



University of
Salford
MANCHESTER

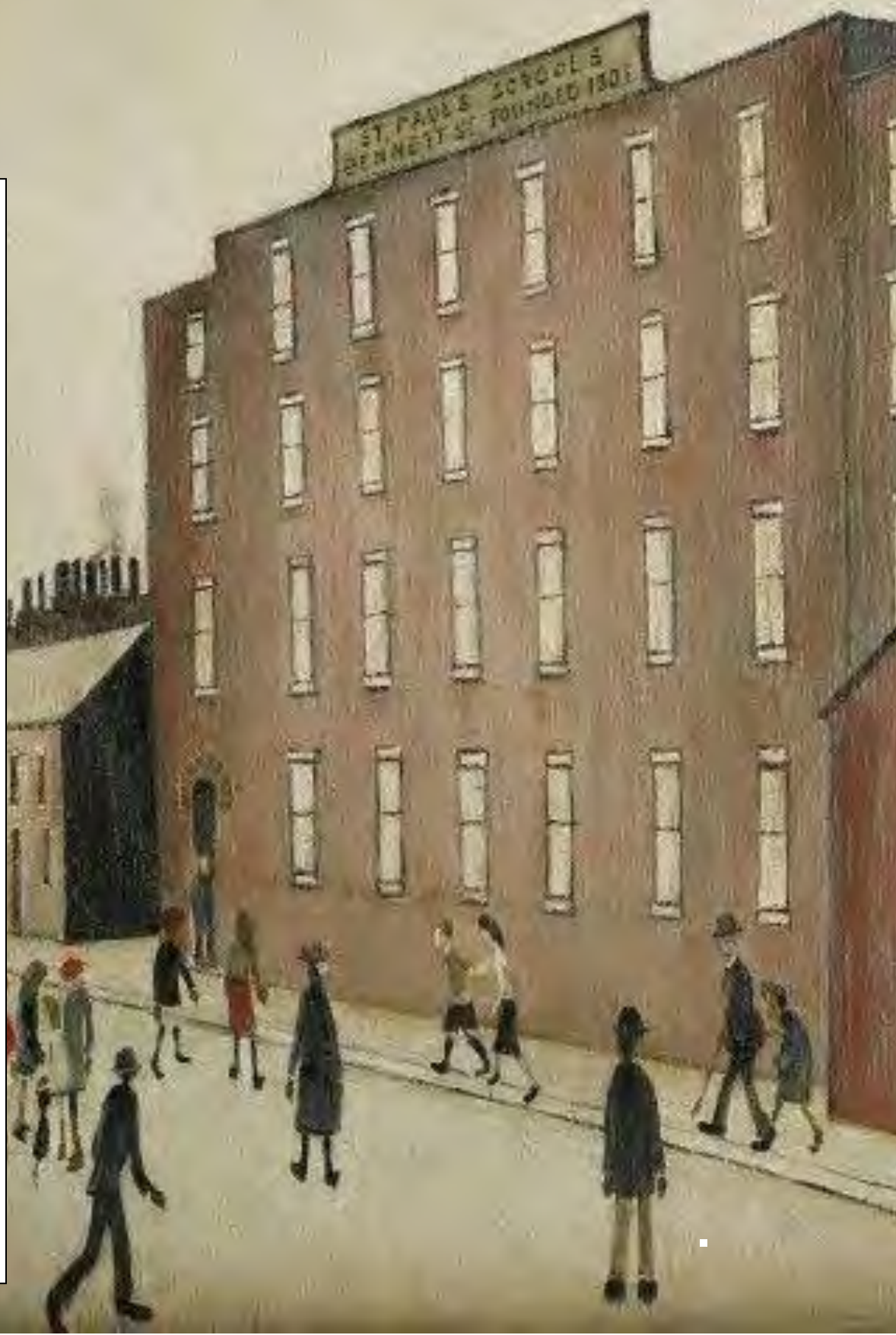
Archaeological Desk-Based Assessment

Bendix Street,
New Cross,
Manchester

Client:
Mulbury Homes

Technical Report:
Anthony Lee

Report No:
2018/49



Site Location: The site is bounded by Thompson Street to the north-east, Oldham Road to the south, Bendix Street to the south-west and a building occupied by Turning Point to the north-west, in the New Cross area of Manchester city centre.

NGR: Centred at NGR 384789 398874

Prepared for: Mulbury Homes

Document Title: Bendix Street, New Cross, Manchester

Document Type: Desk-based Assessment

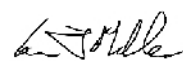
Report No: SA/2018/49

Version: Version 1.2

Author: Anthony Lee
Position: Project Officer
Date: September 2018

Signed: 

Approved By: Ian Miller BA FSA
Position: Assistant Director
Date: February 2019

Signed: 

Copyright: Copyright for this document remains with the Centre for Applied Archaeology, University of Salford.

Contact: Salford Archaeology, Centre for Applied Archaeology, Peel Building, University of Salford, Salford, M5 4WT

Telephone: 0161 295 4467 Email: i.f.miller@salford.ac.uk

Disclaimer:

This document has been prepared by Salford Archaeology within the Centre for Applied Archaeology, University of Salford, for the titled project or named part thereof and should not be used or relied upon for any other project without an independent check being undertaken to assess its suitability and the prior written consent and authority obtained from the Centre for Applied Archaeology. The University of Salford accepts no responsibility or liability for the consequences of this document being used for a purpose other than those for which it was commissioned. Other persons/parties using or relying on this document for other such purposes agrees, and will by such use or reliance be taken to confirm their agreement to indemnify the University of Salford for all loss or damage resulting therefrom. The University of Salford accepts no liability or responsibility for this document to any other party/persons than by whom it was commissioned.



Contents

Summary	4
1. Introduction	6
2. Method Statement	8
3. The Setting	9
4. Historical Background	11
5. Gazetteer of Sites	32
6. Significance	36
7. Effect of Development	40
8. Further Investigation	41
9. Sources	42
10. Acknowledgements	45
Appendix 1: Figures	46

Summary

In July 2018, Salford Archaeology was commissioned by Deloitte acting on behalf of Mulbury Homes to undertake an archaeological desk-based assessment to support a planning application for the development of land between Bendix Street and Thompson Street in the New Cross area of Manchester city centre (centred at NGR 384789 398874).

The Site is bound by Thompson Street to the north-east, Oldham Road to the south, Bendix Street to the south-west and a building occupied by Turning Point to the north-west. The Site comprises *circa* 0.14ha of developed land, currently used as a locksmith business. The proposed development allows for the construction of a high-quality residential scheme. The delivery of the scheme will require the demolition of the existing building on the Site, followed by the construction of a new ground plus 12-storey building to accommodate up to 161 apartments, public and private amenity space and 147 square metres of ground-floor commercial space.

In order to secure archaeological interests and inform the development process, Mulbury Homes commissioned Salford Archaeology to undertake an archaeological desk-based assessment of the Site. This aimed to establish, as far as possible, the nature and significance of the archaeological resource within the area, and assess the impact of any future development upon this resource.

None of the heritage assets within the boundary of the proposed development are afforded statutory designation that would warrant their preservation *in-situ*. However, the assessment has identified several areas of potential below-ground archaeological interest within the Site. The date range of these areas of interest range from the late 18th to the early 20th century. Due to the heavily built-up nature of the Site prior to its clearance in the late 20th century, a large area of the Site has the potential to contain buried remains to a greater or lesser extent. In addition, the one remaining building on the Site dates from the early 20th century and has some archaeological interest as a surviving example of its type.

The areas of below-ground archaeological interest comprise different types of 19th-century workers' housing, and the site of the Bennet Street Sunday School, which existed on the Site between 1818 until 1971, and which was famously depicted in L.S Lowry's painting *Going to School*. Any damage to the foundations of the houses and school, should they survive *in-situ*, may merit the implementation of a strategy that would mitigate their ultimate loss. In addition, the demolition of the motor maintenance and repair garage may merit the implementation of a strategy that would mitigate its loss.

The requirement for any further archaeological recording of buried remains within the site, as well as any requirement for historic building recording, 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 may be anticipated that a programme of evaluation trenching will be required to establish whether any buried remains survive *in-situ*. Should any significant remains be encountered during the initial investigation, further archaeological excavation in advance of development may be appropriate to ensure an archival record is compiled prior to the ultimate loss of the remains. In addition, it may be anticipated that an archaeological building recording of the former maintenance and repair garage will be required prior to its demolition.

1. Introduction

1.1 Planning Background

In July 2018, Salford Archaeology was commissioned by Mulbury Homes to provide an archaeological desk-based assessment to support a planning application for a proposed residential development in the New Cross Neighbourhood Development Area (NDF) of Manchester city centre. The NDF is part of a wider vision to create a predominantly residential neighbourhood, supported by a mixture of ancillary office or commercial units at ground floor. This report relates to the proposed development on Bendix Street (referred to hereafter as the Site). Further reports to support the planning applications for developments on Oldham Road and Goulden Street site will be submitted separately.

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.

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 revised *National Planning Policy Framework* (Ministry of Housing, Communities and Local Government, 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 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 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, including any contribution made by their setting. ‘The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation’.

Paragraph 197 states that the effect of a proposal on non-designated heritage assets (designated assets are covered in paragraphs 193-96) should be taken into account in determining a planning application. Paragraph 199 states that local planning authorities should require developers to record and advance understanding of any heritage assets to be lost, in a manner appropriate to their importance and impact, and to make this evidence publicly accessible.

1.2.2 Local Development Framework

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 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 and site inspection. 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 late 18th century.

2.2 Site Inspection

The aim of the site inspection was to relate the findings of the desk-based study to the existing land use of the Site in order to identify any evidence for surviving below-ground remains.

