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Salford
MANCHESTER

Archaeological Evaluation Report

Boddingtons Brewery, Great Ducie
Street, Manchester

Client:

Latimer Developments Ltd

Technical Report:

Graham Mottershead

Report No:

SA/2022/22



Location: The site lies on the northeast side of Great Ducie Street, within the north half of the car park

NGR: Centred on NGR 383778 399257

Project: Boddingtons Brewery, Great Ducie Street, Manchester

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SUMMARY

Latimer Developments Ltd, part of the Clarion Housing Group, are progressing pre-commencement works for a residential development at the former Boddingtons Brewery site on Great Ducie Street, Manchester (centred on NGR 383778 399257). Construction works will necessitate considerable earth-moving works, with a potential to remove any buried archaeological remains that may exist within the development site.

At an early stage in the design proposal, an archaeological desk-based assessment that was carried out to support the planning applications for the development concluded that the site had high potential to contain below-ground remains of archaeological interest. The potential remains of archaeological interest included buried structural remains of workers' houses, the northwest end of a public house, elements of an early 19th-century printworks, together with aspects of the steam power plant and buildings associated with Strangeways Finishing Works, including the boiler house.

In the light of the conclusions drawn from the desk-based assessment, and following consultation with Greater Manchester Archaeological Advisory Service in their capacity as archaeological advisors to Manchester City Council, it was advised that a scheme of intrusive archaeological investigation would need to be carried out, in advance of construction work. It was recommended that this should comprise the excavation of eleven evaluation trenches across the site, which should aim to establish the presence or absence of any archaeological remains and, if present, characterise their significance.

Salford Archaeology was commissioned in January 2022 to undertake an archaeological evaluation at the site. Of the planned eleven trenches only six could be excavated due to ground conditions and services. The obstructions however will also have removed any remains of archaeological significance that may have originally been there. No remains were encountered within the evaluation and it was felt that the construction of the former Boddingtons Brewery had removed any earlier remains from the site.

In the light of the results obtained from the archaeological evaluation, it is considered unlikely that further intrusive investigation will yield any significant additional data. It is therefore not envisaged that any further archaeological investigations will be required in advance of, or during, the impending construction works.

1 INTRODUCTION

1.1 Planning Background

Latimer Developments Ltd, part of the Clarion Housing Group, are progressing pre-commencement works for a residential development at the former Boddingtons Brewery site on Great Ducie Street, Manchester (centred on NGR 383778 399257; Plate 1; Figure 1). Construction works will necessitate considerable earth-moving works, with a potential to remove any buried archaeological remains that may exist within the development site. In November 2021, Salford Archaeology was commissioned by Latimer to produce a Written Scheme of Investigation for an archaeological evaluation.

At an early stage in the design proposal, an archaeological desk-based assessment that was carried out to support the planning applications for the development concluded that the site had high potential to contain below-ground remains of archaeological interest. The potential remains of archaeological interest included buried structural remains of workers' houses, the northwest end of a public house, elements of an early 19th-century printworks, together with aspects of the steam power plant and buildings associated with Strangeways Finishing Works, including the boiler house (SA 2021).

In the light of the conclusions drawn by the desk-based assessment, the Greater Manchester Archaeological Advisory Service, who provide planning advice to Manchester City Council, recommended that an archaeological investigation should be carried out in advance of the construction work. It was further recommended that the investigation should comprise the excavation of eleven evaluation trial trenches. In the first instance, the investigation was intended to determine the presence, extent, depth, state of preservation and significance of the archaeological resource to enable informed recommendations to be made for the future treatment of any surviving remains, in line with the National Planning Policy Framework (NPPF).

In November 2021, Salford Archaeology, within the Centre for Applied Archaeology at the University of Salford, was commissioned to carry out the recommended scheme of archaeological investigation, in accordance with a Written Scheme of Investigation (WSI), produced by Salford Archaeology in November 2021 (SA 2021). Graham Mottershead managed the evaluation and also carried out the fieldwork.



Plate 1: Site boundary superimposed onto recent aerial imagery (Google Earth)

2. PLANNING POLICY

2.1 National Planning Policy

The revised National Planning Policy Framework sets out the Government's planning policies and outlines the presumption in favour of sustainable development, which is defined by three principles: economic, social and environmental (Ministry of Housing, Communities and Local Government, revised July 2021). Of the core planning principles underpinning decision making, conserving heritage assets 'in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations' is one. Section 16 specifically deals with this historic environment (paragraphs 189-208). In accordance with Paragraph 190, local planning authorities should consider in their strategy for conservation and the enjoyment of the historic environment:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 194 states that local planning authorities when determining applications, should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. 'The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.'

Paragraph 195 states that the local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account

when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 205 states that the local planning authorities should 'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.'

2.2 Local Planning Policy

The NPPF outlines the need for local planning policies to create plans and frameworks to implement the NPPF at a local level. Manchester adopted a Core Strategy in 2012, which is scheduled until 2027. The heritage strategy is outlined in Objective 6: Environment and summarises the approach the local authority will take in determining planning applications which may affect the historic environment.

Policy EN3 states:

'Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.'

Manchester City Council is advised on archaeological matters by the development control archaeologist at Greater Manchester Archaeological Advisory Service (GMAAS).

3. AIMS AND OBJECTIVES

3.1 Project Aim

The main aims of the investigation, given the commercial nature of the project, will be to establish the presence or absence of buried archaeological remains on the site and, if present, characterise the level of preservation and significance, and provide a good understanding of their potential.

The location of the investigation area has been determined in consultation with GMAAS, in their role as advisors to the Local Planning Authority. Following consultation with the GMAAS it has been recommended that the site will be subject to evaluation through trial trenching. The evaluation will comprise eleven trial trenches targeted upon the known footprint of buildings as they appear on 19th-century maps of the site (Figures 2 and 3). This approach to devising proposals to mitigate the impact of development on the archaeological resource of the development area is in accordance with national guidelines set out in the National Planning Policy Framework: Section 16.

3.2 Objectives

The principal objectives of the archaeological investigation are:

- to record, as far as is reasonably possible, the location, extent, condition, significance and quality of any surviving archaeological remains observed;
- to provide sufficient information to enable an informed decision to be made about the need for any additional archaeological mitigation; and
- to make available the results of the work.

4. LOCATION AND SETTING

- 4.1** The site (centred on NGR 383754 399263) is situated on Great Ducie Street, in the Strangeways area of Manchester, Cheetham Hill. It lies to the north of Manchester City Centre (Figures 1 and 2), and currently comprises a hard-standing car park (Plate 1). The site is bounded by Great Ducie Street to the west, a Travel Lodge off Francis Street to the north, and former car parks to the east and south that are currently undergoing redevelopment. The site lies at a height of approximately 28.9m above Ordnance Datum (aOD).
- 4.2** 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).
- 4.3** The solid geology of the area comprises the Chester Sandstone Formation, which is overlain by glacial deposits. These superficial deposits consist of sand and gravel and till (predominantly clay) formed up to 2 million years ago during the Quaternary Period (British Geology Society; bgs.ac.uk).

5. ARCHAEOLOGICAL & HISTORICAL BACKGROUND

5.1 The following information derives from a Desk Based Assessment of the site produced by Salford Archaeology (2021).

5.2 Prehistory

The current understanding of human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the centre of the city, such as Castlefield and Ardwick, may have been conducive for late prehistoric settlement on account of the natural topography and the abundance of natural water sources (i.e. rivers) (Gregory 2007). The site is located close to the River Irwell and River Irk, which makes the area favourable for early activity (Arrowsmith 2010).

Physical indications of human activity are provided by a small number of residual finds. These include the site of a cave that was recorded at Old Millgate in the late 19th century during excavations by the Lancashire and Yorkshire Railway Company (Miller 2015, 12). The cave was exposed in the sandstone bank of the River Irk when houses that had lined the southern side of the river were demolished. This site is identified as prehistoric, but may be a natural feature of the bedrock that outcrops at this location. The second prehistoric site comprises a findspot of a Bronze Age stone implement that was discovered on the southern bank of the River Irk during excavations by the railway company on Long Millgate in July 1899 (ibid).

The nearest known prehistoric finds were discovered during the 19th century at Cathedral Yard. These comprise a flint flake discovered in the Cathedral churchyard in 1899, whilst a polished stone axe discovered at a depth of 20ft from the base of a ditch was excavated at the junction of Corporation Street and Todd Street in 1870. A Bronze Age dagger and axe fragment were also found during excavations at the northeast corner of Hanging Bridge in 1870.

5.3 Roman

The first Roman 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 (Gregory 2007). The site of this encampment is marked today by Camp Street in Castlefield, situated approximately 1.6km to the southwest of the study area. During the 2nd 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, and York to the northeast, Wigan to the northwest, Chester to the south, and Buxton to the southeast.

The study area lies beyond the extramural settlement, however, the Roman road (HER 14.1.0) from Manchester to Ribchester (HER 14.1.0) is situated directly to the west of the study area, continuing to the west of Strangeways, following the course of Bury New Road. The projected course of a second Roman road (HER 13903.1.0) passes broadly along an east/west trajectory c 200m to the south of the site.

The crossing of the River Irk is assumed to have been bridged at its narrowest point near the confluence with the Irwell (HER 272.1.0). Areas of cobbling have been discovered during excavations at Mark Lane/Huntsman Court in the 19th century and Fennel Street in 1974, both assumed to be associated with the Roman road. Recent reinterpretation suggests that the cobbles seen at Fennel Street may have been of a later date (Arrowsmith 2011). Other recorded sites comprise isolated finds, which include a surface containing fragments of Roman pottery at the site of the Corn and Provision Exchange and fragments of Roman pottery recovered in a 19th-century context during an excavation at the Bulls Head Inn to the west of the Irwell. In the late 19th century, a hoard of coins was recovered from the bed of the River Irk between the Scotland and Ducie bridges when the Lancashire and Yorkshire railway company diverted the river northwards. In 1904, a Roman quern stone and a single coin was found at St Michaels Square to the south-east.

5.4 Medieval

There is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest of 1066. The area around Manchester came under the control of several kingdoms during this period. In AD 620, Edwin occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer and Brownbill 1908). It is believed that from the Saxon times, a small community existed on both banks of the River Irwell close to the point where it is joined by the River Irk. A wooden bridge on the site of the present Victoria Bridge (constructed in 1839) linked the two halves of the village (HER 14.1.0).

In AD 919, the Anglo-Saxon king, Edward the Elder, established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested

that the burh lay within the area around the cathedral, which had become a focus for settlement by the late 11th century. The site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons. The site lies to the northwest of the River Irk, beyond the early settlement.

Following the Norman Conquest, William I assigned most of the land between the Ribble and Mersey rivers to Roger of Poitou, who retained the manor of Salford demesne (Tupling 1962, 116), but divided his other newly acquired land into several fiefdoms (Kidd 1996, 13). The largest of these was the landholding centred on Manchester, created by the grant of extensive lands in the hundreds of Salford, Leyland and West Derby to Albert Grelley (Tupling 1962, 116).

