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MANCHESTER

Archaeological Desk-based Assessment

Site C,
Trinity Islands,
Water Street,
Manchester

Client:

Trinity Developments
(Manchester) Ltd

Technical Report:

Ian Miller

Report No:

SA/2020/112



Site Location: The site is bounded by Water Street, Trinity Way, the Manchester & South Junction & Altrincham Railway viaduct and the River Irwell in Manchester city centre

NGR: Centred at NGR SJ 82815 97850

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Summary

Trinity Developments (Manchester) Ltd has prepared a planning application for a residential development at the southernmost extent of the St John's Strategic Masterplan area on Water Street in Manchester city centre (centred on NGR SJ 82815 97850). The proposed development, referred to as Trinity Islands (Site C), involves the erection of new residential blocks with basement parking and associated infrastructure, the delivery of which will necessitate considerable earth-moving works that will damage or remove any archaeological remains that exist across the site.

In November 2020, Salford Archaeology was commissioned by Trinity Developments (Manchester) Ltd to undertake an archaeological desk-based assessment to support the planning application. The assessment aimed to establish the nature and significance of the sub-surface archaeological resource within the area, and assess the impact of any future development upon this resource.

The proposed development lies within the Castlefield Conservation area, and whilst it does not contain any Scheduled Monuments, Registered Parks and Gardens or other designated heritage assets, 18 listed buildings are located within a 250m radius; a separate study that considers the potential harm of development on the setting of designated heritage assets has been prepared independently.

In total, eight sites of potential archaeological interest have been identified within the application area, although none of these are afforded statutory designation, and are thus not of sufficient importance to require preservation *in-situ*. These include the site of a late 18th-century dye works, an early 19th-century warehouse and associated smithy established by the New Quay Company, and a late 19th-century pig market. In addition, whilst there are no finds of a Roman date have been recovered from the site, the possibility of remains deriving from this period cannot be discounted.

The requirement for any further archaeological investigation of the site will be decided by the Greater Manchester Archaeological Advisory Service, in their capacity as archaeological advisor to Manchester City Council. In the first instance, however, it is expected that a programme of intrusive investigation will be required in advance of development. This will aim to establish whether any buried remains of archaeological interest survive *in-situ*, and will comprise the excavation of a series of evaluation trenches. Should significant archaeological remains be encountered during the initial investigation, further excavation may be required to offset the harm of development on the sub-surface archaeological resource, in line with the guidance by the *National Planning Policy Framework*.

1. Introduction

1.1 Planning Background

In November 2020, Salford Archaeology was commissioned by Trinity Developments (Manchester) Ltd to undertake an archaeological desk-based assessment to support a planning application for a proposed development of Site C of Trinity Islands, which forms the southernmost extent of the St John's Strategic Masterplan area on Water Street in Manchester city centre (referred to hereafter as the Site). The development proposals allow for the delivery of new residential blocks with basement parking and associated infrastructure, the delivery of which will necessitate considerable earth-moving works that will damage or remove any archaeological remains that exist across the site.

The aim of the archaeological assessment was to identify, as far as possible, the nature, extent and significance of the archaeological resource and the potential impact of the proposed development upon that resource so as to enable informed recommendations to be made for the future treatment of any surviving remains. This report focuses solely on the potential impact of the sub-surface archaeological resource, and no attempt has been made to assess the impact of development on the built historic environment and the setting of designated heritage assets.

1.2 Government and Local Planning Policies

1.2.1 National Planning Policy Framework (NPPF)

The significance of the archaeological resource identified within this report has been assessed as recommended in the *National Planning Policy Framework* (Department for Local Communities, February 2019).

The NPPF sets out the Government's planning policies and outlines the presumption in favour of sustainable development, which is defined by three principles: economic, social and environmental. Of the 12 core planning principles underpinning plan- and decision-making, conserving 'heritage assets in a manner appropriate to the quality of life of this and future generations' is one.

Section 16 specifically deals with this historic environment (paragraphs 184-202) and local planning authorities should consider:

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

Paragraph 189 states that local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets. This should be sufficient so as to understand the potential impact on their significance and this should be done using the appropriate expertise where necessary.

Paragraph 197 indicates that the effect of the proposal on non-designated heritage assets (designated assets are covered in paragraphs 193-96) should be taken into account. Paragraph 199 requires developers to record and advance understanding of heritage assets to be lost, in a manner appropriate to their importance and impact.

1.2.2 Local Development Framework

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Manchester adopted a Core Strategy in 2012, which is scheduled until 2027. The heritage strategy is outline in *Objective 6: Environment* and summarises the approach the local authority will take in determining planning applications that 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 monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encourage 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).

2. Method Statement

The assessment considers the potential impact of the proposed development upon any buried archaeological remains within the Site, and comprised a desk-based study. The production of the assessment followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (*Standard and Guidance for Historic Environment Desk-based Assessment*, revised 2017).

2.1 Research Sources

The desk-based assessment made use of the following sources:

- published and unpublished cartographic, documentary and photographic sources;
- the Greater Manchester Historic Environment Record, maintained by the Greater Manchester Archaeological Advisory Service;
- Manchester Local Archives and the Greater Manchester Record Office in Manchester Central Library;
- Salford Archaeology's extensive library of archaeological work carried out in the vicinity of the Site.

The aim of the research was to provide the relevant historical and archaeological background relating to the development of the Site. The available sequence of historical mapping was the principal source of information, as this provides evidence for the development of the Site since the 18th century.

2.2 The Document

The following presents the historical and archaeological evidence for the Site. A gazetteer (Chapter 5) is presented of sites of potential archaeological interest identified within the Site and this information, along with map regression (Figures 2-11), is used to assess the significance of the remains (Chapter 6) and the impact of the proposed development on the below-ground archaeological resource (Chapter 7). A mitigation strategy is outlined in Chapter 8, based on the assessment presented in the previous chapters.

3. The Setting

3.1 Location

The Site (centred on NGR SJ 82815 97850) is situated on the south-western edge of Manchester city centre, and forms the southernmost extent of the St John's Strategic Masterplan area on Water Street (Figure 1). The Site is bounded by the River Irwell to the north-west, Water Street to the east, Trinity Way to the south-west and the Manchester & South Junction & Altrincham Railway viaduct to the north-east (Plate 1).



Plate 1: Recent satellite view of the Site, showing the Site boundary (Google Earth)

Topographically, the Manchester Conurbation as a region is within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north. The region as a whole comprises the Mersey river valley, whilst the rivers Irwell, Medlock, and Irk represent the principal watercourses in Manchester (Countryside Commission 1998, 125). The Site lies on the south bank of the River Irwell, and occupies a fairly level terrace at a height of c. 26m above Ordnance Datum.

3.2 Geology

The solid geology of the area comprises Carboniferous sedimentary material and a series of Permo-Triassic rocks, consisting mainly of New Red Sandstone. The overlying drift incorporates Pleistocene boulder clays, and sands, gravels, and clays of fluvial/lacustrine origin (Ordnance Survey Geological Survey 1970).

3.3 Designations

The Site does not contain any Scheduled Monuments or Registered Parks and Gardens, although it does lie within the Castlefield Conservation Area, and in close proximity to the St John Street and the Peter Street conservation areas. There are also 18 designated buildings or structures of special architectural interest within a 250m radius of the Site. These include two Grade II listed 19th-century railway viaducts, which lie immediately to the north-east. Most of the designated buildings in the wider study area are afforded statutory designation as Grade II listed buildings, although also include four Grade I listed buildings (Table 1). The proposed development will not have a physical impact on any of these designated buildings, and any impact on the setting has been subject to a separate study; this report is concerned solely with the below-ground archaeological resource.

HER ref.	Description	Grade	NGR
99.1.0	Remains of Railway Station Terminus	I	SJ 8296 9785
99.1.1	Old Main Goods Warehouse (1830 Warehouse)	I	SJ 8299 9788
12145.1.0	Railway Bridge Over River Irwell to Former Liverpool Road Station	I	SJ 8285 9793
15708.1.0	Railway Viaduct Linking Bridge over Irwell to Liverpool Road Station	I	SJ 82833 97944
2087.1.0	Giant's Basin Weir	II	SJ 8297 9767
3081.1.0	Railway Viaduct Over River Irwell	II	SJ 8281 9793
8385.1.0	Castlefield Railway Viaduct	II	SJ 8287 9755
8646.1.0	Victoria Warehouse, Albert Warehouse and Quay	II	SJ 8306 9810
8647.1.0	Railway Viaduct linking bridge over River Irwell to Liverpool Road Station	II	SJ 8289 9790
11681.1.0	Manchester South Junction and Altrincham Railway Viaduct	II	SJ 8382 9770
11750.1.0	Hulme Junction Locks	II	SJ 8277 9746
12146.1.0	Railway Viaduct over River Irwell to Lower Byrom Street Warehouse	II	SJ 8293 9792
12068.1.0	123 Liverpool Road	II	SJ 8299 9783
12069.1.0	Commercial Hotel, Liverpool Road	II	SJ 8298 9783
12070.1.0	Colonnaded railway viaduct	II	SJ 8298 9788
12078.1.0	Pair of culvert arches over River Medlock and associated overflow channel	II	SJ 8294 9771
15483.1.0	Bridgewater Canal Basin at Potato Wharf	II	SJ 8290 9762
15709.1.0	Girder Bridge to Lower Byrom Street Warehouse	II	SJ 82838 97957

Table 1: Summary of designated heritage assets within a 250m radius of the Site

3.4 Site Context

The Site is located entirely within the Castlefield Conservation Area and within the former ITV Estate and Landholdings in Manchester city centre. The Site forms part of a wider Masterplan and Strategic Regeneration Framework for the area and is located to the west of the core St. John's Masterplan site. The Site is bordered by the River Irwell, beyond which a number of regeneration initiatives are currently underway, including Salford Central and Middlewood Locks (both mixed use schemes including office, retail and residential).

Bordering the Site to the north-east is a railway viaduct, which the new Ordsall Chord rail link has connected into. Beyond this lies the main area of the former ITV Quay Street estate and buildings and structures associated with the Museum of Science and Industry. To the east of the Site is Castlefield, an established residential district with leisure, retail and heritage attractions including Grade I and II Listed Building and Structures associated with the Liverpool Road Station and railway. Beyond this lies the Civic Quarter, the city centre's principal conferencing district which is also an emerging commercial centre. To the south lie industrial land uses as part of the Castlefield/Water Street Industrial Estate. Beyond this lies the Bridgewater Canal and Deansgate Castlefield Metrolink stop, providing access to the wider Metrolink network, and Deansgate train station.

The west of the Site is also bordered by the River Irwell, beyond which lie a budget hotel, the Regent Road Retail Park (including a Sainsburys and various other large format retail units), Ordsall, and Salford Quays.

4. Historical Background

The following section provides a framework to the present study, working chronologically through the periods listed below (Table 2). Each section details evidence of archaeological remains and the potential for their recovery.

Period		Date Range
Prehistoric	Palaeolithic	Pre-10,000 BC
	Mesolithic	10,000 – 3500 BC
	Neolithic	3500 – 2200 BC
	Bronze Age	2300 BC – 700 BC
	Iron Age	700 BC – AD 43
Romano-British		AD 43 – AD 410
Early Medieval		AD 410 – AD 1066
Late Medieval		AD 1066 – AD 1540
Post-medieval		AD 1540 – c 1750
Industrial Period		c AD1750 – 1914
Modern		Post-1914

Table 2: Summary of British archaeological periods and date ranges

4.1 Prehistoric Period

4.1.1 Archaeological Evidence

The current understanding of any human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that the Castlefield area may have been conducive for late prehistoric settlement on account of the natural topography and its location close to the confluence of the rivers Medlock and Irwell (UMAU 2002). However, physical evidence is wanting, and there are no known prehistoric remains within 250m of the Site, and arguably the best evidence for prehistoric activity in the vicinity was yielded from an archaeological excavation that was targeted on a plot of land adjacent to Liverpool Road in Castlefield (Gregory 2007, 181). During the course of this work, two Mesolithic flints, one Neolithic/Bronze Age waste flake, and a single fragment of late Bronze Age/Iron Age pottery were recovered (HER 13944.1.0), although none was found in securely stratified deposits. More recently, an archaeological evaluation of land at the corner of Quay Street and Lower Byrom Street by Pre-Construct Archaeology in 2001 revealed archaeological features comprising a quarry pit and two postholes at a depth of c. 0.5m below the modern ground surface. More detailed excavation carried out subsequently yielded a Neolithic flint blade from one of the pits, although this was considered to be residual (Pre-Construct Archaeology 2002).