2.3 The Document

The following presents the historical and archaeological evidence for the Site. A gazetteer (Chapter 5) is presented of heritage assets and sites of potential archaeological interest identified within the Site and this information, along with map regression, is used to assess the significance of the remains (Chapter 6) and impact of the proposed development (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 384789 398874) is located in the New Cross area, which lies on the north-eastern fringe of Manchester city centre (Fig 1). The Site is bounded by Thompson Street to the north-east, Oldham Road to the south, Bendix Street to the south-west and a building occupied by Turning Point to the north-west. The Site comprises approximately 0.14 hectares of land (Plate 1) and is currently occupied by a locksmith business. The Site area lies within the Ancoats and Clayton ward, west of Oldham Road (A62), which forms a key arterial route into Manchester city centre.

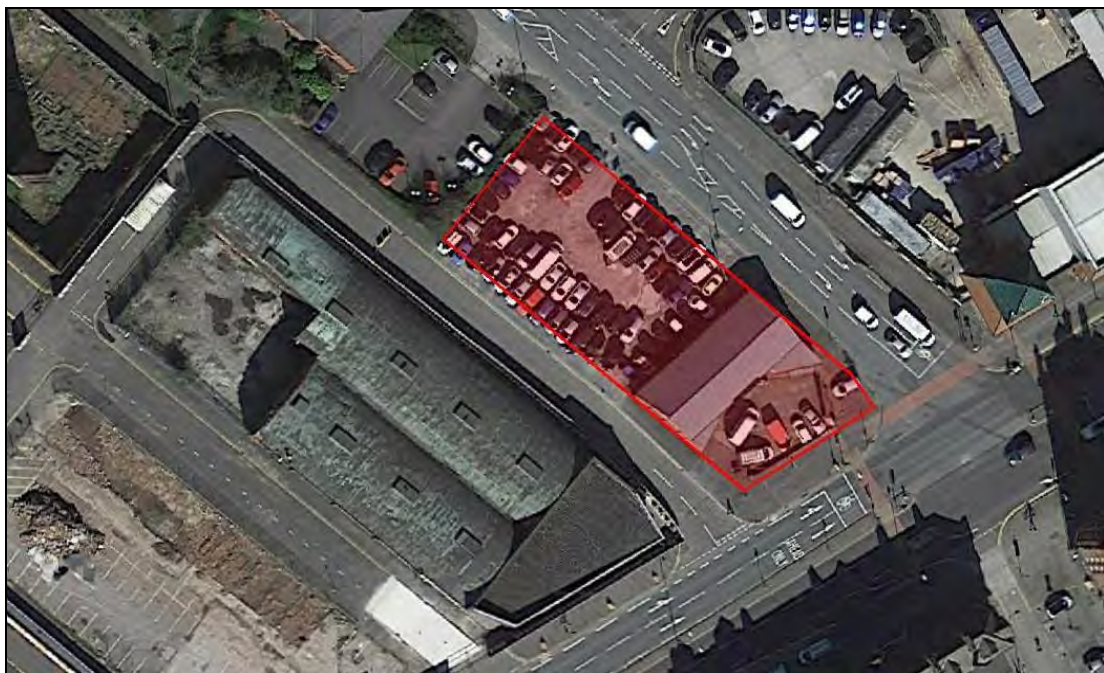


Plate 1: Recent aerial shot, showing the Site boundary

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, however, occupies level ground to the east of the River Irk valley, at a height of approximately 50m above Ordnance Datum (aOD).

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 of glacial origin, and sands, gravels, and clays of fluvial/lacustrine origin (Ordnance Survey Geological Survey 1970).

3.3 Designations

The Site does not contain any designated heritage assets such as Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens, Registered Landscapes or other known assets of potential national significance. However, there are three Grade II* and 17 Grade II Listed Buildings within 300m of the Site (Table 1). The potential for the proposed development to affect these listed buildings has been considered in a separate built heritage appraisal.

HER ID	Designation	Name	Location
2042.1.2	Grade II* Listed Building	Paragon Mill	SJ 8496 9859
2043.1.2	Grade II* Listed Building	New Mill (Murrays' Mills)	SJ 8503 9864
8410.1.0	Grade II* Listed Building	Daily Express Building	SJ 8473 9868
6426.1.0	Grade II Listed Building	Derros Building	SJ 8474 9863
8289.1.0	Grade II Listed Building	Church of St Peter	SJ 8495 9867
8294.1.0	Grade II Listed Building	4,6 & 8 Bradley Street	SJ 8466 9857
8406.1.0	Grade II Listed Building	Police & Fire Station	SJ 8470 9889
8458.1.0	Grade II Listed Building	69-77 Lever Street	SJ 8466 9857
8490.1.0	Grade II Listed Building	Crown & Kettle Public House	SJ 8467 9869
8504.1.0	Grade II Listed Building	Victoria Square	SJ 8491 9881
8506.1.0	Grade II Listed Building	The City Public House	SJ 8461 9866
8507.1.0	Grade II Listed Building	Castle Hotel Public House	SJ 8457 9857
8587.1.0	Grade II Listed Building	Marble Arch Inn	SJ 8467 9908
8630.1.0	Grade II Listed Building	29 Swan Street	SJ 8454 9875
8631.1.0	Grade II Listed Building	39, 43 & 45 Swan Street	SJ 8451 9877
8632.1.0	Grade II Listed Building	2 & 4 Swan Street (former Midland Bank)	SJ 8462 9872
11700.1.0	Grade II Listed Building	8 Cable Street	SJ 8466 9878
12093.1.0	Grade II Listed Building	105 Oldham Street	SJ 8456 9859
12132.1.0	Grade II Listed Building	Krupa Building	SJ 8453 9907
12142.1.0	Grade II Listed Building	49-53 Tib Street	SJ 8455 9864

Table 1: Summary of designated heritage assets within a 300m radius of the Site

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	2200 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 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). Similarly, the area around Manchester Cathedral, close to the confluence of the rivers Irwell and Irk, provides a location which would have been favourable for early activity. Two Neolithic artefact findspots are recorded at Cathedral Yard (HER 407.1.0 and HER 2009.1.0), a Bronze Age dagger and axe fragment were found during excavations at the north-east corner of Hanging Bridge in 1870 (HER 394.1.0), and a Bronze Age stone hammer was found 25ft beneath Corporation Street in 1870 (HER 280.1.0).

4.1.2 Archaeological Potential

The potential for buried archaeological remains deriving from prehistoric activity within the Site is considered to be very low, reflecting both the paucity of find in the immediate vicinity, as well as the intensive development of the Site from the early 19th century onwards.

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* (Bruton 1909). 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 north-east, Wigan to the north-west, Chester to the south, and Buxton to the south-east (Gregory 2007). However, evidence for Roman activity in the vicinity of the Site is limited. Roman coins were discovered along the River Irk in 1899-1901 (HER 1393.1.0), when the river between Ducie Bridge and Scotland Bridge was diverted for the railway, and a coin of Constantine I (AD 306-33) was discovered in Angel Street, together with a circular quernstone, believed to be Roman, in St Michael's Square, in 1904 (HER 1253.1.0).

4.2.2 *Archaeological Potential*

There are no known Romano-British remains in the Site, and the potential for any buried remains dating to this period is considered to be low.

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). An urn dating to the late 6th century was discovered at Red Bank to the north-west of the Site Area in the 19th century, providing very rare physical evidence for human activity during this period (Tupling 1962).

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 1km to the south-west 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). The Site lay on the north-eastern fringe of the medieval settlement, to the east of Long Millgate. This was one of the town's longest and most populous streets, which extended along the south side of the River Irk to Manchester's manorial corn mill. Millgate is documented from the early 14th century, however the mill is referred to in documents dating to the first half of the 12th century. Long Millgate also led to Scotland Bridge over the River Irk, one of the principal routes into Manchester, and to Ashley Lane, another main route into the town from the north-east. Long Millgate was superseded in the 1850s when Corporation Street was extended from Withy Grove to Ducie Bridge.

Long Millgate is shown on the earliest known map of Manchester, dating to *c* 1650, which shows a continuous line of properties along the east side of the street. This map also shows several properties along Miller Street and Shudehill. Miller's Lane, the forerunner of Miller Street, is documented from the 1580s, and may have originated as a convenient link between the manorial corn mill and the eastern approach to the town via Shudehill and what is now Swan Street. The Site, however, lay beyond the urban fringe, and is most likely to have been agricultural land throughout this period

4.3.2 *Archaeological potential*

Given the location of the Site away from Manchester's medieval core, as well as the intensive development of the Site from the early 19th century onwards, the potential for buried archaeological remains from the medieval period is considered to be low. The possibility of chance medieval finds should not be ruled out, given the agricultural use of the area and practice of manuring arable fields, although it is unlikely that any *in-situ* evidence will be recovered.

4.4 *Post-medieval and Industrial Period*

4.4.1 *Historical and Archaeological Evidence*

The onset of the rapid industrialisation centred on Manchester from the 18th century resulted in a massive expansion of the town's population. 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).

4.4.2 Development of New Cross and the Site

The areas that would later become known as New Cross and comprised farmland well in the second half of the 18th century. There are early references to a stream which ran alongside Newton Lane and this probably referred to the River Tib, which was culverted in the 18th century and now runs under Oldham Road (Swindells 1908). The area around the western end of Oldham Road, known as Newton Lane at the time, became one of Manchester's major thoroughfares, but had a very open aspect in the mid-18th century, as shown in an engraving of c.1734 (Plate 2). Newton Lane was upgraded from an 'ill-kept and muddy lane' to a 'noble thoroughfare' in 1772 (Middleton 1920, 6), and the ensuing explosion in properties is first depicted with any certainty on two late 18th-century plans.



