJ 8457 9795
MGM12415	Shepley Street Mill (site of)	Monument	AD 19th Century	MILL	SJ 8458 9793
MGM12416	Minshull Mill (site of)	Monument	AD 19th Century	COTTON MILL	SJ 8460 9780
MGM12417	Ancoats Chapel (site of)	Monument	AD 19th Century	METHODIST CHAPEL	SJ 8535 9806
MGM12420	Iron and Steel Warehouse	Building	AD 19th Century	IRON WAREHOUSE	SJ 8506 9821
MGM12421	Tarpaulin/Saddlery Works (site of)	Monument	AD 20th Century	WORKS	SJ 8507 9815
MGM12422	Stone Wharf	Monument	AD 19th Century	CANAL WHARF	SJ 8508 9814
MGM12423	Goods Station	Monument	AD 19th Century	IRON WORKS, GOODS STATION	SJ 8483 9802
MGM12424	Pollard Street Mill (site of)	Monument	AD 19th Century	COTTON MILL	SJ 8533 9814
MGM12426	11 Pollard Street (site of)	Monument	AD 19th Century	FIRE STATION, HOUSE	SJ 8540 9816
MGM12429	Towpath Bridge over junction with Islington Branch Junction	Listed Building	AD 19th Century to Modern	TOWING PATH BRIDGE	SJ 8535 9823
MGM12430	Ashton Canal Lock No 2	Listed Building	AD 18th Century	CANAL LOCK	SJ 8539 9824

MGM12432	Canal Arm (site of)	Monument	AD 19th Century	CANAL	SJ 85381 98172
MGM12735	45, 47 and 47a Hilton Street	Listed Building	AD 18th Century to Modern	TOWN HOUSE, SHOP	SJ 8470 9835
MGM12749	69 - 75 Back Piccadilly	Listed Building	AD 18th Century to Modern	DOMESTIC WORKSHOP	SJ 8462 9820
MGM12787	Boundary Wall to Canal between Chorlton Street and Minshull Street	Listed Building	AD 19th Century to Modern	BOUNDARY WALL	SJ 8447 9793
MGM12790	25 and 27 Dale Street (site of)	Monument	AD 19th Century to Modern	WAREHOUSE, WORKSHOP	SJ 8456 9837
MGM12791	56 Dale Street	Listed Building	AD 19th Century to Modern	SHIPPING WAREHOUSE	SJ 8462 9826
MGM12792	53 and 55 Dale Street, Langley Buildings	Listed Building	AD 20th Century to Unknown	WAREHOUSE	SJ 8467 9824
MGM12793	29 and 31 Dale Street	Listed Building	AD 20th Century to Unknown	WAREHOUSE, WORKSHOP, OFFICE	SJ 8459 9836
MGM12794	35 Dale Street	Listed Building	AD 20th Century to Unknown	WAREHOUSE	SJ 8464 9831
MGM12795	68 Dale Street	Listed Building	AD 19th Century to Modern	WAREHOUSE	SJ 8466 9821
MGM12796	57 Dale Street, Industry House	Listed Building	AD 20th Century to Unknown	WAREHOUSE, FACTORY	SJ 8468 9823
MGM12797	58 Dale Street, Eleska House	Listed Building	AD 20th Century to Modern	WAREHOUSE	SJ 8463 9824
MGM12798	45 Dale Street	Listed Building	AD 19th Century to Modern	WAREHOUSE	SJ 8465 9828
MGM12802	Former Wire Mill (site of)	Monument	AD 19th Century	TEXTILE MILL, WIRE MILL	SJ 8501 9829
MGM12804	Stable block to SE of Junction Lead mills	Listed Building	AD 19th Century to Modern	STABLE	SJ 8496 9817
MGM12806	Sevendale House	Listed Building	AD 20th Century to Unknown	WAREHOUSE	SJ 8453 9843
MGM12807	22 Dale Street	Listed Building	AD 19th Century to Modern	TEXTILE WAREHOUSE	SJ 8453 9835
MGM12808	47 Dale Street	Listed Building	AD 19th Century to Modern	WAREHOUSE	SJ 8465 9827