4.1.2 Archaeological Potential

The potential for buried archaeological remains deriving from prehistoric activity within the Site is considered to be low. The possibility of isolated artefacts should not be dismissed entirely, although it is considered unlikely that artefacts will be found *in-situ*.

4.2 Romano-British Period

4.2.1 Archaeological Evidence

The first military occupation of Manchester was established during the governorship of Agricola (AD 77-84), and commenced with a five-acre wooden fort, known as *Mamucium*, situated c. 400m south-east of the Site (Bruton 1909). The fort underwent several phases of development subsequently, the earlier defences being deconstructed and improved. The military complex evolved in response to the on-going military campaigns, from a purely defensive site to an established supply depot, essential to the expansion and consolidation of control in the north. The maturation of the military complex can be seen in the growing body of evidence for a military annexe, occupying an area to the north and east of the fort (Gregory 2007). Evidence pertaining to this annexe is relatively scant and thus the exact nature of early settlement is unclear.

Roads from the fort linked Manchester with Ribchester to the north (HER 14.1.0), Castleshaw, and York to the north-east, Wigan to the north-west, Chester to the south, and Buxton to the south-east (HER 28.1.3). It is also likely that the Roman settlement was served by water-borne transport that plied the River Irwell, although this awaits confirmation and there has, to date, been no physical evidence to demonstrate that Roman ships supplied *Mamucium*.

Based on recent archaeological excavations and the distribution of Roman finds, the limits of the Roman settlement appear to have extended northwards from the fort to approximately Quay Street, westwards along Liverpool Road for c. 100m from the north-west corner of the fort, eastwards across Deansgate to the area now occupied by the Beetham Tower, and south-eastwards along Chester Road, terminating somewhere in the vicinity of Great Jackson Street.

The Site thus lies beyond the western edge of the suspected limits of the settlement core, although it is also possible that Roman remains may exist along the eastern bank of the River Irwell. Six Roman coins, at least five of which dated to the 2nd century, are reported to have been found in 1876 'while foundations were being dug for a bridge over the Irwell, near Quay Street' (Conway *et al* 1909, 84-5). These finds may therefore suggest that the eastern bank of the Irwell witnessed more ephemeral Roman activity on the fringe of the Roman settlement, and potentially associated with commercial use of the river bank.

4.2.2 Archaeological Potential

The Site lies beyond the suspected limits of the Roman settlement, although chance finds in the late 19th century raise the possibility that there was some activity in the vicinity of the Site during this period. It is also of note that elements of the Site do not appear to have been developed intensively during the 18th and 19th centuries, and thus any remains deriving from the Roman period may survive *in-situ*.

4.3 *Medieval period*

4.3.1 *Historical and Archaeological Evidence*

There is scant archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest, although the area around Manchester is known to have come under the control of several kingdoms during this period. In AD 620, Edwin conquered and occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer and Brownbill 1911). A gold finger ring (HER 9916.1.0), discovered in antiquity, has been traced to the Castlefield area, providing rare physical evidence for human activity in Manchester during this period.

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, on the northern edge of the modern city centre. The area of the cathedral had certainly become a new focus for settlement by the late 11th century, and the site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons. This early settlement at the confluence of the Irwell and Irk seems to have been bounded on the landward side by Hanging Ditch, whose curving line ran between the two rivers, taking a line that was followed subsequently by Toad Lane, the forerunner of Todd Street and Corporation Street.

Post-Conquest Manchester was established around the manor house and parish church of St Mary, located over 1km to the north-east of the Site. In 1223, the right to hold an annual fair was obtained, and the town was important enough to be granted a charter in 1301 (Kidd 1993, 14). A deer park, named Aldport Park (HER 112.1.0) was located towards the south end of Deansgate, bordered to the north by modern day Peter Street and Quay Street, and to the south by the River Medlock. The park is documented from the late 13th century, and is thought to have still been existence in the 16th century (Miller and Cook 2019).

The vicinity of Castlefield remained almost wholly undeveloped until the 18th century; the only known activity in the area during the late medieval period was focused upon a mill at Knott Mill to the west of the Site (GMAU 1993). The earliest reference to this mill dates from 1509, when a licence was given for the mill dam. It has been suggested that the mill, and subsequently this part of Manchester, derived its name from the miller (Farrer and Brownbill 1911, 178). The site of the mill is thought to have been incorporated into, or built upon, by the Duke's Warehouse in the late 18th century (HER 9849.1.0).

4.3.2 *Archaeological Potential*

Given the location of the Site away from Manchester's medieval core, the potential for buried archaeological remains is considered to be very low, although possibility for isolated artefacts should not be dismissed entirely.

4.4 *Post-medieval and Industrial Period*

The onset of the rapid industrialisation centred on Manchester from the 18th century resulted in a massive expansion of the town's population. It was during this period that some of the principal streets, including Deansgate, Market Street and Shude Hill, developed commercially (Farrer and Brownbill 1911, 180). 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 efficient transport systems, initially in the form of water-borne shipping on the River Irwell and, from the mid-1760s, the Bridgewater Canal.

The Mersey & Irwell Navigation: this was probably completed in 1736 and, by 1740, wharfage facilities for boats of up to 50 tons were provided by a quay established on the Manchester side of the river by Edward Byrom, a wealthy fustian dealer and one of the proprietors of the Mersey & Irwell Navigation Company (McNeil and Newman 2006, 172-173; Hadfield and Biddle 1970). The quay was built a short distance to the north-west of the present Site in 1735, at the bottom of what in that year became Quay Street, strategically located to carry much of the town's trade, with a river frontage of 136 yards (George and Brumhead 2002, 22). This street also linked to Water Street, which joined with Quay Street at a right angle and provided a more direct link between the quay and the town, and appears from the map evidence to have been laid out in about 1750 (Gregory and Bell 2008). The second half of the 18th and early 19th centuries were characterised by significant advances in water-borne infrastructure in Manchester, and particularly the expansion of the canal network, and the development of pre-existing areas of wharfage along Water Street (George and Brumhead 2002).

The Canal Network: the first true industrial canal in Britain was that built by the Duke of Bridgewater, which was completed from his mines at Worsley to Manchester in 1764, the terminus of which was at Castlefield (Hadfield and Biddle 1970). Of particular relevance to the present study area is the Manchester, Bolton, & Bury Canal, which was in use by 1795, and provided a means of transporting coal to Manchester and Salford from the collieries situated to the north in the Irwell valley (Gray 1989, 6). This canal was linked to the River Irwell via a series of six locks, although it had been proposed originally to construct an aqueduct over the River Irwell to link with the Rochdale Canal. This venture collapsed in 1801, but the proposal ultimately led to the construction of the Manchester & Salford Junction Canal, which eventually opened in October 1839, taking a route immediately to the north of the Site.

The Railway Network: the development of the present study area between the mid-19th and 20th centuries was dominated by the introduction of railways. The earliest railway in the area dates to 1830, and was constructed by the Liverpool and Manchester Railway (L&MR) Company. This railway linked Liverpool and Manchester, and Liverpool Road Station formed its Manchester terminus, representing the first railway passenger station in the world. This terminus lay either side of Water Street. The line was originally carried across the River Irwell and Water Street by a skewed masonry bridge, designed by George Stephenson (Fitzgerald 1980, 19), and a brick-built viaduct (HER 12145.1.0) and brick and cast-iron girder bridge, which were both constructed by Brockbank and Findlay (Thomas 1980, 50).

The cast-iron and girder bridge was demolished and rebuilt in 1905, although the original masonry bridge and brick-built viaduct are still extant and form Grade I and II listed buildings respectively, whilst the later 1905 bridge is a Grade II listed building.

In addition to the bridges and viaduct, several other elements associated with the 1830s railway terminus lie close to (but beyond the boundary of) the Site. Situated to the west of Water Street is the Liverpool Road arrival station, which was designed by Haig and Franklin and was constructed in 1837 immediately north of the 1830 viaduct. Its platform was accessed via an inclined roadway and, at platform level, cast-iron columns supported its roof, whilst its western end functioned as a loading dock. Beneath, and supporting, the station were also vaults used for stabling and storage and it appears that these elements, along with the station's outer façade, facing Water Street, are partially extant and were incorporated into a later viaduct (Wild 2018). This later structure is a Grade II Listed Building.

Situated to the east of Water Street, elements associated with the 1830s terminus include three warehouses and portions of the departure station and adjoining station master's house. The latter building pre-dates the station and was in existence in 1808, and is also known to have been occupied by 'John Rothwell, of the dye works partnership Rothwell Harrison' (Fitzgerald 1980, 53), whose dye works was located immediately to the north-east of the Site. The building was then occupied by Joseph Green, the L&MR's agent, from July 1830 (*ibid*). The attached departure station was constructed between 1830 and 1831, and together with the station master's house forms a Grade I Listed Building.

Further developments to the rail system occurred in the 1840s due to the opening of a railway line in 1844, running from Ordsall Lane to the newly opened station at Hunt's Bank (later Victoria). In addition, the Site is also traversed by a line constructed by the Manchester & South Junction & Altrincham Railway (MSJ&AR), which opened in 1849, and was designed as a link between London Road (later Piccadilly) Station and the L&MR line at Ordsall Lane (Holt 1986, 114). Adjacent to the Site, this line was carried on a brick-built viaduct (HER 3081.1.0), with a bridge across the Irwell, and a cast-iron bridge across Water Street, all of which are extant and form a Grade II Listed Building.

4.4.2 Archaeological Potential

The Site may have developed during the early 18th century with the completion of the Mersey & Irwell Navigation, although the original quay was situated at the bottom of Quay Street and a short distance to the north-east of the Site. However, the Site was occupied from the late 18th century by dye works, which formed part of an important group of early textile-finishing works along the River Irwell corridor. Physical evidence for some of these former industrial buildings may survive *in-situ* as below-ground remains.

4.5 Development of the Site

4.5.1 Cartographic Evidence

The development of the Site may be traced reasonably well from the sequence of available historic mapping. The earliest reliable plans of Manchester are provided by four successive plans of Manchester produced between 1741 and 1751 by the cartographers Russel Casson and John Berry. These show Quay Street and Water Street, which converged at the buildings of the Old Quay Company on the River Irwell. Under an Act of Parliament of 1721, the company had been empowered to make the River Mersey and River Irwell navigable between Warrington and Manchester (UMAU 2003). The navigation was probably completed in 1736, and by 1740 the company had built a quay and warehousing at the bottom of Quay Street (Hadfield and Biddle 1970, 16-8). The Site lies beyond the edge of Casson and Berry's maps, however, suggesting that it lay beyond the urban fringe of Manchester in the mid-18th century.

The next available map of the area, produced by Tinker in 1772, shows Quay Street and St John's Street, with some buildings lining the frontage of these street. Again, however, the Site lies beyond the edge of Tinker's survey. The following years were characterised by rapid development, which is captured on Laurent's map of 1793 (Plate 2), and William Green's detailed map that was published in 1794 (Figure 2). These accurate surveys show elements of a dye works to have been established in the Site. The Water Street Dye Works (HER 12367.1.0; HA 01) occupies the centre of the Site, with a larger dye works (HER 12669.1.0) lying immediately to the north-east of the Site (Figure 2). Green's map depicts a series of parallel lines around the dye works, which probably represent tenter grounds, where dye cloth was hung out to dry.



Plate 2: The approximate Site boundary superimposed on Charles Laurent's map of 1793

A trade directory for 1797 includes several entries for dyers on Water Street, including Mary Bradshaw and Hugh Hargreaves & Co, who are both listed as dyers at 45 Water Street, with John Rothwell occupying 44 Water Street (Scholes 1797). These two properties may have formed the large works beyond the north-eastern edge of the Site, as shown on Green's map (Figure 2). Scholes' directory also contains entries for Matthew Higginson and Martha Duxbury, who are listed as dyers at 57 and 63 Water Street respectively (*op cit*, 33). It is possible that Higginson and Duxbury occupied the dye works in the Site (HA 01), whilst William Crompton, listed as a dyer at 68 Water Street, ran the works at the south-western end of the street (HER 12360.1.0), as shown on Green's map (Figure 2).

Several maps of the area were produced in the early 1800s, although most of these were produced as a small scale that precludes any meaningful analysis of individual buildings. However, maps such as that produced by Dean and Pigot in 1809 (Plate 3) provide an indication of the extent of development, and show the buildings comprising the dye works within the Site. Whilst the detail is not particularly clear, the map appears to show that the footprint of the dye works within the Site (HA 01) and the larger works to the north seems broadly unaltered. This is corroborated by the detail on William Johnson's map of the area, which was published in 1820. Whilst this map was similarly produced at a small scale, the footprint of the buildings forming the dye works replicates that shown on the map of 1809. Dean and Pigot's map also shows a new bridge across the River Irwell to have been built, and annotated 'new road from Eccles' (Regent Road).