Plate 2: The junction of Newton Lane and Great Ancoats Street in c 1734, viewed from the site of the New Cross. The building in the foreground is the public house The Iron Dish and Cob of Coal, which later became known as the Crown & Kettle.

Green's plan also shows the location of the New Cross, from which the area takes its name. The monument, which appears from an early 19th-century engraving to have been an obelisk, possibly replaced an earlier cross on the site known as Barlow Cross (Taylor 1906). The obelisk was erected in the early 18th century and removed in 1819, and is likely to have been of a similar date to the example in Ripon, which is dated to 1702 and represents the oldest surviving obelisk in England.



Plate 3: Extract from Green's survey of 1794, showing the Site boundary

The New Cross junction, being at a crossroads, was also a place of burial for people who had committed suicide. Typically, this ancient practice dictated that burial take place with a stake driven through the body and documentary evidence tells us that in 1746, John Rowbotham, having poisoned himself, was buried at Barlow Cross; that in 1808 a servant woman, having committed suicide, was buried at New Cross; and that in 1753, when an ostler at the Saracen's Head on Rochdale Road hanged himself, the jury ordered "*that the body was to be drawn on a sledge, and buried with all clothes on, and to have a stake driven through the body*" (Swindells, 1908)..



Plate 4: New Cross, early 19th century, showing market stalls, the Cross itself, and the Crown & Kettle public house

Despite the removal of the New Cross obelisk in 1819 the name New Cross lived on, with the junction where the monument stood acting as both a marketplace and an important meeting and protest point throughout the 19th century. From the numerous food riots of the late 18th and early 19th centuries, the Chartist-inspired striking and riots of the early 1840s, to the unrest resulting from the Cotton Famine caused by the American Civil War in the 1860s, scenes of protest, and occasionally violence, were commonplace at New Cross, which had become a magnet for the meeting of radicals and reformers.



Plate 5: Rioting at New Cross, June 1842, as reported in *The Illustrated London News*

In consecutive weeks in October 1920, the *Manchester City News* ran two articles entitled ‘*Memories of New Cross, The Scene of Riots and Agitations*’ by G.R Lancashire, J.P. The author had evidently spent a great deal of time at the New Cross junction as a young radical in the mid-19th century and an excerpt from the first of his articles gives a fascinating glimpse into the role this famous intersection played during the mid-19th century: “*New Cross is ground sacred to the people, having been consecrated by their blood in times past, through the Bread, Weavers, and Reform Riots that took place for the amelioration of working-class conditions. It has always been recognized as a rendezvous where all kinds of opinions could be ventilated: Politics, Socialism, Religion, Literature, and multitudinous other subjects. These questions were usually discussed in groups: these groups were large or small according to the immediate interest of the subject and the capabilities of those who were handling the matter. The listeners gathered round, craning their necks to see and hear all that was going on. Someone on the outer edge might interject a remark. If it was smart or pertinent he would immediately be drawn into the centre to face the protagonist. And so the discussion would go on with renewed vigour.*”

The themes were so various and so earnest that you selected the group that interested you most, and if you were tired of one you could pass to the others and so be entertained with four or five lectures in one night. It was a place where the poison of discontent could flow freely, where wrongs were proclaimed and remedies suggested, and hopes entertained of their realisation. Its kaleidoscopic crowds and the multitudinous topics discussed had a fascination that was irresistible, and from 1862 to about 1874 I seldom missed a night in being present.”

Within the Site itself, the land owned by Brazennose College was subject to piecemeal development throughout the earlier 19th century. Dean and Pigot’s map of 1809 (Plate 6) suggests an extension of the buildings along Five Houses in the north-east corner of the Site.



Plate 6: Extract of the Dean & Pigot’s map of 1809, showing the Site boundary

Swire’s map of 1824 (Plate 7) suggests that intensive development had taken place across the Site and the wider New Cross area in the 15 years since 1809. A grid-iron of streets had been laid out across the area, many of which survive today. These included Bennett (later Bendix) Street, Goulden Street, Marshall Street, Chadderton Street, the renaming of Five Houses to Thompson Street, and Great Newton Street becoming Oldham Road. Four clusters of buildings can be discerned on the Site, including one on Bennett Street, which almost certainly represents the St. Paul’s Bennett Street Sunday School (Site **02**), which had been erected on the Site in 1818 (Lees 2013). To the north west of the school, on Thompson Street and Bennett Street up to Chadderton Street, two rows of houses had been constructed (Site **03**).



Plate 7: Extract of the Swire's map of 1824, showing the Site boundary

Greater detail is provided by the 1831 plan by Bancks & Co (Plate 8) and the First Edition Ordnance Survey Map of 1850 (Plate 9). The dwellings further along Thompson Street and Bennett Street are shown to be back-to-back houses without cellars. The communal yard associated with these cellars is identified as Lyon's Court, which possibly contained a communal privy at its southern end abutting the school's wall. To the eastern end of Thompson Street a row of three blind-back houses (Site 05) sandwiched between the School and the buildings on the corner of Thompson Street and Oldham Road. These three houses may represent the three cottages that the Bennett Street School trustees built adjacent to the school to rent out, one of which belonged to the rector.



Plate 8: Extract of the Bancks & Co's map of 1831, showing the Site boundary

On the 1850 OS map the school is identified as St. Paul's Church Day and Sunday School and its internal configuration, including rooms, stairs and rows of benches is shown. The open area to the rear of the school has by this time been partially built up with school extension buildings, midden privies, with the remaining open area being used as the school playground. To the north of the school, a double-depth dwelling (Site 07) with private privy abuts the Thompson Street back-to-back houses. The L-shaped building to the south of this probably housed midden privies for the School, as records show they existed in this area (Lees 2013, 32).

St. Pauls Bennett Street Sunday School: founded in 1801 by David Stott, the school owed its existence to the Sunday School Movement which spread rapidly through England in the late 18th century. Bennett Street, the largest Anglican Sunday school in Manchester, was sufficiently noteworthy to be mentioned in social history's wider literature (Laquer 1976; Snell 1999); one author awards it the accolade of being the 'greatest' Anglican Sunday School in the country (Ward 1972, 140).



Plate 9: Extract of the 1850 OS map, showing the Site boundary

The school building was based on the model of a mill ‘four storeys high and enough room for mules and jennies’ (Plate 10) and it was later confessed that at the time of planning there had been no idea of public architecture, mills and churches being virtually the only large structures in the town (Lees 2013, 30). In spite of this, however, the building was considered ‘wisely arranged for its purpose’ of catering for 2,000 scholars. The school premises extended for the complete width of the block between Bennett Street and Thompson Street. There were separate entrances for girls and boys and there was a yard on the Thompson Street side which was the site of the school’s midden privies. The interior of the school building was whitewashed and heated by a fire stove. Each floor consisted of one large room (60ft x 40ft) plus a small number of ante-rooms. Each large room had a central row of supporting pillars and the windows were set high in the walls with no sills on which children could climb. The ground floor housed the younger boys, with the younger girls being on the first floor, the older boys on the second floor and the older girls on the third floor. Each room was under the control of an appointed manager and had its own harmonium and a free-standing pulpit, referred to as ‘the desk’. This arrangement continued until after the Second World War (*op cit*, 31).

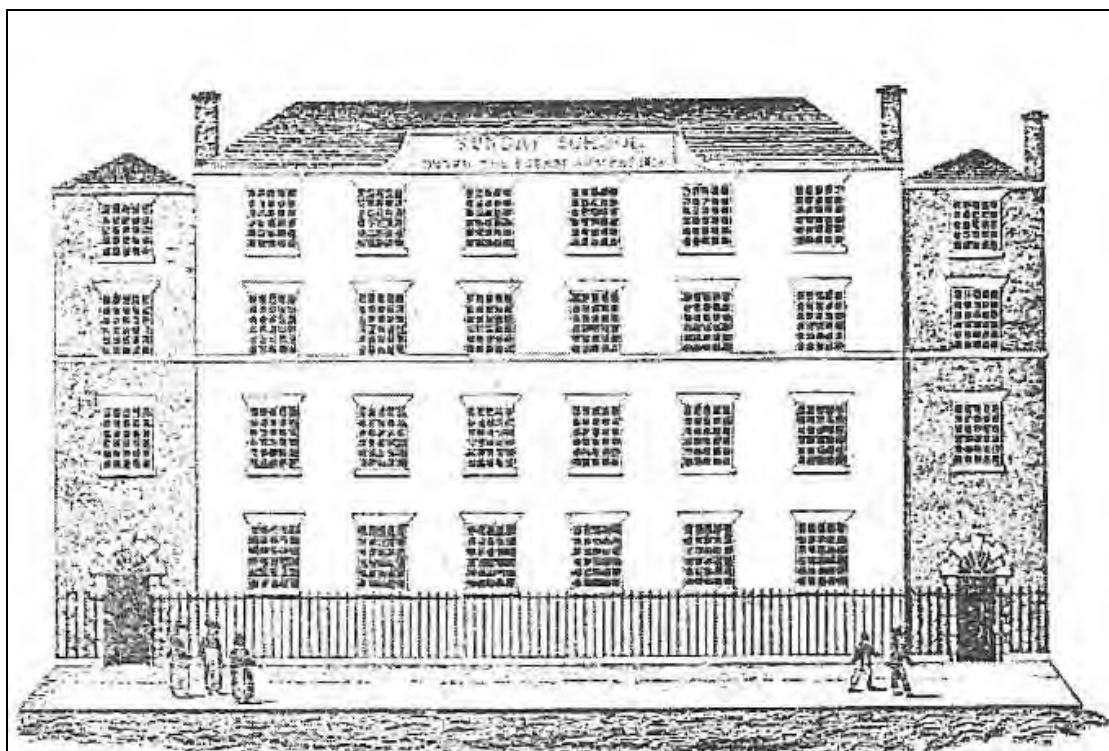


Plate 10: An early 19th-century engraving of St Pauls Bennett Street Sunday School, which opened in 1818. The School had been planned, built and fitted out in less than twelve months, and was based on the model of a mill. Note the separate entrances for girls and boys.