MGM12809	64 and 66 Dale Street	Listed Building	AD 19th Century to Modern	SHIPPING WAREHOUSE	SJ 8464 9822
MGM12830	Boundary Wall to Canal between Sackville Street and Chorlton Street	Listed Building	AD 19th Century to Modern	BOUNDARY WALL	SJ 8441 9786
MGM12832	Mintierna House	Listed Building	AD 19th Century to Modern	SHIPPING WAREHOUSE	SJ 8447 9790
MGM12833	39 Chorlton Street	Listed Building	AD 19th Century to Modern	TOWN HOUSE	SJ 84438 97910
MGM12834	The Churchill PH	Listed Building	AD 19th Century to Modern	PUBLIC HOUSE	SJ 8443 9792
MGM12835	49 Newton Street	Listed Building	AD 19th Century to Modern	TEXTILE WAREHOUSE	SJ 8463 9839
MGM12836	14 and 16 Newton Street	Listed Building	AD 19th Century to Modern	WAREHOUSE, OFFICE, SHOP	SJ 8460 9830
MGM12837	17 to 25 (odd) Newton Street	Listed Building	AD 20th Century to Unknown	TEXTILE WAREHOUSE	SJ 8458 9832
MGM12838	11 Bloom Street (S.E side)	Listed Building	AD 19th Century to Modern	WAREHOUSE	SJ 8444 9797
MGM12848	8 Minshull Street	Listed Building	AD 19th Century to Modern	SHIPPING WAREHOUSE	SJ 8443 9800
MGM12849	10 Minshull Street	Listed Building	AD 19th Century to Modern	TEXTILE WAREHOUSE	SJ 8446 9799
MGM12854	Kingston Public House	Listed Building	AD 18th Century to Modern	PUBLIC HOUSE	SJ 8435 9788
MGM13223	32 Laystall Street	Listed Building	AD 19th Century to Modern	WHOLESALE WAREHOUSE	SJ 8497 9828
MGM13224	Former Horrocks, Crewdson and Co. Warehouse	Listed Building	AD 19th Century to Modern	WHOLESALE WAREHOUSE	SJ 8467 9816
MGM13226	10 Lever Street	Listed Building	AD 19th Century to Modern	TOWN HOUSE, SHOP	SJ 8451 9834
MGM13227	24 Lever Street (Watts Bros)	Listed Building	AD 19th Century to Modern	WAREHOUSE, OFFICE	SJ 8457 9841
MGM13236	8 Lever Street	Listed Building	AD 19th Century to Modern	TOWN HOUSE, SHOP	SJ 8450 9833
MGM13237	12 and 14 Lever Street	Listed	AD 19th Century to	TOWN HOUSE, SHOP	SJ 8451 9835

MGM13244	8, 10 and 12 Newton Street	Building Listed Building	Modern AD 19th Century to Modern	WAREHOUSE, WORKSHOP, OFFICE, SHOP	SJ 8459 9828
MGM13246	13 and 15 Newton Street (Kingsley House)	Listed Building	AD 19th Century to Modern	WAREHOUSE, WORKSHOP	SJ 8456 9831
MGM13247	45 and 47 Newton Street	Listed Building	AD 19th Century to Modern	WAREHOUSE	SJ 8462 9838
MGM13248	57a Newton Street	Listed Building	AD 19th Century to Modern	POLICE STATION, MUSEUM	SJ 8467 9844
MGM13249	72 to 76 Newton Street	Listed Building	AD 19th Century to Modern	WAREHOUSE, OFFICE	SJ 8475 9849
MGM13252	Lock No 83, East of Tariff Street	Listed Building	AD 19th Century to Modern	CANAL LOCK	SJ 8487 9834
MGM13253	Lock No 84 (Dale Street Lock)	Listed Building	AD 19th Century to Modern	CANAL LOCK	SJ 8473 9814
MGM13254	Lock No 85 (in tunnel between Picadilly and Dale Street)	Listed Building	AD 19th Century to Modern	CANAL LOCK	SJ 8468 9810
MGM13255	Lock No 86, to East of Chorlton Street	Listed Building	AD 19th Century to Modern	CANAL LOCK	SJ 8447 9791
MGM13262	Towpath footbridge and associated ramps opposite Brownfield Mill	Listed Building	AD 19th Century to Unknown	TOW PATH, FOOTBRIDGE	SJ 8499 9849
MGM13268	13 and 15 Paton Street (and attached railings)	Listed Building	AD 19th Century to Modern	TOWN HOUSE, SHOP, OFFICE	SJ 8464 9819
MGM13269	19 Paton Street	Listed Building	AD 19th Century to Modern	TOWN HOUSE, WORKSHOP	SJ 8465 9821
MGM13292	9 Richmond Street	Listed Building	AD 19th Century to Modern	TOWN HOUSE	SJ 8443 9793
MGM13351	38 Whitworth Street (Regency House with Barclays Bank)	Listed Building	AD 19th Century to Modern	WAREHOUSE, BANK (FINANCIAL), OFFICE	SJ 8441 9774
MGM13353	The Sheena Simon 6th Form College	Listed Building	AD 19th Century to Modern	SCHOOL, COLLEGE	SJ 8447 9783