Plate 3: Extract from Dean and Pigot's map of 1809, with arrow marking the position of the Site

The next detailed map of Manchester is provided by Swires' survey of 1824, which shows new buildings to have been added to the Site (Figure 3). Some of these were established by the New Quay Company, which provided additional wharfage facilities associated with the Irwell Navigation. A large rectangular building placed at a right angle to the river (HA **02**) was probably a warehouse, whilst a U-shaped range of buildings (HA **03**) provided stabling facilities for the New Quay Company. Interestingly, Swires' survey shows the buildings forming the original dye works (HA **01**) to have contracted slightly, suggesting that it may no longer have been used for dyeing. A trade directory for 1821-2 contains entries for Mary Bradshaw and Rothwell, who are both described as dyers at 45 and 44 Water Street respectively, but there are no other dyers listed for Water Street (Pigot and Dean 1821, 246). This absence of dyers that can be linked firmly to the buildings in the Site adds weight to the suggestion that HA **01** may have ceased operating by the early 1820s.

The next detailed survey of the area is provided by Bancks & Co's *Map of Manchester and Salford*, which was published in 1831 (Figure 4). This shows the dye works beyond the north-eastern boundary of the Site to have been remodelled slightly and expanded, and the smaller dye works within the Site boundary (HA **01**) reconfigured or redeveloped. A significant new feature to the developing industrial townscape that is captured on Bancks & Co's map is the railway viaduct. This was built in 1830 by Brockbank and Findlay, and linked the masonry bridge over the River Irwell with a now-demolished brick and cast-iron bridge over Water Street. Some 15 years later, the Manchester and South Junction and Altrincham Railway (MSJ&AR) was authorised by an Act of Parliament. In 1849, it opened to provide a link between London Road (now Piccadilly) Station with the Manchester to Liverpool line at Ordsall Lane. This line passes immediately to the north-east of the Site on a viaduct.

The viaduct is shown on Adshead's map of 1850 (Plate 4) and the Ordnance Survey 1:1056 Town Plan map of 1851 (Figure 5). These detailed maps show some development of the buildings within the Site. The dye works (HA **01**) is shown on Adshead's map to have been converted for use as tallow and oil works, whilst the Ordnance Survey annotates the buildings as a fustian dye works, with what appears to be a group of three small reservoirs immediately to the north-east. The warehouse (HA **02**) to the south of the oil and tallow works / fustian dye works, identified as a 'bonded warehouse' by Adshead and 'stores' by the Ordnance Survey, had evidently been extended slightly by the mid-19th century with the addition of a small building against the north-eastern corner. A smithy (HA **04**) had also been added to the complex, which presumably served the New Quay Company, and a basin (HA **05**) had been created along the riverside, presumably to facilitate the trans-shipment of goods between the Mersey & Irwell Navigation and the quay. A detached boiler is also shown by the Ordnance Survey, situated a short distance to the east of the smithy. A small chemical works, marked by Adshead as Hanley & Co, had been built immediately adjacent to the New Quay, immediately to the south of the Site boundary, and may have supplied materials required by the area's thriving textile-finishing industry. The map also shows some buildings between the two railway viaducts beyond the north-eastern edge of the Site, which probably represent elements of the Rothwell's dye works.

The next available plans of the Site are provided next edition of Ordnance Survey mapping, which was published in 1891 at a scale of 1:500 (Figure 6) and at 25": 1 mile in 1896 (Plate 5). These plans show that the Site had been subject to some development during the second half of the 19th century. The buildings forming part of the New Quay Company premises, including the bonded warehouse (HA **02**) and the stables and stores (HA **03**) had been demolished, and the small basin (HA **05**) on the river bank had been infilled. The fustian dye works marked on the previous edition of Ordnance Survey mapping (HA **01**) is shown on the Town Plan of 1891 as a size works, whilst it is annotated on the 25": 1 mile edition of 1896 as a steam-powered saw mill. A pig station (HA **06**) occupied the north-eastern part of the Site, associated with the transportation of livestock to Manchester via the railway. A U-shaped range of buildings (HA **07**) depicted in the centre of the Site, together with a terrace of single-depth buildings (HA **08**) along the Water Street frontage (and continuing beyond the south-eastern boundary of the Site) may have been associated with the conversion of the southern part of the Site for use as a corporation yard.

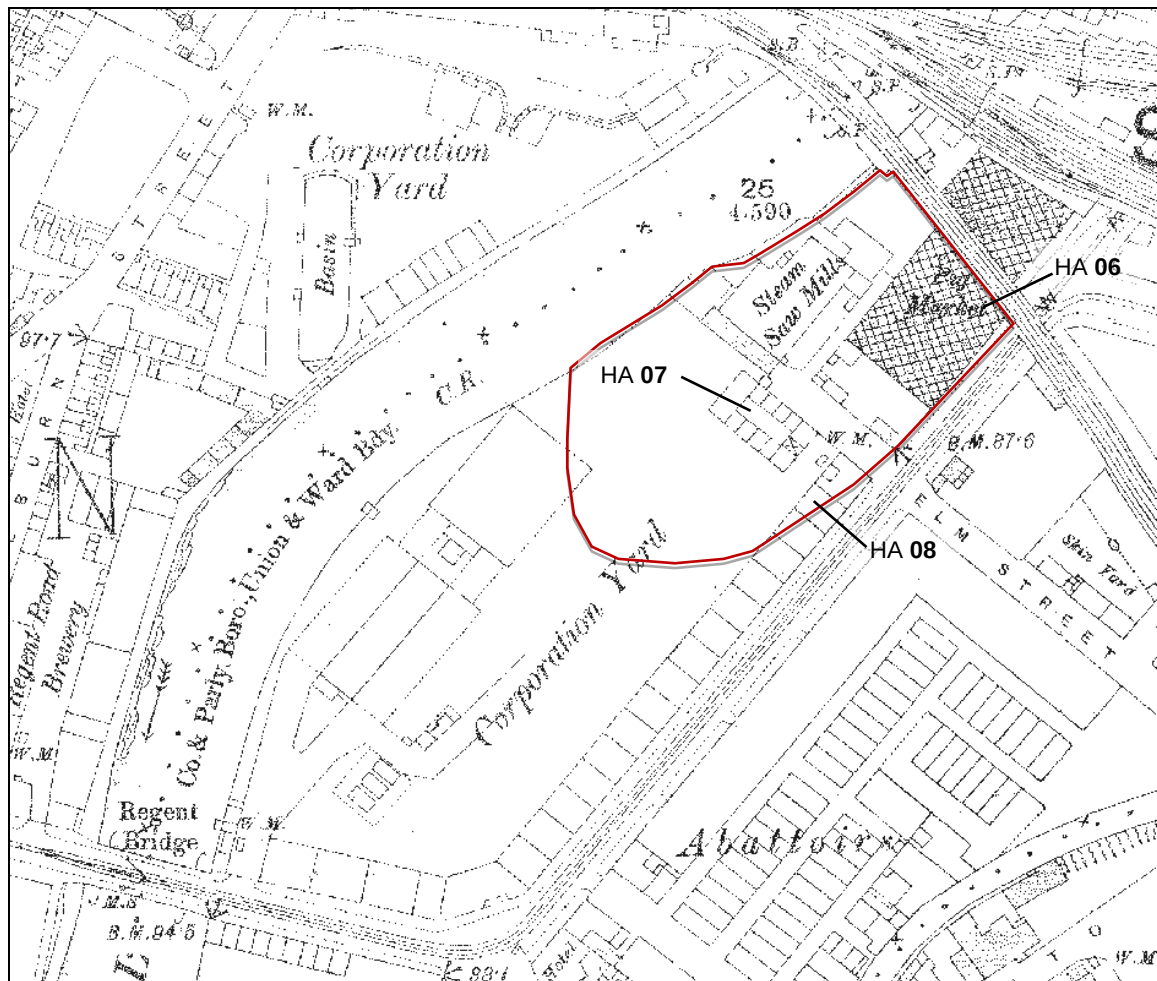


Plate 5: The Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1896

Subsequent editions of Ordnance Survey mapping, published in 1908, 1922 and 1932, show only minor changes to the Site (Figures 7-8), although the Ordnance Survey map of 1948 (Figure 9) shows the steam-powered saw mill occupying the site of the former dye works (HA 01) had been demolished. All buildings in the Site were cleared subsequently, and the site converted for car-parking use in the late 20th century.

4.6 Previous Archaeological Work

Various archaeological projects have taken place in the Water Street area since the early 1990s, and two separate programmes of archaeological investigation have been carried out within the Site. The earliest of these was undertaken by the former Greater Manchester Archaeological Unit (GMAU) between November 1990 and January 1991, and comprised a limited programme of archaeological evaluation and excavation across the Site. In the first instance, seven narrow trenches were excavated across the Site, with significant archaeological remains that merited further investigation being encountered in three of the trenches. The most significant archaeological remains were revealed in Trench A (Plate 6), excavated across the central part of the Site, and comprised well-preserved elements of the 19th-century timber waterfront that was set back some 12m from the modern river embankment.

The archaeological remains of the historic waterfront consisted of a timber revetment forming a roughly semi-circular basin, which retained evidence of a back-brace and a series of associated features. The remains revealed in the southern part of the trench comprised a 7.3m stretch of well-constructed timber revetment. This survived to a maximum height of 1.0m, and consisted of a series of thin planks secured to two squared beams by 20mm diameter iron bolts. A short length of wall was revealed slightly to the south of the timberwork. This survived to a height of five courses, and was aligned approximately east/west. It was concluded that this was probably the surviving fabric of one of the buildings of the New Quay Company (GMAU 1991, 6).

The northern section of the trench contained a series of decayed upright timbers, with only small stubs of planking surviving towards the northern limit of the excavated area. However, better preserved timberwork survived immediately to the east, comprising six 100mm thick uprights linked to a thin horizontal bar with iron pegs, surviving to a height of 1.21m. These were interpreted as elements of the 19th-century quayside (GMAU 1991, 7). The remains were sealed by a series of dumps of Victorian household waste, indicating that the quay had fallen into disuse by the late 19th century.

Trench C of the 1990-91 excavations to the south of Site revealed a large cut feature, measuring some 7.0m wide. It was concluded that this may have represented part of the water-management system for the waterwheels associated with the early dye works shown on Laurent's map of 1793, although the feature was not excavated fully and merits further investigation (GMAU 1991).

In 2016, as part of the Northern Hub railway infrastructure scheme, Salford Archaeology carried out a programme of archaeological investigation in the north-eastern part of the Site. This revealed a series of structural remains representing industrial and residential activity spanning the late 18th to 20th centuries, including elements of the early dye works (HA 01) and the steam-powered saw mill that occupied the site subsequently. Structural remains of these buildings were exposed at a depth of c. 0.9m below the modern ground surface, and extended to depths in excess of 3m. Later remains included evidence for the construction of the railway viaduct, represented by foundation pits for timber scaffolding. These pits were exposed at a depth of c. 0.65m below the modern ground surface. In addition, part of the 19th-century pig station (HA 06) was subject to full archaeological excavation.

In the wider area, archaeological evaluation by Pre-Construct Archaeology in 2001 targeted land at the corner of Quay Street and Lower Byrom Street. This revealed archaeological features comprising a quarry pit and two postholes at a depth of c. 0.5m below the modern ground surface. More detailed excavation carried out subsequently concluded that the pit was part of an extensive late post-medieval pit (Pre-Construct Archaeology 2002). Residual evidence for earlier human activity in the area was provided by the recovery of a Neolithic flint blade and a fragment of Roman pottery from the post-medieval quarry pit.