By the 13th century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk and the medieval town grew up around it (Hartwell et al 2004, 256). It was from this hall that they governed both the manor and the extensive barony. In 1222 Manchester was granted an annual fair, and in 1301 Thomas Grelley was granted the Great Charter of Manchester by Edward I, and thus it became a free borough (ibid).

The manorial watermill, originally known as Upper Mill, occupied a site on the River Irk to the north of the medieval settlement (HER 9863.1.0). The Manorial Survey of 1340 also recorded a fulling mill (HER 9864.1.0) at the site. By 1434, an oven had been built to the east of the mills. A new mill was erected in 1510 (HER 9862.1.0) and the mill buildings were granted to Chetham's in 1515. These buildings were presumably, demolished ahead of the construction of Victoria Station in 1844. The mill buildings were located approximately 380m to the southeast of the site.

Hanging Ditch, formed the original boundary of the medieval settlement comprising the outermost of a series of defensive earthworks, which was excavated by the University of Manchester Archaeological Unit (UMAU) at the Wellington Inn/Sinclair's Oyster Bar site in 1997 (HER 16050.1.0). This demonstrated that the feature had originated as a natural post-glacial channel, but had been modified in the 13th century, most likely as part of the defence of the Norman settlement, containing the castle, church, and a small number of dwellings. The later fills from episodes of in-filling contained artefacts dated to the mid-14th to 15th centuries. Two inner ditches may also have been associated with the castle. The middle ditch was observed in the 1760s during excavations for a new burial ground. This was undated but appeared to have defined the existing boundary of Chetham's School. The innermost was observed during excavations in c 1900 and

by GMAU in 1983, creating a small enclosure at the tip of the spur at the confluence of the two rivers.

A survey of the medieval layout of the city was undertaken in the 1980s by GMAU (Morris 1983). The survey demonstrated that in addition to the manorial and ecclesiastical heart of the town, streets radiated out from the centre. These included Deansgate, Hunt's Bank running north along the modern line of Victoria Street with a bridge crossing of the Irk recorded in 1473, and Long Millgate running north-east along the southern bank of the Irk, first documented in c 1300. This led to the designation of a zone defined as the Area of Medieval Manchester (HER16050.1.0).

The site lies to the north of the medieval core, but the area of Great Ducie Street may have consisted of ribbon development during this period. Furthermore, the site lies in the Strangeways area of Manchester, which was first recorded in 1322 as Strangwas, deriving from the Anglo-Saxon Strang and gewæsc meaning 'a place by a stream with a strong current'.

5.5 Post-medieval

Manchester had become an important centre for the manufacture and trade of woollens and linen during the medieval period (Stuart 2003). The earliest available map of Manchester dating to c 1650 captures the development of the town in the post-medieval period (Plate 2). Contemporary sources indicate that the original village had grown into the 'fairest, best builded, quickest and most populous town of Lancastershire' accommodating some 4-5,000 persons extending westward towards Deansgate and eastward to the present Cheetham Hill Road (HER 16050.1.0).

The map shows that the area surrounding Manchester Cathedral in the medieval core of the town is significantly developed. Several streets expanding away from the centre of the town have begun to be developed. It is unclear whether the site is captured on the map, though it almost certainly comprised agricultural fields. Dispersed farmsteads appear to have been captured on the plan, in amongst the fields to the north of the medieval core. Several post-medieval field boundaries had formerly occupied the fringes of the town (HER 16818.1.0). The site may have lay within the Strangeways estate in the township of Cheetham.



Plate 2: Plan of Manchester dating to c 1650, showing the approximate location of the site

The principal estate in Cheetham, apart from the Manor, was Strangeways. Strangeways is mentioned in a description of The Bounds of Manchester in 1322 (HER 275.1.0). It was long held by the Strangeways family, but was sold in the mid-17th century to the Hartleys, who retained possession for several generations. In 1711, the estate was bequeathed by Catherine Richards, widow, to Thomas Reynolds, to the Earl of Ducie, who was the owner in 1850 (Farrer and Brownbill 1911, 259-62). The hall itself was built before 1590, though its precise date is unknown. The hall was demolished around 1860 and replaced by the Assize Court (HER 11769.1.0). The site of Strangeways Hall lies 200m to the northwest of the site.

The hall was set within Strangeways Park (HER 275.3.0). The site may have lay within the south-west part of the park until the late 18th century. By the 19th century, the park was bounded by brick works to the north and development off Great Ducie Street the west, Bridge Street to the south and York Street to the east.

5.6 Industrial

Significant quantities of cotton began to be imported into south Lancashire from the early 17th century, firstly in linen/cotton fustians. By around 1750 pure cotton fabrics were being produced and cotton had overtaken wool in importance. Textiles were generally manufactured in domestic-based workshops or weavers' cottages, which was a time-consuming process.

The second half of the 18th century was characterised by an accelerated pace of development, which is captured on the first detailed plans of the area, produced on four successive maps by Casson and Berry between 1741 and 1751 (Plate 3). The plans produced by Casson and Berry capture the expansion of Manchester and its suburbs. The growth of Manchester was accelerated by the development of waterborne transport. The Mersey and Irwell were made navigable by 1736, opening a route from Manchester to the sea docks on the Mersey. The Bridgewater Canal, Britain's first wholly artificial waterway, was opened in 1761, bringing coal from mines at Worsley to central Manchester. The canal was extended to the Mersey at Runcorn by 1776. The combination of competition and improved efficiency halved the cost of coal and halved the transport cost of raw cotton. Manchester became the dominant marketplace for textiles produced in the surrounding towns.

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. The River Irk was also utilised for early industry, and several water-powered mills and dye works are shown along its course on late 18th-century mapping. The land to the south of the river had also been densely developed, supporting a mixture of shops, inns, dwellings, and industrial premises.

5.7 Development of the Site

The development of the site may be traced reasonably well from the sequence of available historic mapping. The earliest reliable published map is Casson and Berry's map of 1746 (Plate 3). The map shows that the area on the north banks of the River Irk had been laid out into garden or allotment plots that were partly bordered by three rows of buildings. An unnamed lane had been established on the north side of Hunts Bank Bridge, which likely marks the current course of Great Ducie Street. The eastern frontage of the newly laid lane had begun to be developed to the south of the site. The surrounding land remained rural, and several field boundaries were marked on the map. The site most likely lay beyond the surveyed area, to the north-east of the unnamed lane.



Plate 3: Extract from Casson and Berry's map of 1746 showing the approximate location of the site

Several cartographers produced maps of Manchester in the late 18th century, including Tinker in 1772, Charles Laurent in 1793 and William Green in 1787-94 (Plate 4). These maps captured the intensive development of Manchester away from its medieval core. Green's map of 1787-94 (Plate 4) depicts several industrial premises within the study area, which were associated with the textile finishing industries. These included a dye house (HER 9861.1.0) and printing works (HER 9860.1.0) that were situated to the north-west of the site. The dye house consisted of two buildings that fronted the main road, named Strangeways, together with several outbuildings and a reservoir that had an outlet to the River Irwell. The printing works was situated to the north of the dye house and is annotated on the map as 'Mr Lomas's Printing Works.' The printing works consisted of three large rectangular buildings aligned north/south with a large rectangular reservoir on the north side and some smaller buildings fronting the River Irwell.

Another print works had been established immediately to the east of the site boundary. The printworks comprised four buildings annotated on the map as 'Mr Smith's Printing Works.' The printworks were set up next to a large body of water named 'Canal' that was situated within Strangeways Park. The reservoir was likely fed by the River Irk,

providing the printworks with a plentiful supply of water. The printworks was likely associated with later, and larger site of Strangeways Calico Print Works (HER 9736.1.0).

Scholes' trade directory of 1797 records all three industrial complexes along Strangeways. George Lomas was recorded as a fustian and calico printer (Scholes 1797, 79), whilst John Smith was recorded as a calico printer (Scholes 1797, 117). The dye house may have been run by either Joseph Barley who was recorded as a silk dyer (Scholes 1797, 10), or George Wood, a dyer and printer (Scholes 1797, 140).

Calico is a plain-woven textile made from cotton. In the first half of the 18th century, calico printing was undertaken by hand using the technique known as wooden block printing. By the 1750s, engraved copper plates had replaced the wooden blocks. The copper plates could create more detail than the wood block, but still had to be operated by hand (<https://www.nms.ac.uk>). In 1783, Scottish inventor, Thomas Bell patented a process that used engraved cylindrical printing plates. This process enabled entire lengths of cloth to be printed much faster and could use up to six colours to print repetitive patterns on cotton. The first machine that used this technique was set up in 1785 in Walton-le-Dale, Lancashire (Turnbill, 1951). It is not known whether the late 18th-century printworks within the study area had made use of the invention.

A curved lane aligned north-east/south-west traversed through roughly the centre of the site. It cut across an avenue of trees and terminated in Strangeways Park. The Strangeways estate was held by Lord Ducie, who owned several fields within and surrounding the site. Fields occupied land to the north and south of the lane within the site. A faint path passed through the field in the southern part of the site, which provided access to Mr Smith's print works. The path ran from the rear of a building that fronted Strangeways. This building may have projected slightly into the south-west corner of the site.

Charles Laurent's plan of 1794 (Plate 5;) shows a similar layout to Green's plan of 1787-94 (Plate 4), although Laurent's plan captured some additional details. The western side of the field, on the northern side of the lane, had been divided into smaller rectangular plots by three field boundaries.