MGM13375	16-18 Tariff Street	Listed Building	AD 20th Century to Modern	WAREHOUSE, OFFICE	SJ 8472 9831
MGM13425	Piccadilly Gardens, Piccadilly, Manchester	Monument	AD 16th Century to AD 18th Century	CLAY PIT, BATHS	SJ 8438 9824
MGM13563	Allum Street Mill (Imperial Mill (site of), Allum Street, Little Newton Street, Ancoats	Monument	AD 19th Century	MILL, COTTON MILL, TEXTILE MILL	SJ 8509 9850
MGM13574	Cotton Mill (site of), Bladon Street	Monument	AD 18th Century to AD 20th Century	TEXTILE MILL, COTTON MILL, COTTON MILL	SJ 8465 9792
MGM13575	8-14 London Road	Building	AD 18th Century to Modern	BUILDING	SJ 8463 9800
MGM13576	Bank Top Tunnel	Monument	AD 18th Century to Unknown	CANAL TUNNEL	SJ 846 979
MGM13577	Factory/Warehousing (site of), Auburn Street	Monument	AD 19th Century	FACTORY, WAREHOUSE	SJ 8461 9802
MGM13578	Cotton Mill, Lower Brook Street	Building	AD 19th Century	TEXTILE MILL, COTTON MILL	SJ 8464 9788
MGM13579	6 Whitworth Street to 34 London Road	Building	AD 19th Century	BUILDING	SJ 8468 9788
MGM13636	No 1 Piccadilly, Piccadilly Gardens	Monument	AD 18th Century to AD 20th Century	PSYCHIATRIC HOSPITAL, INFIRMARY, GARDEN	SJ 8442 9821
MGM13637	Piccadilly Basin Development Phase II, Rochdale Canal	Monument	AD 19th Century to Modern	CANAL, BUILDING, CAR PARK, WAREHOUSE, WATER WHEEL	SJ 8486 9832
MGM15669	Building, Aytoun Street	Monument	AD 18th Century to AD 19th Century	BUILDING	SJ 84556 98048
MGM15670	House, Aytoun Street (site of)	Monument	AD 19th Century to AD 20th Century	HOUSE	SJ 84564 98085
MGM15677	Stores, Stabling & Offices, Aytoun Street (site of)	Monument	AD 19th Century to AD 20th Century	BUILDING, COMMERCIAL OFFICE, STABLE	SJ 84582 98061
MGM15679	Building, Aytoun Street (site of)	Monument	AD 19th Century	STONEMASONS YARD	SJ 84554 98042
MGM16907	33 Dale Street	Listed Building	AD 19th Century to Modern	SHIPPING WAREHOUSE, WAREHOUSE	SJ 8461 9832
MGM17296	Kennedy's Cotton Mill (site of)	Monument	AD 19th Century to AD 20th Century	COTTON MILL, TEXTILE MILL, GRAIN	SJ 85406 98071

MGM17363	Buildings on Victoria Terrace (site of)	Monument	AD 19th Century to AD 20th Century	WAREHOUSE, SPINNING MILL	SJ 85407 97643
MGM17364	Bridge Inn and former Brewery	Building	AD 19th Century to Modern	BACK TO BACK HOUSE, BLIND BACK HOUSE	SJ 85373 97653
MGM17365	Buildings on Fairfield Street (site of)	Monument	AD 19th Century to AD 20th Century	PUBLIC HOUSE, BREWERY	SJ 85330 97671
MGM17392	Buidings on Ogden Street (site of)	Monument	AD 19th Century to AD 20th Century	BLIND BACK HOUSE	SJ 85440 97656
MGM17432	78 Great Ancoats Street, Manchester	Building	AD 19th Century to Modern	HOUSE	SJ 84834 98502
MGM17433	57 to 59 Houldsworth Street, Ancoats, Manchester	Building	AD 20th Century to Modern	PUBLIC HOUSE, BUTTON MILL?	SJ 84821 98487
MGM17434	36 Dean Street (site of)	Monument	AD 18th Century to AD 20th Century	BUILDING	SJ 84812 98495
MGM17438	Newton Street, Manchester	Monument	AD 18th Century to AD 19th Century	WORKERS COTTAGE	SJ 84687 98409
MGM17540	Buildings on 4 - 6 Brewer Street, Northern Quarter, Manchester (site of)	Monument	AD 19th Century to Modern	COTTON MILL, IRON WORKS	SJ 84727 98353
MGM17541	Former buildings on 51 Hilton Street, Northern Quarter (site of)	Monument	AD 19th Century to AD 20th Century	WORKERS COTTAGE, CAR PARK	SJ 84724 98346
MGM17542	Former buildings on 51 Hilton Street, Northern Quarter (site of)	Monument	AD 19th Century to AD 20th Century	BUILDING, MACHINE SHOP, MACHINE SHOP	SJ 84718 98351
MGM17543	51 Hilton Street, Northern Quarter, Manchester	Building	AD 19th Century	MACHINE SHOP, BUILDING, BOILER HOUSE, ENGINE HOUSE	SJ 84709 98338
MGM1916	35-47 Portland Street, Britannia Hotel (S & J Watts Warehouse)	Listed Building	AD 19th Century	FACTORY UNIT, HAT FACTORY	SJ 8434 9804
MGM1919	London Warehouse	Listed Building	AD 19th Century	WAREHOUSE	SJ 8477 9807
MGM1920	Dale Street Basin - Rochdale Canal	Monument	AD 19th Century	WAREHOUSE, RAILWAY WAREHOUSE	SJ 8480 9820
				COMMUNICATIONS, CANAL, CANAL	

