



SALFORD
ARCHAEOLOGY
University of Salford

Foras (Sparkle Street) Limited

Issue: v1

SA/2022/43

Sparkle Street, Manchester

Archaeological Desk-based Assessment



Salford
Environmental
Consultancy

Built / Historic / Natural



ISO
14001: 2015
45001: 2018



ISO
9001: 2015

Document Information

Document Title:	Archaeological Desk-based Assessment of land on Sparkle Street, Manchester
Location	Centred NGR 384946, 398044
Version:	Version 1
Report Number:	SA/2022/43
Client:	Foras (Sparkle Street) Limited
Issue Method:	By email only
Digital location	VDrive/Research/SalfordArchaeology/General/Projects

Document Revision History

Date	Author	Summary of Changes	Version	Checked
26/04/24	Natalie Poundall	Edited	1.0	NP
05/06/23	Natalie Poundall	Edited	1.0	NP
May 2023	Katie Fletcher	Document Creation	1.0	KF

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1. Summary

Foras (Sparkle Street) Limited is devising proposals for Full Planning Permission for demolition of existing low rise commercial units and erection of ground + 27 storey residential development with supporting residential amenity, private terraces and private shared garden at Sparkle Street in Manchester City Centre (centred on NGR 384946, 398044). In order to support the planning applications for the scheme Foras (Sparkle Street) Limited have commissioned Salford Archaeology to carry out an archaeological desk-based assessment for the proposed development site. This was intended to establish, as far as possible, the nature and significance of the sub-surface archaeological resource in order to enable informed recommendations to be made for the designs of the proposed schemes and the future treatment of any surviving remains.

The proposed development site lies immediately to the south of the proposed route of the Roman road from Manchester to Castleshaw. During the late medieval and post-medieval periods, the proposed area lay within Manchester's agricultural hinterland, on the south-west edge of Ancoats. The site was likely undeveloped with the Shooters Brook flowing broadly east to west through the site. By the 18th century, the site had witnessed some development, comprising a row of terrace workers' housing, a long rectangular building and a small, square building. All these buildings had been cleared by the early 19th century.

By the early 19th century, Shooters Brook had been culverted, though an open section remained within the site until the second half of the 19th century. Various types of workers' houses had been erected along Berry Street, Lomas Street, Green's Court and No. 2 Passage. Housing types included double-depths, blind-backs and cellar dwellings. A timber yard had been established within the north of the site by 1851 and had been expanded along the Store Street frontage by the late 19th century. In addition, a building that functioned as a provender and stables was erected within the east of the Site.

The proposed development area remained mostly unchanged until the early 20th century when some of the timber yard buildings were remodelled. By the 1930s, all the domestic dwellings had been cleared and the timber yard was progressively expanded across the site.

The potential for the site to contain buried archaeological remains is considered to be high. The most likely remains to be encountered within the site includes various types of 19th-century workers' housing and a culverted section of Shooters Brook. The site also has potential to contain elements of the pre-industrial landscape, a potential post-medieval ford and late 18th-century buildings. The site has low potential to contain Roman remains associated with the road from Manchester to Castleshaw. Any such remains that do exist within the site are likely to be of low (local) significance or potentially medium (regional) significance and, without a programme of mitigation, the scheme could damage or destroy these remains.

The site also has potential to contain remains of a timber yard, and stables and stores, however, these would be of limited archaeological interest and may be considered negligible.

Following consultation with Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council, it has been agreed that an archaeological evaluation (consisting of either a strip, map and record or trial trench evaluation) will be required to establish the presence or absence of buried archaeological

remains and, if present, their extent and significance. The evaluation will target non-designated heritage assets of low (local) significance.

Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework. The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.

2. Introduction

Foras (Sparkle Street) Limited have prepared a Full Planning Permission for demolition of existing low rise commercial units and erection of ground + 27 storey residential development with supporting residential amenity, private terraces and private shared garden. The desk-based study aimed to identify as far as possible the nature, extent and significance of the sub-surface archaeological resource within the site so as to enable informed recommendations to be made for the future treatment of any surviving remains.

2.1 Site location

The proposed development area (centred on NGR 384946, 398044) comprises a plot of land in Manchester City Centre, (herein referred to as the 'Site'), which is bounded by Store Street to the north, Sparkle Street to the west, residential apartments to the south and vacant land to the east (Fig 1; Plate 1). The Site is largely unoccupied, with its former use being a telephone exchange along with surface car parking and two buildings that are partly used for storage and distribution. The buildings are screened from the road on two sides by existing vegetation and an access route for vehicles is provided from Store Street. The Site is approximately 100 metres north of Piccadilly Railway Station and is approximately 0.25 ha in size.

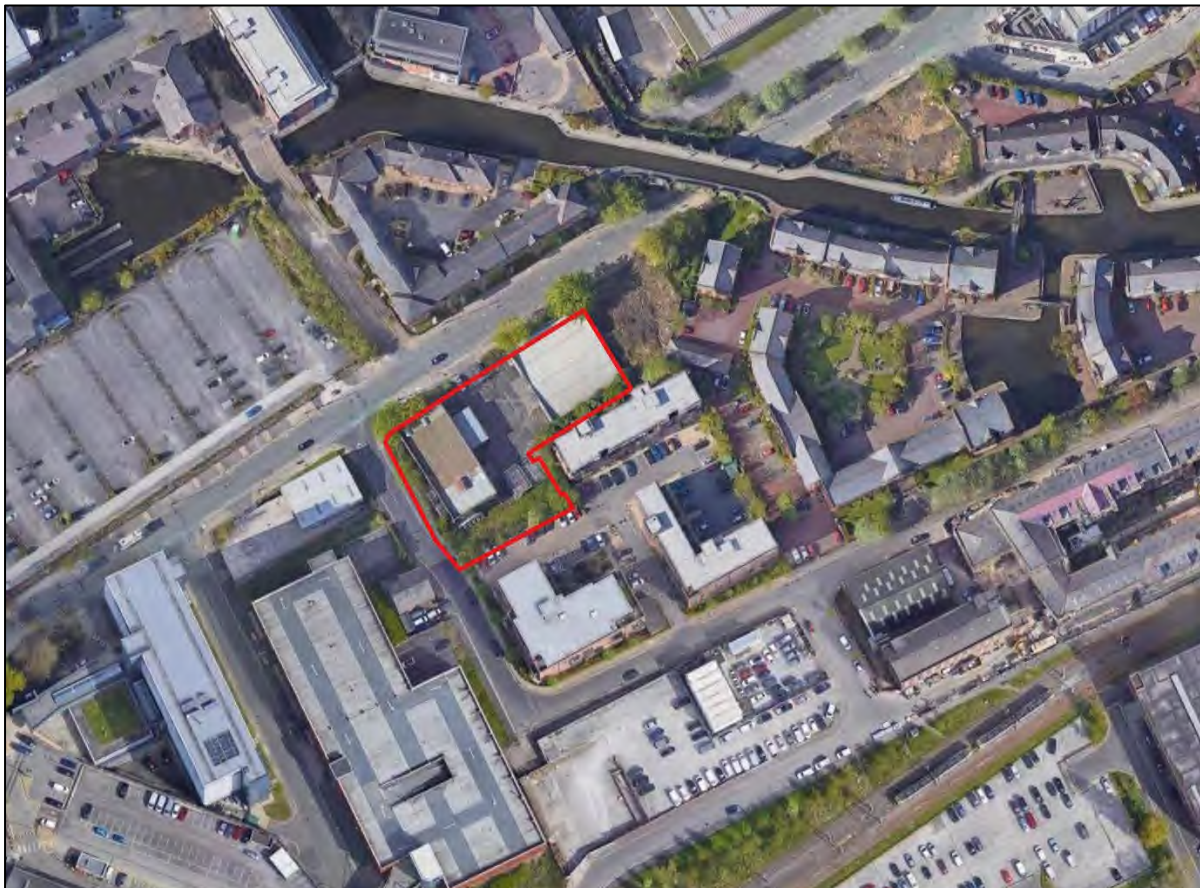


Plate 1 Extract from Google Satellite, showing the Site boundary

2.2 Topography and geology

Topographically, the Manchester conurbation as a region lies within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north. The region as a whole comprises of the Mersey River valley, whilst the rivers Irwell, Medlock and Irk represent the principal watercourses in Manchester. The Site lies at a height of 37.2m above Ordnance Datum (aOD) and is relatively flat.

The Site is located on a band of solid geology comprising the sandstone of the Chester Formation, formed between 250 and 247.1 million years ago during the Triassic Period. Sedimentary superficial deposits comprising formed between 116 and 11.8 thousand years ago during the Quaternary period overlie the bedrock and comprise Devensian Till (British Geological Society, 2021).

2.3 Designations

The Site does not contain any heritage assets that are afforded statutory protection, such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens and it does not fall within a Conservation Area.

The Site is located within 250m of ten listed buildings (Table 1). The Whitworth Street and Princess Street Conservation Area and the Stevenson Square Conservation Area both lie just over c 250m of the Site. The proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report.

Site	Designation	List Entry	Location
Entrance Archway and Lodge to Yard of the Rochdale Canal Company	Grade II Listed Building	8370.2.0	SJ 8469 9815
Stable block to south-east of Junction Lead Mills	Grade II Listed Building	11336.2.0	SJ 8495 9816
Rochdale Canal Lock No.85 (in tunnel between Piccadilly and Dale Street)	Grade II Listed Building	12089.3.0	SJ 8466 9809
Train shed, Manchester Piccadilly Station	Grade II Listed Building	1283014	SJ 8490397859
The Place Aparthotel (former London Warehouse)	Grade II Listed Building	1217858	SJ 84758 98077
Rochdale Canal Lock Number 84 (Dale Street Lock)	Grade II Listed Building	12089.2.0	SJ 84733 98138

Junction Lead Mills, Paradise Wharf	Grade II Listed Building	11336.1.0	SJ 84917 98185
32 and 34 Laystall	Grade II Listed Building	12061.1.0	SJ 84982 98253

Table 1 Designated sites within 250m radius of the Site

3. Method statement

3.1 Introduction

The assessment considers the potential impact of the proposed development upon any buried archaeological remains within the Site, and comprises 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*, 2017).

3.2 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;
- / The National Heritage List for England;
- / 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.

3.3 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 application area, in order to identify any evidence for surviving below-ground remains.

3.4 The document

The following presents the historical and archaeological evidence for the Site. Chapter 5 discusses the previous archaeological investigations that have taken place within the Site. A gazetteer (Chapter 6) is presented of heritage assets and sites of potential archaeological interest identified within the Site and this information, along with a map regression (Figs 3-10), is used to assess the significance of the remains (Chapter 7) and impact of the proposed development (Chapter 8). A mitigation strategy is outlined in Chapter 9, based on the assessment presented in the previous chapters.

3.5 Significance assessment methodology

An 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, 2013). These criteria have all been utilised in this assessment and are listed below:

- / Archaeological interest
- / Historical interest
- / Period
- / Rarity
- / Documentation
- / Group value
- / Survival/condition
- / Fragility/vulnerability
- / Diversity
- / Potential

The significance assessment also uses the approach to assessing heritage value contained within '*Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*' issued by the International Council on Monuments and Sites (ICOMOS) in January 2011 (ICOMOS, 2011). This document states that an archaeological asset's significance can be assessed as very high, high, medium, low, negligible or unknown.

3.6 Impact assessment methodology

The impact assessment assesses the potential impact of the proposed development upon the significance of the archaeological resource within the Site. Mitigation is then recommended to reduce the level of impact on the significance of the identified assets.

4. Planning and legislative background

This assessment accords with National, Regional and Local Planning Policies which relate to the historic environment. National planning policies relevant to heritage asset management are contained within the National Planning Policy Framework (NPPF 2021).

4.1 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* (Department for Levelling Up, Housing & Communities, Dec 2023). 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 deals specifically with this historic environment (paragraphs 195-214), and states that 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 200 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 209 states that the effect of a proposal on non-designated heritage assets (designated assets are covered in paragraphs 200-204) should be taken into account in determining a planning application.

Paragraph 211 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.

4.2 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 City Council adopted a Core Strategy in 2012, which is scheduled until 2027 (Manchester City Council, 2012). 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 (Manchester City Council, 2012, p. 164).

Policy EN3 states:

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

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.’

The Places for Everyone Joint Development Plan was adopted in March 2024 (GMCA, 2025, pp. 192-194). The development plan is a long-term plan for nine Greater Manchester districts, comprising Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan, that determines how the boroughs should develop until 2039.

Policy *JP-P2* within the Places for Everyone Joint Development Plan concerns the approach to heritage, and states that ‘Local Plans will set out key elements which contribute to the district’s identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and heritage values of sites, buildings or areas and their relationship with their surroundings’. It also states that:

‘Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester’s distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmstead and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.

Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy’.

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

5. Historical background

The following section provides a framework to the present study, working chronologically through the periods listed below (Table 2).

British archaeological periods		
Period	Sub-period	Date range
Prehistoric	Palaeolithic	Pre-10,000 BC
	Mesolithic	10,000 – 3500 BC
	Neolithic	3500 – 2300 BC
	Bronze Age	2300 BC – 700 BC
	Iron Age	700 BC – AD 43
Historic	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	Modern	Post-1914

Table 2 Summary of British archaeological periods and date ranges

5.1 Prehistoric period

The current understanding of human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the city centre, such as Castlefield, the area that now contains Manchester Cathedral and Chetham's School and Ardwick, may have been conducive for late prehistoric settlement on account of the natural topography and the abundance of natural water sources (i.e. rivers) (Gregory, 2007).