Social historians discuss the Sunday School Movement in the context of the French Revolution and this country's Industrial Revolution. The former brought about the overthrow of law and order, giving rise to the greatest atrocities; the latter saw the mechanisation of manufacturing, the migration of country dwellers to the towns, the shackling of the working-class in factories and the widespread use of child labour. There was little or no schooling for such children; they worked up to twelve hours a day for six days a week; on Sundays they ran riot in the streets causing disturbance and damage (Walton 1994, 104).

It is generally accepted that the pioneer of the Sunday School Movement in the 1780s was Robert Raikes, a gentleman journalist and printer in Gloucester. Having seen children from his local factory running wild on Sundays he employed women to take them into their own homes to keep them off the streets and to teach them to read, specifically to read the Bible. From such small beginnings the Sunday School movement grew. Sunday Schools were established throughout the country by churches and chapels of varying denominations, by town committees and also by socialist organisations such as the Chartists and the co-operative movement (Hayes 1930).

In Manchester itself, a preliminary meeting with a view to organising Sunday Schools was called in 1784. In 1788 it was acknowledged that the town was witnessing ‘a degree of profligacy and corruption of manners beyond the experience of former ages’ and a public appeal was launched for assistance in addressing the problem. A ‘Church of England Schools Committee’ was duly created and under its auspices Sunday Schools were formed and attached to various churches (Lees 2013, 4).

The Sunday School movement became a major influence on working-class life, the aims being to ‘prevent vice, encourage industry and virtue and dispel ignorance’. For almost a century before state provision, they supplied religious instruction and reading and writing to children and illiterate adults on a Sunday, their only day free from their labour. The School was, in its heyday, an institution of considerable influence in the Manchester inner city area of New Cross, providing children in the neighbourhood with a free primary education and secondary educational opportunities (Lees 2013). According to the *Morning Chronicle*, Manchester had 25,000 Sunday-school children in 1849-50, of which 2,680 were scholars at Bennett Street (Ginswick 1983, 69-70). Although through the years Bennett Street Sunday School often referred to itself as unique, this cannot be said to be true, for only six miles away, in Stockport, there was a non-denominational institution universally acknowledged as ‘the largest Sunday School in the world’, and which numerically was at least twice as large as Bennett Street.

In the 1820s the Bennett Street trustees built three cottages adjacent to the school to rent out, with one cottage belonging to the rector. These properties, which were likely to have been the three cottages on Thompson Street (Site 05, Plate 16), were later improved with the addition of kitchens and the replacing of stone flagged parlour floors with boards. The school, along with other property owners in the street, made a start on the paving of Bennett Street and Thompson Street, for David Stott ‘long before the fact was publicly or generally admitted’ had voiced the opinion that unpaved streets were a cause of poor health (Lees 2013, 27).

In 1843 the School began to operate also as a fee-paying day school, originally only for infants, which became known as *Bennett Street Infants School*. However the day school soon began admitting children of all ages as throughout the second half of the 19th century successive Factory Acts limited the time children could be in work and therefore increased the time available for their education (*op cit*, 156).

The day school continued until 1940, by which time the building was in such a bad state that government inspectors found it unfit for purpose. This decision also marked the beginning of a terminal decline for the Sunday School, as the closure of the day school meant that the Manchester Education Committee no longer shared the costs of the building and equipment.

This, coupled with dwindling numbers attending the school due to the post-war demolition of large areas of residential housing in the immediate area, meant that the closure of the school became inevitable. After the final day of teaching on Sunday 30th October 1966 the school closed its doors for the last time. After standing vacant for a number of years and suffering heavy vandalism, the building was demolished in 1971 (*op cit*, 185). The School's trust was wound up in 1975 with its funds transferred to the Bennett Street Educational Foundation. This charity still exists and awards residents of Manchester under the age of 25 with financial assistance in accordance with the doctrines and principles of the Church of England.



Plate 11: The frontage of Bennett Street Sunday School, circa 1890.



Plate 12: 'Going to School'. Oil on canvas by L.S Lowry. 1950. Note also the Cory's Motor Garage building in the foreground, which still exists on the Site.

The Ordnance Survey 25": 1 mile map of 1892 (Plate 13) shows a reconfiguration of the buildings to the south-east of the school. A smithy (Site **04**) now dominates this area, with three commercial premises and the smithy fronting Oldham Road; three blind-back dwellings to the north of the smithy on Thompson Street; and a probable single blind-back dwelling on Bennett Street adjacent to the School. A photograph dated 1st July 1916 (Plate 16) shows the buildings fronting Oldham Road and Thomson Street.



Plate 13: Extract of OS Town Plan of 1892, showing the Site boundary.

The OS map surveyed in 1905 (Plate 14) is of interest in that it shows the back-to-back to houses previously fronting Lyon's Court had by this time been given back yards, and within a further ten years the back-to-backs had been knocked through to create single dwellings (Plate 15). This reconditioning of Manchester's housing stock was indicative of the efforts of sanitary reformers, who had, since the mid-19th century, been trying to reduce Manchester's deplorably high mortality rate. From the time of his appointment as Medical Officer of Health in 1868, much of John Leigh's efforts focused on providing decent working class housing as a route to the improved health of its inhabitants. When he took office, the majority of dwellings in the centre of Manchester were in courts, with privy-middens and cesspools for excreta, classically described earlier in the century by James Kay (1832) and Friedrich Engels (1844). The pragmatic answer to this problem, believed Leigh, was through reconditioning of the existing housing stock at the owner's expense, rather than demolition (Roberts 1999, 42). As well as closing down thousands of cellar dwellings and overseeing the replacement of 40,000 insanitary midden privies with pail privies, Leigh was also concerned with the lack of ventilation in back-to-back houses, which by their very design could not achieve a through draft. The preoccupation of sanitary reformers with ventilation resulted from the contemporary belief that disease could be spread through miasma, or 'bad air'. Part of Leigh's campaign of reconditioning had been to have the back-to-backs knocked into 'through houses' and given back yards.



Plate 16: 1916 photograph showing the Site from the junction of Thompson Street and Oldham Street

Goad's 1927 Insurance Plan (Plate 17) shows that the smithy, dwellings and commercial buildings to the east of the School had been taken down and replaced with an brick-built motor maintenance garage with petrol pumps, identified as 'Cory's Service Depot' (Site 06). The depot building, which survives on the Site, is rectangular, originally with a steel truss roof topped with slate and skylights, a small office building and toilet block on the opposite side, both with cement or asbestos roof, and a curtilage wall with four piers.

Goad's plan also shows the position of the sunken petrol tank within the forecourt area. The design of the building is typical of early motor garages and is noted by Historic England thus: *"A design emerged by the mid-1900s that was to prove ubiquitous until the early 1930s. It comprised a large brick-built shed with a light steel truss roof, arranged so that there were no supports to impede the open floor space: the gable generally faced the road, with a broad entrance in the centre and frequently showrooms and offices to either side. The open interior would be used partly for servicing and repairs and partly for car parking. Examples of these garages, much altered, can still be found in many towns"* (Historic England 2016, 8).

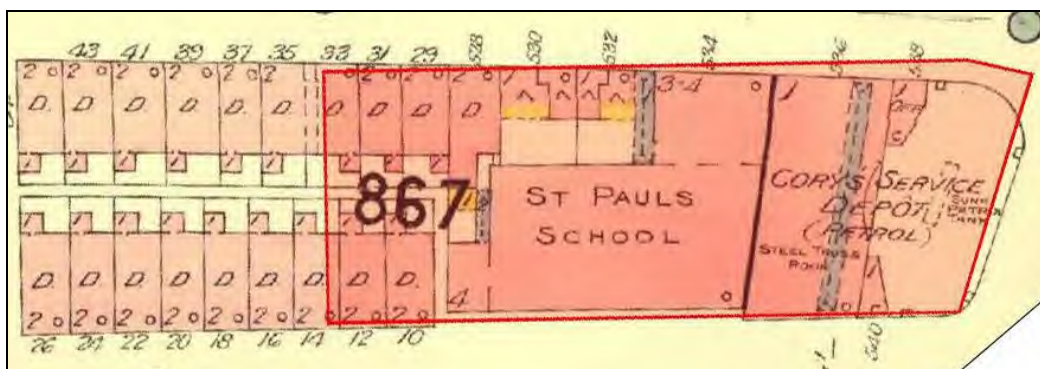


Plate 17: Extract of Goad's Insurance Plan, 1927.



Plate 18: Scouts and Guides marching out of the Sunday School in the 1950s. Note also Cory's Motor Garage on Oldham Road and the terraced houses beyond the School on Bennett (Bendix) Street.



Plate 19: Blue Star garage, formerly Cory's Motors, 1960, with the four-storey school behind.

A 1960 photograph of the garage and petrol station shows the business having come under the umbrella of the *Blue Star* chain. Four petrol pumps and a large compressed air machine are visible on the forecourt. Blue Star Garages was founded by Maurice Deen in the early 1930s and at its height owned 275 garages nationwide. It was sold to Texaco in the early 1970s (John Deen pers comm).