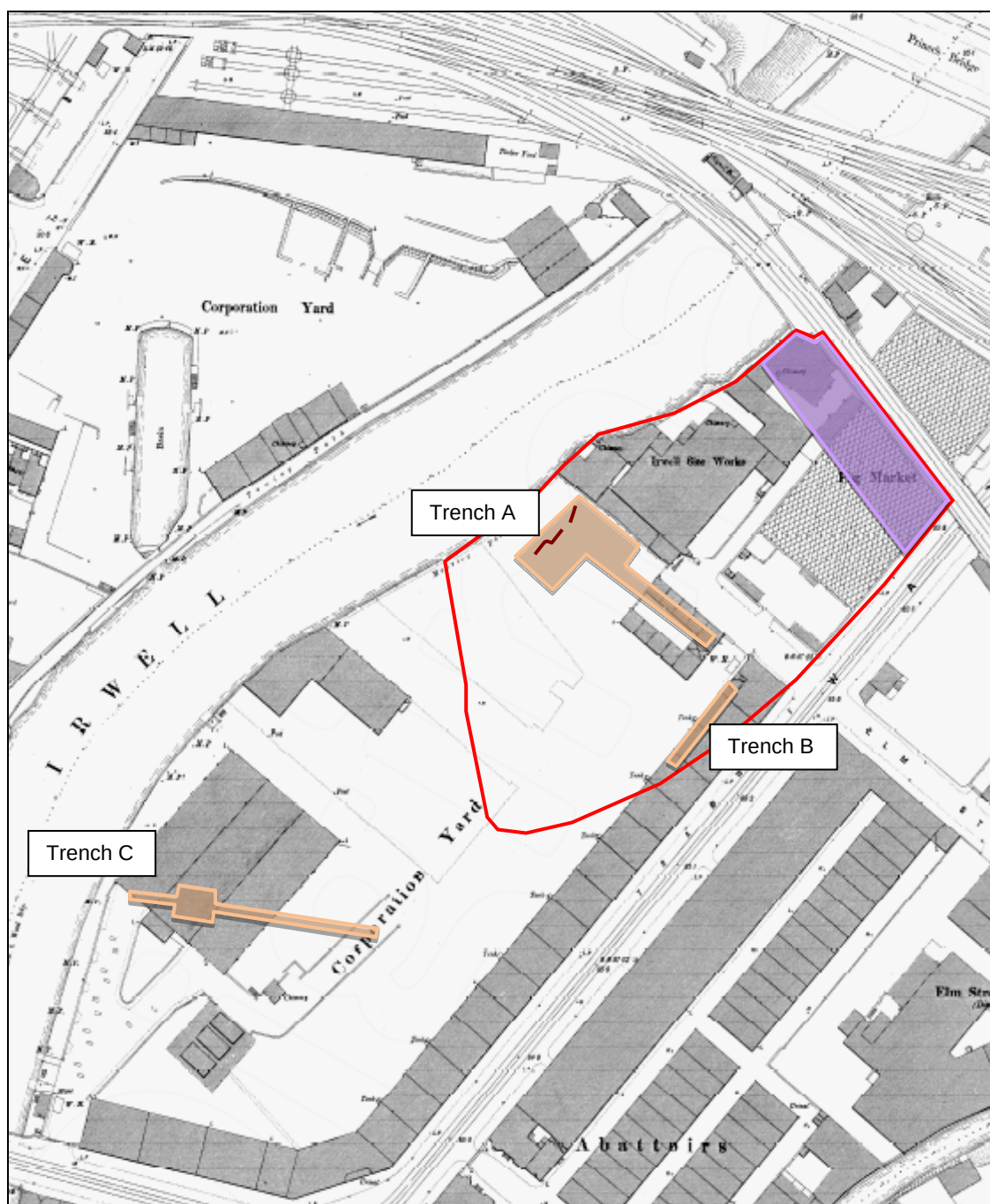


Plate 6: Previous investigations, superimposed on the Ordnance Survey map of 1891

- Excavations by GMAU 1990-91
- Excavations by Salford Archaeology 2016
- Excavated timber structures

5. Gazetteer of Sites

The following gazetteer entries summarise the sites of potential archaeological interest in the Site. These sites have been identified from the sequence of historical mapping, coupled with a review of other archival sources.

HA Number	01
Site Name	Water Street Dye Works (site of)
HER Number	12367.1.0
Site Type	Dye Works (site of)
Period	18 th century
NGR	SJ 82799 97864
Source	Green 1787-94; Swire 1824; Adshead 1850; OS 1851
Designation	Conservation Area
Description	A dye works shown on William Green's map of 1794, comprising several buildings in the central part of the Site. Annotated as a fustian dye works on the Ordnance Survey Town Plan of 1851, with small reservoir/large cisterns immediately to the north-east, whilst Adshead's map of 1850 identified the site as a tallow and oil works. Shown on the Ordnance Survey Town Plan of 1891 as a size works, whilst early 20 th -century mapping shows the configuration of buildings to have been altered, indicative of remodelling for a new use; the site is marked on the Ordnance Survey 25": 1 mile map of 1896 as a steam-powered saw mill. The buildings had been cleared by the mid-20 th century.
Assessment	The footprint of the dye works lies within the Site. The northern part of the former dye works was subject to archaeological investigation in 2016, which demonstrated that well-preserved structural remains survived <i>in-situ</i> . There is some potential for further buried remains of the dye works to survive <i>in-situ</i> , and these may be damaged or destroyed during the proposed development.

HA Number	02
Site Name	New Quay Company Warehouse
HER Number	-
Site Type	Warehouse (Site of)
Period	Early 19 th century
NGR	SJ 82758 97822
Source	Swires 1824; Bancks & Co. 1831; Adshead 1850; OS mapping
Designation	Conservation Area
Description	A detached rectangular building set at a right angle to the River Irwell is shown on Swires' map of 1824, almost certainly representing a warehouse associated with the New Quay. Marked as 'stores' on the Ordnance Survey Town Plan of 1851, whilst Adshead map of 1850 annotates the building as a 'bonded warehouse'. Both of these mid-19 th -century maps show the building to have been extended slightly with the addition of a small block against the north-eastern corner. Demolished by the end of the 19 th century, and the site redeveloped as a corporation yard.
Assessment	The footprint of the building lies in the south-western part of the Site, and the foundations may survive <i>in-situ</i> as below-ground remains.

HA Number	03
Site Name	New Quay Company Store and Stables
HER Number	-
Site Type	Stable Block and Stores (Site of)
Period	Early 19 th century
NGR	SJ 82773 97767
Source	Swires 1824; Bancks & Co 1831; Adshead 1850; OS mapping
Designation	Conservation Area
Description	A stable block and stores established by the New Quay Company. Forming a large, U-shaped arrangement, only a small part of the stables and associated store lie within the Site boundary. Whilst the store may have been a multi-storey building, the stables are likely to have had shallow foundations. The buildings had been cleared by the late 19 th century and remains undeveloped until the 1960s, when part of a refuse destructor was built across the footprint of the earlier buildings.
Assessment	The footprint of the buildings straddle the southern boundary of the Site, although only a small element lies within the Site. Buried remains of the building may have been damaged or destroyed during redevelopment of the site in 20 th century, although it is possible that some foundations survive <i>in-situ</i> .

HA Number	04
Site Name	New Quay Company Smithy
HER Number	-
Site Type	Smithy (Site of)
Period	19 th century
NGR	SJ 82766 97834
Source	Adshead 1850; OS mapping
Designation	Conservation Area
Description	A smithy annotated on the Ordnance Survey Town Plan of 1851. The building had been cleared by the 1890s, and its footprint has not been subject to any development since.
Assessment	The footprint of the smithy lies in the central part of the Site, and the foundations may survive <i>in-situ</i> as below-ground remains.

HA Number	05
Site Name	New Quay Company Basin
HER Number	-
Site Type	River Navigation Basin (Site of)
Period	19 th century
NGR	SJ 82762 97853
Source	OS mapping
Designation	Conservation Area
Description	A basin cut into the bank of the River Irwell shown on mid-19 th -century mapping. The basin had been infilled by the 1890s, and its site has not been developed subsequently.
Assessment	The footprint of the basin lies along the western edge of the Site, and structural remains may survive <i>in-situ</i> as below-ground remains.

HA Number	06
Site Name	Pig Market
HER Number	-
Site Type	Pig Market (Site of)
Period	Late 19 th century
NGR	SJ 82860 97868
Source	OS mapping
Designation	Conservation Area
Description	The Ordnance Survey Town Plan of 1891 shows a pig market had been established immediately south of the extended 1830 railway viaduct. This market was covered by a glass roof enlargement, which extended between the reconfigured 1830 viaduct and the MSJ&AR viaduct, and also further to the south. The pig market was also associated with an inclined animal ramp running down from the 1830 viaduct, which enabled livestock to be herded down from the railway line to the market below. The ramp survives extant, measures c. 3 m wide and runs from the south-eastern corner of the viaduct extension, parallel with Water Street, for a distance of c. 25 m. The covered pig market was extant in 1965, but the glass roof was removed and the buildings adjacent to the River Irwell were demolished in the latter part of the 20 th century.
Assessment	The footprint of the pig market lies in the north-eastern part of the Site. Well-preserved structural remains were uncovered during an archaeological investigation in 2016, and it is most likely that further structural remains will survive <i>in-situ</i> as below-ground remains.

HA Number	07
Site Name	
HER Number	-
Site Type	Buildings (Site of)
Period	Late 19 th century
NGR	SJ 82805 97828
Source	OS mapping
Designation	Conservation Area
Description	A U-shaped range of small buildings is shown in the central part of the Site on the Ordnance Survey Town Plan of 1891. The function of the buildings is not entirely certain, although they may have been associated with the Corporation Yard that occupied the southern part of the Site from the late 19 th century onwards. The small size of the buildings suggests that they were single-storey structures and, as such, are likely to have had shallow foundations. The buildings were not demolished until the late 20 th century.
Assessment	The footprint of the buildings lies in the central part of the Site, although any <i>in-situ</i> remains are likely to have been damaged or removed completely by later development.

HA Number	08
Site Name	Water Street Buildings
Site Type	Buildings (Site of)
Period	Late 19 th century
NGR	SJ 82819 397800
Source	OS mapping
Designation	Conservation Area
Description	A row of single-depth buildings occupying the north-western side of Water Street, first shown on the Ordnance Survey Town Plan of 1891. The absence of pavement lights against these buildings suggests that they did not incorporate cellars, suggesting that they only had shallow foundations. The function of the buildings is not entirely certain, although they may have been associated with the Corporation Yard that occupied the southern part of the Site from the late 19 th century onwards, and were not demolished until the late 20 th century.
Assessment	The footprint of the buildings straddles the south-western boundary of the Site, although the apparent absence of any cellar suggests that their foundations are likely to have been shallow and any surviving remains are likely to be fragmentary.

6. Significance

6.1 The Policy Context of Heritage Assets

The archaeological resource of an area can encompass a range of assets, including below-ground remains, earthworks, and standing buildings and other structures. Some of these remains may have statutory protection, such as Scheduled Monuments or listed buildings. Others do not, but may nevertheless be of archaeological significance. Under both national and local planning policy, as outlined below, both statutory and non-statutory remains are to be considered within the planning process.

The NPPF sets out the Government's planning policy and framework for England, and how these are expected to be implemented. NPPF places particular emphasis on assessing the development proposals in line with an up-to-date local plan (*op cit*, Section 3.28). Consequently, Manchester's Core Strategy (adopted 2012) was consulted as the key Development Plan Document in the Local Development Framework (LDF), with particular reference to Policy EN3: Heritage. In determining applications, local planning authorities must be able to understand the significance of any heritage assets affected by a proposed development in order to assess its impact. This enables the conservation of heritage assets in a manner suitable to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations, or else they can be recorded and advance understanding of the significance of any heritage assets to be lost in a manner proportionate to their importance and the impact, and to make this evidence publicly accessible.

6.2 Assessment Methodology and Significance Criteria

The most commonly accepted methodology for assessing archaeological significance is the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of *Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979* (DCMS March 2010). These criteria have all been utilised in this assessment and are listed below:

- Period
- Rarity
- Documentation
- Group Value
- Survival/Condition
- Fragility/Vulnerability
- Diversity
- Potential

6.3 *Baseline Significance Conditions*

6.3.1 *Period*

The possibility of Roman remains surviving within the Site cannot be discounted, based upon previous discoveries of Roman finds in the vicinity. Whilst the Site lies beyond the suspected edge of the Roman settlement, it is possible that it was supplied by boats plying the River Irwell and, as such, the potential for physical evidence for riverside activity cannot be discounted entirely.

Whilst some chance finds dating to the early medieval period have been discovered in the wider study area (HER 9916.1.0), it is very unlikely that any remains from this early period will have survived intact. The Site is likely to have remained in agricultural use throughout the later medieval and post-medieval periods, although it is unlikely that any significant physical evidence for this activity will survive below ground.

The area was developed initially during the 18th century, when dye works lined the south-eastern bank of the River Irwell, including one situated in the centre of the Site (HA **01**). The Site was further developed during the course of the 19th century, providing facilities for water-borne transport by the New Quay Company (HA **02-03**), although much of the southern part of the site was given over in the later 19th century for use as a corporation yard. The archaeological interest in the Site is thus focused largely on potential late 18th- and early 19th-century remains.

6.3.2 *Rarity*

Any Roman remains found within the study area would be considered to be of regional rarity. Physical remains of 18th-century dye works would be of at least local rarity and, pending their extent and condition, potentially of borough rarity. This value would perhaps be enhanced in the case of the Water Street Dye Works (HA **01**), pending the extent to which it was remodelled during its conversion to a steam-powered saw mill, as the site does not appear to have been redeveloped since demolition. The other non-designated heritage assets, including a warehouse (HA **02**), stable block (HA **03**), a smithy (HA **04**), a river navigation basin (HA **05**) and a pig station (HA **06**) do not have a high rarity value.