Physical indications of human activity in the Manchester area are provided by a small number of residual finds. A Neolithic stone hammer and arrowhead, for instance, were unearthed in the Castlefield area of Manchester in 1845 (HER 119.1.0), whilst excavations at 77-83 Liverpool Road (HER 13944.1.0) produced two Mesolithic flints, one Neolithic/Bronze Age waste flake and a single sherd of late Bronze Age/Iron Age pottery. These finds complement a growing regional body of finds representing prehistoric activity, known to be concentrated on well-drained sand and gravel sites in proximity to watercourses and moss lands.

5.1.1 Archaeological potential

There is no known evidence for prehistoric activity within the Site boundary, and the potential for any such remains to survive from this period is considered to be low.

5.2 Romano-British period

Archaeological evidence for Romano-British activity in Manchester is focused on the Roman fort of *Mamucium*, which was established on a sandstone bluff within Castlefield (Gregory,

2007). Archaeological excavation has shown that in the late 1st century, the fort comprised a turf rampart and timber gates, covering an area of c 1.2ha, and was of a size compatible with holding a 480-man infantry unit. The fort was rebuilt to similar dimensions in stone around c AD 200 (*ibid*).

During the 2nd century, the fort was developed in association with a substantial extramural settlement, or *vicus* (Grealey, 1974, p. 11). Civilians occupied the extramural settlement, attracted by the security and commercial benefits of the nearby fort. Based on archaeological excavations and the distribution of Roman finds, the limits of this civilian settlement appear to have extended south-eastwards along Chester Road, terminating somewhere in the vicinity of Great Jackson Street, 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. The Site lies beyond the extramural settlement.

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. The settlement was well connected in terms of trade and consequently lasted until the late 3rd century AD. Store Street potentially represents the continuation of the Roman road from Manchester to Castleshaw (HER 24.1.8). However, this awaits confirmation, and there is currently very little physical evidence for any Roman activity in the vicinity of the Site.

A section of the Roman road from Manchester to Castleshaw was excavated on Gaskell Street, Newton Heath, in 1856 (HER 24.1.0). The road was constructed c 79-84AD, possibly by the 20th legion. Just beyond the central station the alignment of the road is taken up by Mill Street and then by cemetery road and Briscoe Lane to Newton Heath. The road was 24 feet wide with a gravel surface on a log base, designed to carry the road over boggy areas. Roman roadside activity could have taken place within the Site, though there is no known evidence for Romano-British activity within the Site.

5.2.1 Archaeological potential

The Site lies immediately south of the Roman road from Manchester to Castleshaw. There is no known evidence for Romano-British activity within the Site however, the possibility of isolated artefacts should not be dismissed entirely, although it is considered unlikely that artefacts will be found *in-situ* given the later development of the Site.

5.3 Medieval period

There is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest of 1066. The area around Manchester came under the control of several kingdoms during this period. In AD 620, Edwin occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer & Brownbill, 1911). It is believed that from the Saxon times, a small community existed on both banks of the River Irwell close to the point where it is joined by the River Irk.

In AD 919, the Anglo-Saxon king Edward the Elder established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested that the burh lay within the area around the cathedral, which had become a focus for settlement by the late

11th century. The site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons. This early settlement at the confluence of the Rivers 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.

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

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

A survey of the medieval layout of the city was undertaken in the 1980s by GMAU, which led to the designation of a zone defined as the Area of Medieval Manchester (Morris, 1983). The survey demonstrated that in addition to the manorial and ecclesiastical heart of the town, streets radiated out from the centre. These included Deansgate, Hunt's Bank and Long Millgate. The Site lies 1.2km to the south-east of the medieval core.

The Site was likely situated within Manchester, on the south-west edge of the Ancoats during the medieval period. The hamlet covered the area of land that roughly lies between the River Medlock and the River Irk (Plate 2). The hamlet of Ardwick lay to the south of the Site, bounded by the River Medlock to the north and the Cornbrook to the south. The name Ancoats is believed to originate from *Elnecot*, and the Old English *ana cots*, meaning 'lonely cottage' (Cooper, 2002, p. 13). The area likely remained rural during the medieval period and is first mentioned in land grants dating back to the 13th century. In 1908 Swindells described it as 'an almost idyllic rural backwater' (Swindells, 1908, pp. 19-26). In 1320 Ancoats was recorded in a survey as forming eight hamlets in the township of Manchester, within the Salford hundred. It is believed that these dwellings, formed mainly of cottages and farmhouses, may have been along Ancoats Lane (now Great Ancoats Street), Newton Lane (now Oldham Road) and Butler Lane (Miller, et al., 2007, p. 25). Land in Ancoats was bequeathed in the 14th century by Henry de Ancotes.



Plate 2 The Parish of Manchester (Farrer & Brownbill, 1911, pp. 174-87)

5.3.1 Archaeological potential

The Site most likely lay beyond medieval settlement activity and the potential for buried archaeological remains is considered to be very low due to the extensive development that took place in the 18th and 19th centuries.

5.4 Post-medieval period

By 1539, John Leland was able to describe Manchester as the ‘finest and busiest town in the whole of Lancashire, with the best buildings and the greatest population’ (Chandler, 1993, p. 263), at a time when the textile industries in South Lancashire were beginning to flourish. Manchester emerged as a centre for the textile finishing processes, as woollen cloth was brought in from outlying areas for bleaching and dyeing. Most importantly, however, Manchester expanded its role as a market centre for textiles produced in the towns and hamlets of the surrounding district (Frangopulo, 1964, p. 26).

From the early 17th century, fustians produced in a network of towns with Manchester at their hub were being exported regularly to western and southern Europe, and the town became the principal commercial centre for the region (Hartwell, 2001, pp. 8-9). A flourishing business community developed, which was dominated by a few wealthy merchant manufacturers and fustian-dealing families, notably the Chethams, the Booths, the Wrigleys, and the Byroms. During this period, the Site presumably lay in a predominantly rural area that may have been used for agriculture.

In his tour of the country in the 1720s, Daniel Defoe (Defoe, 1727) noted that Manchester had ‘extended in a surprising manner, being almost double to what it was a few years ago’, reflecting the further expansion of the textile trade (Hadfield & Biddle, 1970). By the 1790s, Manchester’s thriving export market was beginning to displace London as a centre of overseas trade in cotton cloth, reflecting great improvements to the transport network across the North West.

Manchester underwent a rapid expansion during the post-medieval period. The population of Manchester increased from approximately 1800 people in 1563 to just over 3000 people in the year 1642 (Willian, 1980, pp. 38-9). The Hearth Tax Returns of 1664 listed 820 households, which suggests a population of approximately 3690. The population of Manchester roughly doubled between 1563 and 1664, despite an outbreak of plague in 1645 (Phillips & Smith, 1994, p. 7). By the census of 1773, the town’s population had dramatically increased even further, with approximately 24,937 people living in the township of Manchester, 23,032 of which were living in the town itself. During the post-medieval period, Manchester changed from what had been a small market centre into the largest town in Lancashire (Nevell, 2003).

An inset in Casson and Berry’s map of 1751 provides the earliest cartographic representation of Manchester, showing the extent of the town in c 1650 (Plate 3). The map shows that the Site most likely lay in the town’s agricultural hinterland, with the post-medieval settlement of Manchester still largely concentrated around the medieval core, near the Parish Church of St Mary’s and the medieval manor. Up until the 18th century, any expansion of the settlement followed the line of the established thoroughfares of Market Street Lane, Deansgate and Shudehill. Land on the southern side of Market Street Lane, in the area now occupied by Piccadilly Gardens (500m to the north-west of the Site), was the site of the town’s ‘daub holes’, where the mud was extracted for wattle and daub buildings (Plate 4, 16).

Ancoats also remained largely rural during the post-medieval period, with the most significant building in the area being Ancoats Hall. The manor of Ancoats was held by the Byrons of Clayton Hall for over four hundred years until they sold it to Oswald Mosely. Oswald Moseley

built the timber-framed building at Ancoats Hall in 1596. Ancoats Hall overlooked the River Medlock on the eastern fringe of the area (Miller, et al., 2007, p. 25) and was described by Bruton as 'beautifully situated above the Medlock with lovely views over the green wooded country'. The Mosleys held the manor for the next two centuries until it was bought by mill owner George Murray who altered it into a Victorian brick-built mansion (Rose, et al., 2011, p. 5).



Plate 3: Plan of Manchester and Salford in c 1650

5.4.1 Archaeological potential

The Site most likely lay within the Manchester's agricultural hinterland. The potential for buried archaeological remains is considered to be low due to the later development that took place on the Site.

5.5 Onset of the industrial revolution

Significant quantities of cotton began to be imported into south Lancashire from the early 17th century, firstly in linen/cotton fustians. By around 1750, pure cotton fabrics were being produced, and cotton had overtaken wool in importance. Textiles were generally manufactured in domestic-based workshops or weavers' cottages as part of the putting-out system, whereby merchants employed textile workers and supplied them with raw materials.

The second half of the 18th century was characterised by an accelerated pace of development, which was captured on the first detailed plans of the area, produced on four successive maps by Casson and Berry between 1741 and 1751 (Plate 4). The plans produced by Casson and Berry capture the expansion of Manchester and its suburbs. The growth of Manchester was enhanced by the development of waterborne transport. The first key development was the founding of the Mersey & Irwell Navigation Company in 1721, which aimed to provide a navigable route from the Mersey estuary to the Salford and Manchester by improving the course of the River Irwell and the River Mersey. The navigation opened in 1734, opening up trade from the growing port of Liverpool to Manchester and Salford (George & Brummond, 2002, p. 22).

The next major development was the construction of the Bridgewater Canal, the first true canal in the world, completed between the Duke of Bridgewater's coal mines at Worsley and Castlefield by 1765. The Manchester end of the Bridgewater Canal was fed by the River Medlock, which was navigable as far as India House on Whitworth Street. The combination of competition and improved efficiency halved the cost of coal and transport cost of raw cotton, vital to the sudden growth of the textile industry.



Plate 4 Extract from Casson and Berry's map of 1741, showing approximate Site location

The success of the Bridgewater Canal acted as a catalyst for the construction of numerous canals, including the Ashton Canal (HER 11312.1.0) and Rochdale Canal (HER 1386.2.0). The Rochdale Canal (HER 12089.9.0; 1386.2.0) had been planned in 1765 by James Brindley but was not completed until 1804 when it joined the Ashton Canal terminus at the Dale Street Basin (HER 1386.1.0), 240m north-west of the Site. Initially, the canal opened in stages as sections were completed beginning with the Manchester to Rochdale branch in 1798. The Ashton / Rochdale Junction Canal was complete in 1799 and opened to traffic in 1800 (11312.1.0), 120m north-west of the Site. The completion of the Rochdale Canal in 1804 meant that a water transportation route now existed between the North Sea at Hull and the Irish Sea at Liverpool. The Rochdale Canal lies 170m to the north of the Site.

The Ashton Canal was proposed in 1791 and would link the factories in Manchester to the collieries in the Ashton and Oldham area. An Act of Parliament was passed in 1792, and construction commenced immediately under the direction of Edward Banks (Hadfield & Biddle, 1970). The construction of the canal required an aqueduct to cross the valley of Shooters Brook. The aqueduct was built in 1797–99 and may be the first skewed canal aqueduct to be constructed. Shooters Brook flowed in an open channel through the central arch of the aqueduct (HER 1387.1.0). The Ashton Canal aqueduct remains extant and lies 70m to the north-east of the Site.

The Ashton Canal opened in 1799 and cost approximately £170,000. It was the terminus of three canals (Ashton, Peak Forest, Huddersfield Narrow) constructed in the 1790s. Part of the impetus was the drive to deliver locally produced coal to Manchester. Many of the mills in Ancoats depended on the developing network of short branch canals for transport, coal and water for their steam-power plants. The Ashton Canal continued in use commercially until the 1950s and was used as a diversionary route during WWII. The Ashton Canal is located 60m north of the Site (HER 6361.1.0).

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 factory-based cotton manufacturing industry of international repute (Baines, 1835). The earliest textile factories consisted of water-powered mills erected along Shooters Brook to the south of Union (now Redhill) Street. There is some evidence to suggest, for instance, that New Islington Mill and Salvin's Factory originated in the late 1780s as water-powered textile mills situated on the bank of Shooter's Brook (Miller, et al., 2007). However, Shooter's Brook was a small watercourse, and in seeking a solution to the inadequate power supplied to their waterwheels from the brook, some manufacturers experimented with steam power. Notably, John Kennedy is reputed to have first applied steam power to one of his spinning mules whilst renting space at Salvin's Factory in 1793 (HER 12327.1.0; 460m north-east of the Site).

With textiles as the driving force, Manchester emerged as a complex industrial city, producing goods of every description. Warehouses were built to store the mass-produced goods and to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. Several wharfs and warehouses were established in the Store Street area, adjacent to the Ashton Canal, including Iron and Steel Mill (HER 11406.1.0, 190m north-east of the Site), Stone Wharf (HER 11415.1.0, 120m east of the Site), Paradise Wharf (HER 11315.1.0, 90m north of the Site) and Canal Warehouse (HER 16917.1.0).

5.6 The advent of Manchester's railway network

The world's first inter-city passenger railway was opened between Liverpool and Manchester in 1830, terminating at Liverpool Road in Castlefield. The line set the standard for modern railways and initiated a boom in railway construction in the 1840s. The advent of the railways meant that goods could be transported faster and in larger quantities than ever before. They also gave a great stimulus to industry by reducing the freight costs of heavy materials such as coal as well as reducing costs of transporting finished goods around the country. Inevitably, the railways replaced the former canal network.

The earliest railway station in the vicinity of the Site was the Store Street Station, which was opened on the 8th May 1842 by the Manchester and Birmingham Railway (HER 1391.1.0,

260m south-west of the Site). The railway station was built on the site of the current station complex at Piccadilly and was the terminus for the Manchester and Birmingham Railway line. Shortly after the station opened, it became a joint terminus, which also served the Sheffield, Ashton-under-Lyne and Manchester Railway.