MGM1921	Rochdale Canal	Monument	AD 19th Century	WAREHOUSE, CANAL BASIN	SJ 8486 9834
MGM1922	Store Street Aqueduct	Listed Building	AD 18th Century	INDUSTRIAL SITE, CANAL, CANAL CANAL, AQUEDUCT	SJ 8500 9811
MGM1925	Bronze Coin of Claudius Gothicus	Find Spot	AD 3rd Century	FINDSPOT	SJ 8440 9820
MGM1926	Piccadilly Station (former London Road Station)	Monument	AD 19th Century	COMMUNICATIONS, RAILWAY, RAILWAY STATION	SJ 8476 9789
MGM1941	Manchester & Ashton Under Lyne Canal and its branches	Monument	AD 18th Century	COMMUNICATIONS, CANAL	SJ 8490 9819
MGM2679	Walker's Buildings, Ancoats	Building	AD 19th Century	SETTLEMENT, HOUSE	SJ 8493 9824
MGM2740	Hanover Mill	Building	AD 19th Century to AD 20th Century	INDUSTRIAL SITE, TEXTILE MILL, SPINNING MILL, ENGINE HOUSE, TEXTILE MILL, SPINNING MILL, WAREHOUSE, PAPER MILL	SJ 8490 9755
MGM2772	Lock Keepers House	Building	AD 19th Century	SETTLEMENT, HOUSE	SJ 8472 9814
MGM2773	Rochdale Canal Company Office	Listed Building	AD 19th Century	INDUSTRIAL SITE, OFFICE	SJ 8469 9817
MGM2774	69 - 71 Dale Street	Building	AD 19th Century	SETTLEMENT, HOUSE	SJ 8468 9819
MGM2775	Warehouse/Storehouse (site of)	Monument	AD 19th Century	INDUSTRIAL SITE, WAREHOUSE	SJ 8484 9832
MGM2777	1822 Warehouse (site of)	Monument	AD 19th Century	INDUSTRIAL SITE, WAREHOUSE, CANAL WAREHOUSE	SJ 8473 9816
MGM2782	Brownsfield Mill	Listed Building	AD 19th Century to AD 20th Century	INDUSTRIAL SITE, TEXTILE MILL, SPINNING MILL, ENGINE HOUSE, TEXTILE MILL, SPINNING MILL, FACTORY	SJ 8489 9840
MGM2783	Sedgewick Mill	Listed	AD 19th Century to AD	INDUSTRIAL SITE,	SJ 8508 9853

		Building	20th Century	TEXTILE MILL, SPINNING MILL, CHIMNEY, TEXTILE MILL, SPINNING MILL, WAREHOUSE	
MGM2784	New Sedgwick Mill	Listed Building	AD 19th Century to AD 20th Century	INDUSTRIAL SITE, TEXTILE MILL, SPINNING MILL, TEXTILE MILL, SPINNING MILL	SJ 8503 9855
MGM2793	Hope Mills (Hope Works)	Listed Building	AD 19th Century to AD 20th Century	INDUSTRIAL SITE, TEXTILE MILL, SPINNING MILL, FACTORY, METAL WORKING SITE, WAREHOUSE	SJ 8544 9814
MGM2835	Phoenix Works (Crusader Works)	Listed Building	AD 19th Century to AD 20th Century	INDUSTRIAL SITE, TEXTILE MILL, SPINNING MILL, ENGINE HOUSE, FACTORY, WAREHOUSE	SJ 8514 9803
MGM7490	69-85 Great Ancoats Street	Monument	AD 19th Century	INDUSTRIAL SITE	SJ 8483 9855
MGM7491	5 Jersey Street	Building	AD 19th Century to AD 20th Century	INDUSTRIAL SITE, WAREHOUSE, WAREHOUSE	SJ 8488 9855
MGM7513	87-93 Great Ancoats Street	Place	AD 19th Century	SETTLEMENT, HOUSE, WORKSHOP	SJ 8488 9851
MGM7514	The Cotton Tree Public House (site of)	Monument	AD 19th Century to AD 20th Century	PUBLIC BUILDING, INN, INN	SJ 8491 9849
MGM7515	Rochdale Canal Road Bridge (Great Ancoats Street)	Monument	AD 19th Century	COMMUNICATIONS, ROAD, BRIDGE, BRIDGE, PLAQUE	SJ 8494 9843
MGM7516	Canal Lock 82 on Rochdale Canal	Listed Building	AD 19th Century	WEIR, ROAD, BRIDGE, LOCK, CANAL	SJ 8495 9845
MGM7517	The Coates School (2 Jersey Street)	Building	AD 19th Century to AD 20th Century	PUBLIC BUILDING, SCHOOL, SCHOOL HOUSE, PLAQUE, SHOP, WORKSHOP	SJ 8488 9852
MGM7518	The Green Dragon Public House (site of)	Monument	AD 18th Century to AD 20th Century	BEER HOUSE	SJ 8490 9855