6.3.3 *Documentation*

The historical development of the study area from the late 18th century can be traced reasonably well from cartographic and other primary sources. Further documentary research would undoubtedly furnish additional evidence, including more precise dating of the construction of the relevant buildings, although this is unlikely to alter the outline and conclusions presented in this assessment.

6.3.4 *Group Value*

Any Roman remains within the Site might contribute to the wider understanding of the development of Roman Manchester. The other non-designated heritage assets in the Site represent elements of the urban industrial townscape, and particularly those associated with an early group of textile-finishing works along the River Irwell corridor and the Mersey & Irwell Navigation, which played a key role in the development of the city from the late 18th century onwards. As such, these heritage assets have some group value.

6.3.5 *Survival / Condition*

The extent to which any buried archaeological remains survive *in-situ* is currently largely unknown, although previous archaeological investigations have confirmed the presence of structural remains of the late 18th-century dye works, the early 19th-century quay, and the late 19th-century pig market, suggesting that good survival of below-ground remains across the Site. It is likely, however, that the foundations of the New Quay stores and stables (HA 03) and the late 19th-century structures associated with the corporation yard (HA 03, HA 07 and HA 08) may have been damaged or removed entirely due to the probable shallow nature of their foundations.

6.3.6 *Fragility/Vulnerability*

Any buried archaeological remains within the Site, should they be present and survive *in-situ*, are vulnerable to damage or destruction during any earth-moving works.

6.3.7 *Diversity*

None of the known sites within the Site are considered to be significant due to diversity.

6.3.8 *Potential*

There are no prehistoric sites within the Site or its environs, and the potential for prehistoric remains is considered to be very low. Similarly, there are no known medieval or post-medieval sites within the Site or its immediate environs, and the potential of remains from these periods is considered to be low.

The Site lies immediately beyond the known area of the Roman settlement, although the potential for finds from this period to survive cannot be dismissed. There is considerable potential for buried remains dating to the late 18th and 19th centuries, as demonstrated by previous archaeological investigation of the Site.

6.4 *Significance of Below-Ground Archaeological Remains*

Using the above criteria, and particularly rarity and survival/condition, the Site is likely to contain non-designated below-ground heritage assets of at least local significance, and potentially regional importance, specifically the 18th-century dye works (HA 01) and any remains deriving from Roman activity. Any remains of the early 19th-century warehouse (HA 02), the mid-19th-century smithy (HA 04) and basin (HA 05), and the late 19th-century pig market (HA 06) are likely to be of local significance. Some of the sites that have been identified, however, are likely to have been damaged or destroyed during demolition and redevelopment during the 20th century, thereby reducing their significance to negligible (HA 03, HA 07 and HA 08).

7. Impact of Development

7.1 Development Proposals

The proposal involves the development of residential towers with associated basement car parking. The delivery of these proposals will require substantial earth-moving works, which will to damage or remove any archaeological remains that survive below ground.

7.2 Impact of Development

The results obtained from the desk-based research indicate that the Site may retain the foundations of late 18th- and 19th-century buildings that are considered to be of at least local significance (HA **01**, HA **02**, HA **04**, HA **05** and HA **06**). Any surviving foundations of these buildings would merit recording archaeologically prior to their removal as part of the proposed construction works. This would represent an appropriate strategy to offset the harm of development on the archaeological resource of the Site.

It is also possible that physical evidence for Roman activity may survive across some parts of the Site, albeit in a fragmentary condition. Any such remains would similarly merit recording archaeologically prior to their removal during the proposed construction works.

8. Further Investigation

8.1 Heritage Assets

Where the loss of the whole or a material part of a heritage asset's significance is justified by a development, the developer should be required to record that asset and advance understanding of its significance, and to make this evidence publicly accessible.

The assessment has identified the sites of non-designated heritage assets of at least local significance within the Site. Any damage to those sites of local significance during the delivery of the proposed development would merit the implementation of a strategy that would mitigate the ultimate loss of the buried remains, *ie* preservation by record.

8.2 Further Investigation

The requirement for any further archaeological recording of buried remains within the Site will be decided by the Greater Manchester Archaeological Advisory Service, in their capacity as archaeological advisor to Manchester City Council. It is expected, however, that a programme of intrusive investigation will be required in advance of development. This will aim to establish whether any buried remains of archaeological interest survive *in-situ*, and will comprise the excavation of a series of evaluation trenches. Should significant archaeological remains be encountered during the initial investigation, further excavation may be required to offset the harm of development on the sub-surface archaeological resource, in line with the guidance by the *National Planning Policy Framework*.

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Appendix 1: HER Sites Within 250m

HER ref.	Description	NGR
Listed Buildings		
99.1.0	Remains of Railway Station Terminus	SJ 8296 9785
99.1.1	Old Main Goods Warehouse (1830 Warehouse)	SJ 8299 9788
12145.1.0	Railway Bridge Over River Irwell to Former Liverpool Road Station	SJ 8285 9793
15708.1.0	Railway Viaduct Linking Bridge over Irwell to Liverpool Road Station	SJ 8283 9794
2087.1.0	Giant's Basin Weir	SJ 8297 9767
3081.1.0	Railway Viaduct Over River Irwell	SJ 8281 9793
8385.1.0	Castlefield Railway Viaduct	SJ 8287 9755
8646.1.0	Victoria Warehouse, Albert Warehouse and Quay	SJ 8306 9810
8647.1.0	Railway Viaduct linking bridge over River Irwell to Liverpool Road Station	SJ 8289 9790
11681.1.0	Manchester South Junction and Altrincham Viaduct	SJ 8382 9770
11750.1.0	Hulme Junction Locks	SJ 8277 9746
12146.1.0	Railway Viaduct to Lower Byrom Street Warehouse	SJ 8293 9792
12068.1.0	123 Liverpool Road	SJ 8299 9783
12069.1.0	Commercial Hotel, Liverpool Road	SJ 8298 9783
12070.1.0	Colonnaded railway viaduct	SJ 8298 9788
12078.1.0	Pair of culvert arches over River Medlock	SJ 8294 9771
15483.1.0	Bridgewater Canal Basin at Potato Wharf	SJ 8290 9762
15709.1.0	Girder Bridge to Lower Byrom Street Warehouse	SJ 82838 97957
Building		
278.1.0	Water Street Warehouses	SJ 8305 9812
12373.1.0	Cottage and Warehouse	SJ 8288 9760
13950.1.0	Grape Street Bonded Warehouse	SJ 83067 97910
Monument		
40.2.0	Hulme Bridge (site of)	SJ 8274 9751
49.1.0	Wodens Ford (site of)	SJ 8260 9760
99.1.3	Remains of Terminus, Liverpool Road Railway Station & Stationmaster's House	SJ 8295 9786
1610.1.0	Manchester, Bolton & Bury Canal Terminus	SJ 8286 9800
2021.1.0	Manchester and Salford Junction Canal	SJ 8305 9802
2024.1.0	ATS Garage Site (Area of Roman Manchester)	SJ 8312 9778
2236.1.0	Visions Centre	SJ 8299 9766

HER ref.	Description	NGR
9882.1.0	Woollam Place excavations	8294 9783
12358.1.0	Dacca Mills/Warehouse (site of)	SJ 8265 9750
12360.1.0	Goudsby's Dye Works/Hide Skin & Fat Market (site of), Regent Road	SJ 8267 9765
12364.1.0	Hanley Dye Works (site of), Water Street	SJ 8273 9782
12366.1.0	Hulme Locks	SJ 8271 9745
12367.1.0	Dye Works (site of), Water Street	SJ 8281 9788
12368.1.0	Stanley Street Wharf (site of)	SJ 8284 9805
12369.1.0	Abattoir & Meat Market (site of)	SJ 8285 9773
12370.1.0	Iron Works Warehouse (site of), Hampson Street	SJ 8285 9802
12371.1.0	Princes Bridge	SJ 8287 9798
12372.1.0	Potato Wharf, Castlefield	SJ 8291 9759
12375.1.0	Dye Works (site of), Water Street/Hampson Street	SJ 8294 9798
12376.1.0	New Botany Warehouse (site of),	SJ 8294 9798
12377.1.0	Bridge, Potato Wharf	SJ 8296 9772
12378.1.0	Asphalt Works (site of)	SJ 8296 9815
12381.1.0	Staffordshire Warehouse (site of)	SJ 8306 9774
12383.1.0	Cotton Works (site of), Liverpool Road	SJ 8308 9780
12669.1.0	Dye Works, Water Street (site of)	SJ 82892 97950
12669.1.1	Dye Works, Water Street (site of)	SJ 82897 97948
12669.1.2	Dye Works, Water Street (site of)	SJ 82894 97942
12669.1.3	Dye Works, Water Street (site of)	SJ 82882 97927
12669.1.4	Dye Works, Water Street (site of)	SJ 82877 97919
12669.1.5	Dye Works, Water Street (site of)	SJ 82921 97944
12669.1.6	Dye Works, Water Street (site of)	SJ 82904 97922
12670.1.0	L&MR Brick & Cast Iron Bridge, Water Street	SJ 82915 97897
12671.1.0	Brick Ramp, Water Street (site of)	SJ 82891 97895
12672.1.0	Water Tower/Cistern House, Water Street (site of)	SJ 82870 97914
12673.1.0	Building, Water Street (site of)	SJ 82868 97909
12674.1.0	Arrival Station (former), Water Street	SJ 82918 97919
12675.1.0	Building, Water Street (site of)	SJ 82880 97901
12676.1.0	Building, Water Street (site of)	SJ 82931 97931
12677.1.0	Pig Market, Water Street (site of)	SJ 82878 97891
12678.1.0	Building, Water Street (site of)	SJ 82855 97919
12679.1.0	Building, Water Street (site of)	SJ 82864 97913
12680.1.0	Building (former), Water Street	SJ 82855 97919
15481.1.0	Manchester, Bolton & Bury Canal Lock	SJ 82701 98104

Appendix 2: Figures

- Figure 1: Site location
- Figure 2: Site boundary superimposed on Green's map of 1787-1794
- Figure 3: Site boundary superimposed on Swire's map of 1824
- Figure 4: Site boundary superimposed on Bancks & Co's map of 1831
- Figure 5: Site boundary superimposed on the Ordnance Survey 60": 1 mile map of 1851
- Figure 6: Site boundary superimposed on the Ordnance Survey 1:500 town plan 1891
- Figure 7: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1908
- Figure 8: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1922
- Figure 9: Site boundary superimposed on the Ordnance Survey 1:1250 map of 1948
- Figure 10: Site boundary superimposed on the Ordnance Survey 1:1250 map of 1958
- Figure 11: Site boundary superimposed on the Ordnance Survey 1:1250 map of 1962
- Figure 12: Site listed on the Greater Manchester Historic Environment Record within 250m of the Site

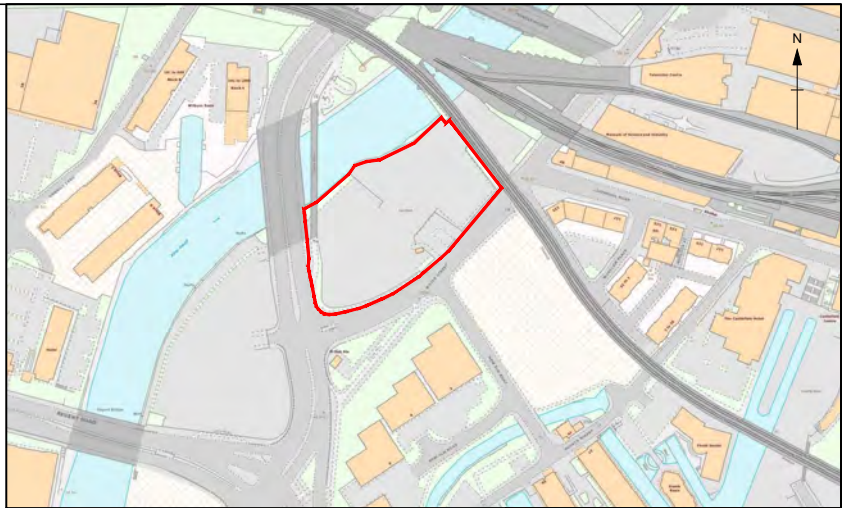


Figure 1:

Site Location

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**SALFORD
ARCHAEOLOGY**



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Salford Archaeology, Peel Building, The Crescent, Salford, M5 4VT