The train station and associated infrastructure expanded during the second half of the 19th century, comprising train sheds, good stations and warehouses. London Warehouse (HER 1385.1.0) had been erected by 1867 c 170m north-west of the Site. An earlier iron works was replaced by a Goods Station (HER 11416.1.0) by around 1867. A series of ten brick arches front Store Street, opposite the Site, which represented the surviving basement or undercroft of a warehouse. A train shed (11407.1) associated with the Store Street Station had been erected by 1881, c 100m south of the Site.

Soon after the station was built, it was realised that it would need to be connected to the other railway lines that served Manchester. The Manchester & Birmingham Railway (later the LNWR) and the Sheffield, Ashton-under-Lyne & Manchester (later MSJR) companies proposed an extension of their lines, which would skirt the southern part of Manchester City Centre on a 2.4 km viaduct and join the Liverpool and Manchester Railway at Ordsall Lane in Salford. A branch line was also proposed, leaving the South Junction line at Castlefield (west of today's Deansgate Station) and following the Bridgewater Canal to Altrincham. The Manchester South Junction and Altrincham Railway (MSJR) Act received royal assent on the 21st July 1845 (HER 11681.1.0).

The MSJR viaduct was one of the country's earliest suburban railways constructed by David Bellhouse in 1846-9. A through platform was built near the southeast corner of Store Street Station, which was also designed by Bellhouse. The MSJR viaduct is currently designated as a Grade II listed structure (HER 11681.1.0) and runs from Manchester Piccadilly (the nearest section of the railway line lies 330m to the south-west of the Site) Station via Oxford Road and Deansgate, following approximately the route of the River Medlock, before it branches into two at Castlefield, with the northern branch terminating on the northwest side of the River Irwell, and the southern branch terminating at the east side of Dawson Street.

5.7 Development of the Site

The development of the Site can be traced reasonably well from the sequence of available historic mapping. Several cartographers began to map Manchester and its suburbs during the second half of the 18th century. The earliest available map that captures the Site is Green's plan of Manchester and Salford 1787-1794 (Plate 5). A row of terraced houses, with small back yards and outbuildings had been built broadly within the centre of the Site. In addition, a narrow rectangular building had been established on the east side of a lane, whilst a small, square building had been erected to the west of the lane. The function of these buildings is currently unknown. Shooter's Brook flowed through the Site. A ford provided access across the brook. The ford could have earlier origins.

Industrial premises had already been erected along the course of Shooter's Brook by the late 18th century, including several dye houses and cotton factories (Manchester Mercury, 3rd September 1793). An iron foundry was advertised for sale in 1794 and would soon lie between the Ashton and Rochdale Canals (Manchester Mercury, 29th July 1794). Land and premises along Shooter's Brook, in the Piccadilly area were being sold off during the late 19th century,

including several dwellings houses to rent (Manchester Mercury, 5th February 1793; Manchester Mercury, 30th December 1783).

Scholes's 1794 directory recorded an iron foundry occupied by Barrett and Smith along Shooter's Brook (Scholes, 1794, p. 11). Scholes' slightly later trade directory recorded Thomas Hope, a twist manufacturer at Shooter's brook and Barrett, Dawson, & Hardy, an Iron Foundry at Shooter's Brook (Scholes, 1797, p. 64 and 69). No places of business were recorded along Wharf Street, Thames Street, Mawhood Street or Norman Street.

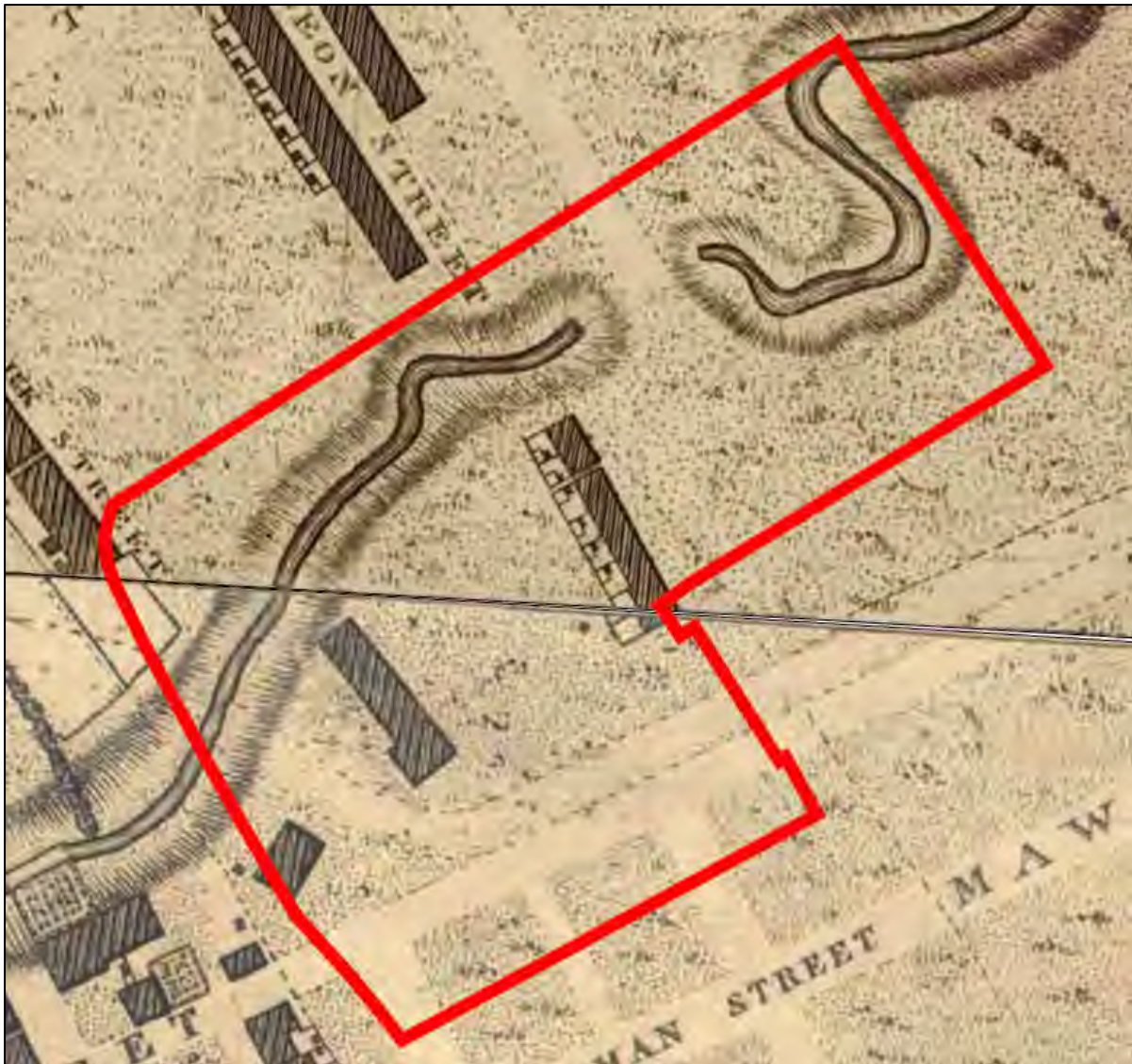


Plate 5 Extract from Green's map showing the approximate Site location

Swire's map of 1824 (Plate 6) is the next available map that captures the Site and surrounding area. The canal network and basins are clearly shown on the plan, including the Store Street (formerly Wharf Street) aqueduct (HER 1387.1.0) that crosses the street to the north-east of the Site. The development of the canal network had altered the street pattern and all the late 18th-century buildings had been cleared. In addition, the Shooter's Brook had been culverted and was not captured on 19th-century maps. The line of Berry Street had been extended northwards to form the west Site boundary. An irregular plot of buildings had been erected

along the Berry Street and Lomas Street (formerly Norman Street) frontage. Slightly later maps show that these buildings were workers' housing (Plate 7).

Banks' map of 1831 (Fig. 3; Plate 7) replicates the footprint of buildings that were captured on Swire's plan, and shows the individual buildings. The buildings were a group of domestic workers' housing. Most of the buildings were double-depth, however, there were at least two blind-back houses. Norman's Buildings lay just beyond the east Site boundary.

Pigot and Dean's trade directory of 1821 recorded some of the occupants and their trades along Berry Street and Store Street. These included Robert Allen, a spinner, who resided at No. 2 Berry Street, Daniel Gilbert, a spinner and Joseph Hindley, a warper, who lived at No. 18 Berry Street (Pigot & Dean, 1921, pp. 2, 59 and 77). A mixture of businesses occupied Store Street, including Marsden J and L, carriers and a blacksmith and farriers owned by William Mosedale (Pigot & Dean, 1921, p. 108 and 114).



Plate 6 Extract from Swire's map of 1824, showing the Site Boundary



Plate 7 Extract from Bancks' map of 1831, showing the Site Boundary

The next available maps that capture the Site are the Ordnance Survey map of 1851 (Fig 4; Plate 8) and Adshead's map of 1851 (Plate 9), which are the first accurate plans that detail the Site. Both maps seem to replicate the footprint of buildings that were depicted on both Swire's (Plate 6) and Bancks' maps (Plate 7). The row of buildings to the west of Berry Street were on a street named Green's Court, whilst a group of blind-back dwellings were labelled as 'No. 2 Passage'. The buildings along Berry Street had external staircases, which imply that the properties within the Site had cellars. A dwelling along Lomas Street was marked as being a warehouse or place of business on Adshead's map but was not listed in Slater's trade directory (Slater, 1850).

Adshead's map of 1851 (Plate 9) shows additional buildings within the north of the Site, in comparison to the Ordnance Survey map. A timber yard appears to have been established at the Store Street and Berry Street junction. A timber yard at Store Street was occupied by John McGlughan (Slater, 1850, p. 96).

A potential water management feature was captured on the Ordnance Survey plan of 1851 (Plate 8). The south-west end of the feature was annotated with the word 'Enter', whilst the north-east extent was labelled 'Leave'. The feature was sub-oval in plan and was also shown on Banks' map (Plate 7). Adshead's map of 1851 (Plate 9) shows that the feature was an open section of the culverted Shooter's Brook.

Slater's trade directory of 1850 highlights the transformation of the area by the arrival of the railways. Several railway warehouses, works, yards and offices had been established along Store Street occupied by the Manchester, Sheffield and Lincolnshire Railway Company (Slater, 1850, p. 96).

The 1841 census returns recorded the occupants of Berry Street within the Site boundary (Census Returns 1841, Berry Street, Manchester Township, Borough of Manchester, England). Berry Street was occupied by low-skilled workers, primarily employed in the textile industry, such as spinners, weavers, carders, piecers and silk winders. Other occupations listed included labourers, tailors and a millwright. Some of the houses may have been multiple occupancy.

The 1851 census returns shed further light on the social history of the Site, including details regarding the inhabitants of Green's Court, who were employed in low-skilled professions, such as chemical labourers, textile workers and a bricklayer. Some of the residents took in lodgers to subsidise their income, whilst other households shared their accommodation with extended family members (Census Returns 1851, Green's Court, St Andrews, Manchester, England). The residents of No. 2 Passage were also recorded, who were employed in similar occupations. The census returns confirms that most of the cellars on Berry Street were inhabited as separate dwellings, with several entries referred to as, for example, 'under No. 11 Berry Street'. The inhabitants were mostly born in Manchester and the surrounding towns (such as Wigan and Stockport), and Ireland (Census Returns 1851, Berry Street, St Andrews, Manchester, England).