MGM9489	Ashton Canal Lock No 1	Listed Building	AD 18th Century	CANAL LOCK	SJ 8530 9817
MGM9490	Lock-keepers Cottage, beside Lock No 2	Listed Building	AD 19th Century to Modern	LOCK KEEPERS COTTAGE	SJ 8536 9822
MGM9493	Grand Hotel	Listed Building	AD 19th Century	PUBLIC BUILDING, HOTEL, WAREHOUSE	SJ 8450 9814
MGM9494	Fever Hospital (site of)	Monument	AD 19th Century	PUBLIC BUILDING, HOSPITAL	SJ 8450 9814
MGM9557	47 Chorlton Street, Minshull House	Listed Building	AD 19th Century to AD 20th Century	PUBLIC BUILDING, CANAL, WAREHOUSE, LIBRARY, CANAL WAREHOUSE	SJ 8448 9788
MGM9587	24 & 26 Dale Street, Haunch of Venison Public House, also 28 Dale St	Listed Building	AD 18th Century to Modern	TOWN HOUSE, PUBLIC HOUSE	SJ 8456 9834
MGM9588	Dale Warehouse, formerly Warehouse of the Rochdale Canal Company	Listed Building	AD 19th Century to AD 20th Century	INDUSTRIAL SITE, WAREHOUSE, CANAL WAREHOUSE, WATER WHEEL	SJ 8469 9819
MGM9589	Dale Warehouse	Monument	AD 19th Century	INDUSTRIAL SITE, WATER WHEEL	SJ 8471 9818
MGM9590	Underground Waterwheel Entrance Archway & Lodge to Yard of the Rochdale Canal Company	Listed Building	AD 19th Century to Modern	ARCH, LODGE	SJ 8470 9816
MGM9591	49 & 51 Dale Street	Listed Building	AD 19th Century	COMMERCIAL, WAREHOUSE	SJ 8466 9826
MGM9628	61 & 63 Granby Row, Granby House	Listed Building	AD 20th Century	INDUSTRIAL SITE, WAREHOUSE	SJ 8445 9762
MGM9648	Newton Buildings (formerly No. 50 Newton Street)	Listed Building	AD 20th Century	COMMERCIAL, WAREHOUSE	SJ 8466 9837
MGM9691	Police & Fire Station (formerly)	Listed Building	AD 20th Century	FIRE STATION, CUPOLA FURNACE, POLICE STATION	SJ 8466 9782
MGM9706	Police and Sessions Courts	Listed Building	AD 19th Century	PUBLIC BUILDING, COURT HOUSE	SJ 8450 9801
MGM9775	69 - 75 Piccadilly, Hall's	Listed	AD 19th Century	WAREHOUSE,	SJ 8457 9824

MGM9776	Buildings 77 - 83 Piccadilly	Building Listed	AD 19th Century to Modern	COMMERCIAL, OFFICE WAREHOUSE, RESTAURANT, SHOP	SJ 8458 9822
MGM9777	97 Piccadilly, Brunswick Hotel	Building Listed	AD 19th Century to Modern	PUBLIC HOUSE, HOTEL	SJ 8462 9817
MGM9778	107 Piccadilly	Building Listed	AD 19th Century	COMMERCIAL, WAREHOUSE, SHOP	SJ 8463 9814
MGM9781	Wellington Statue	Building Listed	AD 19th Century to Modern	COMMEMORATIVE MONUMENT, STATUE	SJ 8446 9827
MGM9782	12 Piccadilly, Former Barclays Bank	Building Listed	AD 20th Century	COMMERCIAL, BANK (FINANCIAL)	SJ 8458 9815
MGM9783	30 Piccadilly, Imperial Hotel	Building Listed	AD 19th Century	COMMERCIAL, HOTEL	SJ 8461 9809
MGM9784	38 - 50 Piccadilly, Joshua Hoyle Building	Building Listed	AD 20th Century	COMMERCIAL, WAREHOUSE, TOWER	SJ 8462 9807
MGM9790	50 - 62 Port Street	Building Listed	AD 18th Century to AD 19th Century	SETTLEMENT, HOUSE, SHOP	SJ 8471 9837
MGM9791	3, 5 & 9 Portland Street, Magnum Hotel, now Portland Thistle Hotel	Building Listed	AD 19th Century	WAREHOUSE, HOTEL	SJ 8449 9819
MGM9792	Factory (site of)	Monument	AD 18th Century	INDUSTRIAL SITE, FACTORY, FACTORY	SJ 8448 9818
MGM9798	Sculptural Group "Adrift"	Building Listed	AD 20th Century	COMMEMORATIVE MONUMENT	SJ 8443 9822
MGM9847	27 Sackville Street	Building Listed	AD 19th Century	TEXTILE WAREHOUSE, WAREHOUSE	SJ 8434 9786
MGM9848	42 & 44 Sackville Street	Building Listed	AD 19th Century	WAREHOUSE, OFFICE	SJ 8437 9779
MGM9849	Institute of Science & Technology (University of Manchester)	Building Listed	AD 19th Century to Modern	UNIVERSITY, SCIENTIFIC INSTITUTE, TECHNOLOGY INSTITUTE	SJ 8451 9772
MGM9881	Jacksons Warehouse (formerly Rochdale Canal Warehouse)	Building Listed	AD 19th Century	INDUSTRIAL SITE, WAREHOUSE, HOIST, CANAL WAREHOUSE	SJ 8479 9834

MGM47	Manchester to Castleshaw Roman Road	Monument	Roman	ROAD, ROAD	SJ 8654 9918
MGM7416	Ashton Canal	Monument	AD 18th Century to Modern	COMMUNICATIONS, CANAL	SJ 8947 9774

APPENDIX II: SITE PHOTOGRAPHY AND REGISTER

SEE FIGURE 14 FOR LOCATIONS

1	Northern edge of development site
2	Canal basin to north of site
3	Raised ground on northern limit of development
4	Northern edge of car park
5	Northern elevation of multi storey car park
6	Western edge of multi storey car park looking south
7	Western edge of site looking north from top of car park
8	Western edge of site looking west from top of car park
9	Western edge of site looking southwest from top of car park
10	Western edge of site looking southwest from top of car park
11	Western edge of site looking northwest from top of car park
12	Western edge of site looking north from top of car park
13	Central edge of site looking north from top of car park
14	Eastern edge of site looking north from top of car park
15	Eastern edge of site looking north from top of car park
16	Eastern edge of site looking north from top of car park
17	Eastern edge of site looking north from top of car park
18	Eastern edge of site looking north from top of car park
19	Eastern edge of site looking north from top of car park
20	Eastern edge of site looking south from top of car park
21	Eastern edge of site looking east from top of car park
22	Eastern edge of site looking east from top of car park
23	Eastern edge of site looking south from top of car park
24	Eastern edge of site looking south from top of car park
25	Western edge of site looking west from top of car park
26	Western edge of site looking south from top of car park