Little further change occurred on the Site until the 1970s, when the School and all other buildings on the Site apart from the petrol station and garage were demolished. This can be seen from the 1985 OS Map (Plate 20), with the cleared area by now in use as a car park. The change of the street name came about in the 1954 when Manchester street names were rationalised to avoid the confusion caused by duplicate street names across the City. The Bennett Street which survived this exercise is in Gorton, with the New Cross Bennett Street becoming Bendix Street.

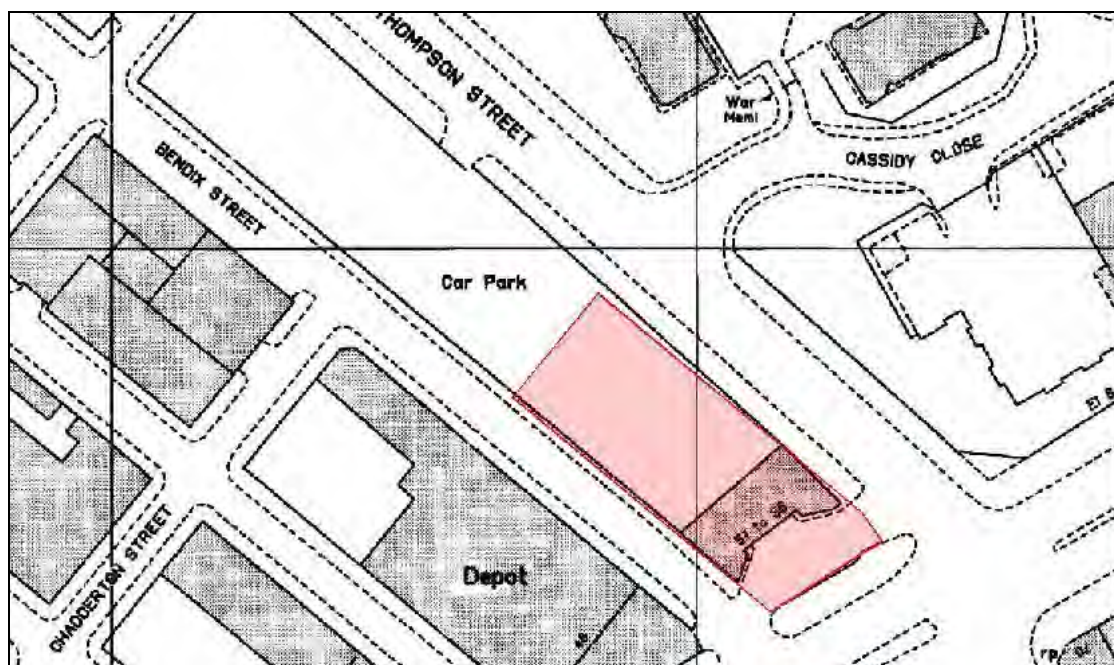


Plate 20: Extract of 1985 OS Map, showing Site boundary.

4.5 Site Inspection

The Site inspection confirmed that the majority of the Site is being utilised as a car park (Plate 23). The maintenance garage, first identified on Goad's 1927 plan as 'Cory's Service Depot', remains on the Site, although in an altered state (Plates 21 and 22).

The surface of the car park is approximately 5cm higher than the surrounding pavement, raising the possibility of buried archaeological remains to survive *in-situ*. The garage building, whilst itself potentially having some upstanding and below ground archaeological interest, is likely to have damaged any remains of the earlier structures within its footprint.



Plate 21: The former petrol station and maintenance garage, viewed from Bendix Street



Plate 22: The former petrol station and maintenance garage, viewed from Oldham Road



Plate 23: The car park within the Site, looking east



Plate 24: Overview of the Site, taken from Thompson Street to the north-west

4.6 Previous Archaeological Works

Whilst the Site itself has not been subject to any previous intrusive archaeological investigations, meaning that the survival and depth of any archaeological remains is uncertain, there has already been a great deal of archaeological attention paid to this part of Manchester, consideration of which can further inform the likely nature of any surviving archaeological remains on the Site, as well as placing them into a wider context. Manchester was of enormous importance in terms of the industrial development of Britain and there have been numerous publications concerning the industrial history of Manchester (e.g. Williams and Farnie 1998; McNeil and Nevell 2000; Nevell 2008) and in the Ancoats area immediately to the south of the New Cross area (e.g. Miller and Wild 2007; Rose *et al* 2011). It had also been realised at the end of the 20th century that the industrial heritage was a disappearing resource in the face of development in the area and consequently a rapid survey of all buildings was carried out to ascertain the extent of historic survival (Goodall and Taylor 2001). The importance of the industrial past is also recognised in regional guidance for dealing with the archaeological resource of the area (Brennand 2007).

Consequently, there have been a number of archaeological investigations in the area prior to programmes of redevelopment. Archaeological investigations have included excavation of dwellings at Goulden Street within 20m of the Site (Mottershead 2018), the former site of 4-6 Brewer Street (Mottershead 2009), excavation of workers' housing on Loom Street (Gregory 2007) and Sharp Street (ARS 2018), land at the junction of Pickford Street and Jersey Street (Cattell and Nevell 2011), and at the NOMA Regeneration site on Miller Street (OA North 2011; 2013). The investigation of workers' housing in the area has also been studied in terms of the range of building types and social factors (Redhead 2011).

Although not as well studied as workers' housing, recent archaeological excavations by Salford Archaeology encountered well-preserved remains of the very large Stockport Sunday School, uncovering the buildings footprint and external cobbled surfaces of this 19th century school (Salford Archaeology 2018).

5. Gazetteer of Sites

The following gazetteer entries summarise the sites of potential archaeological interest in the Site.

Site Number	01
Site Name	Oldham Road (Newton Street) / Thompson Street (Five Houses)
Grid Ref	384828 398849
HER Number	-
Site Type	Commercial building /dwelling (site of)
Period	Late 18 th century
Source	Green 1794; Dean & Pigot 1809; Swire 1824; OS 1850.
Designation	None
Description	Green's map of 1794 shows a square building located on the corner of Oldham Road and Five Houses. The building had a triangular-shaped yard and a small outbuilding, which was probably a privy. The 1809 map suggests that the building had been extended along Thompson Street around the turn of the 19 th century. A photograph from 1916 shows a three-storey building, with shop and dwelling above, with a three storey dwelling further along Thompson Street. The buildings were demolished in the 1920s to make way for a petrol station.
Assessment	The footprint of the building lies within the forecourt and building of the present-day locksmiths business. Buried remains of archaeological interest may be affected by earth-moving works associated with the proposed development. The survival of any late 18 th century fabric may be fragmentary, as the building did not appear to contain cellars and would likely have been disturbed during the construction of the petrol station and garage in the 1920s, although sufficient remains may survive to determine the plan form of the original building.

Site Number	02
Site Name	Bennett Street Sunday School
Grid Ref	384789 398864
HER Number	-
Site Type	Sunday School (site of)
Period	19 th century
Source	Swire 1824; Bancks & Co 1831; OS 1850; OS 1892; OS 1908; OS 1922; Goad 1927.
Designation	None
Description	Founded in 1801 by David Stott, Bennett Street School became the most important Sunday School in Manchester and remained in existence until 1966, being demolished in 1971. The school owed its existence to the Sunday School Movement which spread rapidly through England in the late 18 th century. With up to 2,680 scholars on its books in the 1850s, the school provided the children in the New Cross neighbourhood with a free education and religious direction. The School was located on the Bennett (Bendix) Street site from 1818 until its demolition in 1971.
Assessment	The footprint of the building lies within the area of car parking, and buried remains of archaeological interest may be affected by earth-moving works associated with the proposed development. Although there is no evidence that the building contained cellars, sufficient remains may survive to determine the plan form of the original building and its mid-19 th century extension to Thompson Street.

Site Number	03
Site Name	Thompson Street and Bendix Street back-to-back houses
Grid Ref	384779 398881
HER Number	-
Site Type	Workers' housing
Period	19 th century
Source	Swire 1824; Bancks & Co 1831; OS 1850; OS 1892; OS 1908; OS 1922; Goad 1927.
Designation	None
Description	Swire's map of 1824 shows two rows of housing on Bennett Street and Thompson Street. Bancks and Co's 1831 map shows these dwellings to be back-to-back houses and the name of the court as Lyon's Court. The houses were knocked into double-depth houses with back yards in the early twentieth century and were demolished in the later 20 th century. Approximately twelve of these dwellings are located within the Site at the northern end.
Assessment	The footprint of the workers' housing lies within the car park area of the Site, and buried remains may be affected by earth-moving works associated with the proposed development. The survival of any 19 th century fabric may be fragmentary, as the houses did not contain cellars, although sufficient remains may survive to determine the plan form of the original buildings.

Site Number	04
Site Name	Smithy and commercial buildings, Oldham Road
Grid Ref	384818, 398845
HER Number	-
Site Type	Commercial premises
Period	19 th century
Source	Swire 1824; Banck's & Co 1831; OS 1850; OS 1890.
Designation	None
Description	Swire's map of 1824 shows buildings within the Site fronting Oldham Road. The 1890 OS map shows that one of these was a smithy. A photograph from 1916 (Plate 16) shows the entrance to the smithy, as well as the frontage of the other buildings, which were two and three-storey shops and commercial premises with workshops and/or dwellings above.
Assessment	The footprint of the buildings lies within the forecourt and building of the present-day locksmiths business. Buried remains of may be affected by earth-moving works associated with the proposed development, however 19 th century commercial buildings of this sort are not an archaeological research priority, and are considered to have low archaeological value.

