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Manchester, Greater Manchester

Archaeological Desk-Based Assessment

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SUMMARY

Oxford Archaeology was commissioned by Artal Ltd to prepare an archaeological desk-based assessment ahead of the proposed development of land at Dinton Street, Manchester (NGR 382392 397037). The purpose of this assessment is to identify below ground heritage assets that may be affected by the proposals.

The site is located within the Hulme area of Manchester and is bounded by Dinton Street to the northwest, Cornbrook Road to the south and Westminster Street to the northeast. The Manchester South Junction and Altrincham Railway is located to the west of the site, along with the Bridgewater Canal and the Manchester Ship Canal.

In total, fifteen heritage assets have been identified within the study area. Of these heritage assets, nine are located beyond the site boundary, but within the study area, and the additional six heritage assets have been identified within the site boundary. The heritage assets within the site boundary are not afforded statutory designation and are thus not considered to be of national importance that would require preservation *in situ*. The six assets identified within the site boundary include workers' houses of Cornbrook Road, Dover Street (now Dinton Street), Westminster Street and Runcorn Street and the public houses known as The Railway Hotel and Pomona Palace. The houses within the site were terraced, with yards to the rear. The houses and the public house are shown to be cellared on late 19th-century mapping.

In the 1960s, the 19th-century houses within the site were demolished, and the site has since been occupied by small-scale industrial buildings. The Railway Hotel remained in use throughout the 1970s and partial remains of the structure survived within the site until c 2017. The Pomona Palace remained in use into the 2010s and has now been demolished. Remains within the site therefore likely include the remains of the foundations and cellars associated with the houses and public houses. Any earlier remains, such as prehistoric, Roman or medieval remains, are unlikely to have been located within the site and would have been damaged or destroyed by the later buildings had they been present.

The potential archaeological remains within the site are considered to be of negligible/low local significance and hold little archaeological interest. The proposed development requires earth-moving and ground-breaking works that will damage or destroy the remains; however, due to the negligible significance of the remains, the impact of the proposed development upon the remains is considered to be neutral. The scope of any further work will be decided in consultation with Greater Manchester Archaeological Advisory Service (GMAAS).

1 INTRODUCTION

- 1.1.1 Oxford Archaeology (OA) has been commissioned by Artal Ltd to prepare an archaeological desk-based assessment for the proposed development of land at Dinton Street, Manchester, henceforth known as 'the site'. The site is centred on NGR 382392 397037 and its location is shown on Figure 1.
- 1.1.2 This report has been prepared in accordance with the Chartered Institute for Archaeologists (CIfA) Standards and Guidance for Historic Environment Desk-based Assessments (CIfA, 2020) and Planning Practice Guidance (2021) - Historic Environment, published by the Ministry of Housing, Communities and Local Government (Ministry of Housing, Communities and Local Government, 2019).

2 PROPOSED DEVELOPMENT

- 2.1.1 Current proposals for the development site include the erection of a 24-storey mixed use building incorporating 224 residential apartments (Use Class C3), 87 apart-hotel studios (Use Class C1), amenity space, flexible commercial space (Use Class E), and café (Use Class E(b)), together with infrastructure, landscaping, and other associated works.

3 LOCATION, TOPOGRAPHY AND GEOLOGY

- 3.1.1 The site lies to the south-west of the city centre. The Empress Conservation Area is located 150m to the south of the site and the Castlefield Conservation Area is located 250m to the north. Whilst the site is not located within a conservation area, the surrounding streets follow the historic street pattern of the city. The surrounding buildings have created a mixed character, with surviving 19th-century buildings located between modern development (Plate 1).
- 3.1.2 The site comprises a sub-rectangular area measuring at 0.114 ha in area and lies at c. 28.5m OD. The Bridgewater Canal and the Manchester Ship Canal, the latter of which is the canalised River Irwell, are located c. 200m to the north-west of the site.
- 3.1.3 The solid geology of the area is mapped as Chester Formation sandstone, a sedimentary bedrock formed between 250 and 247.1 million years ago during the Triassic period. This is overlain by superficial Devensian glaciofluvial sheet deposits formed between 116 and 11.8 thousand years ago during the Quaternary period (BGS 2023).