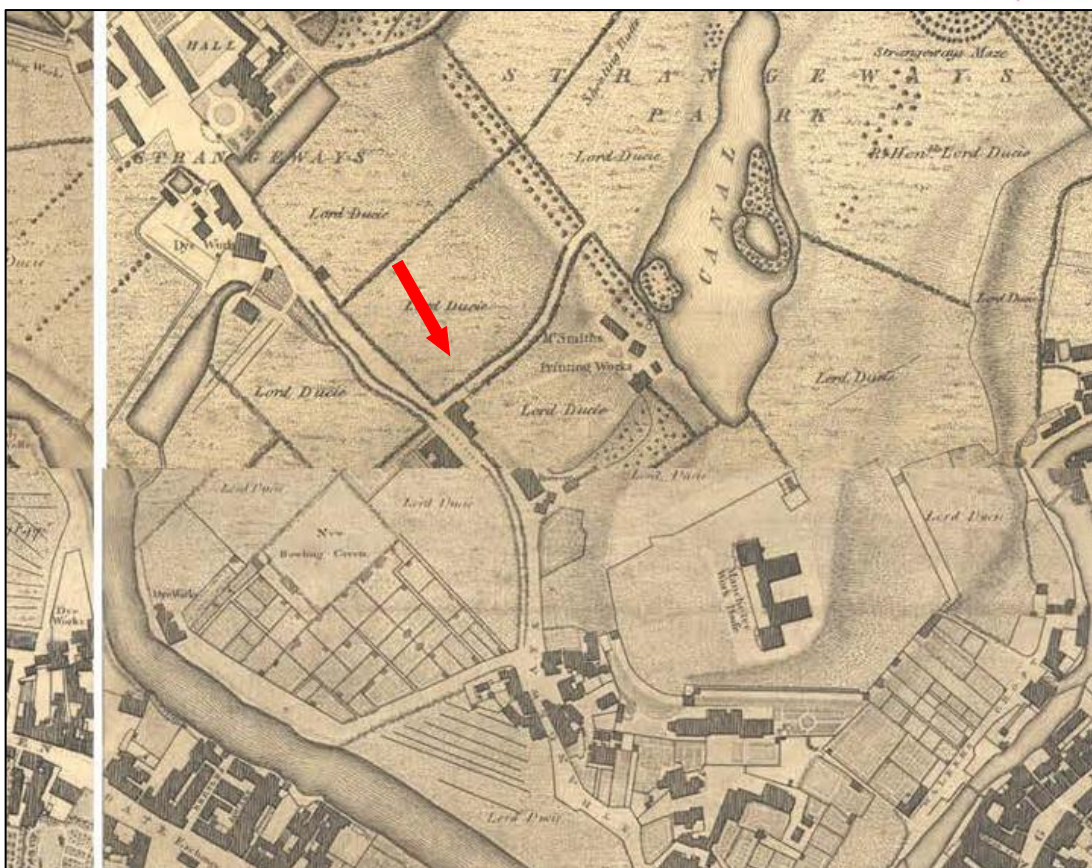


Plate 4: Extract from Green's Map of Manchester & Salford 1787-94

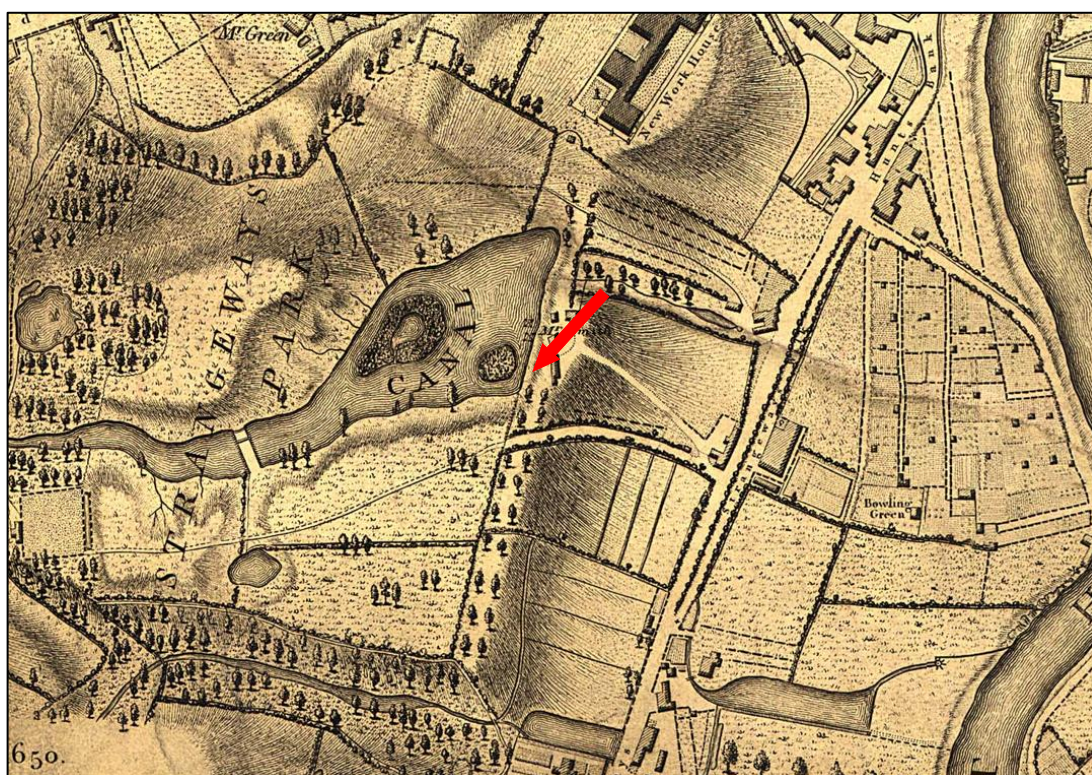


Plate 5: Extract from Laurent's Map of Manchester & the Environs 1793

Swire's map of 1824 is the next available map that captures the site (Plate 6). The plan shows that a new street layout occupied land within the site, comprising Great Ducie Street to the west, Briddon Street and Brewery Street running northwest/southeast through the centre of the site and, Nightingale Street projecting into the west half of the site. Several different types of buildings occupied the site, including domestic, commercial, and industrial. Terraced houses most likely lined the main thoroughfare along Great Ducie Street, whilst two small buildings occupied the north side of Nightingale Street. A quadrangle of buildings surrounding a yard occupied the north-eastern part of the site off Briddon Street. These buildings were likely associated with the expansion of the printworks and presumably contained factory buildings to carry out the printing process, plant rooms, offices, and warehouses. A building set back from the west side of Brewery Street, aligned northwest/southeast may represent a commercial building such as a public house.

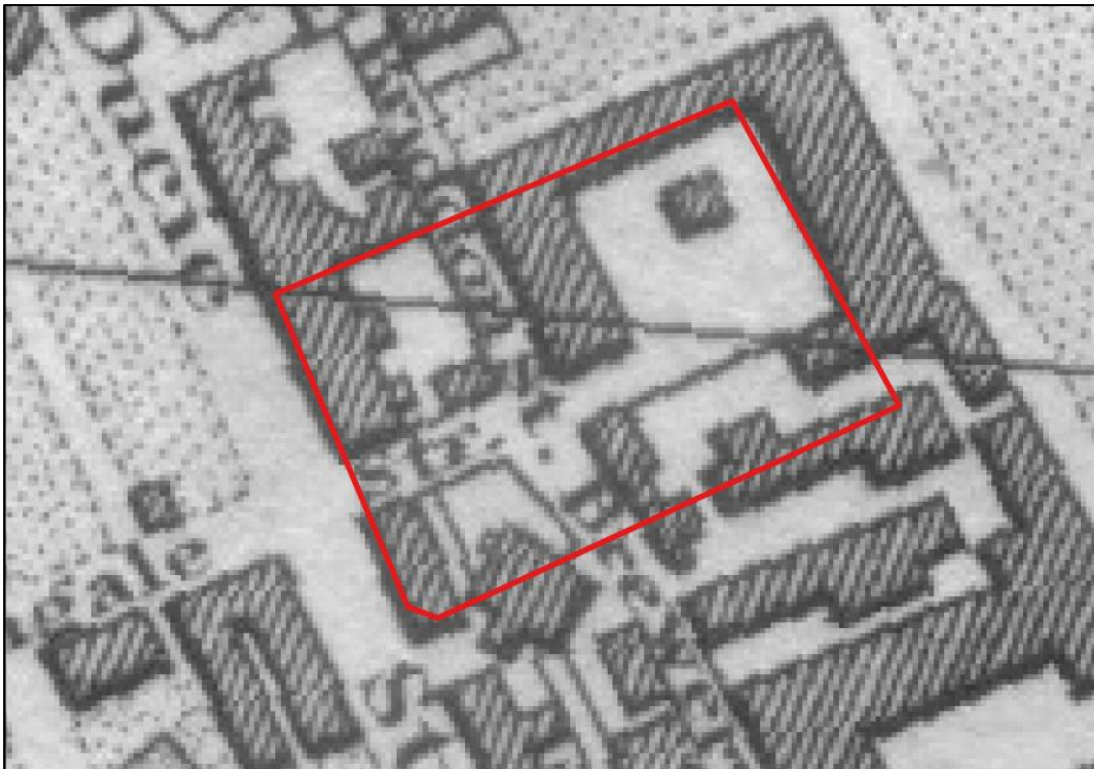


Plate 6: Extract from Swire's map of 1824, showing the site boundary

Pigot and Deans' trade directory of Manchester and Salford, 1821, provides an insight into the types of occupants in the area. A John Smith lived at Brewery Street, though no occupation is listed. It is not known whether this was the same John Smith that operated the printworks in the late 18th century. Samuel Howarth, an engraver to the calico printers, lived on the same street. The residents of Nightingale Street included

shopkeepers, bookmakers, ironmongers, a coach guard, and a letterpress printer. A gentleman lived on Great Ducie Street, indicating that the street may have attracted middle-class residents. In addition, William Gibson, an accountant, auctioneer, canal broker, agent to the Eagle fire office and the Manchester and Salford bank for savings, also lived on the street. Other residents included a bank clerk, grocers, a cotton manufacturer, a comptroller, an umbrella and stick manufacturers, and a plumber and glazer.

Bancks & Co.'s map of 1831 (Plate 7) resembles the building plans shown on Swire's map of 1824, though it captures the individual buildings in more detail. Bancks' map shows that large, terraced properties with gardens to the rear occupied Great Ducie Street. Outdoor privies had been added to the rear of the two dwellings on Nightingale Street. The industrial complex in the eastern half of the site is annotated as 'Print Works', and a new, large rectangular building had been erected in the central courtyard. The printworks was bounded to the north-west by Charlotte Street and Braddon Street to the southwest. Braddon Street was temporarily named Braddon Street until 1850 (Plate 8).



Plate 7: Extract from Bancks and Co's map of 1831, showing the site boundary

The printworks was shown on the tithe award for Cheetham as 'site No.534, Print Works occupied by John Redfern and owned by the Earl of Ducie' (HER 9736.1.0). The tithe award also recorded the buildings to the south-east of the site as a brewery, site No.536.

Pigot and Dean's trade directory of 1841 records a wide array of occupations including letterpress printers, a hairdresser, a ropemaker, a dyer, a beer retailer, brewers, an engraver and printer, a clerk, a shoemaker, and a carter living on Brewery Street. Hole & Harrison, ale & porter brewers, and maltsters, were recorded as the occupants of Strangeways Brewery, on Brewery Street (Pigot and Dean 1841, 130).

The Ordnance Survey map of 1850 (Plate 8) shows the same arrangement of buildings as Bancks and Co's map of 1831, although it provides more detail of the individual buildings and their layout. The properties along Great Ducie Street occupied the same footprints. The northwest property occupied a slightly larger footprint than the other terraces within the site and it had a substantial, ornate garden plot. Window lights were situated on the street frontage indicating that the properties contained cellars.

As noted above, the dwellings on Nightingale Street and two buildings at the junction of Great Ducie Street and Nightingale Street had smaller footprints. Windows lights were also depicted along the frontage of these buildings suggesting that they had also contained cellars. In total, three irregular-shaped houses had been built on the southern side of Nightingale Street that were not shown on Bancks' map.

The public house in the southwest tip of the site was named the Whistlers' Arms. An external staircase along Back Brewery Street (formerly Brewery Street) indicates that the pub contained a cellar. Slater's trade directory of 1850 recorded Sarah Wright as the publican of the Whistlers' Arms at number 79 Great Ducie Street. The trade directory indicates that numbers 71-79 Great Ducie Street lay within the site boundary and that the residents worked as merchants and manufacturers. The residents of the smaller houses, adjacent to the public house, were employed as a dressmaker and a greengrocer.