Site Number	05
Site Name	Thompson Street dwellings
Grid Ref	384816, 398845
HER Number	-
Site Type	Workers' Housing (Site of)
Period	19 th century
Source	Bancks & Co 1831; OS 1850; Lees 2013.
Designation	None
Description	The OS map of 1850 clearly shows a row of three blind-back houses on Thompson Street, abutting a smithy to the rear. These three dwellings may represent the three that were built by the trustees of the Bennett Street Sunday School to rent out, one of which belonged to the rector. These small dwellings are shown in a 1916 photograph (Plate 16) where they appear in a rather dilapidated state and somewhat dwarfed by the three and four storey buildings around them.
Assessment	The footprint of the workers' housing lies within the car park area of the Site, and buried remains may be affected by earth-moving works associated with the proposed development. The survival of any 19 th century fabric may be fragmentary, as the houses did not contain cellars, although sufficient remains may survive to determine the plan form of the original buildings.

Site Number	06
Site Name	Cory's Service Depot, Oldham Road
Grid Ref	384820, 398845
HER Number	-
Site Type	Petrol station and maintenance garage
Period	Early 20 th century
Source	Goad 1927
Designation	None
Description	Goad's 1927 plan is the earliest cartographic evidence for the repair and maintenance garage, which was a single-storey structure with steel truss roof. The business is identified as 'Cory's Motor's' on a 1950 photograph, and as 'Blue Star Garage' in a 1960 photograph. The garage also sold petrol, which was stored in a 'sunk petrol tank' within the forecourt. The building, which may date from the 1920s, is typical its type, and is noted by Historic England thus: "<i>A design emerged by the mid-1900s that was to prove ubiquitous until the early 1930s. It comprised a large brick-built shed with a light steel truss roof, arranged so that there were no supports to impede the open floor space: the gable generally faced the road, with a broad entrance in the centre and frequently showrooms and offices to either side. The open interior would be used partly for servicing and repairs and partly for car parking. Examples of these garages, much altered, can still be found in many towns</i> (Historic England 2016, 8).
Assessment	The Site Visit confirmed that the maintenance and repair building survives, albeit in an altered state. The proposed development will entail the demolition of this building. Evidence of the sub-surface petrol tank within the garage forecourt area, which was shown on Goad's fire insurance plan reissue of 1943, may survive, and may be affected by earth-moving works associated with the proposed development. The updated Research Agenda and Strategy for the forthcoming version of the Archaeological Research Framework for North West England specifically addresses transport and infrastructure within the theme of 20th century archaeology. Its recommendations include carrying out a survey of early petrol stations and maintenance garages, with the aim of developing an understanding of the architectural response to the development of car infrastructure.

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 both statutory and non-statutory remains are to be considered within the planning process.

The updated NPPF (National Planning Policy Framework, July 2018) sets out the Secretary of State's policy on planning and includes a section on the conservation of the historic environment (NPPF paras 184-202), and its wider economic, environmental and social benefits. The NPPF places particular emphasis on assessing the development proposals in line with an up-to-date local plan. Consequently, Manchester's Core Strategy (adopted July 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*

Period

There is no firm evidence for any occupation of the Site until the late 18th century. The Site is likely to contain buried archaeological remains which date from the late 18th through to the mid-20th century. These remains belong to three main types of activity:

- Sunday School (Site **02**): early 19th to late 19th century
- Workers' housing (Sites **03, 05**): early 19th to early 20th century
- Commercial premises (Sites **01, 04, 06**) late 18th to mid-20th century

The potential for any remains predating the late 18th century across the Site is considered to be very low, given its intensive development during the 19th century.

Rarity

Desk-based research has shown that the Bennett Street Sunday School was the largest Sunday School in Manchester during the 19th century and had significant cultural influence in the New Cross and Ancoats area throughout its lifetime. In this respect, any surviving physical remains of the former school, will have a significant rarity value.

Whilst a considerable body of significant data has been generated from the archaeological investigation of workers' housing in Manchester, very few back-to-back houses in Manchester have been subject to archaeological investigation, and consequently any physical remains of this monument type have a rarity value.

With regard to the upstanding building on the Site (Site **06**), the physical remains of the early to mid-20th century motor industry have recently been recognised as a legitimate avenue of research. This has been articulated by both Historic England (Morrison 2012) and in the forthcoming *Archaeological Research Framework for North West England* (Redhead 2018, pers comm), where recommendations include carrying out surveys of early petrol stations and maintenance garages, with the aim of developing an understanding of the architectural response to the development of car infrastructure.

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.

Group Value

The remains of early nineteenth-century workers' housing, school, and commercial premises (**Sites 01 to 05**) represent a contemporary group of structures, which cumulatively represent the early nineteenth-century growth of Manchester as a leading industrial town. In this respect, the heritage assets identified within the Site have a high group value.

Survival / Condition

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown. Cartographic sources confirm that the majority of the archaeological remains identified within the Site were not cleared before the early mid- to late 20th century, and since this clearance the Site has remained undeveloped (**Sites 02, 03, 05**). Therefore, the Site has the potential to contain intact archaeological remains of value relating to the early 19th-century school and workers' housing.

The clearance of the area of the Site fronting Oldham Road in the early 20th century, to make way for the construction of the car repair and maintenance garage (Site **06**), may have disturbed archaeological remains (eg Sites **05**). The depth of the foundations for the twentieth-century garage is uncertain, however, and the possibility for late 18th- and 19th-century buried remains to survive beneath the garage floor cannot be discounted.

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.

Diversity

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

Potential

There are no prehistoric sites within the Site or its environs, and the potential for prehistoric or Romano-British 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.

There is considerable potential for buried remains dating to the late 18th and 19th centuries, in relation to the rapid expansion of New Cross as a residential and commercial district.

6.4 *Significance of Below-Ground Archaeological Remains*

It can be concluded from the information gained from the desk-based research that the Site as a whole is of archaeological interest, as it has potential to yield evidence for the rapid expansion of New Cross as a residential and commercial district in the early 19th century. In addition, there is potential for the remaining building on the Site to retain physical evidence for its origins as a 1920s car maintenance and repair garage.

Using the above criteria, and particularly rarity and survival/condition, the Site is likely to contain non-statutory below-ground heritage assets of at least high local, and potentially regional significance, pending the extent to which buried remains survive *in-situ*, including the remains of the early 19th-century Sunday school and workers' housing. Similarly, the remaining building on the Site is an asset of high local significance.

7. Effect of Development

7.1 Effect of Development on Below-Ground Remains

The proposed development allows for the construction of a high-quality residential scheme. The delivery of the scheme will require the demolition of the existing building on the Site, followed by the construction of a new ground plus 12-storey building to accommodate up to 163 apartments, public and private amenity space and 147 square metres of ground-floor commercial space. The proposals also include the creation of new public realm and associated highways works.

Delivery of the proposed development will necessitate ground-breaking and earth-moving works across the Site, with potential to impact on buried archaeological remains. None of the sites of sub-surface archaeological interest identified within the Site are afforded statutory designation, and are thus not considered to necessarily merit preservation *in-situ*. However, any physical remains of the 19th-century school and workers' housing have been determined to be of high local, and potentially regional significance, pending the extent to which buried remains survive *in-situ*, and would therefore merit intrusive archaeological investigation in advance of, or during, the proposed construction works.

Should well-preserved archaeological remains survive *in-situ*, then they may merit preservation by record, where they will be directly affected by development. This is in line with the guidance provided by the NPPF, which advises that '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'.

Delivery of the proposed development will also necessitate the demolition of the extant building on the Site. This building, which is currently a locksmiths business, originated as a car repair and maintenance garage sometime in the late 1920s. The building is not afforded statutory designation, and is thus not considered to necessarily merit preservation *in-situ*. However, the building has been determined to be of high local significance, and would therefore merit archaeological investigation in the form of a low-level historic building recording prior to demolition. This is also in line with the guidance provided by the NPPF.

8. Further Investigation

8.1 Further Investigation

Delivery of the development proposals has the potential to damage buried archaeological remains. Where appropriate because of their significance, mitigation will need to be undertaken through an archaeological record. The requirement and scope of any further archaeological investigation will be decided by Greater Manchester Archaeological Advisory Service, in their capacity as archaeological advisor to Manchester City Council. It may be anticipated, however, that a programme of intrusive investigation will be merited in advance of development. This would be required in the first instance to establish whether any buried remains of archaeological interest survive *in-situ*, and could be anticipated to comprise the excavation of a series of evaluation trenches targeted on the footprint of the nineteenth century Sunday School and workers' housing.

Should significant archaeological remains be encountered during the initial investigation, further excavation may be required to offset the harm of development to the sub-surface archaeological resource, in line with the guidance provided by the National Planning Policy Framework.

With regard to the single remaining standing building on the Site, the late 1920s repair and maintenance garage (Site 06), this should be subject to full archaeological building recording prior to demolition, equivalent to Historic England's Level 2 building recording, which is essentially a descriptive record, where both the exterior and interior of the building will be seen, described and photographed.