Plate 1 Site location (source: Google Earth 2023)

4 AIMS AND OBJECTIVES

- 4.1.1 The purpose of this desk-based assessment is to determine as far as reasonably possible, from existing records and observations, an understanding of the historic environment within the site and surrounding study area in order to:
- provide an assessment of the potential for archaeological remains to survive within the site;
 - assess the significance of known and predicted archaeological remains;
 - assess the likely impacts of previous development upon the survival of any archaeological remains;
 - assess the potential for impacts from the proposed development upon the surviving archaeological resource; and
 - provide proposals for further evaluation, whether or not intrusive, where the nature, extent or significance of the archaeological resource is not sufficiently well defined.

5 PLANNING BACKGROUND

5.1 National Planning Policy

- 5.1.1 Section 16 of National Planning Policy Framework (NPPF) as issued in September 2023 sets out the Government's planning policies in relation to the conservation and enhancement of the historic environment (NPPF, 2023).

5.1.2 Paragraphs 194 and 195 state:

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

195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

5.1.3 Paragraphs 199 and 200 state:

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional (non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets).*

5.1.4 Paragraphs 201 and 202 state:

201. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and*
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.*

202. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

5.1.5 Paragraph 203 states:

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

5.1.6 Paragraph 205 states:

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

5.2 Local Planning Policy

5.2.1 The Manchester Local Plan (Manchester City Council, 2012) was adopted in July 2012 and sets out the planning policies for the city until 2027. Policy EN 3 relates to heritage and states that:

5.2.2 *"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."

6 METHODOLOGY

6.1 Scope and Sources Consulted

6.1.1 A 300m search area (hereafter the study area) has been used to identify designated and non-designated heritage assets which could be affected by the proposed development. The assessment was informed through a desk-based review.

6.1.2 The following sources were consulted to inform this assessment:

- The National Heritage List for England (NHLE) for designated heritage assets;
- Greater Manchester Historic Environment Record (HER) for non-designated heritage assets and archaeological events;
- The Greater Manchester Record Office for historic maps and manuscripts;
- Groundsure Mapping for Historic Ordnance Survey Maps;
- Aerial Photographs as held by the Historic England Archive in Swindon;
- LiDAR data as held by the Environment Agency;
- Geotechnical data as held by the client and the British Geological Survey; and
- other relevant primary and secondary sources including published and unpublished works as held by OA and relevant libraries.

6.1.3 For ease of reference each heritage asset identified has been allocated a unique OA number. This is included in the heritage gazetteer provided in *Appendix A*, referred to in the text where relevant and marked on Figures 7 - 8. A full list of sources consulted can be found in *Appendix C*. Historic mapping for the site is depicted on Figures 2 - 6 within *Appendix B*.

6.2 Assumptions and Limitations

6.2.1 Data used to compile this report consists of secondary information derived from a variety of sources. The assumption is made that this data is reasonably accurate.

6.2.2 The records held by the Greater Manchester HER are not a record of all surviving heritage assets, but a record of the discovery of a wide range of archaeological and historical components of the historic environment. The information held within it is not complete and does not preclude the subsequent discovery of further heritage assets that are, at present, unknown.

7 HISTORIC AND ARCHAEOLOGICAL BASELINE

7.1 Introduction

7.1.1 The nature of the archaeological resource within the site and the surrounding study area is discussed by period below. The locations of designated sites and non-designated heritage assets are shown on Figure 7. Further details of all sites are provided in *Appendix A*.

7.2 Designated Heritage Assets

7.2.1 Designated heritage assets within the study area relate to listed buildings and include:

- Five grade II listed buildings (OA 07-11);
- The Empress Conservation Area; and,
- The Castlefield Conservation Area.

7.2.2 The closest of these designated heritage assets is the Turville Public House, which is located at the junction between Ellesmere Street and Chester Road, 97m to the east of the site.