Slater's trade directory of 1863 recorded that Sarah Wright continued to be the publican of the Whistlers' Arms, however, the street numbers had changed, and the pub was listed as number 54 Great Ducie Street. This may indicate that numbers 56-60 were situated in the south-west corner of the site, to the north of the public house. These properties were occupied by a milliner and a pawnbroker. The trade directory also implies that the large properties on Great Ducie Street occupied Belgrave Terrace

(numbers 62-70). An artificial florist, an agent, painter, and confectioner occupied Belgrave Terrace.

The printworks was labelled 'Strangeways Calico Print Works' on the Ordnance Survey map. The central building within the yard had been expanded to adjoin the building to the southeast. Tanks, weighting machines, boilers, boiler houses, and a chimney are all visible on the map. A boiler house and chimney seem to have been situated on the north-east side of the building within the yard. Tanks were located to the south-east of the boilers and chimney. A second boiler house lay beyond the site boundary.

Strangeways Hall still stood to the northwest of the site on Great Ducie Street and the Strangeways Park was situated to the east and north-east of the site. Development on the outskirts of the park had taken place and comprised mostly of housing. The northern part of the park was being used as a brickfield and manufactory. The hall was demolished shortly after the publication of the map, in 1860 (HER 275.1.0).

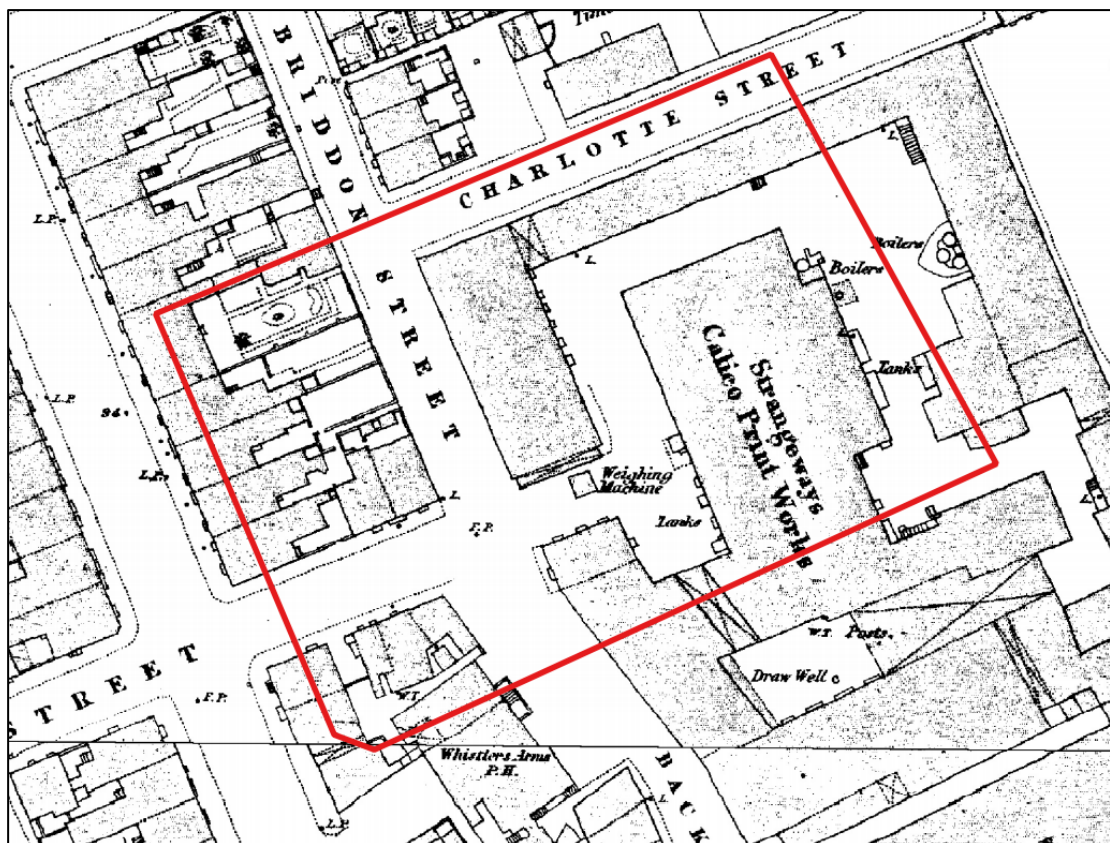


Plate 8: Extract from the Ordnance Survey map of 1850, showing the site boundary

The Ordnance Survey map of 1891 (Plate 9) shows that the site and surrounding area had undergone several changes during the second half of the 19th century. Strangeways Hall had been cleared and redeveloped into the Assize Courts, designed

by Alfred Waterhouse and was built in 1867 (HER 11769.1.0). A large prison complex was located to the east of the courts (HER 8619.1.0; 8619.2.0). Strangeways Park had been entirely developed into a mixture of residential, industrial, and commercial buildings. Brickworks and several old clay pits occupied land in the north of the former park.

By 1891, terraced houses immediately to the north-west of the site had been cleared, leaving an empty plot of land at the junction of Frances Street and Great Ducie Street. The house in the north-west limit of the site had been reconfigured and had presumably changed function. The rest of the houses along Great Ducie Street and on the northern side of Nightingale Street remained unchanged. The smaller properties on the southern side of Nightingale Street had been slightly reconfigured.

The former Whistlers' Arms public house had been expanded to front Great Ducie Street and was annotated as 'Assize Courts Hotel' on the 1891 OS map. Slater's trade directory of 1895 recorded the Assize Hotel at the same address as the former public house and was occupied by Joseph Robert Sanders (number 54 Great Ducie Street). Between the hotel and Nightingale Street were numbers 56-60. These were occupied by a pawnbroker, an ivory turner, and a plumber. Numbers 62-66 were occupied by a shopkeeper, a draper, and a furniture broker. Number 68-80 was recorded as a 'boys' refuge, emigration training home, brigade boys' home, working lads' institute and home, and boys' refuge depot'.

The former site of Strangeways Calico Print Works had been drastically reconfigured by 1891. Elements of the southeast part of the building had been retained and expanded to the northwest, including a rectangular shaped building with a semi-circular bay window. These buildings formed part of Strangeways Finishing Works (cotton). A chimney and part of the potential steam power plant may have lay within the southeast part of the site.

In the northeast site boundary, a covered access way, square building and the south-east end of a rectangular structure and annex were likely associated with Albion Works (box) and is shown on the Ordnance Survey map of 1891.

Adjacent to Albion Works was a new arrangement of industrial buildings, shown on the Ordnance Survey map of 1891 (Plate 10). The site consisted of several small square and rectangular buildings, two tanks, a large elongated rectangular range to the southeast, a smaller rectangular building to the southwest (fronting Briddon Street, with window lights), further buildings along the Catherine Street frontage and a large

rectangular building at the junction of Briddon Street and Catherine Street. Access was granted to the industrial site by two entrances, located on Catherine Street and Briddon Street. No chimneys were marked on the mapping. Slater's trade directory of 1895 listed William Oxley, a boiler composition manufacturer on Briddon Street/Catherine Street. The directory also listed 'Mill ward S. & Co. paper stock & paper merchants' on Briddon/Catherine Street. Goad's Fire Insurance Plan indicates that the latter refers to the occupants of Albion Works.



Plate 10: Extract from the Ordnance Survey map of 1891, showing the site boundary

Goad's Fire Insurance Plan (1901) reveals key details about the buildings within the site (Plate 11). It also corroborates the information provided by Slater's trade directory, listing the same occupations for the residents of Great Ducie Street, together with the same street numbers. It also reveals that the property in the northwest boundary of the site was functioning as the 'Emigration Training Home' and was part of the Boys Refuge complex that also occupied Catherine Street and Frances Street. In addition, a rectangular building off Briddon Street was labelled as the Hebrew Christian Mission Hall. This may indicate that the refuge partly served an influx of Jews that had fled persecution in Russia and Eastern Europe during the late 1800s.

Goad's plan also reveals that stables were situated to the rear of the Assize Courts Hotel and that a building that was formerly associated with the Whistlers' Arms was functioning as 'L. Lyons & Sons artificial flower factory'.

Goad's plan shows that the small square and rectangular buildings within the industrial complex at Briddon Street/Catherine Street were mainly stables, though some were sheds. The building at the junction of Briddon Street and Catherine Street was 'J Boyd & Sons, Yarn Warehouse'. The rectangular building off Briddon Street was offices, with the elongated rectangular building to the rear, functioning as 'J. W Lowther & Co, Oil Store'. The plan also indicates that William Oxley, listed in Slater's trade directory of 1895, had occupied a small east/west rectangular building fronting Catherine Street.

Goad's plan shows that buildings labelled on the Ordnance Survey map of 1891 (Plate 10) as Strangeways Finishing Works were owned by 'J & H Charlton'. Buildings that projected into the southeast site boundary included a shipping warehouse occupied by Ralli Bros' that ran parallel to Briddon Street. The building with the bay window also functioned as a warehouse. In total, two stables also fell within the site boundary. Stiffening rooms, which contained stiffening machinery and a boiler house with stokehole fell partly within the southeast site boundary.

The plan also reveals the street numbers for Nightingale Street, indicating that numbers 29-30 occupied the northern side of the street, whilst numbers 36-40 were on the southern side of the street. The census returns for 1891, recorded that a general labourer, Samuel Taylor lived at number 29 with his wife and seven children, who were all born in Salford or Manchester. Next door was occupied by John Addlestone, a waterproof garment maker, who lived with his wife, two children and seven lodgers. John and his wife were born in Russia, whilst his son was born in Scotland and his daughter was born in Manchester. In total, four of the lodgers were born in Russia, whilst the remaining three were born in London. The lodgers were employed as waterproofers, a gilder, a cap maker and a tailor.

Number 36 was occupied by Eleanor Steward, who lived with her niece and a boarder, George Wright. Eleanor worked as a restaurant keeper, her niece worked as a shop assistant and George worked as a cook. Eleanor and her niece were born in Cumberland, whilst George was born in Worcestershire. Next door was occupied by Francis Smith, who lived alone and had been born in Cheshire. Number 40 was occupied by Eliza Edwards, a provision dealer, who lived with her four children. Eliza was born in Macclesfield, whilst her children were born in Manchester and Salford. Her children worked as a milliner, a van driver, and an office cleaner.

The buildings within the site remained mostly unchanged during the first half of the 20th century. The Ordnance Survey maps of 1908 (Plate 12) shows the same configuration of buildings along Nightingale Street and Catherine Street. The north-westmost terrace house on Great Ducie Street had been incorporated into the Central Refuge for Boys. The former Assize Courts Hotel was listed as a public house, as was the eastmost building along Nightingale Street. A similar arrangement of industrial buildings occupied Briddon Street, though an additional building had been added on the south-east side of the building marked on Goad's plan as 'J.W. Lowther & Co, Oil Store'. Another small building had been added to the north of a building labelled 'Ralli Bros', Shipping Warehouse'. The site remained unchanged on the Ordnance Survey map of 1922.