Plate 8 Extract from the Ordnance Survey map of 1851, showing the Site boundary

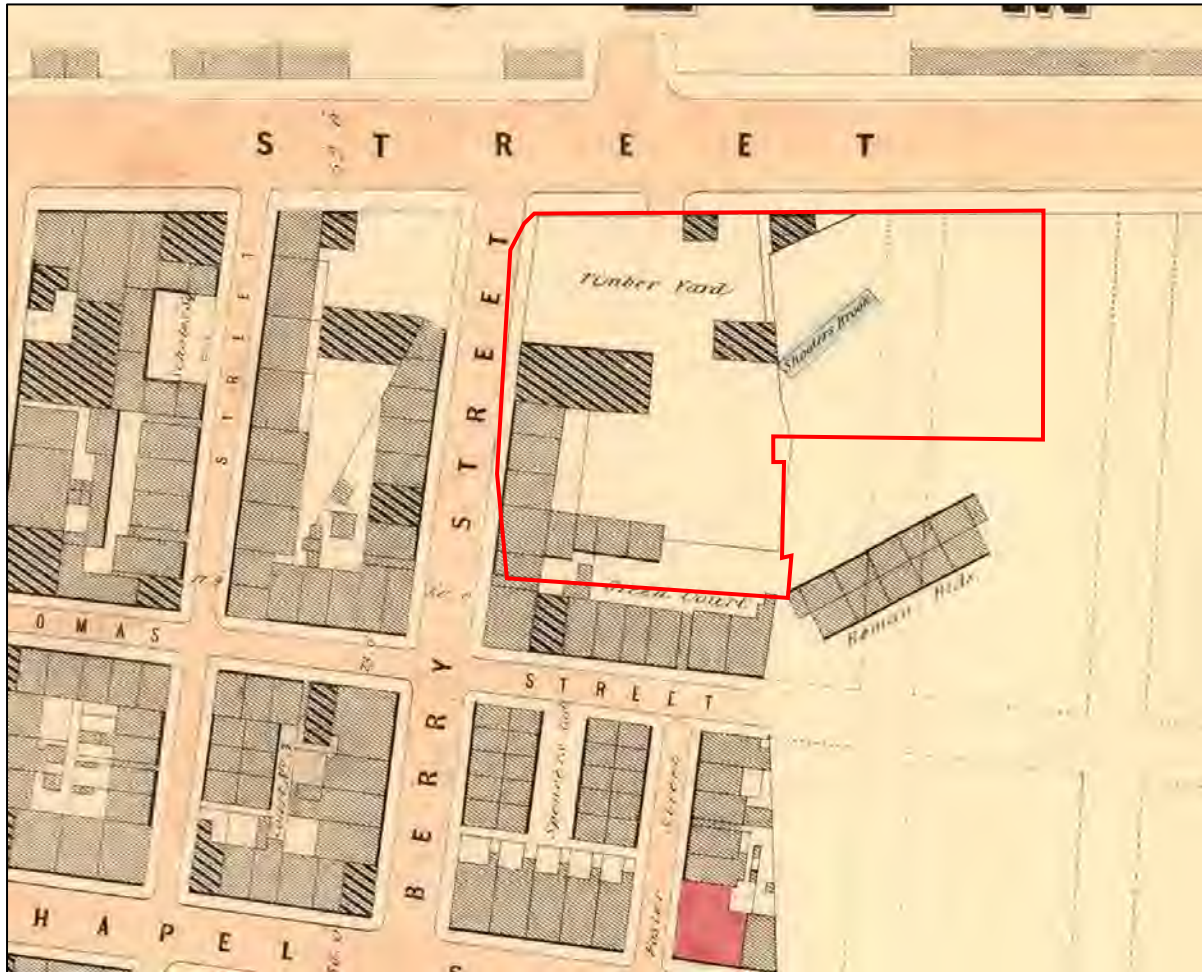


Plate 9 Extract from Adshead's map of Manchester 1851, showing the Site boundary

The 1891 Ordnance Survey map (Fig. 6; Plate 10) shows that a similar arrangement of domestic dwellings occupied Berry Street, Lomas Street and Green's Court. The remainder of the Site had been developed into a timber yard. The timber yard consisted of an L-shaped building that occupied the Berry Street and Store Street frontage, with a large yard to the rear. Slater's trade directory of 1879 recorded a timber yard that was occupied by James Southern, a timber merchant (Slater, 1879, p. 217), however, Goad's insurance maps of 1889 confirm that this lay further to the east, along Store Street, though they may have also occupied the buildings within the Site. A warehouse or industrial buildings lay in the east extent of the Site, however, the building was not listed in the trade directory. In addition, the open section of Shooter's Brook had been covered.

Goad's insurance map of 1889 (Plate 11) provides further insight into the function and composition of the buildings within the Site. The plan suggests that the timber shed was two-storeys high. The occupants of the building were not recorded. Thompson, McKay & Co, Provender Warehouse and Stables occupied land in the east of the Site. These buildings were one and two storeys high. In addition, Berry Street had been renamed Sparkle Street.

The census returns of 1891 shows No. 2 Passage, Green's Court and Berry Street continued to be occupied by working-class residents that were employed in low-skilled occupations.

None of the cellars were recorded as being occupied (Census Returns of 1891, St Clements, Manchester, England).

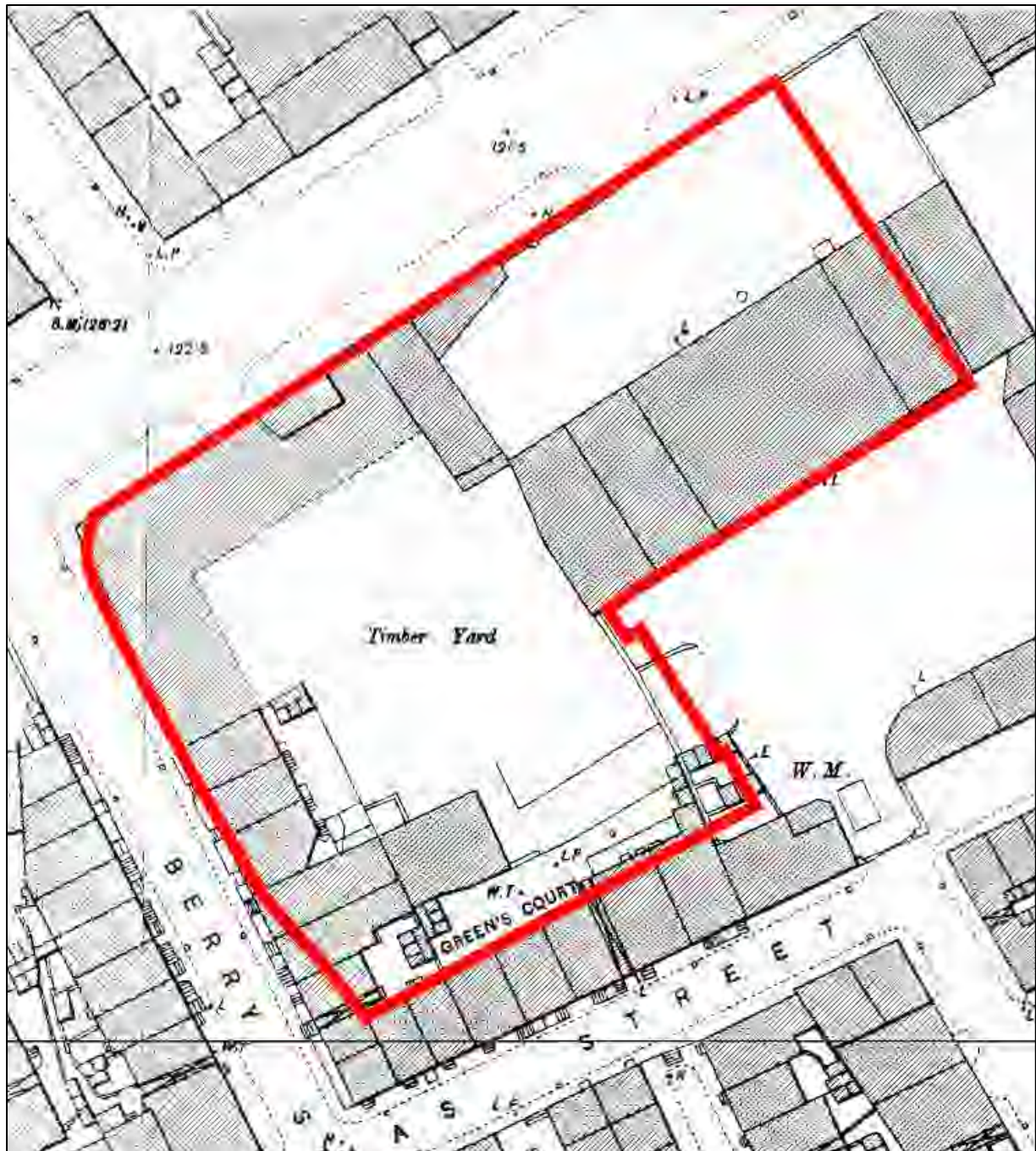


Plate 10 Extract from the Ordnance Survey Town Plan of 1891, showing the Site boundary

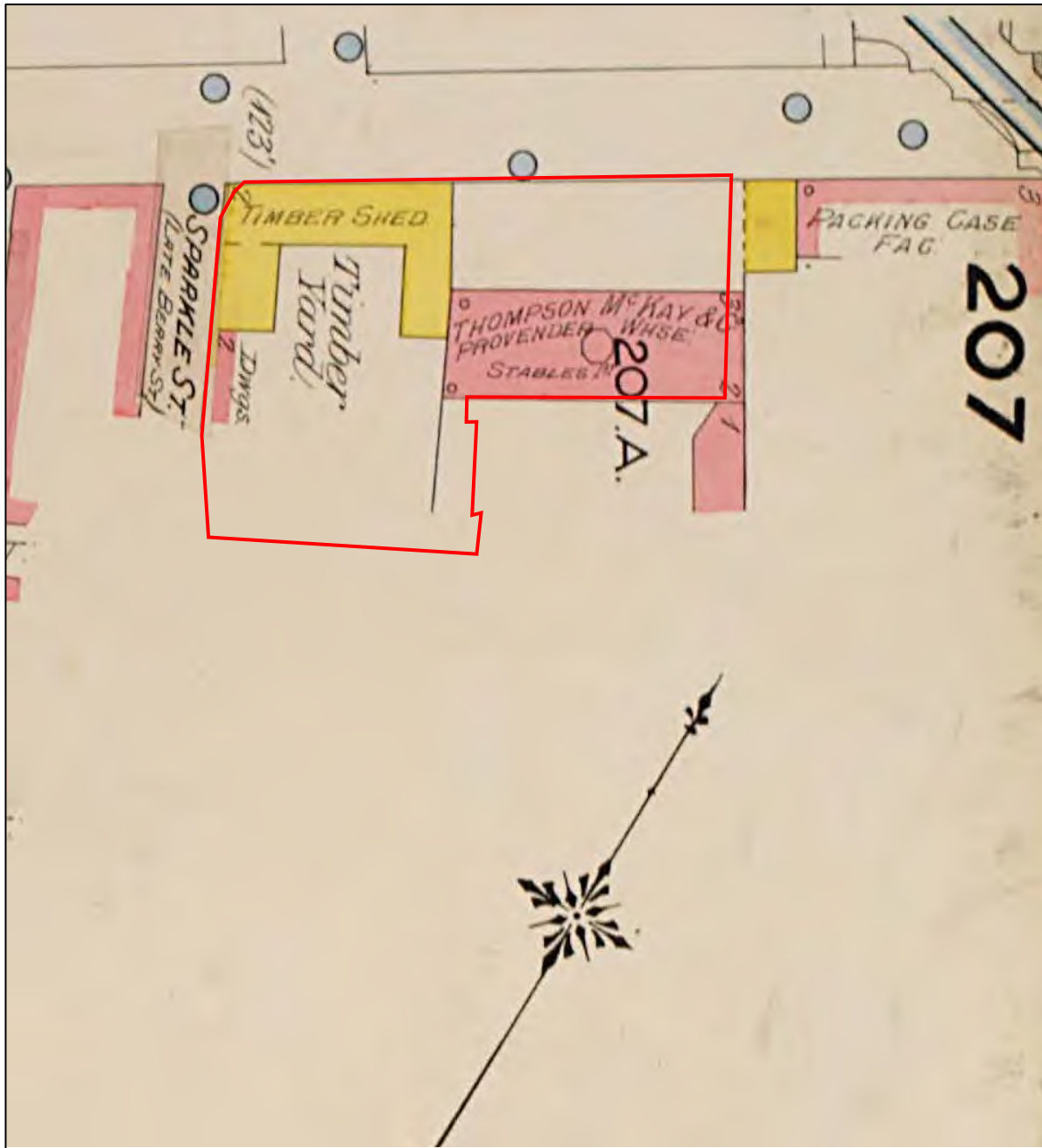


Plate 11 Goad's insurance plan of Manchester of 1889, sheet 207 (book of carriers and warehouses), showing some of the buildings within the Site

A similar configuration of buildings is shown on the 1908 Ordnance Survey map (Fig. 7), with the exception of some additional ancillary buildings erected within the Timber Yard. A few small changes had taken place within the Site by the time of the Ordnance plan of 1922 (Fig. 8). The configuration of buildings along the Store Street frontage, formerly occupied by the timber shed had been altered and consisted of five buildings. At least one of the properties along Berry Street (in the south-west corner of the Site) had been demolished to allow access to the timber yard. This also seems to have allowed for small backyards to be created at the rear of the dwellings fronting Lomas Street.

Slater's trade directory of 1911 listed the same occupants at no. 38 Store Street, including James Southern, a timber merchant and Thompson, Mackay and Co, sheet and saddlery stores (Slater, 1911, p. 671).

By 1951 (Fig. 9), all the domestic buildings within the Site had been cleared and the timber yard been expanded across the entire Site. A photograph taken in 1966 captures Sparkle Street looking north from the Lomas Street junction towards Store Street (Plate 12). The south and west edge of the Site remained vacant and overgrown since the removal of the former domestic dwellings. Buildings of various sizes occupied the Site, and consisted of two storey offices, workshops and warehouses. The timber yard occupied no's 32 and 34 Store Street. Photographs taken of the Site in 1968 shows the arrangement of buildings within the Site (Plate 13 and Plate 14). A mock Tudor building occupied the junction of Sparkle Street and Store Street. The description of the photograph implies that the building was used for commercial advertising purposes.



Plate 12 View of Sparkle Street, taken from Lomas Street, looking north towards Store Street, taken in 1966, courtesy of Manchester Local Image Collection



Plate 13 View of Sparkle Street taken from Store Street in 1966, courtesy of the Manchester local image collection.



Plate 14 No. 32 Store Street at the corner of Sparkle Street, used as commercial advertising, taken in 1968, courtesy of Manchester Local Image Collection

5.8 Previous archaeological works

In total, 29 archaeological events have been recorded within a 250m radius of the Site. Non-intrusive events include 12 desk-based assessments, three heritage statements, five historic building surveys and an event survey. Intrusive archaeological investigations include two watching briefs, three evaluations and three excavations.

5.8.1 Non-intrusive work

Several desk-based assessments have been produced for land surrounding the Site. The most recent of these was written in 2022 for land at Laystall Street, (EGM5448). The report concluded that the Site had potential to contain enclosed yards at the rear of a public house and back-to-back workers' housing (Salford Archaeology, 2022).

The nearest desk-based assessments to the Site include the Ashton Canal Corridor assessment (EGM3356), which was written to support the proposed route corridor for the fast bus routes and combined pedestrian and cycle routes to the Commonwealth Games Stadium, together with areas of proposed site-based environmental improvements along that corridor. The report concluded that the scheme had potential to impact archaeological remains associated with the Roman road from Manchester to Castleshaw and urbanisation dating from the 18th century onwards (UMAU, 2001).