7.3 Previous Archaeological Investigations

7.3.1 No previous archaeological investigation has taken place within the site, however, the area was assessed within the desk-based assessment for the proposed redevelopment of the land for the Cornbrook Hub – Manchester Waters site (Oxford Archaeology North, 2017). The report identified heritage assets within the area, including the former public houses known as The Railway and Pomona Palace located within the present site, as well as several other 19th-century public houses and terraced houses. The likely surviving remains of 19th-century heritage assets within the site were considered to have no archaeological interest, and the potential for any further remains was considered to be very low. No further archaeological work took place following the assessment.

7.4 Prehistoric Period (500,000 BP – AD 43)

7.4.1 Evidence dating to the prehistoric period is limited within the Manchester region, however, several stray finds have been recovered from the area which indicate a prehistoric presence. These stray finds have included two Mesolithic flints and a possible early Bronze Age scraper recovered from the Liverpool Road area (HER 13944.1.0) and a Neolithic stone hammer and arrowhead unearthed at Castlefield in 1845 (HER 119.1.0). It has been suggested that prehistoric activity may have been based in the Castlefield and Ardwick areas of Manchester due to the natural topography and the abundance of natural water sources (Gregory, 2007). The natural topography of the site may have therefore made the area desirable for prehistoric settlement, however, no finds have been identified within the site boundary and development within the site would have likely removed prehistoric remains. The potential for remains dating to the prehistoric period is therefore considered to be low.

7.5 Romano-British Period (AD 43 – 410)

7.5.1 The Roman military established the fort known as *Mamucium* within the Castlefield region of Manchester during the governorship of Agricola (AD 77-84). The fort was positioned at what is now Camp Street in Castlefield, located approximately 1.2km to the north-east of the site. The first phase of the fort comprised of a five-acre wooden structure (Bruton, 1909). The fort underwent several alterations, with earlier phases deconstructed and improved, throughout its use until the end of the Roman occupation of the region three centuries later. An extramural settlement, known as a *vicus*, developed

alongside the fort, where the civilians would have settled due to the security and commercial benefits of the nearby fort (Arrowsmith, 2016). A network of Roman roads also developed around the fort, which linked the fort to the numerous other military centres in the region, including Wigan, Ribchester, Chester and Castleshaw. The road linking Manchester to Chester exited Manchester to the south and followed the approximate course of the present Chester Road. There is some evidence to suggest that the *vicus* would have expanded from the fort in a northerly direction, as well as in a southerly direction along Chester Road. Finds associated with this settlement indicate that the settlement terminated somewhere in the region of Great Jackson Street, located 0.8km to the north-east of the site (Gregory, 2007; Oxford Archaeology North, 2017).

- 7.5.2 No Roman remains have been recovered from within the site and the centre of Roman activity was located approximately 1.2km to the north-east of the site. The potential for remains dating to this period to survive within the site is therefore considered to be low.

7.6 The Medieval Period (AD 410 – 1550)

Early-Medieval Period (AD 410 – 1065)

- 7.6.1 Very little archaeological evidence dated to the period between the end of Roman occupation and the Norman Conquest has been recovered from within Manchester. During this period, Manchester and the surrounding region came under the control of several kingdoms. Settlement within the area surrounding the cathedral may have been established following the occupation of Manchester by Edwin in AD 620 and by AD 919 the Anglo Saxon King, Edward the Elder, had established a fortified base, or burh, at Manchester (Farrer & Brownbill, 1911). Manchester was one of the dependencies of the Royal Manor of Salford prior to the Norman Conquest. The period is often characterised as a time of economic decline and administrative collapse, which led to a change in the political landscape.

- 7.6.2 No evidence of early medieval remains has been previously recovered from within the site or from the surrounding area. The potential for remains dating to this period to survive within the site is therefore considered to be low.