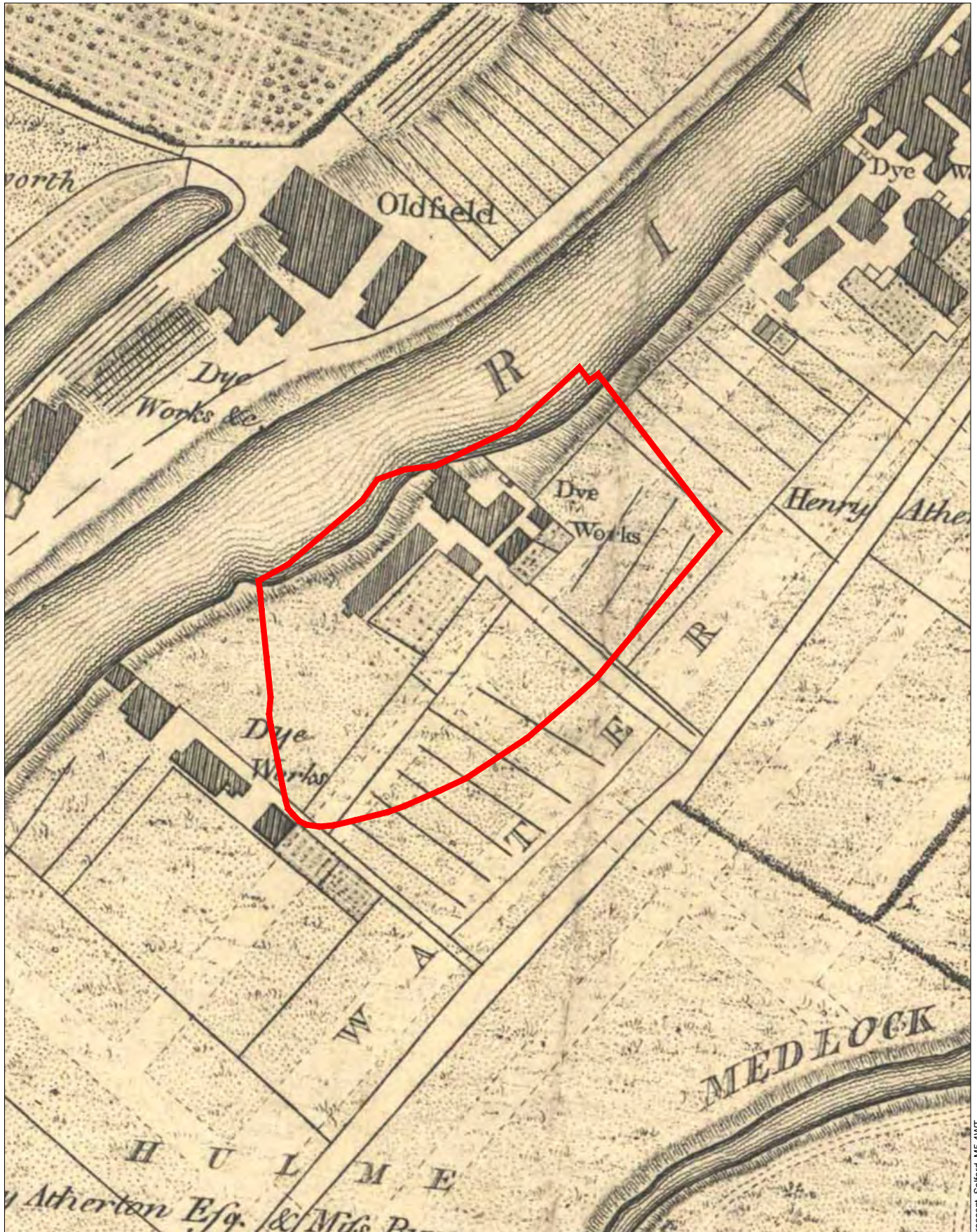


Figure 2:
Boundary of Site C superimposed onto Green's Map of Manchester & Salford, 1787-94



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m



Scale at A4 1:1500

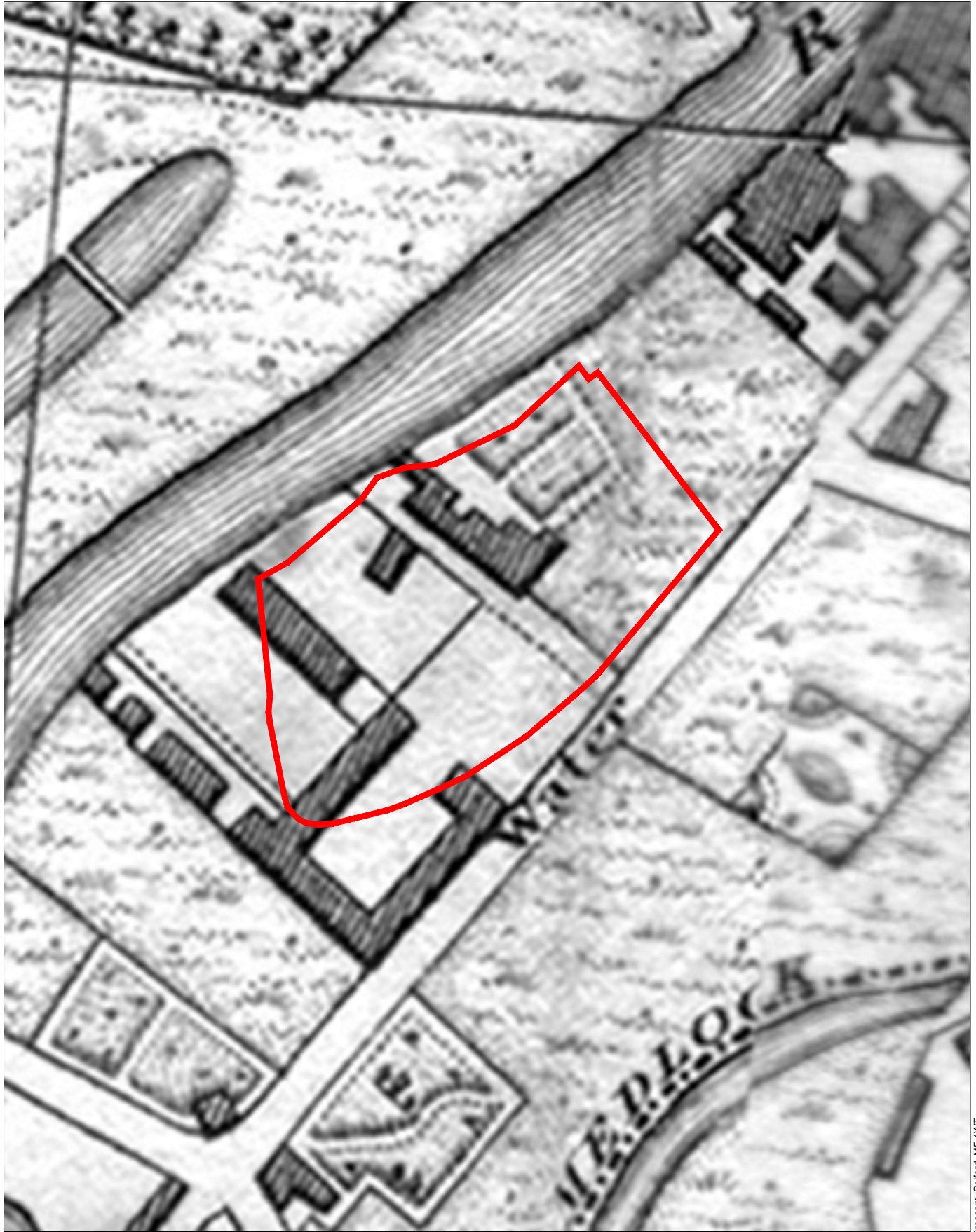


Figure 3:
Boundary of Site C superimposed onto Swires' Map of Manchester and the Environs, 1824



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m



Scale at A4 1:1500



Figure 4:
Boundary of Site C superimposed onto Bancks & Co's Map of Manchester & Salford, 1831



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m



Scale at A4 1:1500

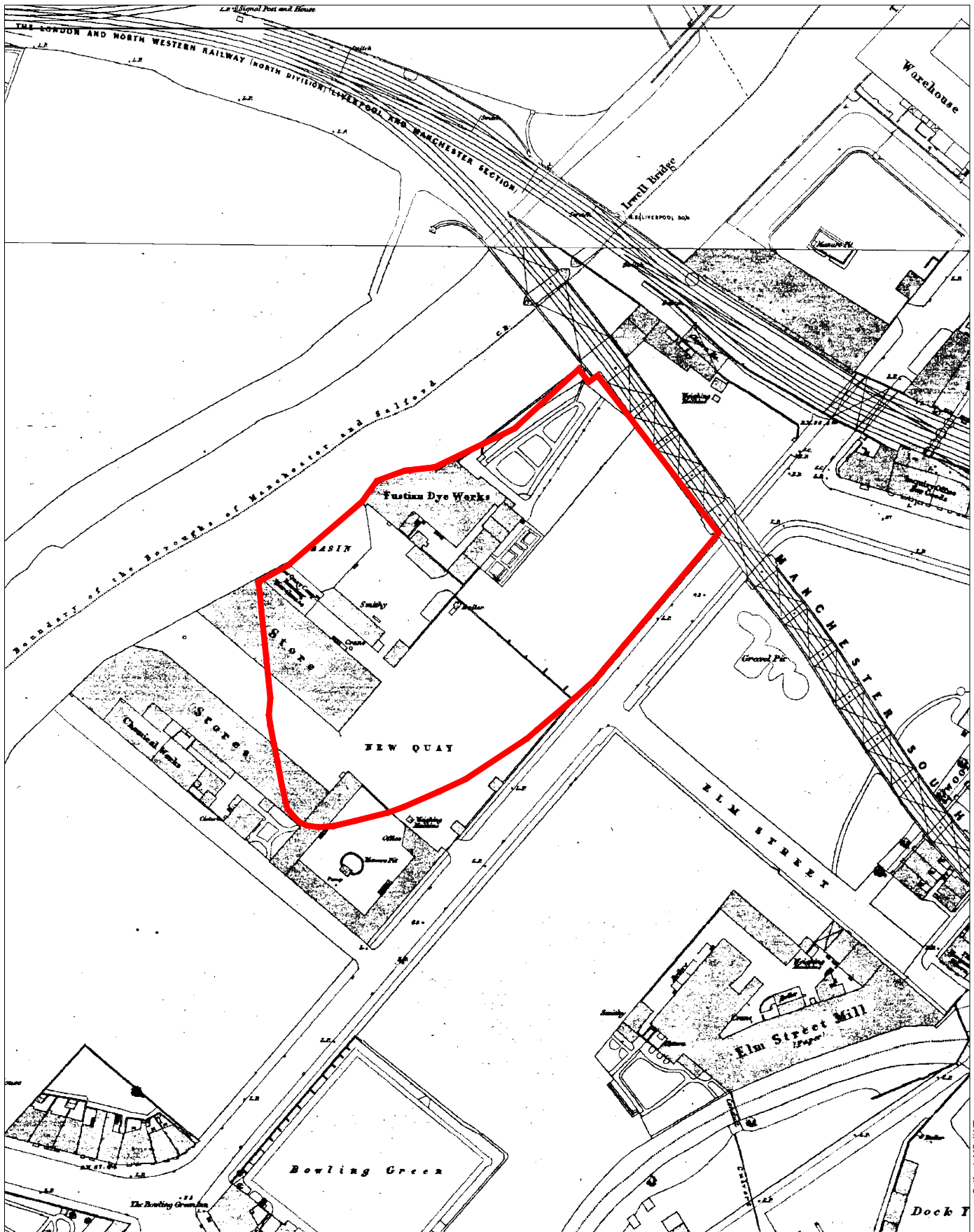


Figure 5:

Boundary of Site C superimposed onto the Ordnance Survey 1:1056 Town Plan of 1851

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Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m