Other nearby desk-based assessment includes Manchester Piccadilly and Oxford Road Capacity (EGM4229), which supported a planning application for proposed improvements to Manchester Oxford. The assessment identified 57 heritage assessments within the site of the

proposed scheme and concluded that further works were required at the locations of the sites of worker's housing at Piccadilly Station and at Whitworth Street West. A watching brief was recommended at land west of Oxford Street due to the significant potential for Romano-British period remains in this area. An appropriate English Heritage level of building investigation was also required at the MSJ&AR viaduct and Mayfield Station. Road and Piccadilly railway stations (Parsons Brinckerhoff, 2014).

5.8.2 Intrusive investigations

Intrusive archaeological excavations adjacent to the Site have uncovered remains of 19th-century workers' houses and streets (EGM4679). The site of the former houses lies on the opposite side of Sparkle Street and has since been redeveloped into a multi-storey car park (Archaeological Research Services, 2012). The most recent intrusive archaeological works within the study area took place at Laystall Street in 2022 (EGM5394). The evaluation uncovered the remains of late 18th – and early to mid-19th-century workers' housing, along with structural remains representing the Welsh Harp public house. No further investigations were required (Salford Archaeology, 2022).

5.9 Summary of archaeological potential

No prehistoric activity is known to have taken place within the Site.

The Site lies immediately south of the Roman road from Manchester to Castleshaw. Roman roadside activity could have taken place within the Site.

No medieval activity is known to have taken place within the Site.

The Site most likely lay in Manchester's agricultural hinterland during the post-medieval period, presumably on the south-west edge of Ancoats. The Shooter's Brook flowed through the Site. A ford provided access across the brook and may have post-medieval origins.

By the late 18th century, a row of terrace houses had been established in broadly the centre of the Site. In addition, a long narrow rectangular building and small square building had been erected within the west of the Site. All these buildings had been cleared by the early 19th century.

Workers' housing had been developed along Lomas Street, Sparkle Street, Green's Court and No. 2 Passage by at least 1824. The domestic dwellings consisted of a mixture of double-depth, blind-backs and cellar dwellings (indicated by cartographic sources and the census returns). Later maps show that the dwellings either had external staircases or pavement lights, indicating that the buildings contained cellars.

A timber yard had been established along Store Street within the Site by the mid-19th century. The east side of the Site was developed into a provender and stable yard during the second half of the 19th century. The buildings associated with the timber yard seem to have been altered during the early 20th century.

All the houses within the Site had been entirely cleared by the 1940s and the timber yard was expanded across the Site.

6. Site inspection

A Site visit was carried out as part of the archaeological assessment on 6th June 2023. The aim of the Site inspection was to relate the findings of the desk-based study to the existing land use of the application area, in order to identify any evidence for surviving below-ground remains.

The extant Site plot is currently occupied by two modern commercial buildings (Plate 15 to Plate 17). Hard-standing surfaces paved the area between the two buildings. Materials were being stored on the hard-standing area. The Site boundary comprised overgrown vegetation and trees.



Plate 15 View of the Site from the east from Sparkle Street



Plate 16 View of the Site looking south from Store Street



Plate 17 View of the Site looking south from Store Street

7. Gazetteer

The following gazetteer entries (GE) summarise the sites of potential archaeological interest within the Study Area and elements of the historic landscape. The identification of these heritage assets is drawn primarily from the historic map regression analysis, Historic England, and the HER data. The locations of the gazetteer entries are shown on Figures 11 to 13 within Appendix 1: Figures.

Gazetteer Entry 01

Site Name	Roman road
Designation	Non-designated heritage asset
HER Number	24.1.8
Site Type	Road (site of)
Period	Roman
NGR	384934, 398064
Source	HER
Description	The HER states that the present line of Store Street has been claimed as to mark the line of the Castleshaw to Manchester Roman road. The road lies immediately to the north of the Site. Roman roadside activity may have taken place within the Site
Assessment	Remains associated with Roman activity may survive within the Site and could be affected by the proposed scheme, though remains have likely been damaged by the 19 th -century development within the Site.

Gazetteer Entry 02

Site Name	Pre-industrial landscape
Designation	No designation
HER Number	-
Site Type	Fields (site of)
Period	Post-medieval
NGR	384946, 398044
Source	Green's map of 1787-94
Description	The Site likely lay in Manchester's agricultural hinterland during the post-medieval period, however, no fields boundaries were captured within the Site on Green's map (Fig. 3).
Assessment	Remains of the medieval and post-medieval landscape includes former field boundaries and relict soils, which could survive in isolated patches but are likely to have been removed by the 19 th -century development of the Site.

Gazetteer Entry 03

Site Name	Buildings
Designation	Non-designated heritage asset
HER Number	-
Site Type	Buildings (site of)
Period	18 th century

NGR	384954, 398043; 384926, 398013; 384937, 398021
Source	Green's map of 1787-94
Description	A row of terraced housing was captured on Green's map of 1787-94 (Fig. 3). The houses had small back yard plots with outbuildings. In total, two additional buildings lay on either side of a lane in the west of the Site. These buildings consisted of a long, narrow rectangular building and a small square building. All these buildings had been cleared by the early 19 th century.
Assessment	Remains associated with the 18 th -century buildings may survive within the Site and could be affected by the proposed scheme.

Gazetteer Entry 04

Site Name	Domestic dwellings
Designation	No designation
HER Number	-
Site Type	Workers housing (site of)
Period	Early 19 th century
NGR	384941, 398010
Source	Swire's map of 1824; Bancks' map of 1831; OS map of 1851
Description	Rows of domestic dwellings were first shown on Swire's map of 1824. Bancks' plan of 1831 shows the buildings in greater detail. Various housing types occupied the Site, including double-depth houses, blind-backs and cellar dwellings. Most of the properties included cellars, and those on Berry Street (with external staircases) were occupied as separate dwellings. Privies and outbuildings were established to the rear of houses of Lomas Street by the late 19 th century.
Assessment	Remains associated with these buildings could be affected by the proposed development scheme.

Gazetteer Entry 05

Site Name	Shooter's Brook and potential post-medieval ford
Designation	No designation
HER Number	-
Site Type	Water course (site of)
Period	-
NGR	384947, 398039
Source	Green's map of 1787-94
Description	Shooter's Brook flowed through the Site on 18 th -century mapping. A ford is visible on Green's map in the east of the Site (Fig. 3). The ford may have post-medieval or medieval origins. The brook was tunnelled / culverted in the early 19 th century.
Assessment	Remains associated with the natural course of Shooter's Brook may lie within the Site, though this has likely been damaged by the culverting of the watercourse.

Gazetteer Entry 06

Site Name	Timber yard
Designation	No designation
HER Number	-
Site Type	Shed and yard (site of)
Period	Mid-19 th century
NGR	384928, 398047
Source	OS mapping; Goad's insurance map
Description	A timber yard and associated buildings is first shown on Adshead's map of 1851 (Plate 9, p24). A timber shed was built along the Store Street frontage during the second half of the 19 th century (Fig. 6). Buildings associated with the timber yard were altered during the 20 th century. The timber yard was redeveloped and expanded during the 1940s. Early buildings may have been damaged or destroyed by the later redevelopment of the timber yard.
Assessment	Remains associated with these buildings have limited potential to survive as below ground remains.

Gazetteer Entry 07

Site Name	Provender and stables
Designation	No designation
HER Number	-
Site Type	Stables and stores (site of)
Period	Mid to late 19 th century
NGR	384971, 398057
Source	OS mapping; Goad's insurance map
Description	A large building consisting of a provender and stables had been established partly within the east edge of the Site during the second half of the 19 th century. Goad's insurance map of 1889 recorded 'Thompson, Mckay & Co, Provender Warehouse and Stables' as the occupants. The buildings were incorporated into the timber yard by at least the 1970s.
Assessment	Remains associated with these buildings could be affected by the proposed development scheme.

Gazetteer Entry 08

Site Name	Shooter's Brook culvert
Designation	No designation
HER Number	-
Site Type	Water course (site of)
Period	Mid-19 th century
NGR	384947, 398039
Source	Bancks & Co's map of 1831; OS map of 1851
Description	The brook (GE05) was tunnelled / culverted in the early 19 th century. An open section of the water course is captured on Bancks' map (Plate 7, p21) and the 1851 OS map (Plate 8, p23) as being within the east of the Site.

Assessment Remains associated with the culverted section of Shooter's Brook may lie within the Site and could be affected by the proposed development scheme.

8. Significance

8.1 Policy context for 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. 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.

8.2 Designated heritage assets

The Site is situated within 250m of ten designated heritage assets, however, the proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report (see Section 2.3).

8.3 Significance of the archaeological resource

8.3.1 *Historical and archaeological interest*

Historical interest

The Site most likely lay in Manchester's agricultural hinterland during the medieval and post-medieval period, presumably on the south-west edge of Ancoats.

During the industrial period Manchester saw rapid expansion. As a result, the Site and the surrounding area was developed into workers' housing, a timber yard and stables. The Site is an example of how industry completely transformed Manchester and therefore could be considered to be of historic interest.

Archaeological interest

The Site lies immediately south of the proposed course of the Roman road from Manchester to Castleshaw and therefore archaeological remains found from this period would be of archaeological interest, however, given the extent of development that occurred across the Site from the 19th century onwards, it seems likely that any buried remains from the Roman period will be, at best, very fragmentary.

The industrial period is a significant part of Manchester's history and therefore any archaeological remains of 19th-century workers' houses could be of archaeological interest.

8.3.2 Baseline significance conditions

Period

No prehistoric activity is known to have taken place within the Site, and the potential for such remains is considered to be extremely low due to the intensive development of the Site since the early 19th century.

The Site lies immediately to the south of the proposed course of the Roman road from Manchester to Castleshaw (GE01) and any remains found could be significant due to period.

No medieval activity is known to have taken place within the Site, and the potential for such remains is considered to be low due to later 20th century development. There is limited potential for the Site to contain remains of the pre-industrial landscape, which could include former fields (GE02) and Shooter's Brook and ford (GE05).

The most likely remains to be encountered within the Site could date from the late 18th century and could include three blocks of buildings (GE03), domestic dwellings (GE04), a culverted section of the Shooter's Brook (GE08), elements of a timber yard (GE06) and stables and stores (GE07). Site's reflecting Manchester's industrial heritage may be considered significant due to period.

Rarity

Buried remains associated with Roman Manchester (GE01) may be considered significant due to rarity, as would any remains pre-dating the 19th century (GE02, GE03 and GE05), as few remains survive within the area due to extensive development during the industrial period.

Archaeological remains associated with the 19th-century domestic houses may not be considered rare as several examples have been excavated in the past 30 years.

Documentation

The historical development of the Site can be traced reasonably well from cartographic and other primary sources. Further documentary research would undoubtedly furnish additional evidence, although this is unlikely to alter the outline and conclusions presented in this assessment.

Group value

The sites identified in the gazetteer (Section 7) do not hold group value. However, any Roman remains within the Site might contribute to the wider understanding of the development of Roman Manchester.

Survival / condition

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown. However, most of the 19th-century houses had external staircases or pavement lights, which implies that they contained cellars, and may, therefore, have removed remains associated with earlier period. Former houses containing cellars are more likely to survive as *in-situ* buried remains.

Fragility / vulnerability

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

Diversity

The remains within the Site are mostly associated with the development of Manchester during the industrial period, and therefore may not be considered significant due to diversity.

Potential

There are no prehistoric sites within the Site or its environs, and the potential for prehistoric remains is considered to be low.

The Site lies immediately south of the Roman road from Manchester to Castleshaw. The survival of remains associated with Roman roadside activity may have some potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England* (<https://researchframeworks.org/nwrf/sample-page/roman-period>):

Roman	
R11	How can we identify typologies and the development of military sites and Roman road systems?

Table 3 Roman research agendas

The Roman Road lies beyond the Site boundary and there is no known Roman remains within the Site, therefore, there is limited potential for the Site to address the research aims listed above (Table 3).

The Site was within an area of fields during the post-medieval period. The survival of elements of the pre-industrial landscape may have some potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England* (<https://researchframeworks.org/nwrf/sample-page/post-medieval>):

Post-medieval and industrial	
PM09	How did ecological changes linked to agricultural improvement impact upon the wider landscape?
PM11	How can palaeoenvironmental indicators of consumption enhance our understanding of the wider patterning and social context?
PM15	How well recorded and understood are farming landscapes, field patterns, distributions of buildings and building types?
IND15	How well recorded and understood are farming landscapes and field patterns?
IND21	How did industrial period towns affect the pre-existing historic landscape?

Table 4 Post-medieval and industrial research agendas

Elements of the pre-industrial landscape have the potential to survive within discrete parts of the Site, potentially in areas that did not contain 19th-century cellars and may have some potential to address the research aims listed above (Table 4).

Various types of workers' houses had been erected across the Site by the early 19th century, including back-to-backs, blind-backs, double-depths and cellar dwellings. Remains of workers' houses have the potential to address the research agendas outlined in the current Archaeological Research Framework for North West England (<https://researchframeworks.org/nwrf/sample-page/industrial>):

Industrial	
Ind22	How can we take forward our understanding of the impact of industrialisation on the working class and their living conditions?
Ind26	How can we take forward our understanding of the impact of industrialisation on the middle class, particularly their housing and its location?
Ind30	How have buildings changed in response to planning regulations?
Ind33	How well studied and understood are the back yards of workers housing and what is their significance?