Later Medieval Period (1066 – 1550)

- 7.6.3 The manor of Manchester came into the possession of the Grelley family following the Norman Conquest (Farrer & Brownbill, 1911). In 1282 there were 150 burgesses in the town, which had a borough court. In the 1220s, the king granted the town permission to hold a market every Saturday and an annual fair, which was held on the eve, feast and morrow of St Matthew. Thomas Grelley was granted the Great Charter of Manchester in 1301 from which point Manchester was a free borough (Farrer & Brownbill, 1911).
- 7.6.4 The medieval centre of Manchester was located at Deansgate and was mapped from burgage plots in Michael Morris' book, 'The Archaeology of Greater Manchester: Medieval Manchester' (Morris, 1983). The area to the south of the medieval centre, including the area containing the site, remained predominately rural throughout the medieval period.

- 7.6.5 Whilst there is some potential for medieval activity to have taken place within the site, it is most likely that the activity would have been associated with agricultural practice and any surviving evidence of this activity would be very unlikely to survive. The potential for remains dating to this period to survive within the site is therefore considered to be low.

7.7 Post-Medieval Period (1550-1900)

- 7.7.1 The area remained predominantly rural during the early post-medieval period, with occasional farmsteads and halls located within the landscape. Hulme Hall was located 310m to the north-west of the site during this period. A hall of the same name likely existed on the site of Hulme Hall from the 12th century. In 1795, the hall was described as a two-storey half-timbered houses built around a quadrangle (Farrer & Brownbill, Townships: Hulme, 1911). The hall was bought by Sir Oswald Mosely during the civil war, who was a member of the Mosely family of Manchester, who had gained their wealth as clothiers during the 16th and 17th centuries (Oxford Archaeology North, 2017).
- 7.7.2 Throughout the 18th century, the demand of textiles increased and the construction of mills within the town transformed Manchester into a centre for the manufacture of cotton (Baines, 1835). The introduction of the canals further facilitated the industrial development of the town by providing an efficient means of transporting goods. The first canal to be constructed without following an existing watercourse was the Bridgewater Canal, located 115m to the north-west of the site. To resolve difficulties with landowners concerning the route of the canal, Hulme Hall was bought for £9000 in 1765 by the Duke (Oxford Archaeology North, 2017; Bridgewater Canal Co Ltd., n.d.).
- 7.7.3 The surrounding landscape underwent rapid development following the construction of the canal and the later arrival of the railway. Numerous industrial complexes were established on the streets surrounding the canal, which were interlaced by rows of workers' housing. Industrial complexes included the Bridgewater Saw Mill (9853.1.0), Commercial Mill (8820.1.0), Albert Mill (12055.1.0) and The Bridgewater Flint Glass Works (HER 12417.1.0).
- 7.7.4 By 1807, Hulme Hall had fallen into disrepair and was tenanted by multiple poor families. Carved oak timbers were removed from the hall and taken to the Duke's property at Worsley Old Hall. By 1840, Hulme Hall was demolished to make way for additional industrial complexes (Farrer & Brownbill, Townships: Hulme, 1911).

7.8 Modern

- 7.8.1 Manchester remained a significant industrial centre into the 20th century and, for this reason, was targeted by the Luftwaffe in December 1940. Hulme received the worst of the bombing outside of the city centre, with the raids intended for the Salford Docks, Trafford Park and the city centre straying into Hulme. During the raids of 1940, the Cornbrook brewery took a direct hit, which resulted in the death of ten of the people sheltering in the cellars (Pythian, 2015). Following the war, Manchester sought to rebuild, with major new housing developments and transport networks constructed in the latter half of the 20th century. This led to the 1963 compulsory purchase and demolition of

many of the 19th-century houses along Chester Road and within the Cornbrook area, however, the proposed scheme was scrapped. The empty plots instead became occupied by small-scale industrial units during the following decades (Oxford Archaeology North, 2017).