Scale at A4 1:1500

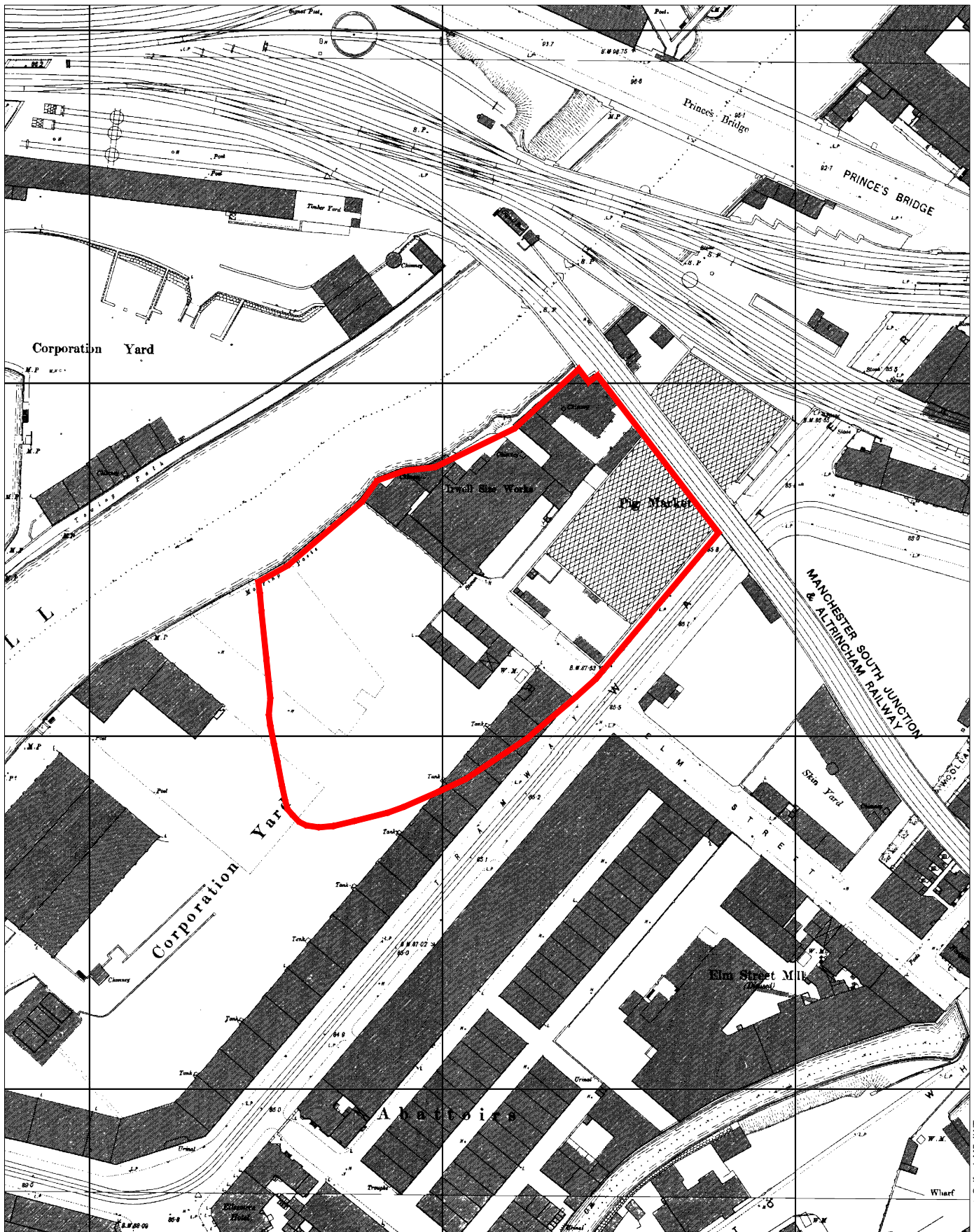


Figure 6:

Boundary of Site C superimposed onto the Ordnance Survey 1:500 Town Plan of 1891

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Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m

Scale at A4 1:1500

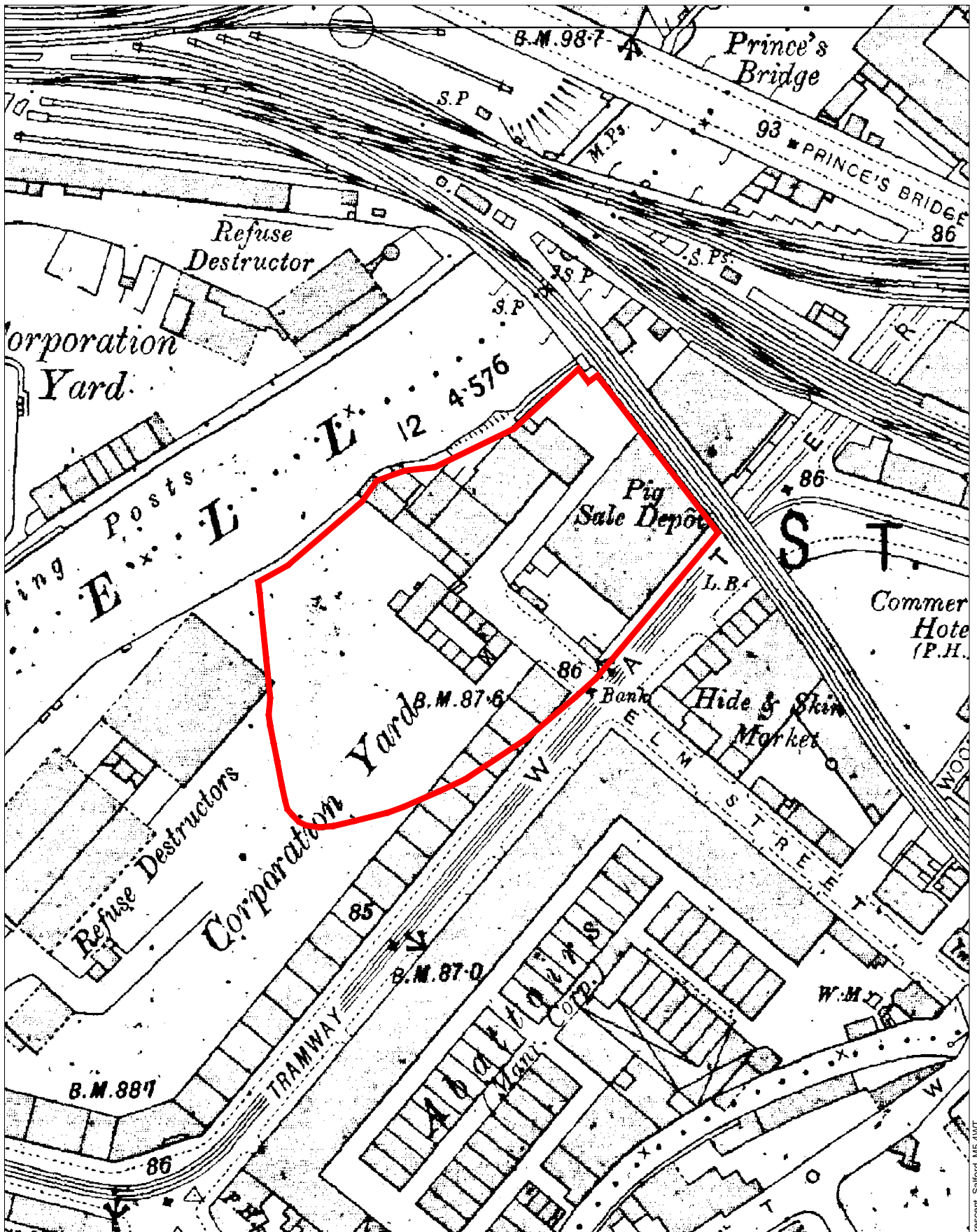


Figure 7:

Boundary of Site C superimposed onto the Ordnance Survey 1:2500 County Series map of 1908

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Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 50 m

Scale at A4 1:1500

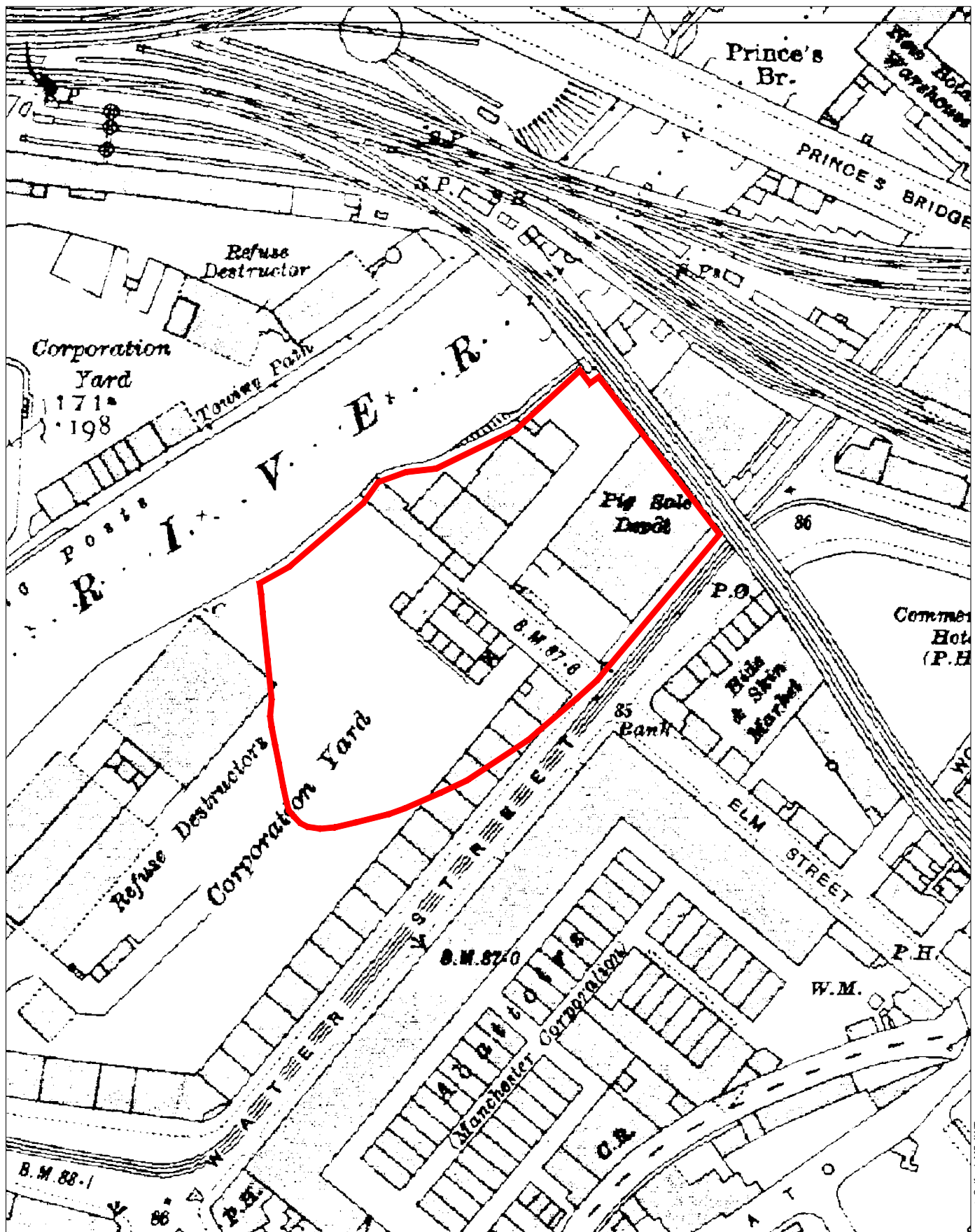


Figure 8:

Boundary of Site C Superimposed onto the Ordnance Survey 1:2500 County Series map of 1922

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Key:

— Site Boundary



0 50 m

Scale at A4 1:1500



**SALFORD
ARCHAEOLOGY**

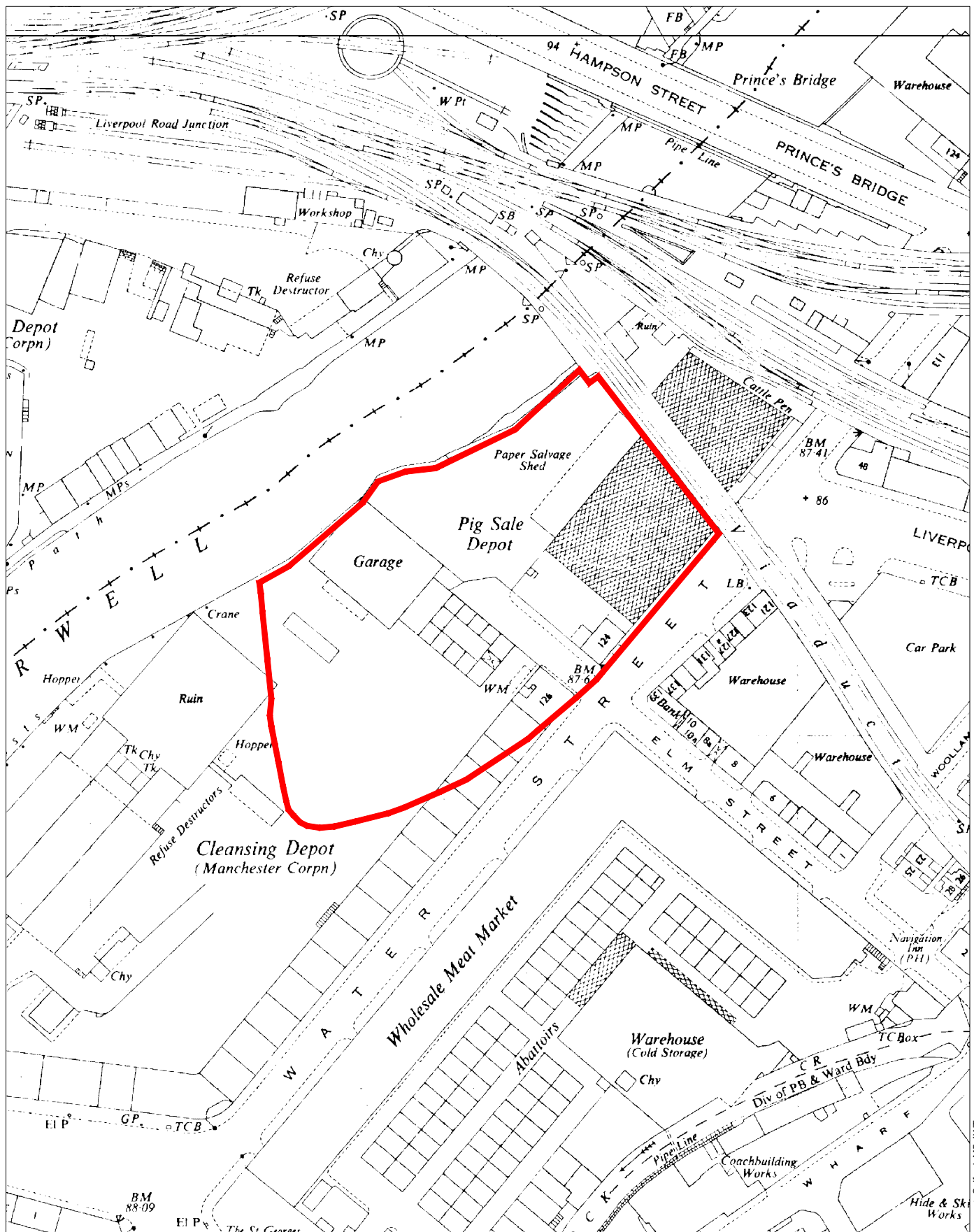


Figure 9:

Boundary of Site C superimposed onto the 1:1250 National Grid Map of 1948

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0 50 m
Scale at A4 1:1500

Key:

— Site Boundary

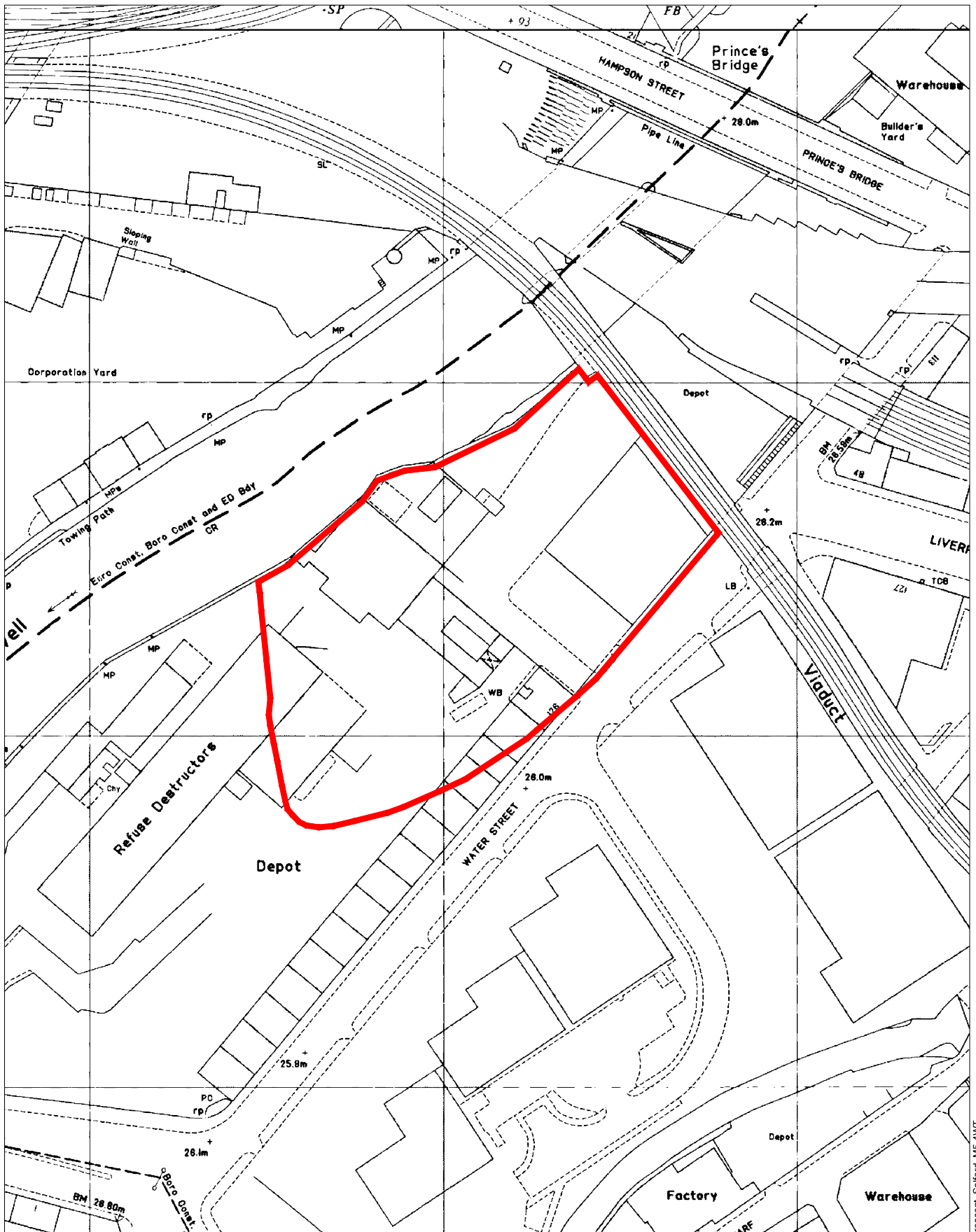


Figure 11:

Boundary of Site C superimposed onto the 1:1250 National Grid Map of 1962

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Key:

— Site Boundary

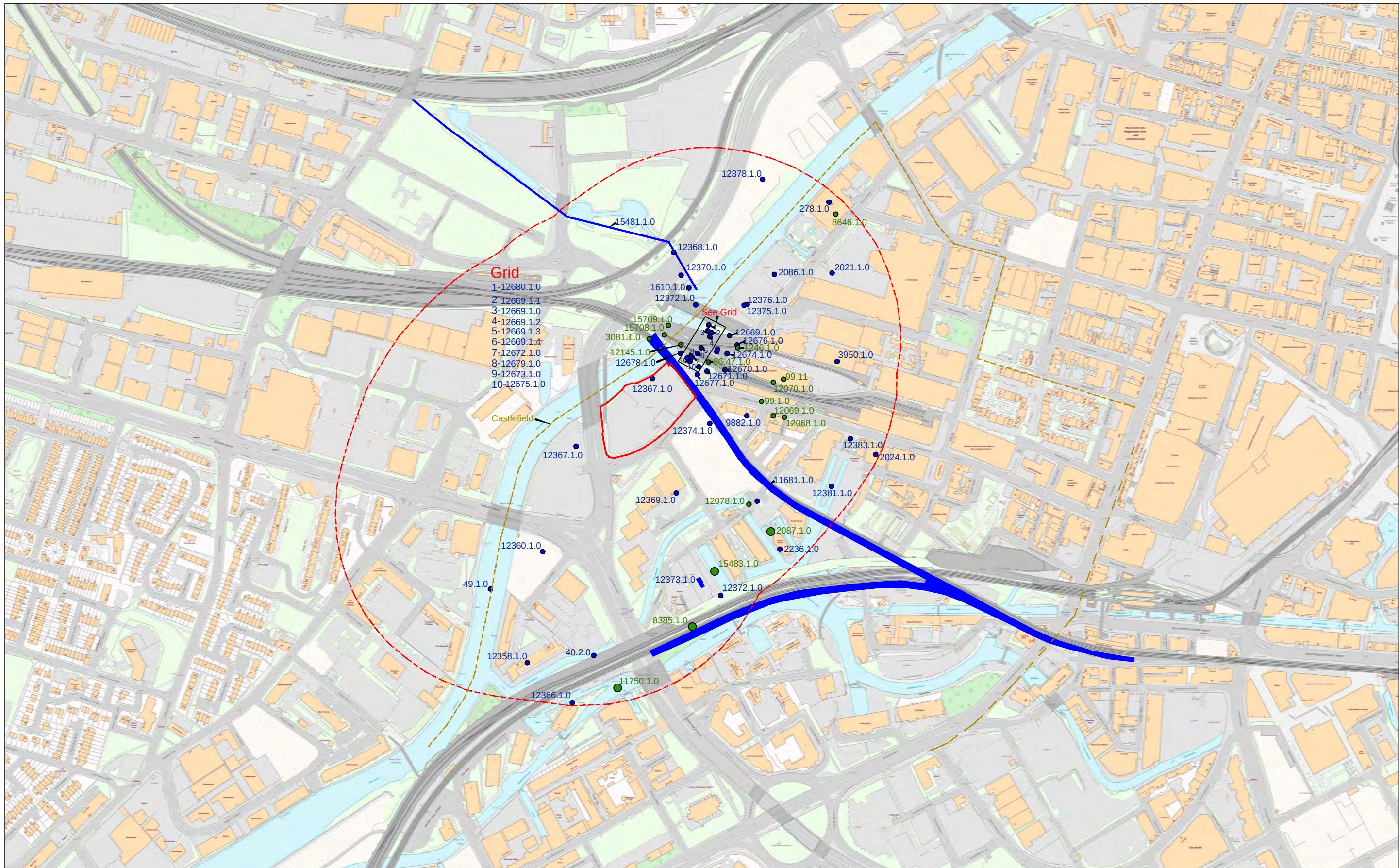


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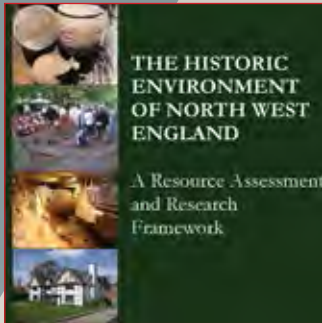


**SALFORD
ARCHAEOLOGY**





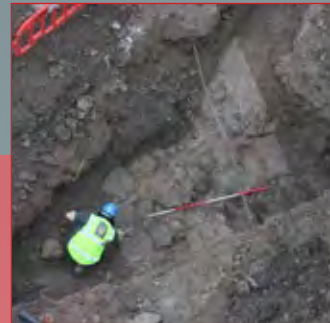
CONSULTANCY



DESK-BASED ASSESSMENTS



WATCHING BRIEF & EVALUATION



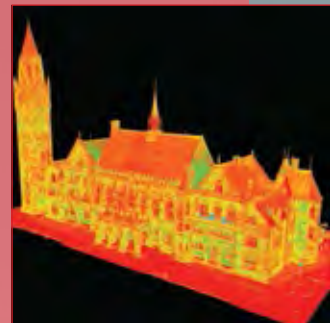
EXCAVATION



BUILDING SURVEY



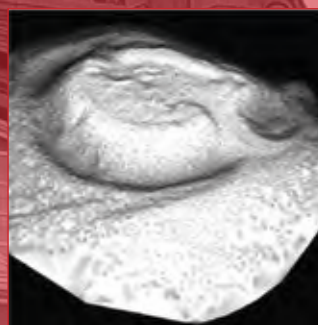
3D LASER SCANNING



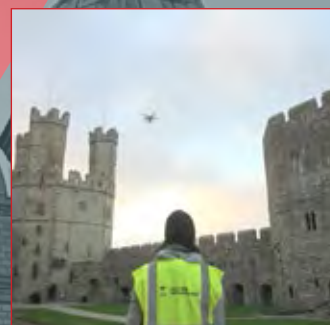
COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



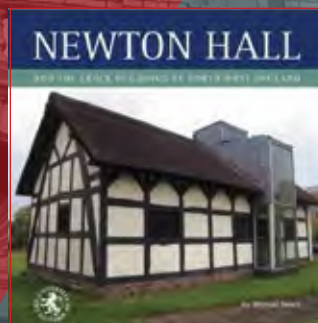
DRONE SURVEYS



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