*Salford Archaeology: Boddingtons Brewery, Great Ducie Street, Manchester:
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of the size of some types of workers' housing. It is unclear whether the houses captured in the photograph were situated within the site, though two properties on the south side of Nightingale Street were of a similar size.

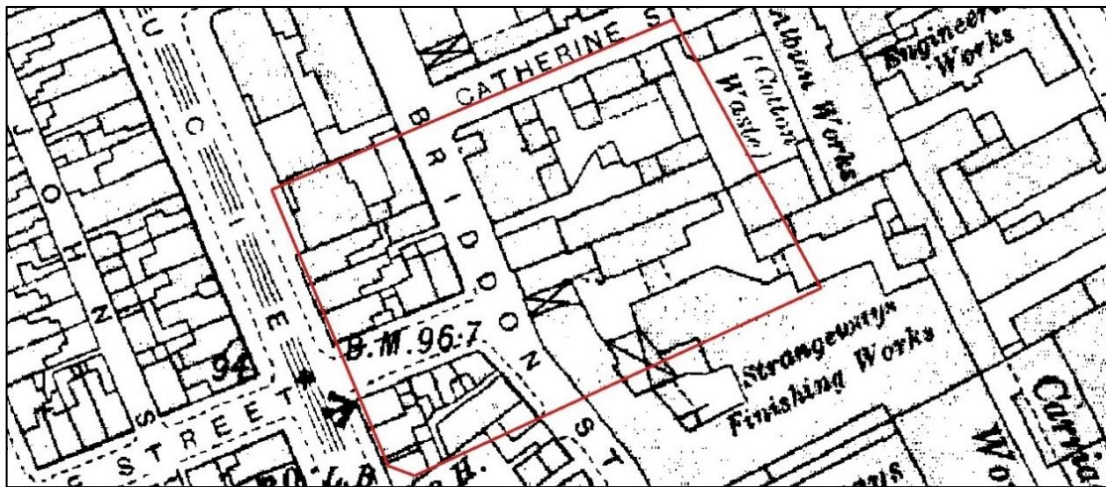


Plate 12: Extract from the Ordnance Survey map of 1908



Plate 13: Photograph taken of Nightingale Street in 1920, courtesy of Manchester Local Image Collection

Slater's trade directory of 1911 recorded the same addresses for the properties along Great Ducie Street. The Assize Court public house was located at number 54 and was ran by William Clough. Henry Yates, a pawnbroker lived next door, and Michael Wiseman, a tobacconist lived at number 58. Joseph Thompson, a plumber, lived at the junction of Great Ducie Street and Nightingale Street. To the north-west number 64 is recorded in the trade directory and was occupied by Moses Firestein, who worked as a poultry dealer. Julius Pollock, a joiner lived next door. Numbers 68-80 were occupied by the Boys' Refuge.

Properties along Nightingale Street were also recorded in the trade directory. Samuel Taylor, a beer retailer occupied number 29, which is labelled as a public house on the 1922 map. Jacob Brodie, a cabinet maker lived next door. On the opposite side of the street, John Rodger, a horsekeeper occupied number 38. Several occupants were listed at number 40 including, James Hughes, a shopkeeper, Charlton J & H, calenderers and J. W & Co Lowther, oil merchants.

Slater's 1911 trade directory also records the residents of the west side of Briddon Street, between Nightingale Street and Francis Street. Number 35 was occupied by Jacob Rainer, a general broker. On the opposite side of the road, several occupants were listed at 2 Briddon Street. This included Christopher Higgin, the manager of Ralli Brothers' shippers, Standard Mill Furnishing Co, Paessler R. & Co, James Stockwell & Son limited, millers. Most of these companies occupied buildings within the site on Goad's plan (revised between 1889-1901; Plate 11).

The Ordnance Survey map of 1952 (Plate 14) shows that the plot of land between Great Ducie Street, Nightingale Street and Briddon Street had been redeveloped into a large rectangular warehouse. The former houses on the southern side of Nightingale Street had also been altered. A similar arrangement of industrial buildings occupied land at the junction of Briddon Street and Catherine Street, though the small stable blocks and sheds had been cleared. Strangeways Brewery seemed to have occupied the former finishing works in the south-east part of the site and may have taken over the adjacent industrial buildings to the north-west.

Properties on Great Ducie Street, in the south-west corner of the site seemed to have remained unchanged. A photograph taken in 1967, shows the frontage of the Assize Court Public House and a fraction of the adjacent building to the north-west (Plate 15). It shows that the ground floor of the adjacent property was functioning as a shop.

Towards the end of the 20th century, land within the site appears to have been redeveloped, though the Ordnance Survey plan of 1980 provides very little detail. All buildings to the east of Briddon Street had been incorporated into Boddingtons Brewery. The public house and three buildings along Great Ducie Street seemed to have been altered. The same warehouse occupied the north-west corner of the site. By 1994 (Plate 16), the entire site had been cleared, with the exception of a building in the south-east and north-east edge of the site that was owned by Boddingtons Brewery.

During the opening decades of the 21st century, Boddingtons Brewery was closed and demolished. The site has recently been used as a car park.

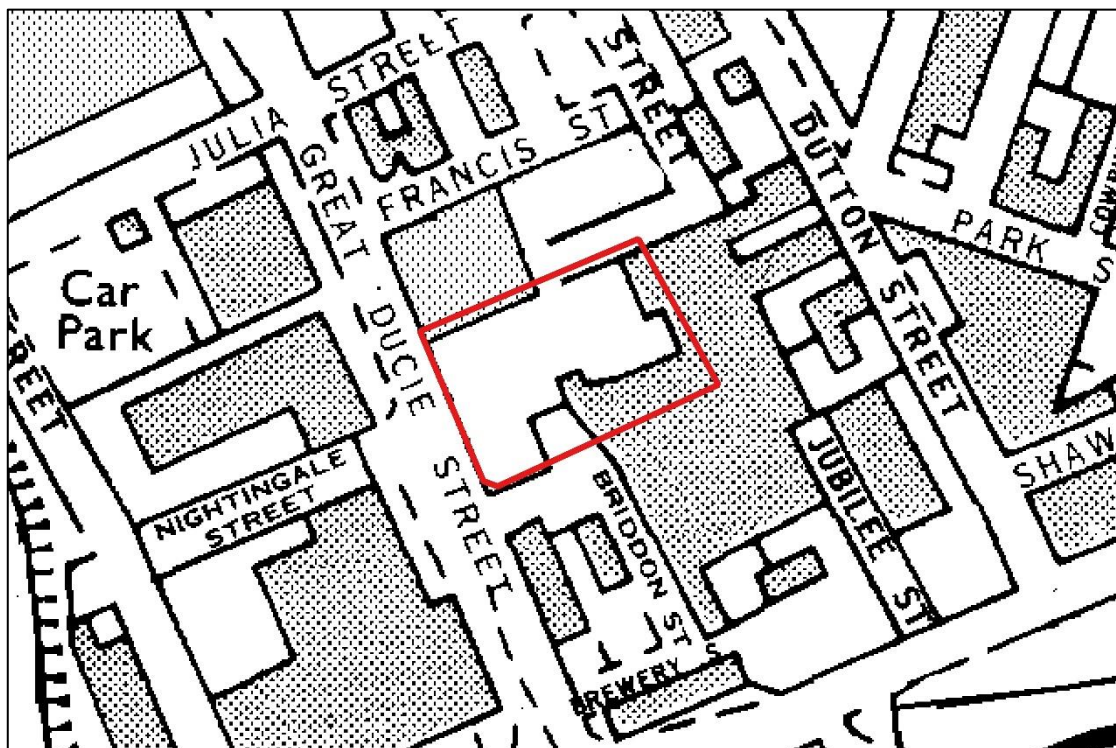


Plate 16: Extract from the Ordnance Survey map of 1994, showing the site boundary

5.8 Boddingtons Brewery

Strangeways Brewery was founded in 1778 by two-grain merchants, Thomas Caister and Thomas Fry (ScienceMusuemGroup.org). The brewery was established just north of what is now Manchester city centre. The brewery is not marked on the available sequence of late-18th-century maps, though it could have been established in the unlabelled buildings to the south-east of 'Mr Smith's Print Works' (Plates 4-5). Scholes trade directory of 1797 listed Thomas Caister as a '*brewer, &c. house*' at number 9 Strangeways (Scholes 1797, 24).

Henry Boddington, born in 1813 in Thame, Oxfordshire, joined the brewery in 1832 as a travelling salesman when the brewery was in the possession of Hole, Potter and Harrison (Boddington-family.org.uk). Swire's plan of 1824 (Figure 4) is the first available map that captures the site of the brewery, situated on New Bridge Street. Hole and Potter were recorded as brewers at Strangeways in Pigot and Dean's trade directory of 1821 (Pigot & Dean 1821, 78). During this time, the brewery was small.

In 1848, Henry obtained a partnership in the Strangeways Brewery when Samuel Hole left to become a maltster in Newark (Wilson 2007). During this time, the company went under the name John Harrison & Co., recorded in Slater's trade directory of 1850 as ale and porter brewers and maltsters at Brewery Street.

By 1853, with his father-in-law's help, Henry became the sole proprietor of the Strangeways Brewery. Rapid population growth and the remarkable per capita increase in beer consumption led to the dramatic expansion of Boddingtons Brewery in the 1870s. By 1877 it was brewing about 100,000 barrels of beer, making it one of the largest in Manchester. Although its sales were principally in the Manchester area, it had opened stores in Birmingham, Rochdale, and Crewe (Wilson 2007).

Slater's trade directory of 1879 records Henry Boddington & Co. Strangeways Brewery (established 1778) at New Bridge Street. The trade directory suggests that there was also a brewery at Burton-on-Trent: New Works (Slater 1879, 31). It also records that Mary Street, Strangeways was the site of the general offices for the brewery. The outpost in Burton upon Trent (1875-1890) was managed by Henry's eldest son, Henry Slater Boddington. Altogether Boddingtons Brewery employed 238 men and boys (Wilson 2007).

In 1883, Boddingtons became a private limited company, though five years later the company went public when it was estimated to have assets worth £320,465. After Henry Boddington died in 1886, his son Henry Slater Boddington continued to run the brewery. By 1892 Boddingtons owned 212 public houses (*ibid*).

William Slater Boddington, the second son, followed his brother as chairman of the brewery until his death. Robert Slater Boddington (1862–1930), the youngest of Henry Boddington's sons, had a 55 year association with the company. He was its chairman from 1908 to 1930 and for many years a vice-chairman of the Brewers' Society (*ibid*). By the 1930s, the Boddington family's shareholding had declined to around 40 per cent. Goad's Fire Insurance Plan (revised between 1889-1901) shows that Boddingtons Brewery Limited occupied a substantial complex on the east side of Briddon Street, immediately to the south-east of the site. The complex abutted Ralli Bros' shipping warehouse that lay beyond the site boundary and extended to the rear of houses

fronting New Bridge Street. Slater's trade directory of 1911 recorded Boddingtons Brewery Limited (stables and cooperage) as occupying Mary Street as well as the site off New Bridge Street, Strangeways.