7.9 Development of the Site Area

- 7.9.1 The development of the site can be traced through the available historic mapping. The earliest maps of Manchester do not include the site, however, the region to the north of the site, including Hulme Hall and Chester Road, is shown on 18th and early 19th-century mapping. Green's map of Manchester, published in 1794, shows to land to the north of the site was owned by the Duke of Bridgewater at the end of the 18th century. The landscape was predominately rural, with the closest developed area located at Knott Mill.
- 7.9.2 The site is shown on Bancks' & Co.'s map of 1831 as an undeveloped plot of land off Cornbrook Road (Plate 2; Figure 2). Several rows of terraced houses had been constructed along the surrounding streets, including the row of terraces known as Cornbrook Place to the south of the site and the houses of Princess Street. Similarly, the Ordnance Survey map of 1851 shows a lack of development within the site within the first half of the 19th century (Plate 3). A footpath is shown running along the north-western boundary of the site, which ran from St George's Church on Egerton Street to Cornbrook Road. The 1851 OS map is the first map to show the Manchester South Junction and Altrincham Railway, constructed in the 1840s.
- 7.9.3 During the first half of the 19th century, the Cornbrook Strawberry Gardens, later known as the Pomona Gardens, brought many visitors to the Cornbrook area of Manchester. The gardens were opened by William and Jospeh Beardsley in 1845. The new name, Pomona, was taken from the Roman goddess of fruit. The gardens were located near the Bridgewater Canal at the end of Cornbrook Road and provided gardens accessible to the public and within walking distance of the city centre. Additional attractions were added during the 1860s and 1870s, including the Royal Pomona Palace. The gardens closed during the 1880s due to the expansion of the docks and after an explosion in 1887 at a nearby chemical factory damaged the Grand Palace (Chetham's Library, 2013).
- 7.9.4 The development of the site took place in the second half of the 19th century. The 1871 census return for Hulme records the occupants of the properties along 12-20 Cornbrook Road. 20 Cornbrook Road was address of The Railway Public House (later known as The Railway Hotel). The census return records George Davies as the innkeeper of 20 Cornbrook Road. George lived with his wife, Martha, and their two daughters, niece and two lodgers. Slater's directory of Manchester, 1879, records the tenant of the public house as Ann Hodgkinson, a beer retailer (Slater, 1879). The houses of 12-18 Cornbrook Road were occupied by bricklayers, painters, fishmongers, tobacconists and glass workers during the 1870s. The 1871 census records three families living at 16 Cornbrook Road, the Mosley family, the Wain family and the Shaw family. This places 13 individuals living in one terraced house during the 1870s.