Table 5 Industrial Period research agendas

Structural remains of workers' houses and backyards have high potential to survive as buried remains within the Site and therefore have the potential to address the research aims listed in the table above (Table 5).

8.4 Summary of significance

It can be concluded from the information gained from the desk-based research that the Site is of archaeological interest and has potential to contain buried remains dating from the Roman to industrial periods.

Using the above criteria and the ICOMOS guide for assessing value of heritage assets (the Site most likely contains non-statutory archaeological remains of low (local) significance.

The Site has high potential to contain 19th-century houses (GE04) and to contain a culverted section of Shooter's Brook (GE08), that would be of low (local) significance (Fig. 13).

The Site has potential to contain elements of the pre-industrial landscape (GE02), late 18th-century buildings (GE03) and a potential post-medieval ford (GE05) that would be of low (local) significance (Fig. 13).

The Site has low potential to contain Roman remains associated with the Roman road from Manchester to Castleshaw (GE01). If any remains were discovered, they could be of medium (regional) significance.

The Site has the potential for remains of a mid-19th-century timber yard (GE06) and late 19th-century stables and stores (GE07), which would be of limited archaeological interest and may be considered as negligible.

9. Impact assessment

9.1 Development Proposals

Foras (Sparkle Street) Limited have prepared a Full Planning Permission for demolition of existing low rise commercial units and erection of ground + 27 storey residential development with supporting residential amenity, private terraces and private shared garden. The delivery of the proposals will involve ground-breaking works that have the potential to affect any surviving archaeological remains within the Site.

9.2 Impact upon archaeological resource within the Site

This assessment has demonstrated that the Site has the potential to retain buried remains of Roman activity, elements of the pre-industrial landscape, Shooter's Brook and ford, late 18th-century buildings, various types of 19th-century houses, a timber yard and stables and stores. Any such remains that do exist within the Site are likely to be of low (local) or medium (regional) significance and, without a programme of mitigation, the scheme could damage or destroy these remains.

10. Recommendations

10.1 Heritage Assets

The NPPF makes clear that where the loss of the whole or a material part of a non-designated 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.

10.2 Further Investigation

Following consultation with Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council, it has been agreed that an archaeological evaluation (consisting of either a strip, map and record or trial trench evaluation) will be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance. The evaluation will target non-designated heritage assets of low (local) significance.

Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework. The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.

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Date accessed: 15/05/2023

Acknowledgements

Salford Archaeology would like to thank the Foras (Sparkle Street) Limited for commissioning the project. Further thanks also given to Ian Miller and Lesley Dunkley of GMAAS for their advice and assistance.

The desk-based research and report were compiled by Katie Fletcher, and illustrations were provided by Sarah Mottershead. The report was edited by Natalie Poundall.

Appendix 1: Figures

- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed onto A Plan of Manchester and Salford, W. Green, 1787-1794
- Figure 4: Site boundary superimposed onto Bancks & Co Map of Manchester and Salford, 1831.
- Figure 5: Site boundary superimposed on the Ordnance Survey 60" to 1 Mile Town Plan Map of 1851
- Figure 6: Site boundary superimposed on the Ordnance Survey 1:500 Town Plan Map of 1891
- Figure 7: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map of 1908
- Figure 8: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map of 1922
- Figure 9: Site boundary superimposed on the Ordnance Survey 1:1250 National Grid Map of 1951
- Figure 10: Site boundary superimposed on the Ordnance Survey 1:1250 National Grid Series 1969
- Figure 11: Gazetteer sites superimposed onto modern mapping
- Figure 12: Gazetteer sites superimposed onto modern mapping
- Figure 13: Gazetteer sites superimposed onto modern mapping
- Figure 14: Areas of archaeological potential

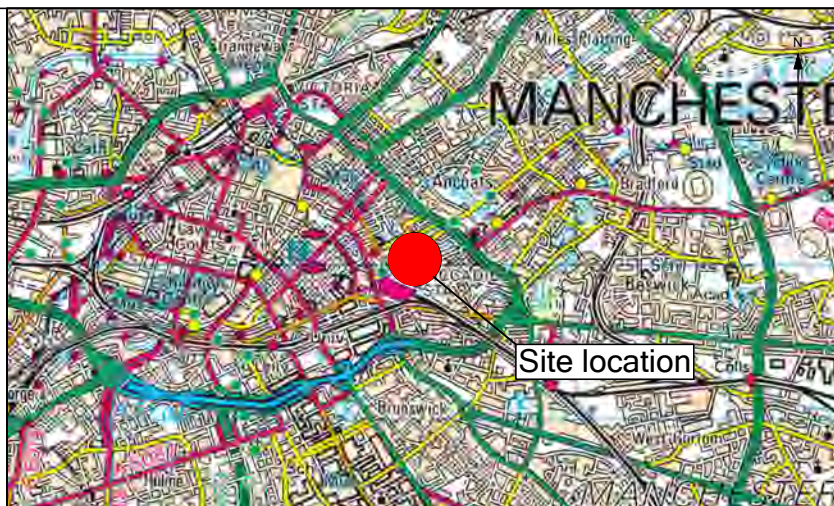


Figure 1:

Site Location

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Figure 2:

Site Boundary Superimposed onto Modern Mapping

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Key:

 Site Boundary

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20 m

Scale at A4 1:500

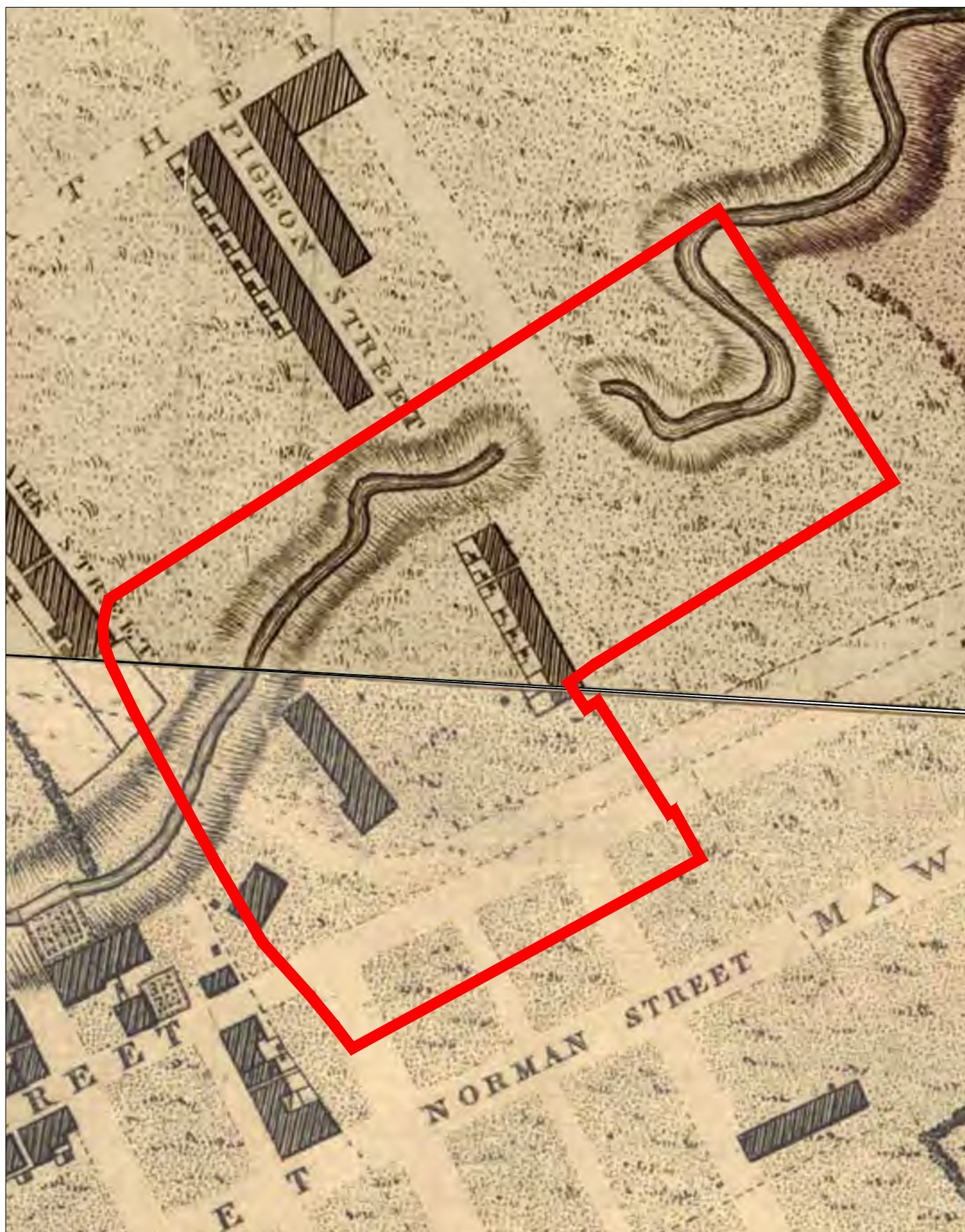


Figure 3:

Site Boundary Superimposed onto Green's Map of Manchester & Salford 1787-94



Key:

— Site Boundary



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Scale at A4 1:500



Figure 4:

Site Boundary Superimposed onto Bancks & Co's Map of Manchester & Salford 1831



Key:

— Site Boundary



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Scale at A4 1:500

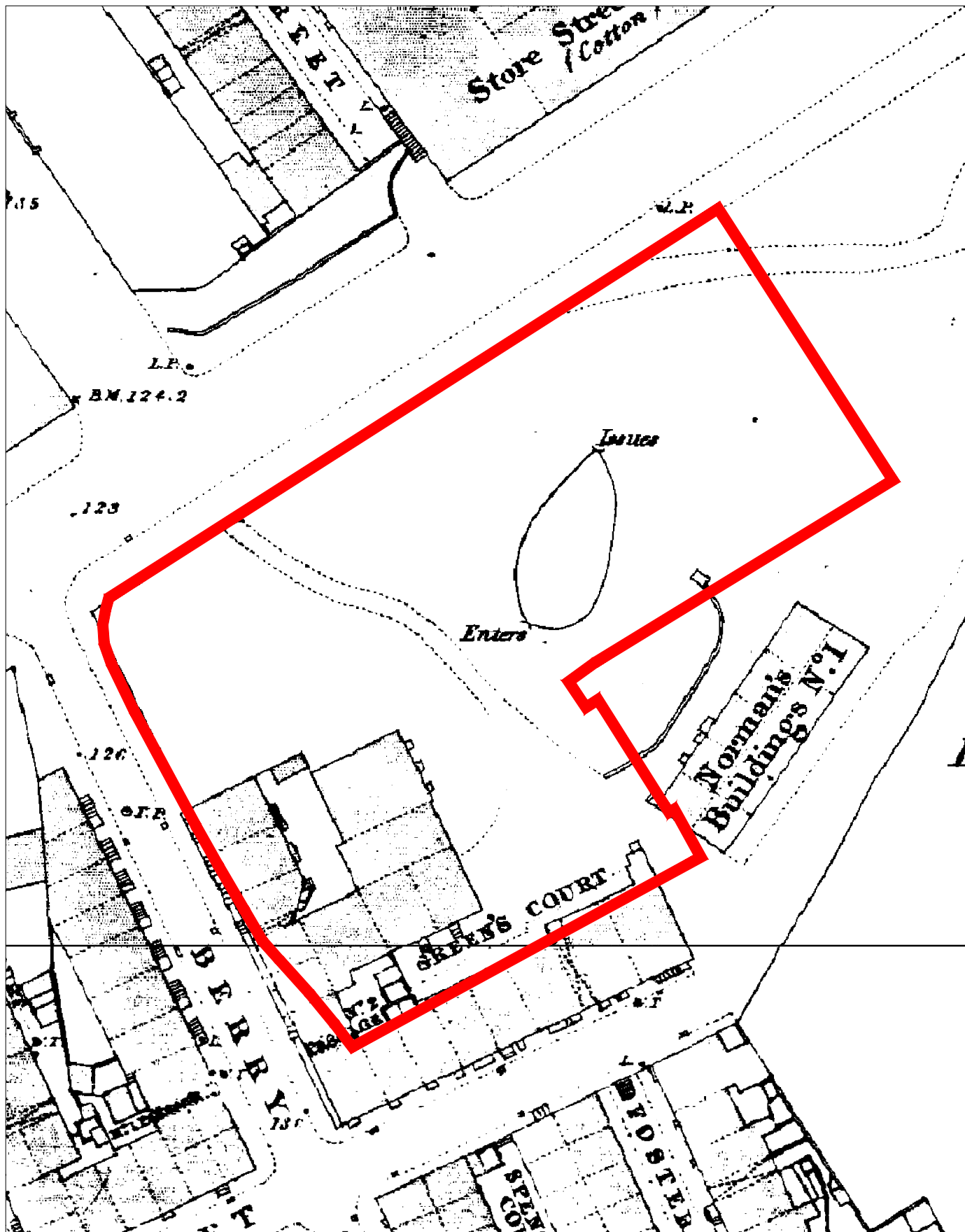


Figure 5:

Site Boundary Superimposed onto the 1:1056 Town Plan of 1851

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— Site Boundary



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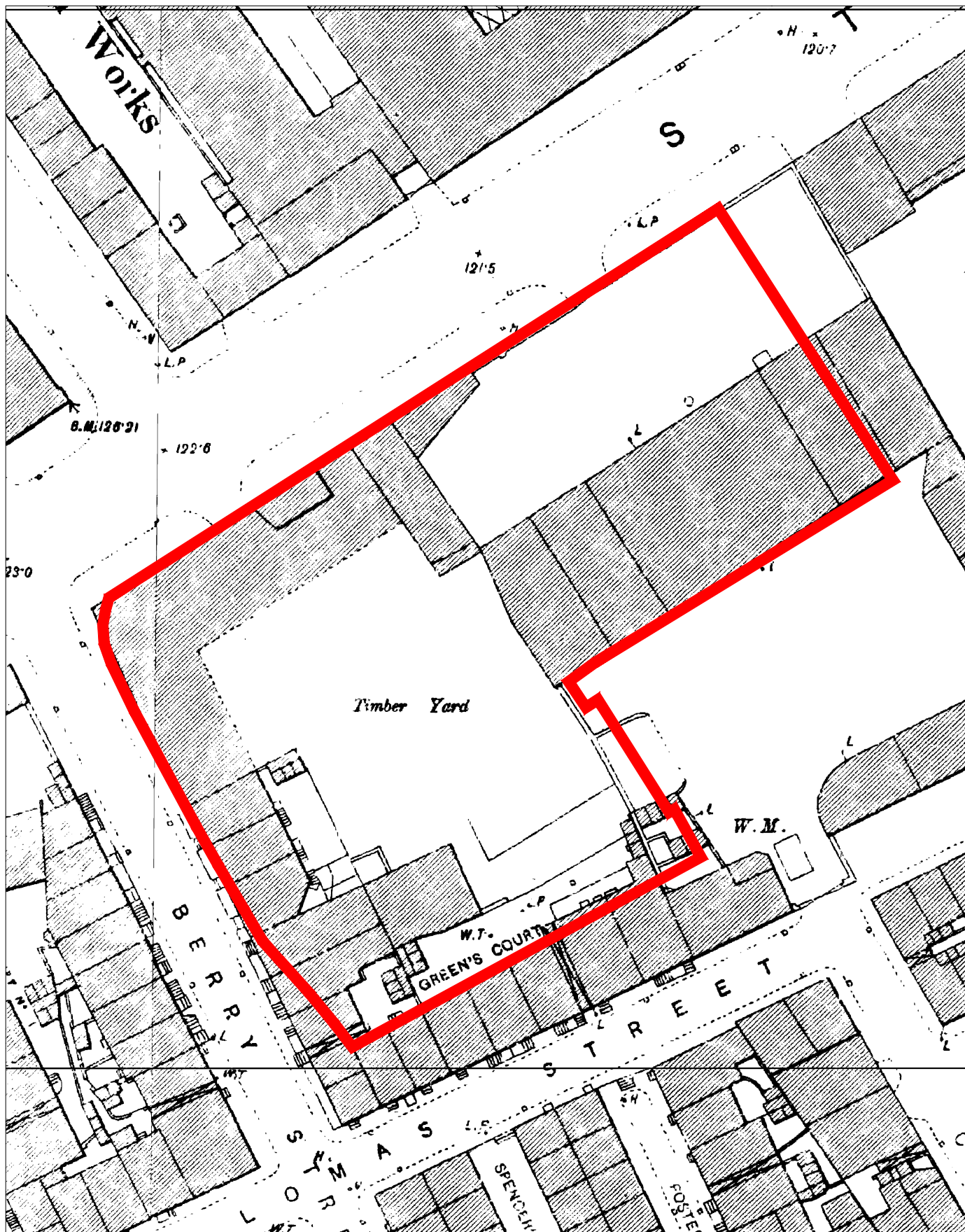


Figure 6:

Site Boundary Superimposed onto the 1:500 Town Plan of 1891

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— Site Boundary



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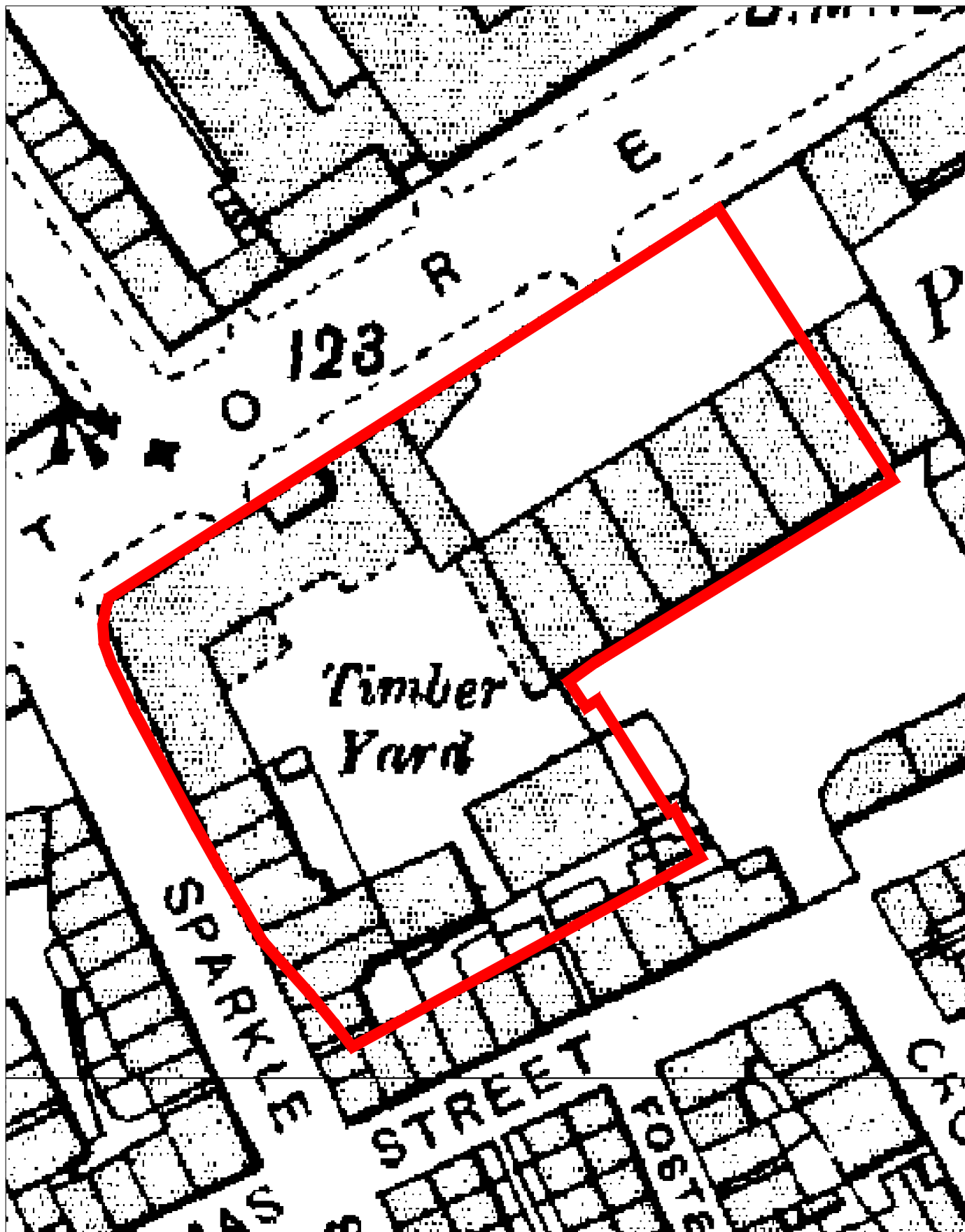


Figure 7:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1908

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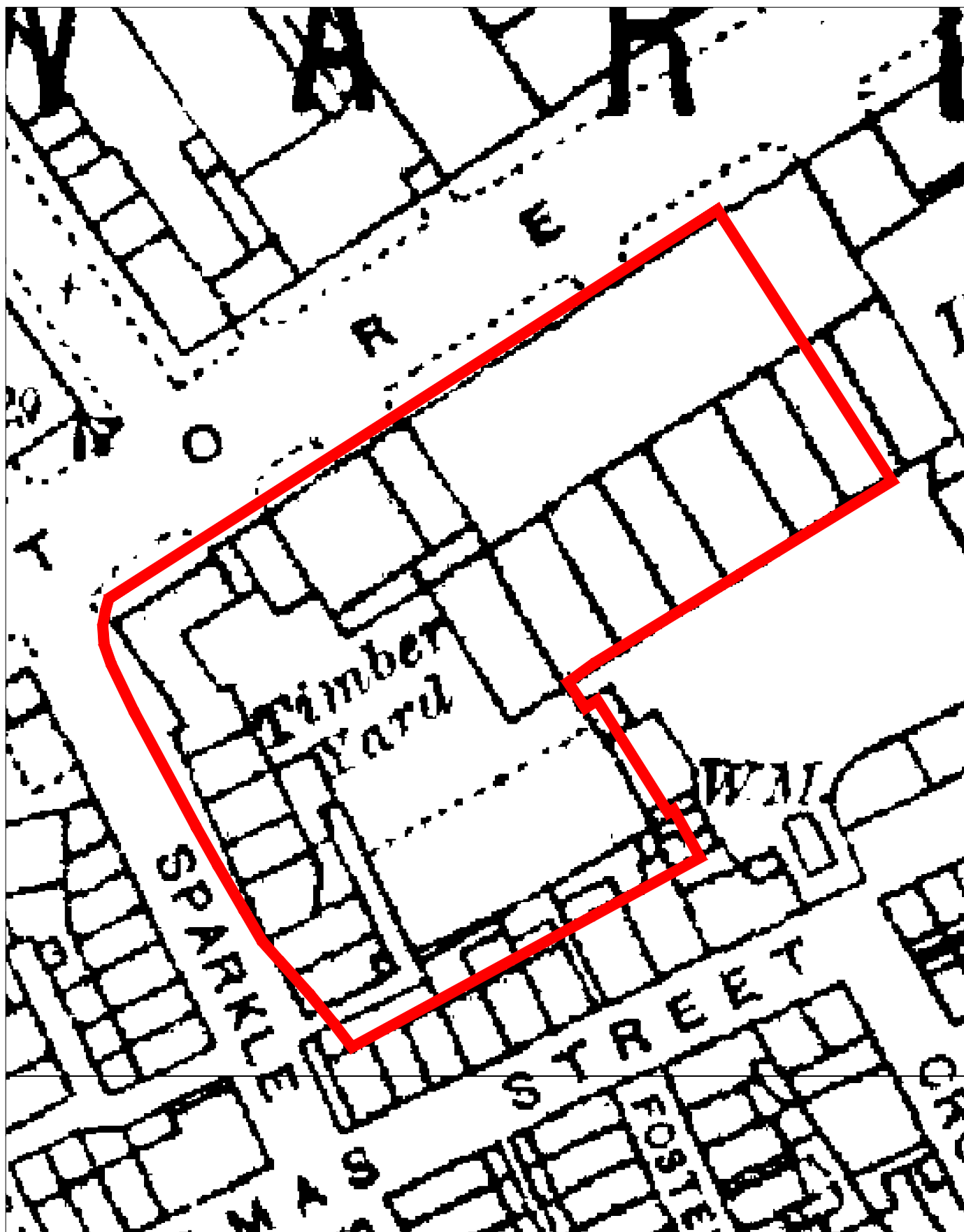


Figure 8:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1922

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Figure 9:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1951

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Scale at A4 1:500



Figure 10:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1969

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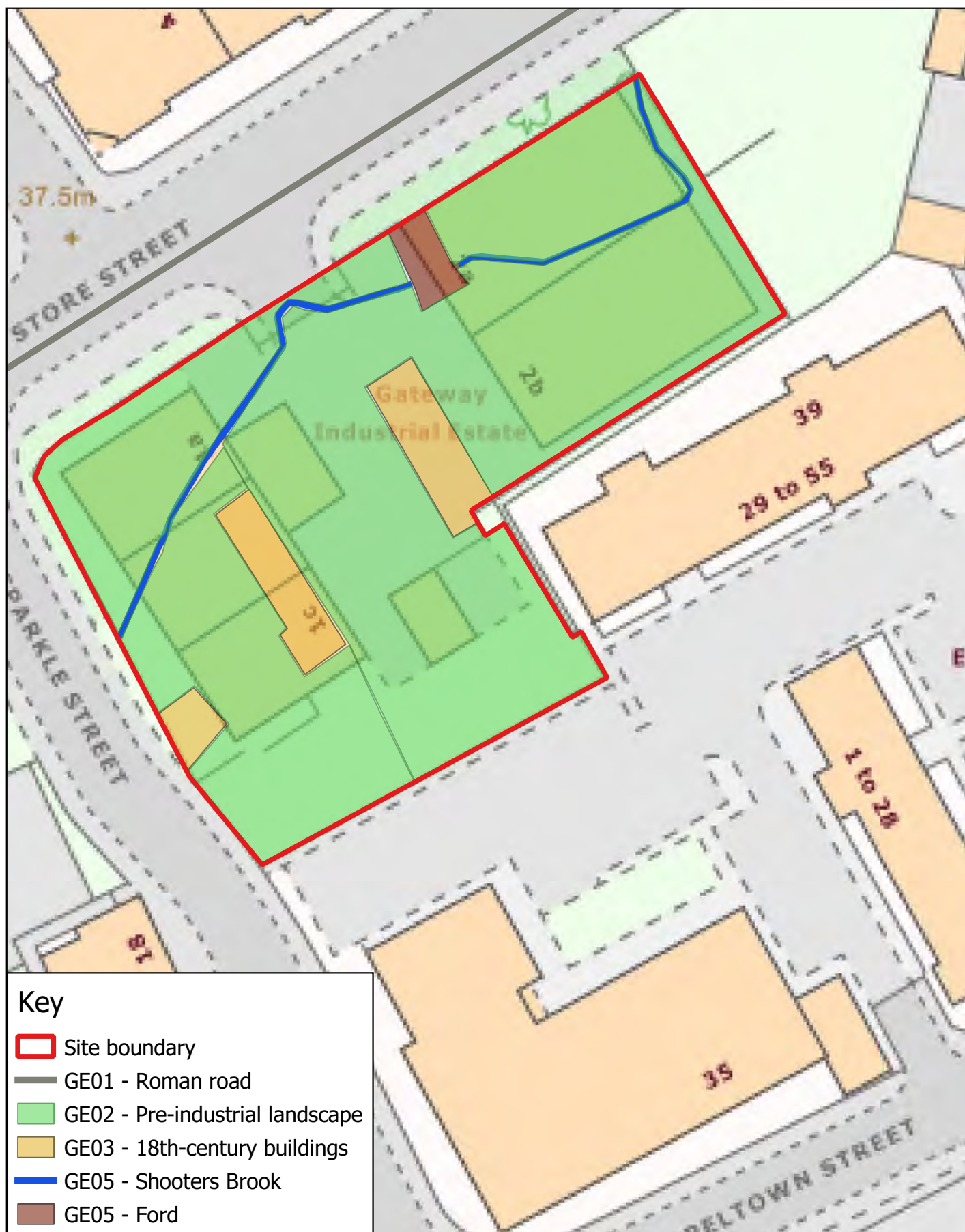