On 22 December 1940, the brewery water tanks were hit by bombs during the Manchester Blitz, and the brewery had to be closed down for several months (Pearson 1999, 133). The brewery was rebuilt with the most up-to-date and modern equipment of the time and was the first in Europe to install stainless steel brewing vats. Several photographs taken in the 1960s and 1980s show the new buildings at the Strangeways site, together with the vestiges of some of the 19th-century structures (Plate 17-19).



Plate 17: Strangeways Brewery, taken in 1967, courtesy of Manchester Local Image Collection



Plate 18: Boddingtons Brewery in 1986, courtesy of Manchester Local Image Collection



Plate 19: Boddingtons Brewery, taken in 1986, showing remnants of 19th century building, courtesy of Manchester Local Image Collection

The Ordnance Survey map of 1980 shows that the eastern part of the site had been incorporated into Boddingtons Brewery. In 1986, the company employed 280 people and operated 530 tied houses, and while Strangeways Brewery had a capacity of 500,000 barrels a year, it was operating at around 50 per cent capacity. Boddingtons remained independent until 1989, when Ewart Boddington sold Strangeways Brewery and the Boddingtons brand (but not the tied estate) to Whitbread (Richmond and Turton 1990, 75-6).

The Ordnance Survey map of 1994 (Plate 16) shows that the north-west end of the brewery had been remodelled and was situated in the south-east and north-east fringe of the site.

Whitbread bought Boddingtons Brewery in 1989 and Boddingtons Bitter received an increased marketing budget and nationwide distribution. Boddingtons achieved its peak market share in 1997 and at the time was exported to over forty countries. Anheuser–Busch InBev, which acquired the Whitbread Beer Company in 2000 currently owns Boddingtons beer brands. Strangeways Brewery closed in 2004 and production of pasteurised Boddingtons was moved to Samlesbury in Lancashire.

5.9 Previous Archaeological Work

No known previous archaeological work has taken place within the site boundary.

In total, three desk-based assessments have been undertaken within a 300m radius of the site. The closest of these was undertaken to the south-east of the site at Breslyn Street, Strangeways (OAN 2008). This concluded that land at Breslyn Street had high potential to contain buried archaeological remains pertaining to 19th-century workers' houses. There was also some potential for the site to contain buried remains of the Roman road from Manchester to Ribchester. An archaeological watching brief was recommended, though there is no record of any archaeological monitoring having been undertaken.

Intrusive archaeological investigations within a 300m radius of the site includes two evaluations, a watching brief, and an excavation. Archaeological trial trenching was undertaken at Victoria Station, to the south-east of the site boundary (GMAU 1993). The programme of trial trenching recovered disarticulated human remains, from individuals interred in the former Walker's Croft burial ground, as well as part of a foundation of the former 19th-century Ducie Bridge. A subsequent programme of archaeological watching brief to recover any human or other archaeological remains disturbed by the current re-development of the station.

On the opposite side of the River Irwell in Salford, trial trenching at Greengate Towers (OAN 2007) produced a series of buried remains, seemingly representing a continuity of activity from the 12th or 13th centuries. Further excavations yielded significant archaeological information, including a considerable quantity of post-medieval pottery, representing an assemblage of regional significance.

Land at the junction of Gravel Lane and Greengate (UMAU 2005) has also been subjected to trial trenching and a subsequent archaeological excavation. The evaluation revealed that the earliest occupation on the site began in the medieval period with pottery sherds from the 13th century. In total, five postholes were excavated, which may have been associated with a former medieval building. Further excavations revealed a continuity of archaeological activity dating from the medieval to the present day. The earliest archaeological remains were uncovered to the rear of an area fronting Greengate, which comprised two cess/rubbish pits of medieval date. Post-medieval activity comprised a ditch, gullies, pits and residual spread of pottery. Early 19th-century workers' housing was also exposed comprising blind-back and back-to-back houses.

6. METHODOLOGY

6.1 Archaeological Evaluation

The principal aim of the archaeological evaluation was to establish the presence or absence of any buried remains of archaeological interest within the proposed development area and, if present, characterise the level of preservation and significance, and provide a good understanding of their potential. This was originally to be achieved by the excavation of eleven archaeological evaluation trenches. It was found that the presence of live services, very thick reinforced concrete and one portion of the site being inaccessible meant that only six of the eleven trenches could be excavated. These trenches did, however, give a clear indication of preservation within the site area.

General Methodology: all archaeological work was conducted following the ClfA Standards and Guidance for archaeological field evaluation (ClfA 2020). Prior to the commencement of any excavation works, the location of the area targeted for archaeological investigation was laid out accurately with respect to the Ordnance Survey national grid. The trench locations were then be scanned for any live services using a cable avoidance tool.

Archaeological Excavation: machine excavation was used to carefully define the extent of any surviving structures, features, and other remains. This was carried out using a mechanical excavator under the supervision of an experienced archaeologist. Where necessary thereafter, remains were cleaned manually to define their extent, nature, form and, where possible, date. Where hand excavation was required it was undertaken by trained professional archaeologists.

All information identified in the course of the site works was recorded stratigraphically. Results of the evaluation were recorded on *pro-forma* trench record sheets, accompanied with sufficient pictorial record (plans, sections and high-resolution digital photographs) to identify and illustrate individual features.

Photography: a full and detailed photographic record of features was maintained. Photography was undertaken in accordance with HE guidance, *Digital Image Capture and File Storage Guidelines for Best Practice* (July 2015). All frames included a visible, graduated metric scale. Photographs records were maintained on photographic *pro-forma* sheets.

Planning: the precise location of all archaeological remains encountered was surveyed using a combination of GPS survey. This process generated scaled plans within

AutoCAD, which were then be subject to manual survey enhancement. The drawings were generated at an accuracy appropriate for 1:20 scale, but can be output at any scale required. All information is georectified to the Ordnance Survey National Grid and all levels tied into the Ordnance Datum.

Finds policy: finds recovery and sampling programmes was in accordance with best practice (following current Chartered Institute for Archaeologists' guidelines, *Standard and guidance for the collection, documentation, conservation and research of archaeological materials* (CIfA 2020) and subject to expert advice in order to minimise deterioration. Finds storage during fieldwork and any site archive preparation followed professional guidelines (UKIC).

7. EVALUATION RESULTS

7.1 Introduction

Of the original eleven trenches, six could be excavated (Figures 2 and 3). The southern corner of the site was inaccessible, being occupied by the welfare facilities of another construction site to the southeast. These facilities had fully plumbed in water and electricity, the services for which ran northwest across the southwestern area of the evaluation site. An area at the northeast side of the site also contained live services and much of the site was covered in reinforced concrete over 1m in depth, which could not be mechanically removed. The six trenches did, however, accurately characterise the nature of the site and preservation of any below ground remains.

The superficial natural geology consisted of a firm in places friable mid yellowish brown sandy clay with frequent rounded to sub-rounded stone inclusions. The natural geology was revealed in trenches 1, 2, 3, 4 and 6, and lay at a depth of between 1.2m and 2.4m. It had been heavily truncated by 20th century construction and services.

7.2 The Trenches

Trench 1

This trench measured 9m by 1.8 and was excavated to a maximum depth of 1.2m (Figure 4; Plate 20). It was located at the southeast central part of the site and was targeted over the southwest range of the former printworks. Natural clay was observed at 1.2m at the southeast end of the trench, cut by a cast iron pipe. A modern service pipe ran across the central part of the trench 400mm below the car park surface, laid within mixed rubble, which was left in situ. At the northwest end of the trench was a reinforced concrete stanchion with the base of a steel column. The trench was overlain by 0.35m of reinforced concrete with 50mm of aggregate bedding.

Trench 2

This trench measured 8m by 1.8m and was excavated to a maximum depth of 2.4m (Figure 4; Plate 21). It was aligned southwest/northeast and was located in the central part of the site, targeted on the northwest range of the former printworks. Natural clay was observed at a depth of 2.4m across the northeast half of the trench. The southwest half of the trench revealed a very hard and thick reinforced concrete at a depth of 1m. This was overlain by 0.32m of stone and rubble with 0.28m of aggregate bedding above it. On top of this was 0.4m of reinforced concrete.



Plate 20: Trench 1 looking southeast, stanchion in foreground



Plate 21: Trench 2 looking southwest

Trench 3

This trench measured 15m by 1.8m and was excavated to a maximum depth of 1.7m (Figure 5; Plate 22). It was aligned east/west and was located in the northeast part of the site, targeted on the central range of the former printworks. Natural clay was observed at a depth of 1.7m in the central part and at 1.2m depth in the west part of the trench. This had been cut by a modern reinforced concrete ring beam that ran north/south across the centre of the trench. The top of the beam was at a depth of 0.8m and its full depth is not known, cutting the natural clay at 1.7m. A reinforced concrete surface was observed at the east end of the trench at 1.2m depth. The rest of the trench was overlain by mixed rubble overburden to a maximum depth of 1.15m. Above this was 0.2m aggregate bedding below 0.35m reinforced concrete.



Plate 22: Trench 3 looking east

Trench 4

This trench measured 14m by 1.8m and was excavated to a maximum depth of 1.2m (Figure 6; Plate 23). It was aligned northwest/southeast and located at the southeast side of the site, targeted on the southeast side of the printworks' central range. Natural clay was observed at a depth of 1.2m in the centre of the trench, and was cut by a modern service pipe. A modern reinforced concrete ring beam ran across the centre of the trench, cutting the clay. The top of the beam was at 0.3m depth and the full depth is not known. A reinforced concrete surface lay to the southeast of this at 1.2m depth. To the northwest was a brick and concrete manhole with another reinforced concrete surface to the northwest. The trench was overlain by mixed rubble, above which was 0.31m of aggregate bedding and 0.24m of reinforced concrete.



Plate 23: Trench 4 looking southeast, ring beam in centre, manhole on right, natural clay on left

Trench 5

This trench measured 9m by 1.8m and was excavated to a maximum depth of 1.8m (Figure 6; Plate 24). It was located at the southeast side of the site, aligned northeast/southwest and targeted on the southeast range of the former printworks. It was excavated to a depth of 1.8m through mixed demolition rubble. At 1.8m Asbestos Containing Materials (ACMs) were observed within the rubble and so excavation was abandoned (Plate 25). The rubble was overlain by 0.32m aggregate bedding below 0.28m reinforced concrete.



Plate 24: Trench 5 looking north



Plate 25: Example of ACM within rubble infill

Trench 6

This trench measured 12m by 1.8m and was excavated to a maximum depth of 1.7m (Figure 4; Plate 26). It was located at the northwest side of the site, aligned northeast/southwest and targeted on the southwest range of the former printworks. Natural clay was observed at the southwest end of the trench at a depth of 1.7m. This had been cut by a large ceramic sewer pipe (Plate 27).