Plate 2 Extract from Bancks & Co's map of 1831

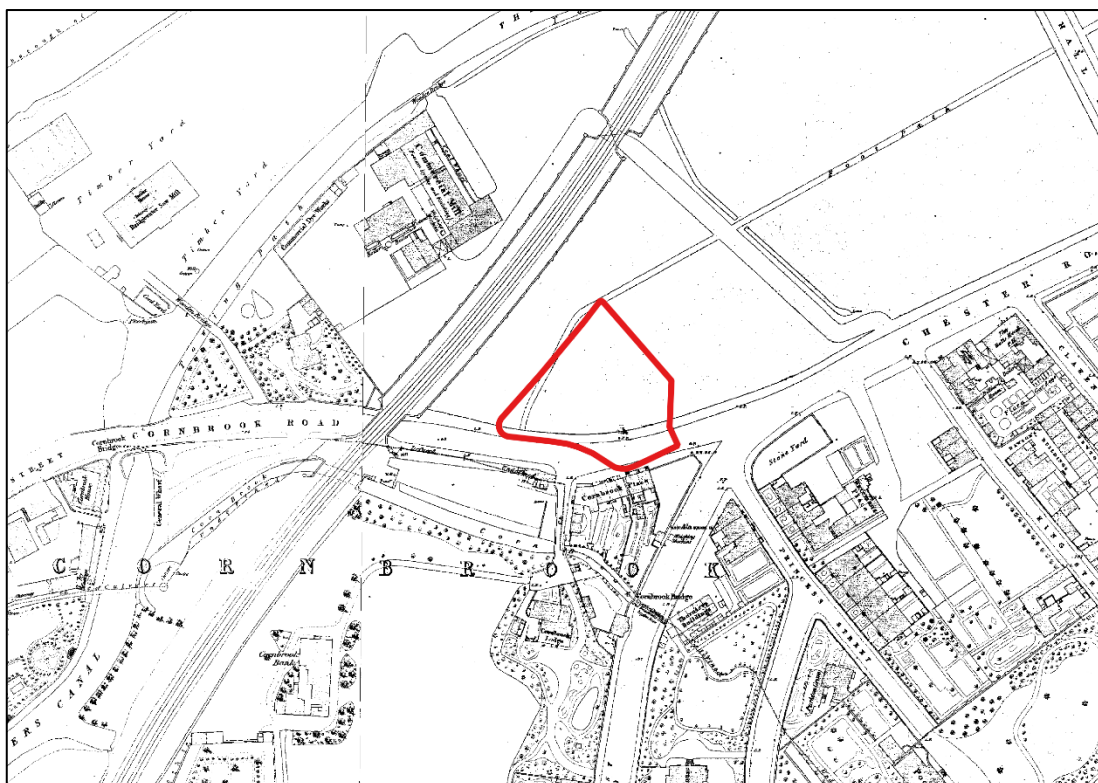


Plate 3 Extract from the Ordnance Survey Town Plan of 1851

- 7.9.5 The Ordnance Survey map of 1895 shows the houses and public houses within the site (Plate 4). The houses are shown with cellar lights, indicating that the buildings were cellared. The public house known as The Railway was located at the junction between Cornbrook Road and Dover Street (now Dinton Street), in the south-western corner of the site. The late 19th-century census returns also record the occupants of the Pomona Palace Inn, which was located at the junctions between Runcorn Street and Cornbrook Road within the site. In 1881, John Copeley and his wife Mary ran the Pomona Inn and lived in the premises with their three children. By 1891, Daniel and Nancy Wilson lived and worked at the public house, along with two other workers.
- 7.9.6 The streets surrounding the site were also fully developed by the late 19th century, with numerous houses and industrial complexes located within the area. Many of the industrial complexes were located to the west of the site, along the routes of the canals and railway.