9. Sources

Cartographic Sources

Map of Manchester and Salford, drawn from a survey by William Green, begun in 1787 and completed in 1794

Map of Manchester and Salford, C Laurent, 1793

Map of Manchester, Dean and Pigot, 1809

Plan of Manchester, W Johnson, 1819

Map of Manchester and its Environs, W Swire, 1824

A Map of Manchester and Salford, Bancks & Co, 1831

Illustrated Maps of the Township of Manchester, J Adshead, 1851

Ordnance Survey 6": 1 mile map, Manchester sheet 24, surveyed 1848-49, published 1851

Ordnance Survey 1:2500 First Edition map, surveyed 1888-91, published 1896

Ordnance Survey 1:2500 map, 1908 Edition, (surveyed 1905)

Ordnance Survey 1:2500 map, 1922 Edition, (surveyed 1915)

Ordnance Survey 1:2500 map, Revision of 1933

Ordnance Survey 1:1250 map, 1950-51

Ordnance Survey 1:2500 map, Plan SJ 8499 and Plan SJ 8599, Revision of 1966

Trade Directories

Scholes, J, 1797 *Directory of Manchester and Salford*, Manchester

Pigot and Dean, 1821 *Directory of Manchester and Salford*, Manchester

Secondary Sources

Archaeological Research Services Ltd., 2018 *Archaeological Excavations at Sharp Street, Ancoats, Manchester*, unpubl report

Baines, E, 1835 *History of Cotton Manufacture in Great Britain*, London

Brennand, M, (ed), 2007 *Research and Archaeology in North West England. An Archaeological Research Framework for North West England: Volume 2. Research Agenda and Strategy*, CBA North West, 9 (19), Manchester

Bruton, FA, 1909 *The Roman Fort at Manchester*, Manchester

Busteed, M, 2016 *The Irish in Manchester c.1750-1921: Resistance, Adaptation and Identity*, Manchester



- Cattell, S, and Nevell, M, 2011 *The Workers' Housing on vacant land on the corner of Pickford Street and Jersey Street: an Archaeological Excavation*. Centre for Applied Archaeology, University of Salford.
- Countryside Commission, 1998 *Countryside Character, Volume 2: North West*, Cheltenham
- Engels, F, 1844 *The Condition of the Working Class in England*, London
- English Heritage, 2006 *Management of Research Projects in the Historic Environment*, London
- Ekwall, E, 1922 *The Place-names of Lancashire*, Manchester
- Farrer, J, and Brownbill, W, (eds) 1908 *Victoria County History of Lancashire*, **4**, London
- Ginswick, J, 1983 *Labour and the Poor in England and Wales 1849-1851: Lancashire, Cheshire and Yorkshire*, London
- Grealey, S (ed), 1974 *Roman Manchester*, Altrincham
- Gregory, RA, 2007 *Roman Manchester: The University of Manchester's Excavations within the Vicus 2001-5*, Oxford
- Hall, D, Wells, CE, and Huckerby, E, 1995 *The Wetlands of Greater Manchester*, North West Wetlands Survey, **2**, Lancaster Imprints 3, Lancaster
- Hayes, EH, 1930 *Raikes the Pioneer, Founder of Sunday Schools*, London
- Kay, J, P, 1832 *The Moral and Physical Condition of the Working Classes Employed in the cotton Manufacture in Manchester*, London
- Kenyon, D, 1991 *The Origins of Lancashire*, Manchester
- Kidd, A, 1993 *Manchester, a History*, Manchester
- Morrison, KA, and Minnis, J 2012 *Carscapes: the Motor Car, Architecture and Landscape in England*, London
- Historic England, 2016 *Buildings and Infrastructure for the Motor Car*, London
- Laquer, TW, 1976 *Religion and Respectability: Sunday Schools and Working Class Culture, 1780-1850*, London
- Lees, M, W *Bennett Street Sunday School 1801-1966: A Manchester History*, Manchester
- McNeil, R, and Newman, R, 2007 The Industrial and Modern Period Research Agenda, in M Brennan (ed) *The Archaeology of North West England: An Archaeological Research Framework for North West England: Volume 2*, CBA North West, **9** (19), Manchester, 133-58
- Middleton, J, 1920 *The Old Road: A Book of Recollections*, Manchester

- Mills, D, 1976 *The Place-Names of Lancashire*, Batsford
- Mottershead, G, 2009 *Tariff Street, Manchester. An Archaeological Evaluation and Excavation*. University of Manchester Archaeological Unit unpubl report
- Mottershead, G, 2018 *New Cross Phase 2, Goulden Street, Manchester: Archaeological Evaluation*. Salford Archaeology unpubl report
- OA North, 2011 *Co-operative Headquarters, Miller Street, Manchester: Archaeological Excavation*, unpubl rep
- OA North, 2013 *NOMA Regeneration, Miller Street, Manchester*, unpubl rep
- Pre-Construct Archaeology (PCA), 2017, 74-88 *Great Ancoats Street, Ancoats, Manchester, Assessment of Archaeological Excavation*, unpubl report
- Pearlman, W, 1956 *The Dwellings of Manchester*, unpubl RIBA thesis (MCL/MF 352).
- Redhead, N, 2011 *Archaeological Investigations of Workers' Housing in Manchester. North West Labour History 35, 53-57*
- Salford Archaeology, 2018 *Covent Gardens, Stockport, Excavation Report*, unpubl report
- Snell, KDM, 1999 *The Sunday School Movement in England and Wales: Child Labour, Denominational Control and Working Class Culture*, Past and Present No 164
- Swindells, T, 1908 *Manchester Streets and Manchester Men*, Manchester
- Taylor, H, 1906 , *The Ancient Crosses and Holy Wells of Lancashire*, Manchester
- The Illustrated London News*, 1842: Disturbances in the Manufacturing Districts. 1 (25 June 1842): 233
- Tupling, GH, 1962 Medieval and Early Modern Manchester, in CF Carter (ed) *Manchester and its Region: A Survey Prepared for The British Association*, Manchester 115-130
- Walton, JK, 1986 *Lancashire, A Social History 1558-1939*, Manchester
- Ward, WR, 1972 *Religion and Society in England 1790-1850*, London
- Warrender, K, 2009 *Below Manchester: Going Deeper under the City*, Altrincham

10. Acknowledgements

Salford Archaeology would like to thank Deloitte for commissioning and supporting the project on behalf of Mulbury Homes. Thanks are also due to Norman Redhead, the Heritage Management Director with the Greater Manchester Archaeological Advisory Service (GMAAS), for his support and advice. Thanks are also expressed to the staff at the Greater Manchester County Record Office in Manchester Central Library.

The archive comprises a historical map regression, photographs and historical research notes. This archive is currently held by the Centre for Applied Archaeology, and a copy of this report will be forward to the client and deposited with the Greater Manchester Historic Environment Record.

Appendix 1: Figures

- Figure 1: Site location map
- Figure 2: Map of gazetteer sites of archaeological interest
- Figure 3: Areas of principal archaeological potential within the Site