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5



PHOTO 6

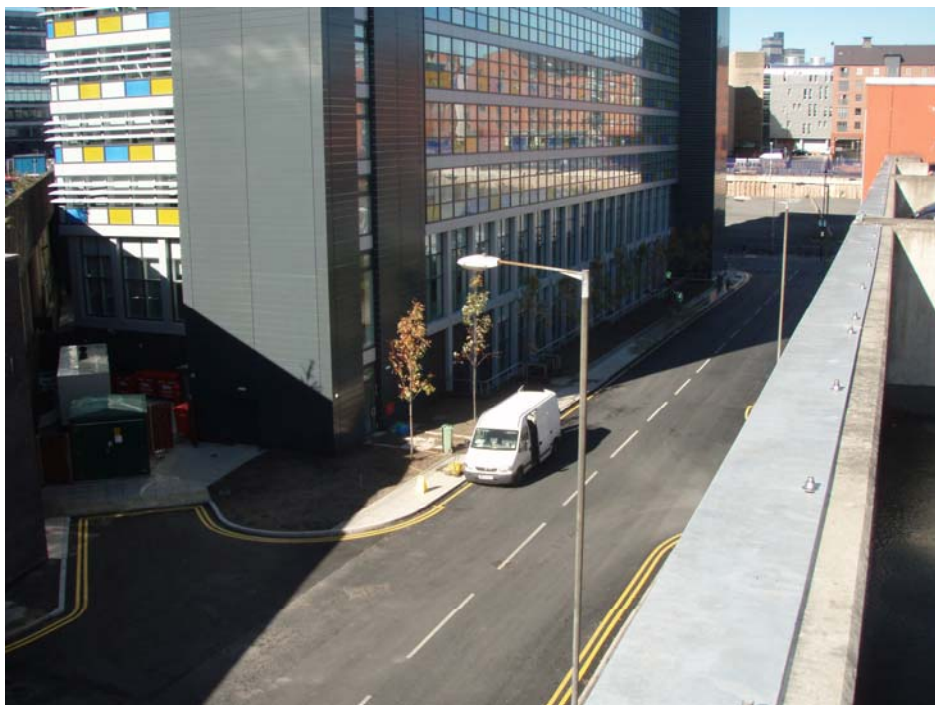


PHOTO 7



PHOTO 8



PHOTO 9



PHOTO 10



PHOTO 11



PHOTO 12



PHOTO 13



PHOTO 14



PHOTO 15



PHOTO 16



PHO PHOTO 16TO 17



PHOTO 18



PHOTO 19

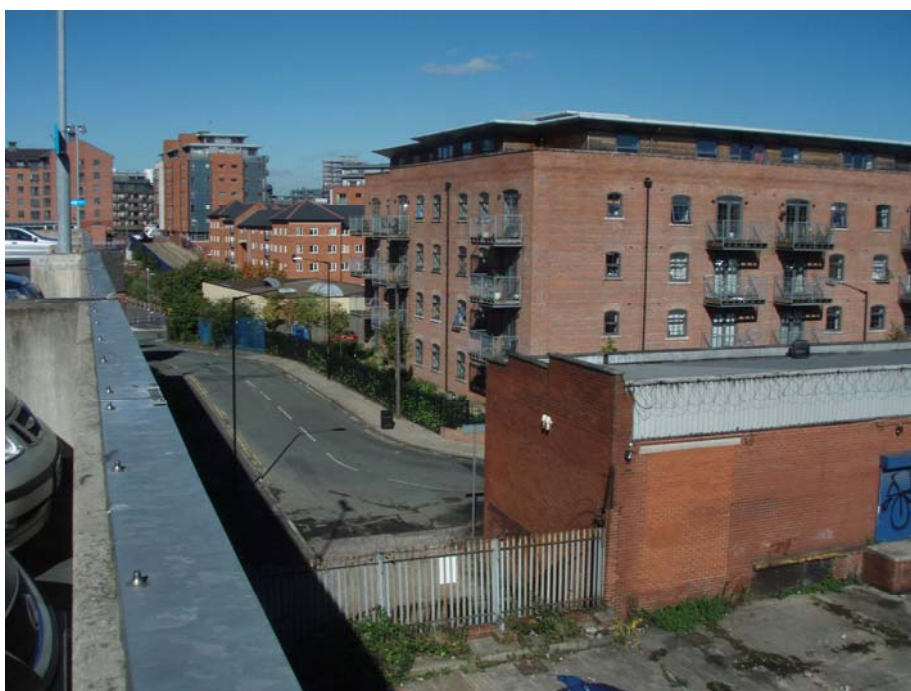


PHOTO 20



PHOTO 21



PHOTO 22



PHOTO 23



PHOTO 24



PHOTO 25

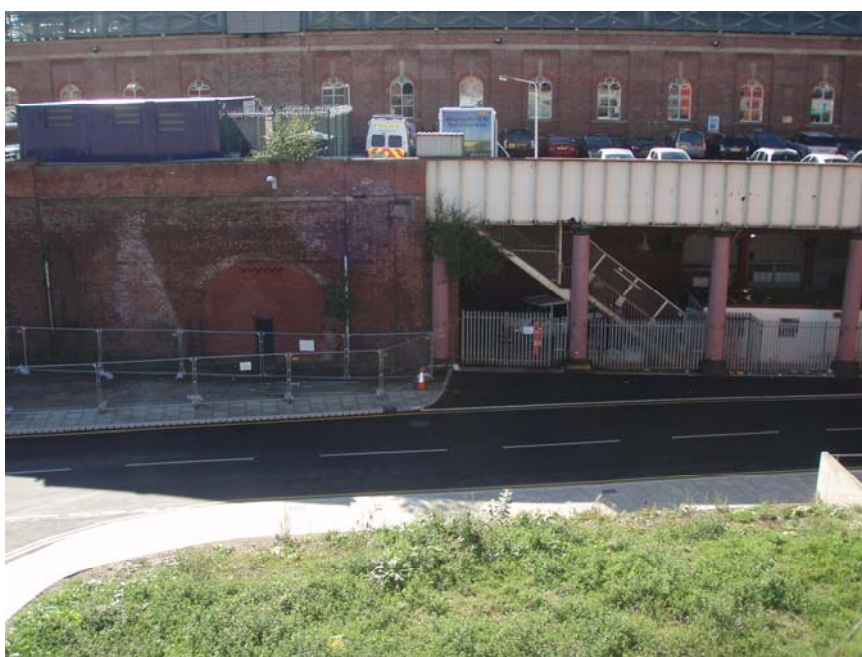


PHOTO 26

APPENDIX III: SPECIFICATION

Brief for an Archaeological Desk-Based Assessment

Site Name: Land between Boad Street, Sparkle Street, Store Street, near Piccadilly, Manchester

Issued by: A. Myers (Assistant County Archaeologist)

Issued to: Helen Milner (Network Rail)

Date: 3rd March 2010