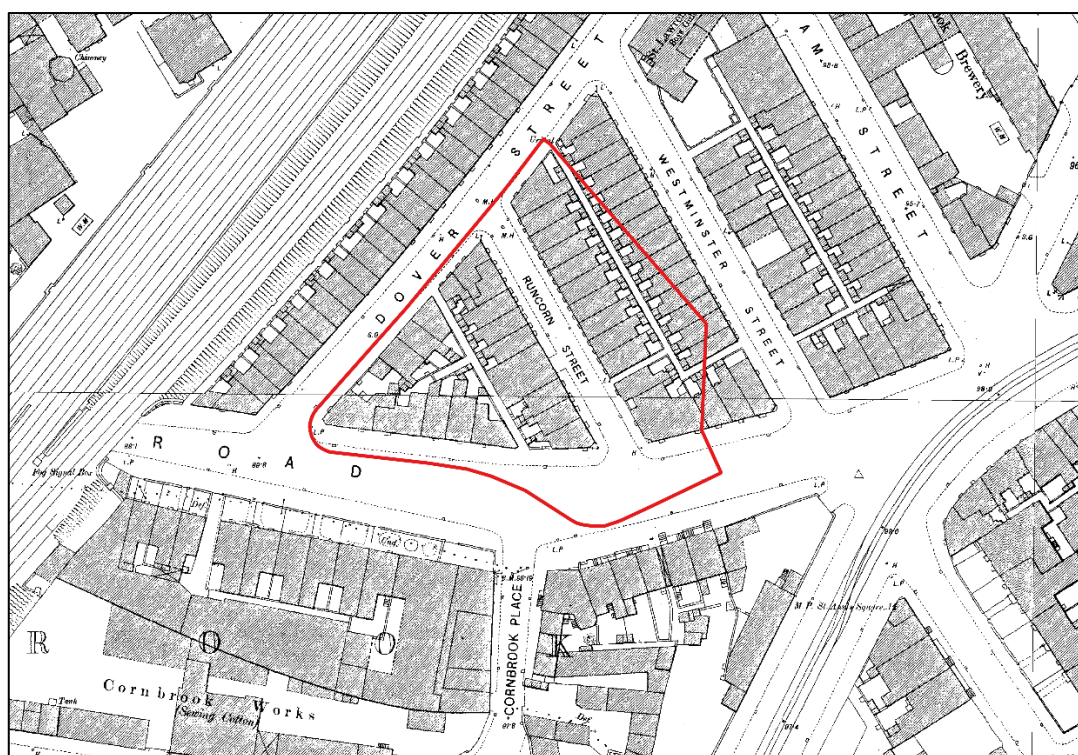


Plate 4 Extract from the Ordnance Survey Town Plan of 1895

- 7.9.7 The properties of Cornbrook Road, Dover Street, Westminster Street and Runcorn Street remained in use into the 20th century. The buildings are visible on the Ordnance survey map of 1908 with very little change visible (Figure 5). The census return of 1911 records the occupants of The Railway Hotel as the Barraclough family. Jonas and Fanny Barraclough lived and worked in the hotel with their five daughters, who assisted their parents in the running of the hotel. By 1939, the Shaw family were running the hotel.
- 7.9.8 The first of the houses to be demolished within the site were those of Runcorn Street. The former site of these houses is shown as blank on the Ordnance Survey map of 1950 and in a photograph from 1961, indicating they were

demolished between 1922 and 1949, possibly as a result of damage during the raids of 1940. The remaining houses of Cornbrook Road, Dover Street and Westminster Street can be seen on photographs taken in the 1950s and 1960s prior to their demolition in the mid-1960s (Plate 5 - Plate 7). The Railway Hotel survived demolition in the 1960s and continued to operate as a public house into the 1970s (Plate 8). Pomona Palace can also be seen on the photograph of 1961, along with a surviving double-depth house (Plate 6).



Plate 5 Area of the site looking towards Manchester Docks from the north-east, 1951



Plate 6 View of the Pomona Palace Inn and Runcorn Street, 1961



Plate 7 Houses of Cornbrook Road, 1962



Plate 8 The Railway Hotel, 1958

7.9.9 By the mid-1960s, a small industrial complex had been constructed on the site of the Runcorn Street houses and, following the demolition of the remaining houses, an additional warehouse was added by 1977.

- 7.9.10 The site is currently surrounded by hoarding, however, the ruined remains of the Railway Hotel have been visible from the surrounding streets over the last two decades. In 2006, The Railway had been mostly demolished except for the entrance and southern and western elevations (Plate 9). Photographs taken since 2006 show the gradual deterioration of the remains. A view of the junction in 2018 shows the remains of the public house had collapsed and very little of the walls surviving in 2006 remained standing (Plate 10). The Pomona Palace Inn and the adjacent terraced house remained in use into the 21st century. The public house closed in 2013 and was demolished within the following year along with the adjacent terraced house.



Plate 9 Railway, Pomona Strand, Cornbrook, 2006. (c) Steve Brough.