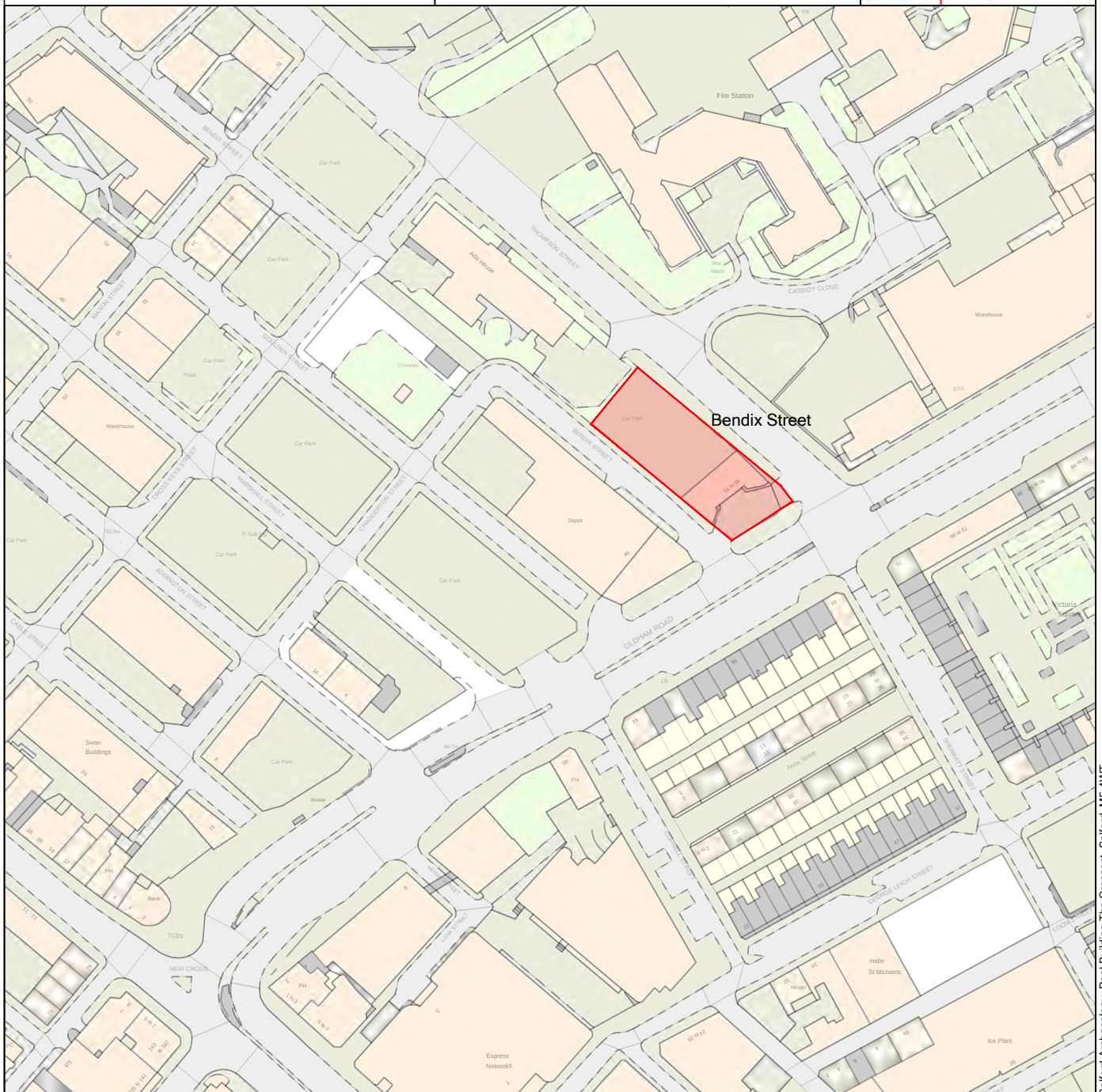


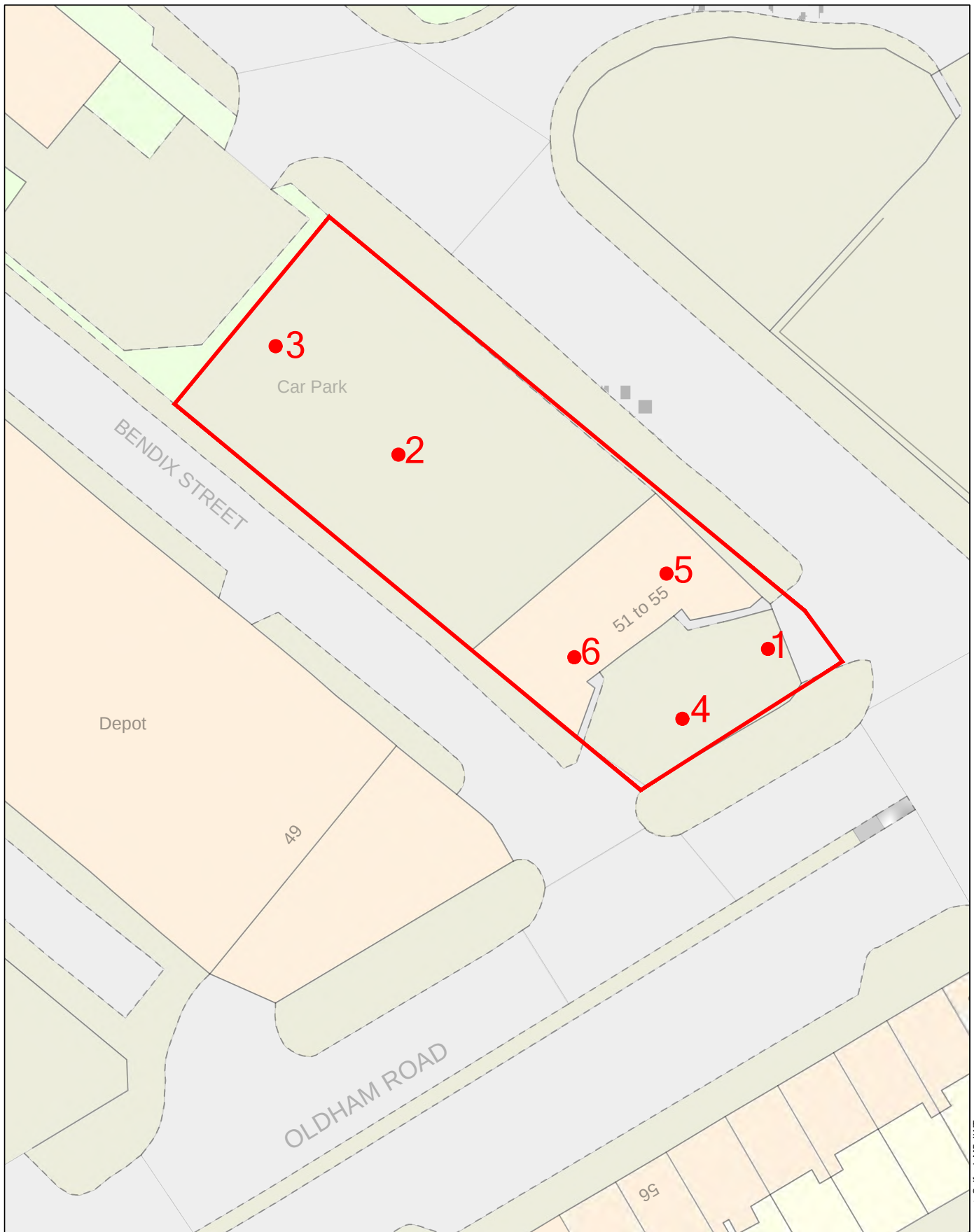
Mulberry New Cross

Site locations



SA
SALFORD
ARCHAEOLOGY





Mulbery New Cross, Bendix Street

Map of gazetteer sites

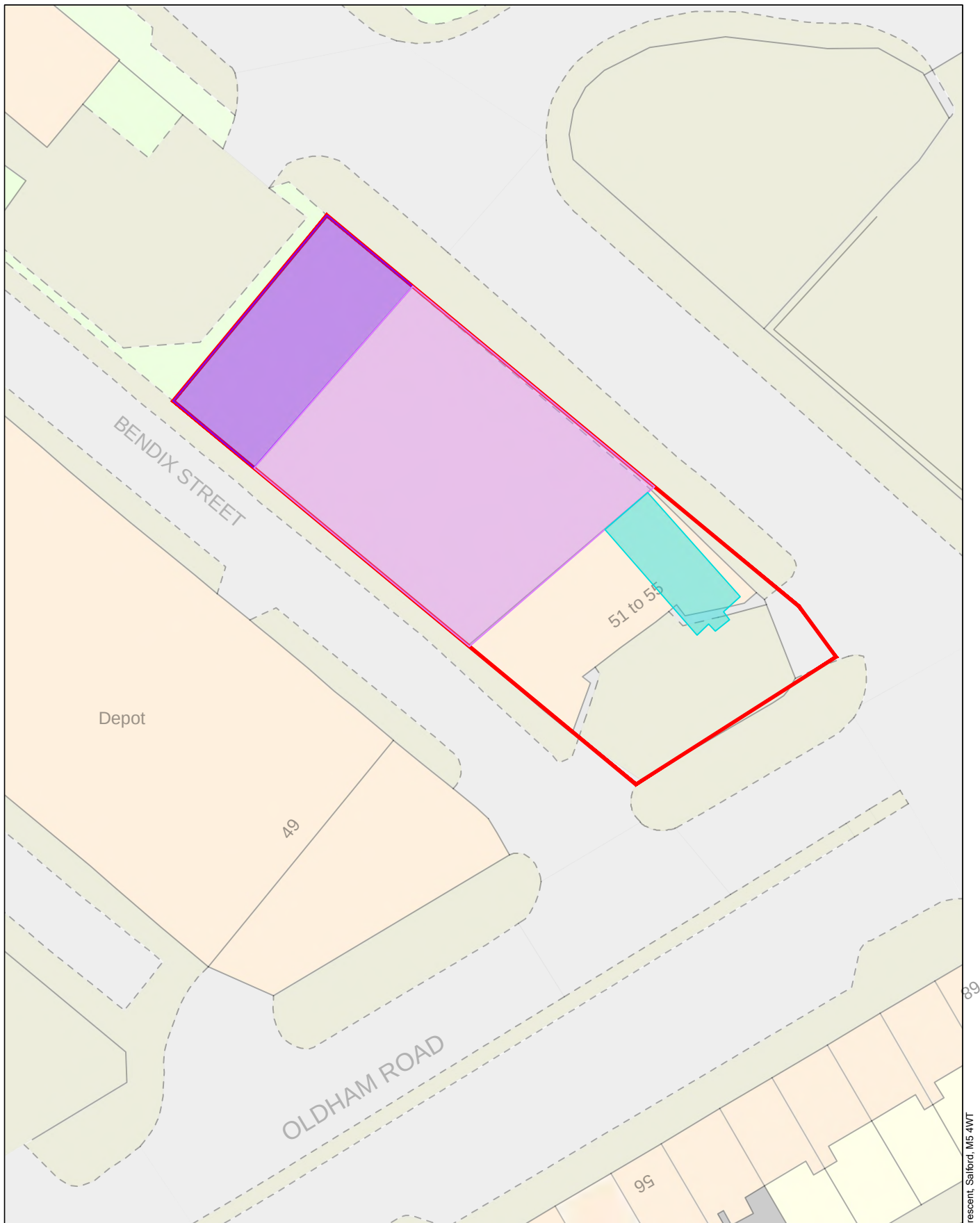


SA
SALFORD
ARCHAEOLOGY

0 20 m



Scale at A4 1:500



Mulbery New Cross, Bendix Street

Areas of Principal Archaeological Interest



Key:

- Early 19th century back to back houses
- Early 19th century school
- 19th century cottages



SA
SALFORD
ARCHAEOLOGY

0

20 m



Scale at A4 1:500

CONSULTANCY



DESK BASED ASSESMENTS



WATCHING BRIEF & EVALUATION



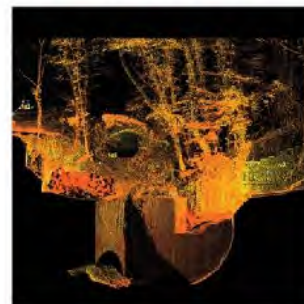
EXCAVATION



BUILDING SURVEY



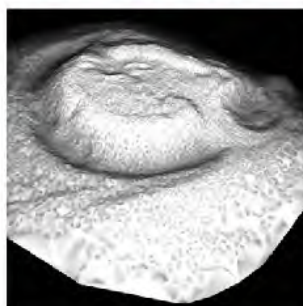
3D LASER SCANNING



COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



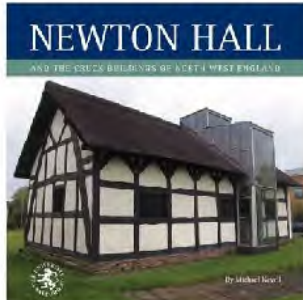
GEOPHYSICAL SURVEYS



WORKSHOPS & VOCATIONAL TRAINING



RESEARCH PUBLICATIONS



SEMINARS, DAYSCHOOLS CPD EVENTS