1.0 Introduction

1.1 Proposals are being worked-up for the redevelopment of Manchester Piccadilly train station car park for an extension to the multi-storey facility that currently occupies the southern half of the site. Following discussions with GMAU Network Rail has been advised of the desirability of submitting any future planning application with a desk-based archaeological assessment.

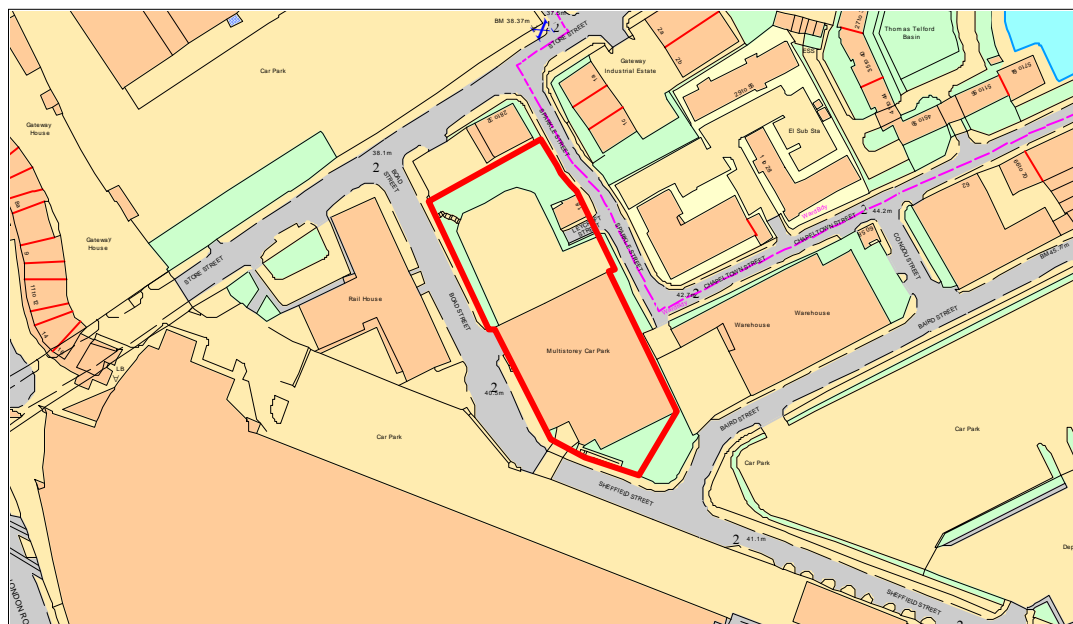


Fig. 1: The proposed development site location (red)

1.2 Using this brief the appointed archaeological consultant will prepare a written scheme of investigation (WSI) for a desk-based archaeological assessment (DBA). The WSI is to be submitted for agreement prior to the preparation of the DBA.