Figure 11: Locations of Gazetteer Entries



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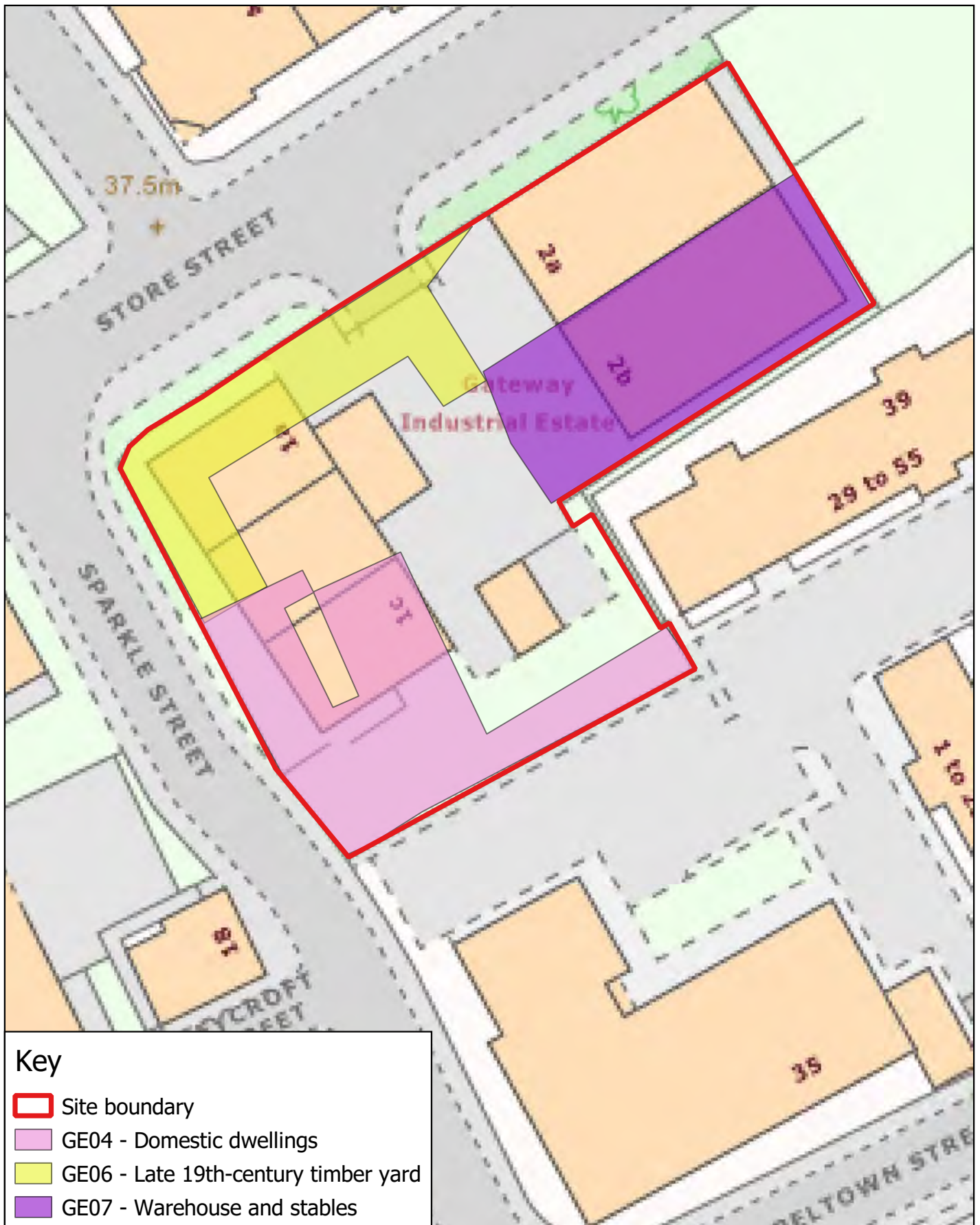


Figure 12: Locations of Gazetteer Entries



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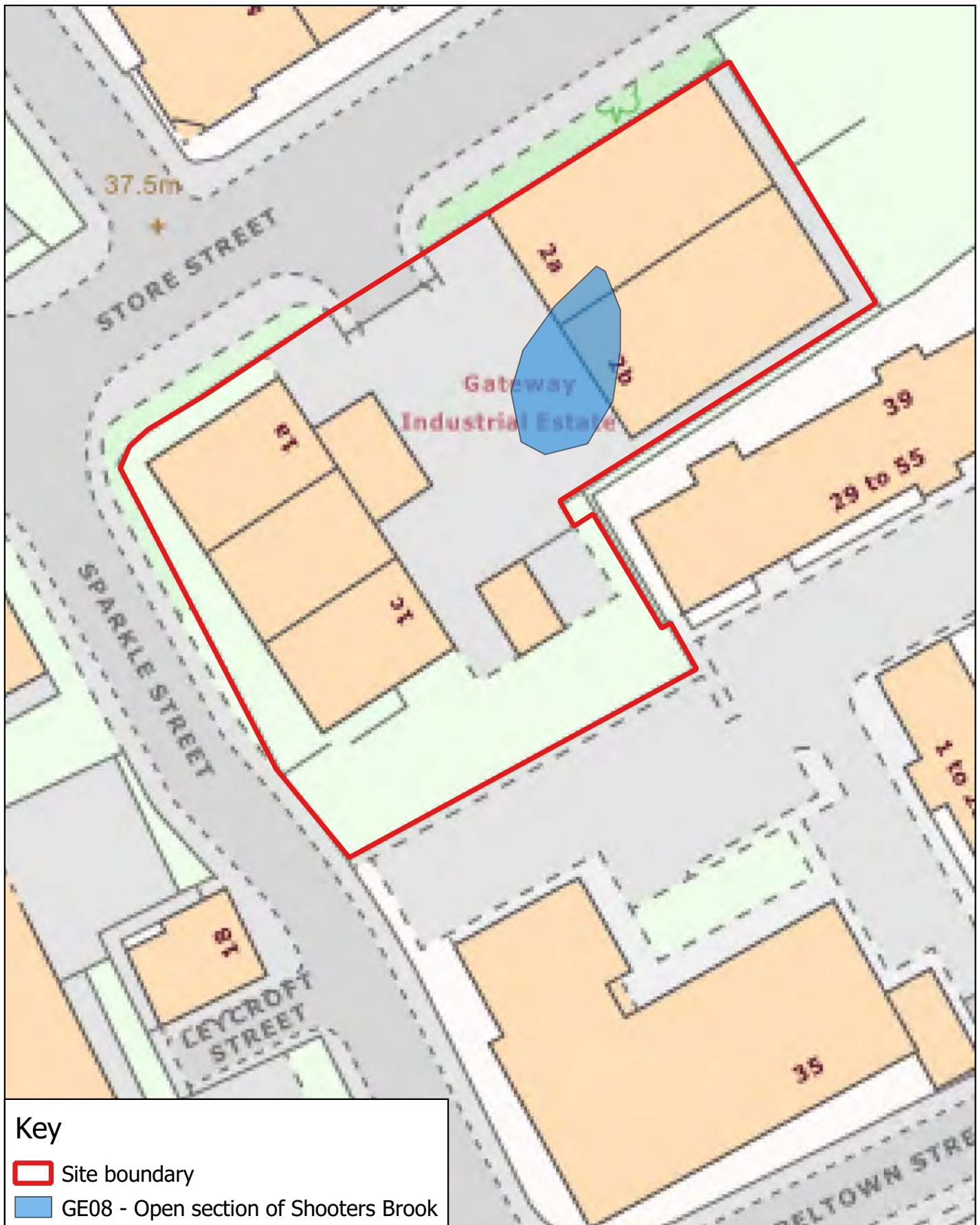


Figure 13: Locations of Gazetteer Entries



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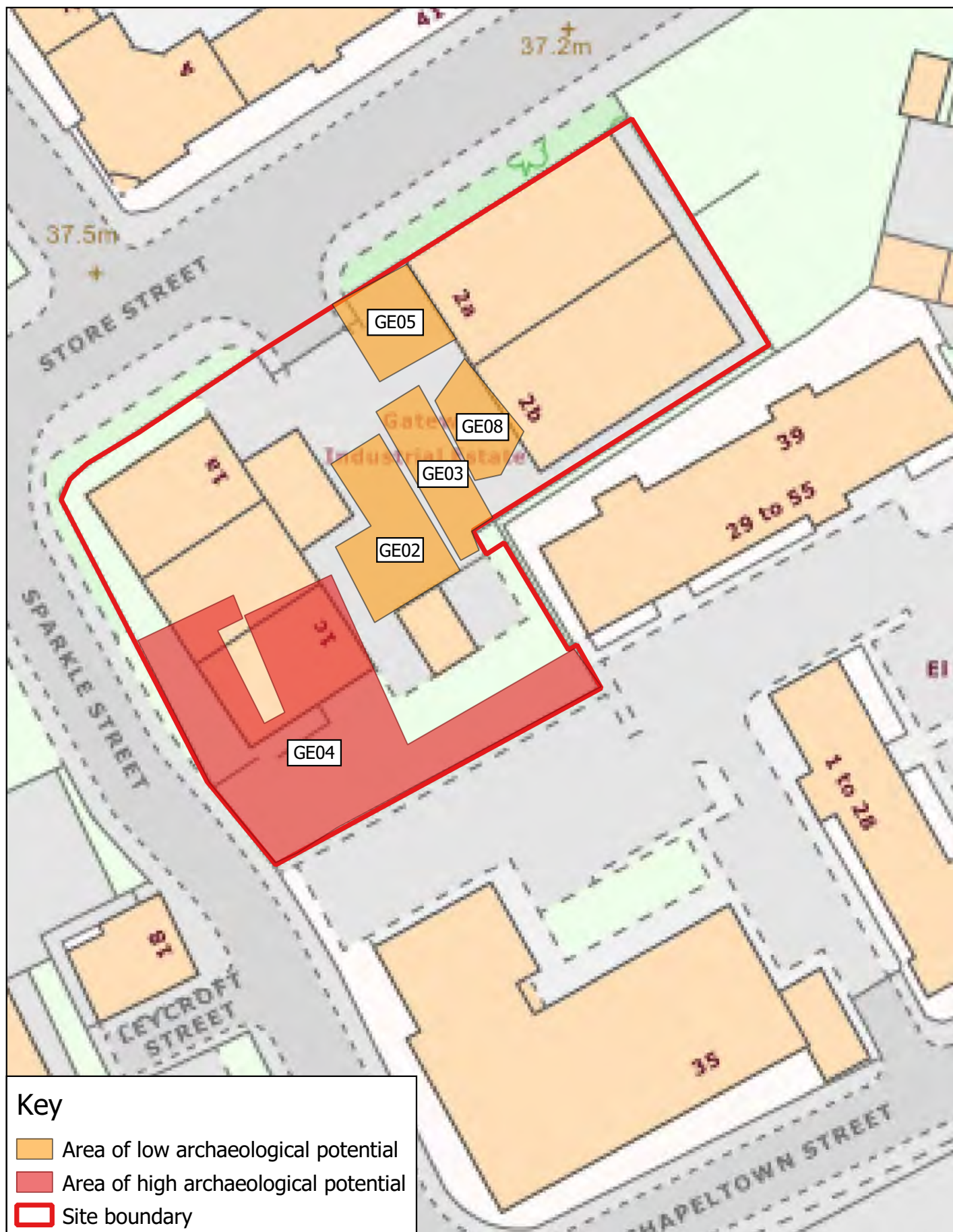


Figure 14: Areas of Archaeological Potential



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CONSULTANCY



DESK-BASED ASSESSMENTS



WATCHING BRIEF & EVALUATION



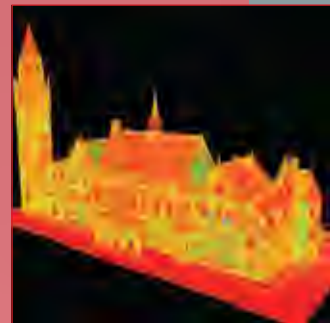
EXCAVATION



BUILDING SURVEY



3D LASER SCANNING



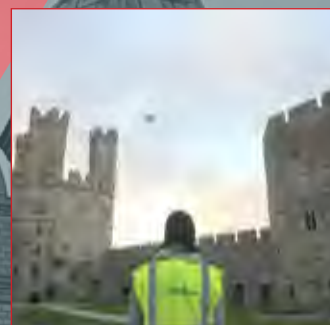
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LANDSCAPE SURVEYS



DRONE SURVEYS



WORKSHOPS & VOCATIONAL TRAINING



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