Plate 26: Trench 6 looking northeast



Plate 27: Sewer pipe at the southwest end of trench 6

To the northeast of the sewer pipe the depth had to be lessened to 0.5m due to the presence of a series of service pipes including live gas and BT services, all feeding the hotel to the northwest (Plate 28).



Plate 28: Live services to hotel

These services had truncated the only archaeological feature observed during the evaluation. This consisted of a stone flagged floor surface at a depth of 0.6m, with the remains of brick walling at its north and south sides, along the trench edges (Plate 29). This only survived to a width of 0.35 as it was cut by the live services to the southwest, and had also been removed at the northeast with a tarmac surface laid at a depth of 0.65m. To the northeast of this was a reinforced concrete surface.



Plate 29: Remains of flag floor and brick walls

The trench was overlain by mixed rubble, above which was 0.3m of aggregate bedding and 0.28m of reinforced concrete.

8. DISCUSSION

The evaluation has demonstrated that modern disturbance caused by 20th-century construction activity has removed most archaeological layers that may have survived within the site. The only archaeological remains encountered during the excavation were the remains of a highly truncated flag floor with associated brick walling.

The construction, and continued modification, of the Boddingtons Brewery has removed all traces of remains from within the site area. The current car park surface comprises the last, pre-demolition, phase of the brewery surfaces.

Although trench 5 may have been located within a basement the presence of the ACMs precludes further investigation.

9. CONCLUSIONS

9.1 Impact

The archaeological evaluation has demonstrated that 20th century buried structural remains of a former brewery and modern services had truncated any earlier archaeological deposits within the site.

Delivery of the consented scheme will necessitate considerable earth-moving works across the site, and it may be concluded that construction work will have an impact on the archaeological resource. However, the evaluation has demonstrated that most of the archaeological remains were removed during the 20th century.

9.2 Research Potential

The extremely fragmentary buried remains have limited potential to address research initiatives stated in the current research agenda presented in the *North West Regional Research Framework* (<https://researchframeworks.org/nwrf/research-agenda/>).

9.3 Mitigation

In the light of the results obtained from the archaeological evaluation, it is considered unlikely that further intrusive investigation will yield any significant additional data. It is therefore not envisaged that any further archaeological investigation will be required.

10. ARCHIVE

- 10.1** The results of the archaeological investigation will form the basis of a full archive to professional standards and in line with current guidelines (ClfA 2014). The project archive represents the collation and indexing of all the data and material gathered during the course of the project. The deposition of a properly ordered and indexed project archive in an appropriate repository is considered an essential and integral element of all archaeological projects by the ClfA in that organisation's code of conduct.
- 10.2** The site archive will be so organised as to be compatible with the other archaeological archives produced in north-west England. All drawn records will be transferred to and stored in digital format, in systems which are easily accessible. The project archive will ultimately be offered to the Manchester Museum of Science and Industry for long-term deposition. A copy of this report will be lodged with the Greater Manchester Historic Environment Record, and the on-line OASIS (On-line Access to Index of Archaeological Investigations) form will be completed.
- 10.3** It is likely that a large element of the project archive will be in digital format. It would thus be appropriate to deposit a copy of the archive generated from the archaeological investigation with the Archaeological Data Service (ADS), through ADS-Easy. Any records that are created in hard copy during the course of the project will be scanned and added to this digital archive.

11. ACKNOWLEDGEMENTS

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13. APPENDIX 1: FIGURES

Figure 1: Site location

Figure 2: Location of the archaeological evaluation trenches

Figure 3: Location of the archaeological evaluation trenches superimposed onto the Ordnance Survey 60" to 1 mile Town Plan of 1851

Figure 4: Plan of trenches 1, 2 and 6

Figure 5: Plan of trench 3

Figure 5: Plan of trenches 4 and 5

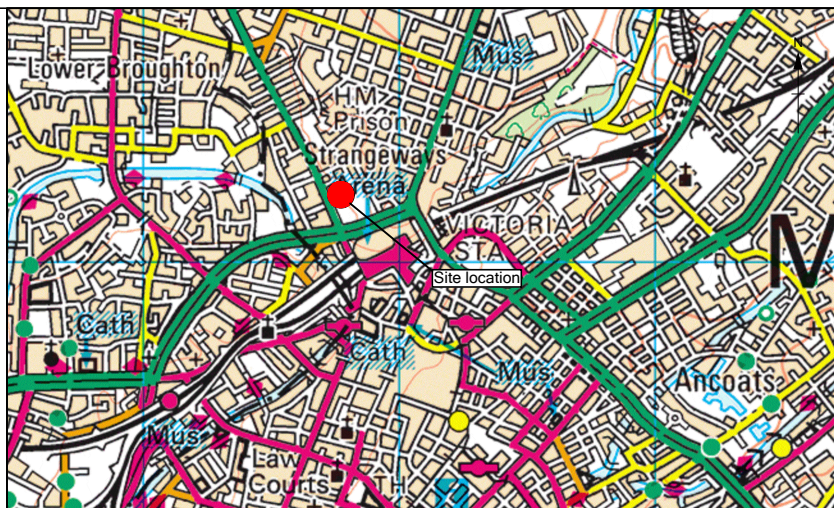


Figure 1:

Site location

Contains Ordnance Survey data © Crown copyright and database right 2020

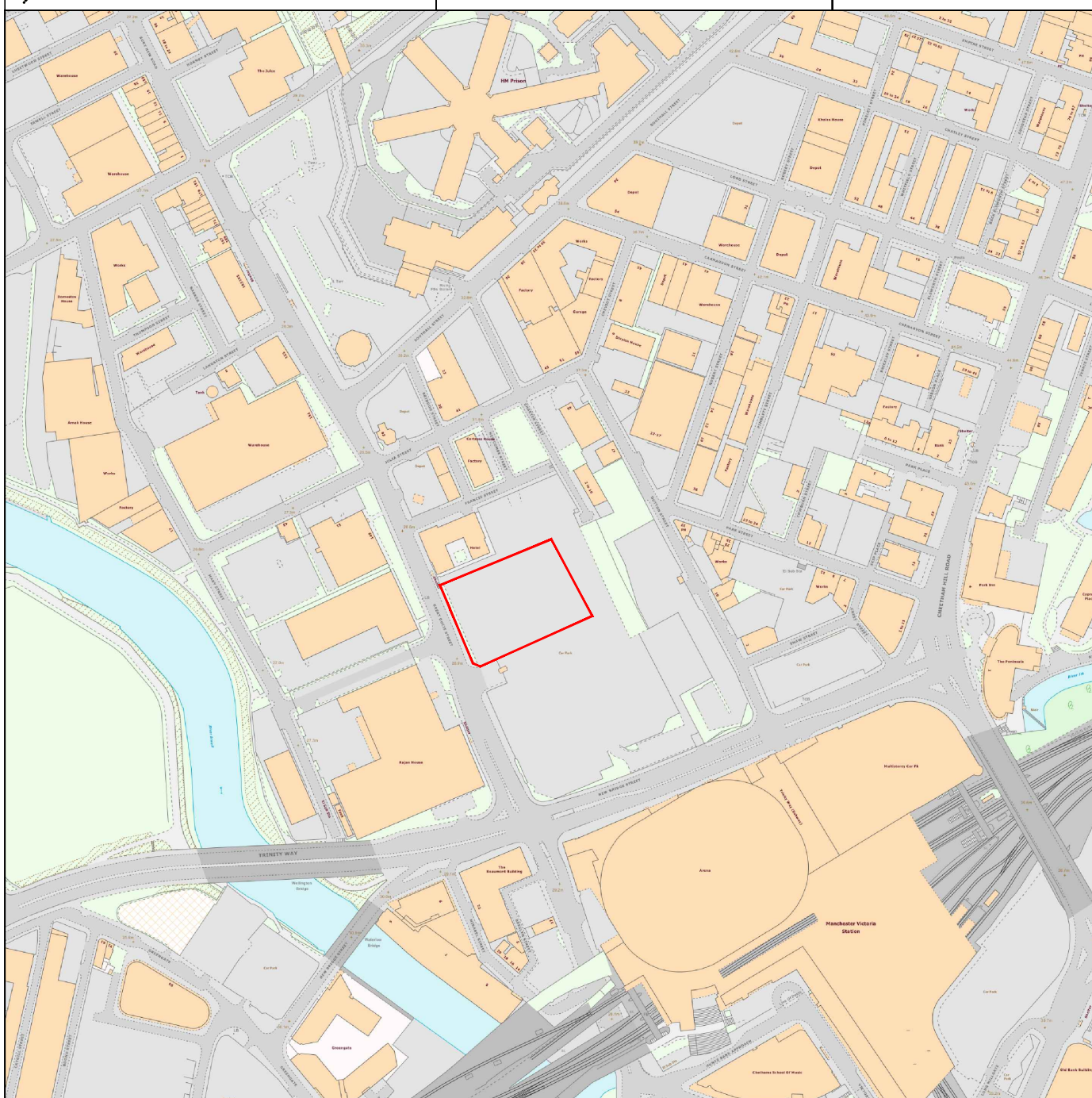
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Figure 2:

Location of evaluation trenches

Contains Ordnance Survey data © Crown copyright and database right 2022



Key:

- Site boundary
- Trench
- Inaccessible



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0 20 m
Scale at A4 1:500

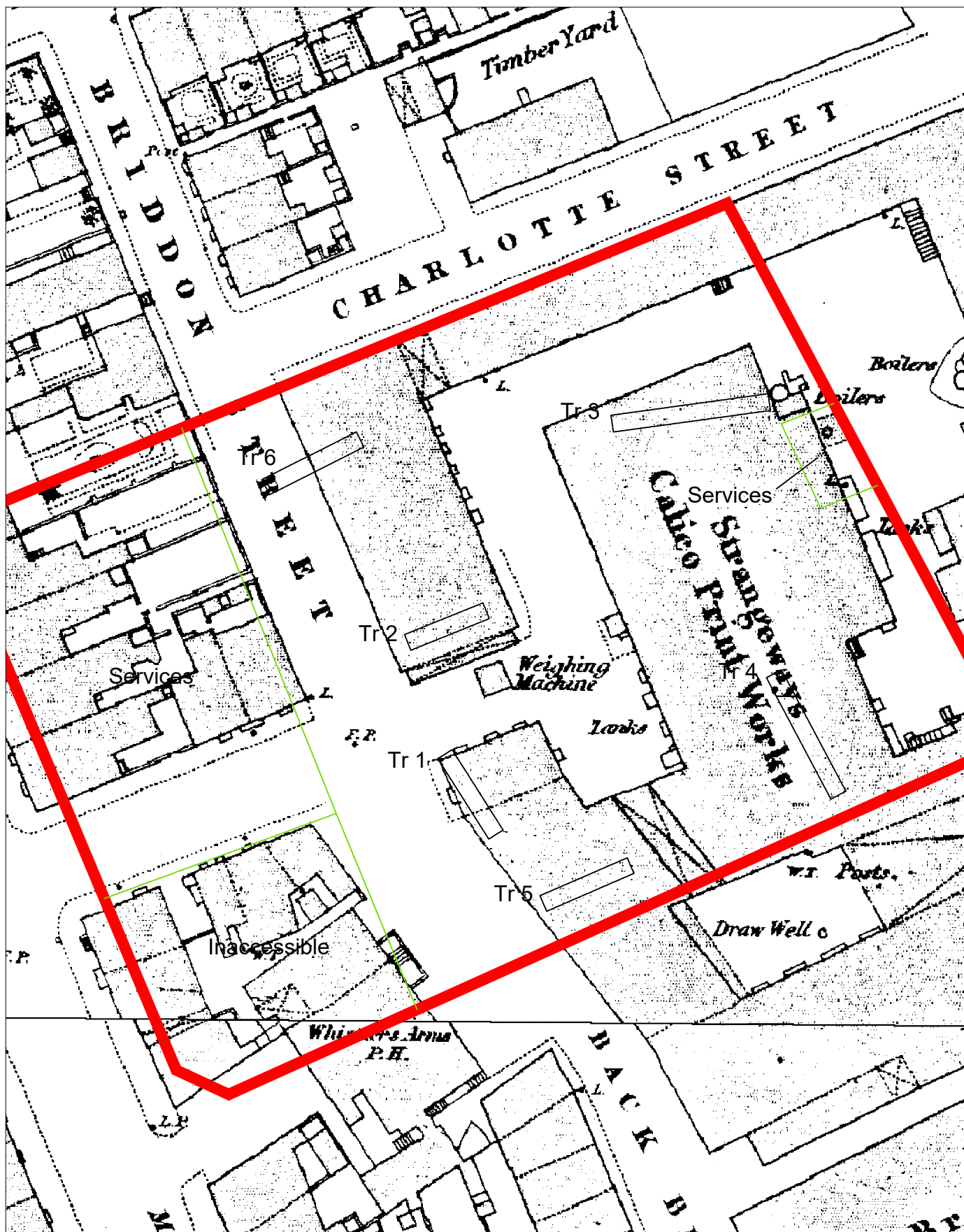


Figure 3:

Location of evaluation trenches superimposed onto the Ordnance Survey 60" to 1 mile Town Plan of 1851

Key:

- Site boundary
- Trench
- Inaccessible



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0 20 m
Scale at A4 1:500

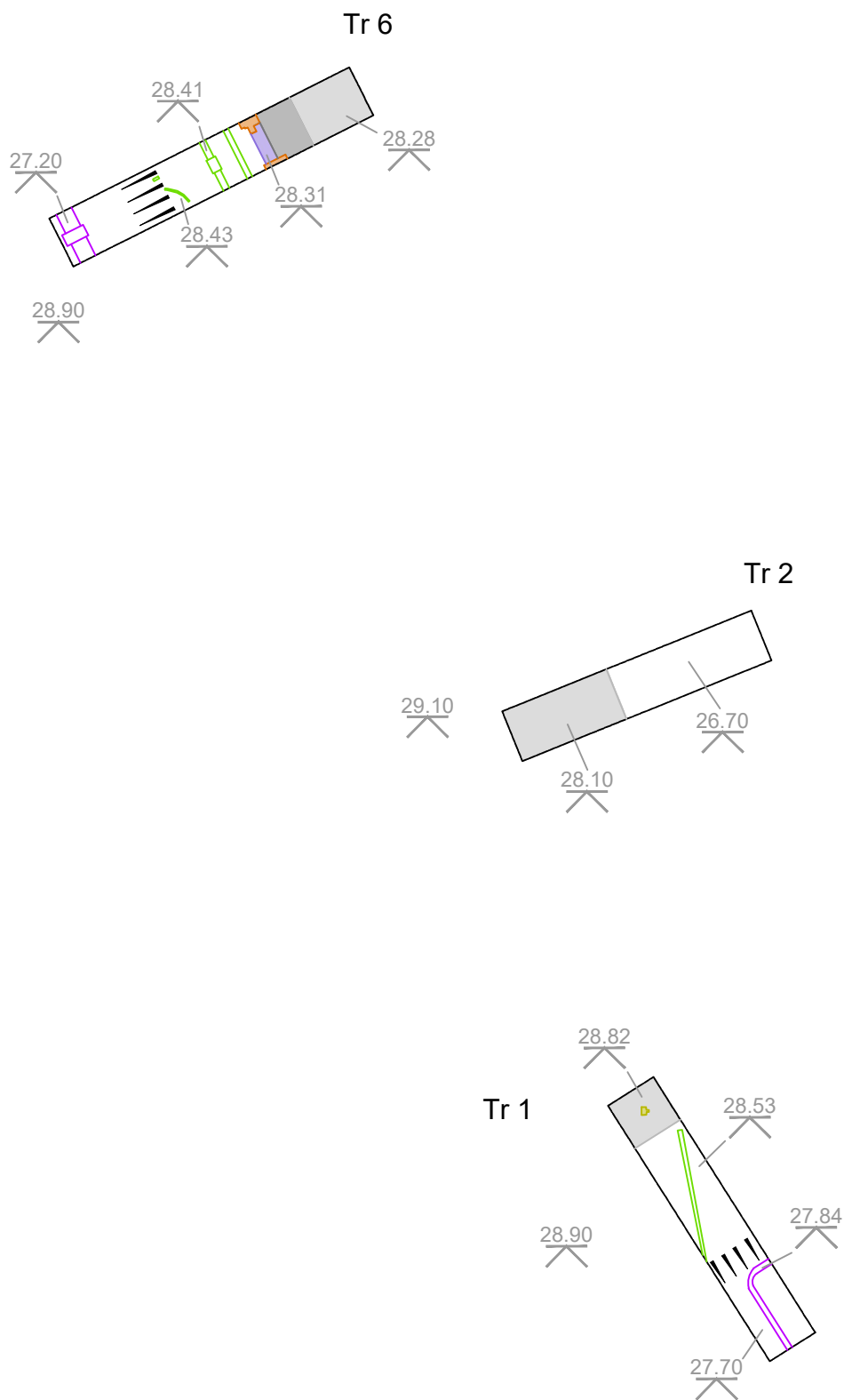


Figure 4:

Plan of trenches 1, 2 and 6



Key:

- Trench
- Brick
- Flags
- Concrete
- Tarmac
- Drain
- Service



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0 10 m
Scale at A4 1:200

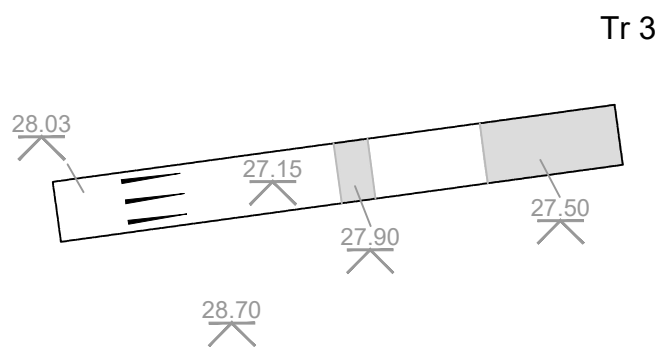


Figure 5:

Plan of trench 3



Key:

-  Trench
-  Concrete



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0 10 m



Scale at A4 1:200

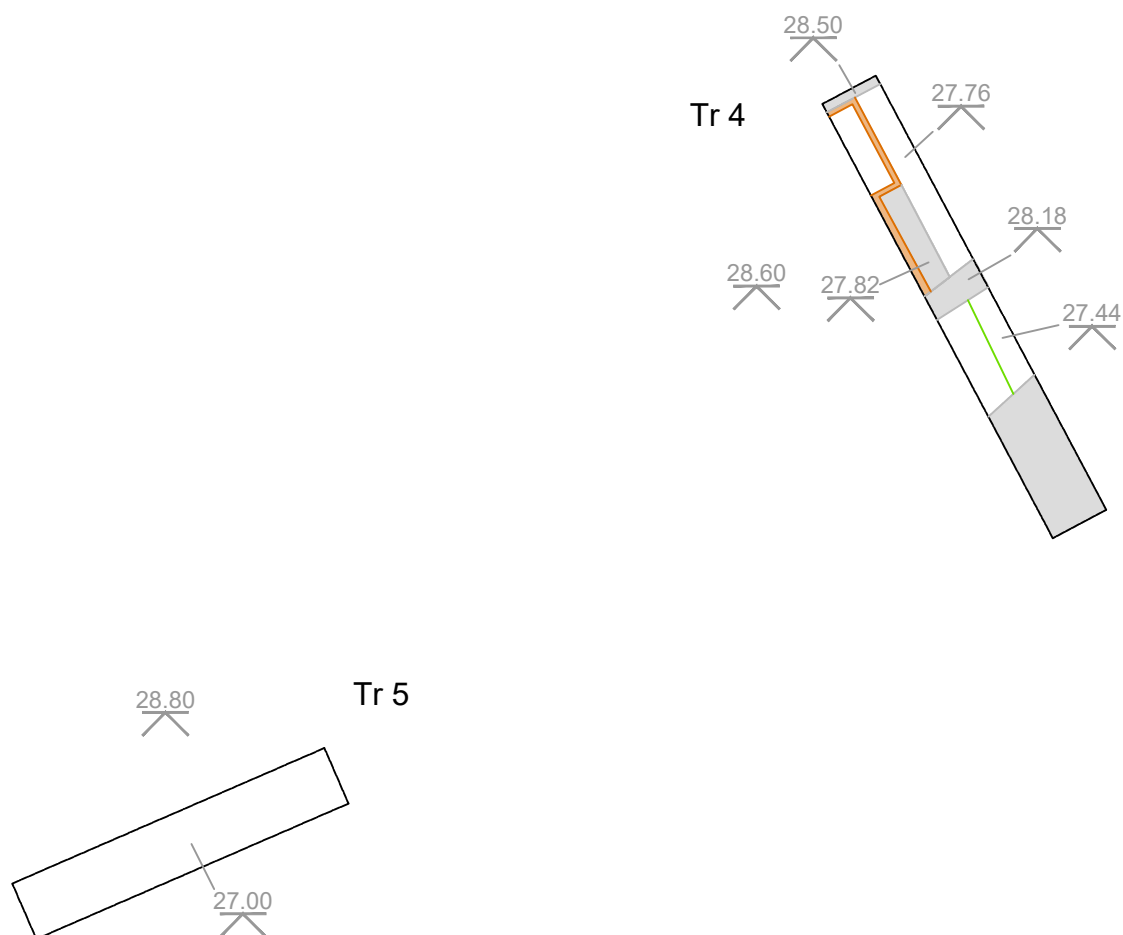


Figure 6:

Plan of trenches 4 and 5



Key:

-  Trench
-  Concrete
-  Brick
-  Service



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0 10 m
Scale at A4 1:200