1.3 The objective of the DBA is to provide sufficient information on the known and potential archaeological interest and to assess the likely impact of the proposed development upon the archaeological interest. In the event of a planning application being submitted informed advice will then be given to the local planning authority about appropriate mitigation.

1.4 If having completed the DBA the archaeological consultant wishes to make a specific recommendation regarding the need or otherwise for a programme of field investigation then this should be clearly stated in the DBA's conclusions. The Assistant County Archaeologist may be consulted regarding such recommendations before submission of the final report.

2.0 Background

2.1 Historic mapping provides a general overview of the history of use of the site over the last 200 years. In the late eighteenth century the site for the multi-storey extension appears to have been a new area for development. Prior to this the land would have been agricultural fields. Green's map of 1794 suggests that the new street system had been laid-out and the process of building construction was underway. Experience elsewhere in Manchester suggests some of these may have been quite well built artisan dwellings. By the early nineteenth century however the process of 'infilling' behind the earlier housing with much smaller dwellings, many of which appear to have been back-to-backs, had produced a number of 'courts'. These were areas enclosed behind the older housing within which tiny houses had been built creating stifling and insanitary living conditions for the working population who lived there. Some of the houses in the area appear to have been cellared and may have served as lodgings houses with cellar dwellings. This is the kind of mixture of poor, densely packed dwellings about which Friedrich Engels wrote in his book "*The Condition of the Working Class in England in 1844*" - written at the end of his two year stay in Manchester.



Green's Map 1794



60" 1844-9

2.2 The remains of such dwellings and courts are of archaeological interest. The 20th century saw virtually all examples of such densely packed, poor housing demolished. Many of the worst cases of speculative back-to-back housing were eventually demolished, with this process beginning in the nineteenth century. Recent excavations have also shown that for a number of such housing areas, following the installation of proper sanitation and clean running water, the living standards began to improve sufficiently to attract small businesses and artisans. Many of the densely packed lodging houses became rented accommodation for families.

2.3 The site was cleared in the twentieth century and became a car park.

2.4 As far as the Assistant County Archaeologist is aware there has been no previous archaeological investigation of the proposed development site.

3.0 Method

3.1 The DBA will consider all available cartographic, photographic, historical documentary and index records that relate to the site.

3.2 Manchester Local Studies library should certainly be consulted for potential sources of information (i.e. directories, rate valuation books).

3.3 Where available, geotechnical data for the site should be consulted.

3.4 The analysis of the cartographic evidence should include a mapped chronological regression of the development of the site shown at sufficiently large a scale for detailed features to be recognisable.

3.5 The assessment should include the results of a detailed walkover survey. Particular attention should be given to recognising and mapping the location and extent of evidence for changes in ground levels and indications of deep disturbances that would carry implications for the survival of below-ground remains (i.e. access ramps, service runs etc).

3.6 A representative series of photographs should be included and the reference number, position and direction of all photographs should be clearly located on a plan or plans in the report.

3.7 Where information obtained through oral accounts or discussions is to be used to interpret the development of site, transcripts of such accounts or discussions should be included in the report.

3.8 All archaeological fieldwork should be carried out to acceptable archaeological standards. The contractor will be expected to abide by the Code of Practice of the Institute of Field Archaeologists.

4.0 Health and Safety

4.1 Archaeologists visiting the site will naturally operate with due regard to health and safety regulations.

4.2 Before any fieldwork commences a risk assessment should be completed by the appointed archaeological contractor.

5.0 Monitoring

5.1 The work should be undertaken by suitably qualified and experienced staff. Details of staff and their relevant experience should be supplied in the WSI to the Assistant County Archaeologist and agreed prior to the commencement of the project.

6.0 Report Preparation

6.1 Bound copies of the report should be provided for the interested parties including GMAU

6.2 A digital copy of the report including illustrations and photographs (PDF Format) should be submitted to GMAU on CD (with the project title, date and author noted on the CD) for inclusion in the HER.

6.3 The DBA report should include as a minimum

- Non-technical summary
 - Introductory statement
 - Aims and purpose of the assessment
 - Methodology
 - An objective account of available information
 - Formal assessment of importance
 - Assessment of impact of the proposals upon the historic built environment
- and the
- below-ground archaeological potential
 - Conclusion and recommendations
 - Supporting illustrations, photographs and plans at appropriate scales
 - Supporting data – tabulated or in appendices including site gazetteer
 - Index to archive and details of archive location
 - References and sources
 - A copy of this brief

6.4 The report illustrations should include a plan or plans indicating position, direction and reference of all photographs.

6.5 All illustrations need to be suitably referenced and captioned.

7.0 Publicity

7.1 The Greater Manchester Historic Environment Record supports the Online Access to Index of Archaeological Investigations (OASIS) project. The overall aim of the OASIS project is to provide an online index to the mass of archaeological grey literature that has been produced as a result of the advent of large-scale developer funded fieldwork. The archaeological contractor must therefore complete the online OASIS form at <http://ads.ahds.ac.uk/project/oasis/>. Contractors are advised to contact the Greater Manchester Historic Environment Record prior to completing the form. Once a report has become a public document by submission to or incorporation into the SMR, the Greater Manchester Historic Environment Record may place the information on a website. Please ensure that you and your client agree to this procedure in writing as part of the process of submitting the report to the case officer at Greater Manchester Historic Environment Record.