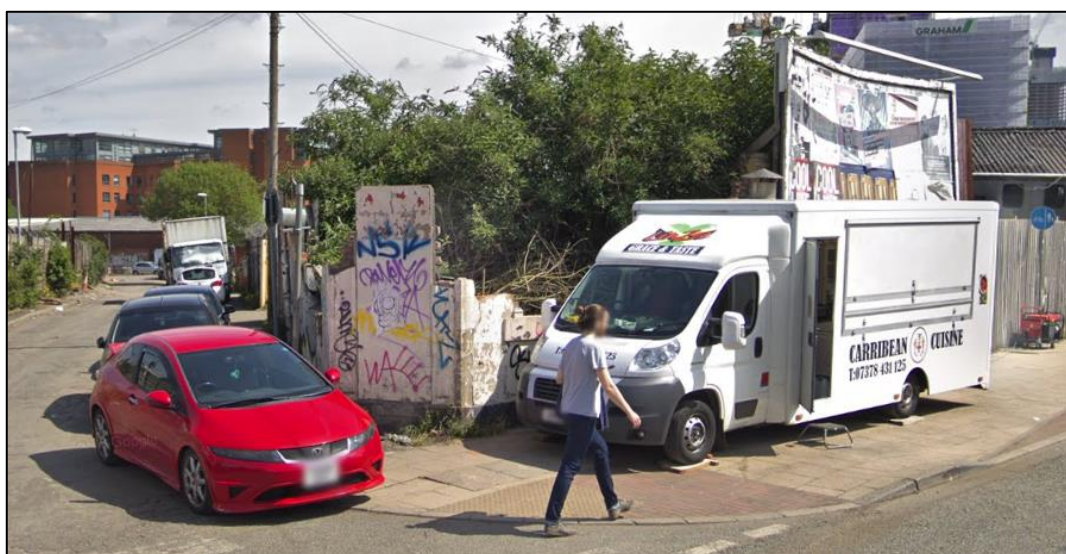


Plate 10 View of the site of the Railway Hotel, 2018 © Google

7.10 Aerial Photographs

- 7.10.1 A review of aerial photographs (APs) held at the Historic England Archive in Swindon was carried out as part of the baseline assessment. The photographs show the 19th-century houses within the site and the later small-scale industrial complex that was constructed following their demolition. No additional heritage assets have been identified through the review of the aerial photographs.

8 PREVIOUS IMPACTS AND SURVIVAL

- 8.1.1 The 1:500 Ordnance Survey Town Plan published in 1891 shows cellars lights attached to the public houses and several of the terraced houses within the site, indicating that the buildings were cellared. It is therefore likely that any earlier archaeological remains, if present, would have been removed during the construction of these houses in the 19th century.

9 ARCHAEOLOGICAL POTENTIAL AND SIGNIFICANCE

9.1 Introduction

- 9.1.1 In total, nine heritage assets have been identified within the study area from the HER and an additional six have been identified within the site boundary through the desk-based assessment. The vast majority of these archaeological sites within the study area developed as a result of the industrial development and expansion of Manchester from the 18th to 20th centuries. The potential archaeological sites located within the site include terraced houses of Cornbrook Road (OA 02), Dover Street (now Dinton Street) (OA 03), Runcorn Street (OA 04) and Westminster Street (OA 05), The Railway Public House (OA 01) and the Pomona Palace Beerhouse (OA 06).

9.2 Criteria

- 9.2.1 An accepted methodology for assessing the significance of potential archaeological sites not protected by a statutory designation is the use of 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, 2010). These criteria consider archaeological interest, historical interest, period, rarity, documentations/finds, group value, survival/condition, fragility/vulnerability, diversity and potential.
- 9.2.2 *Archaeological interest* – The site holds very little archaeological interest. The remains of the 19th-century terraced houses likely survive within the site, however, remains of these structures are unlikely to provide a new insight or contribute to the current understanding of workers' housing in Manchester, particularly as the houses were not the poor-quality housing identified as an interest in the regional research framework.
- 9.2.3 *Historical interest* - The site holds low historical interest. The 19th-century houses and public houses within the site are not considered to be of historical

- value and are not associated with any significant people, events or aspects of life.
- 9.2.4 *Period* – The remains within the site would most likely include remains dating to the 19th century, which was a significant period in the development of the city.
- 9.2.5 *Rarity* – Whilst the potential remains date to a significant period within Manchester's development, the archaeological remains are mostly likely to be associated with 19th-century terraced houses and public houses, which were very common across Manchester. The houses were not demolished during the slum clearances as the houses appear to have been better-built and larger than the low-quality workers' housing elsewhere within the city. The houses therefore survived into the mid-20th century and are not considered significant due to rarity. The public houses remained in use into the late 20th century and many contemporary examples survive within the area.
- 9.2.6 *Documentation/finds* – Existing records do not contribute to the significance of the archaeological remains within the site and no finds have been recovered from the site.
- 9.2.7 *Group value* – Whilst remains within the site may share a group value with other heritage assets within the area, the possible surviving cellars would not add to the significance of the 19th-century buildings within the area and, likewise, the presence of surviving 19th-century structures within the surrounding streets does not add to the significance of the possible 19th-century remains within the site.
- 9.2.8 *Survival/condition* – The cellars of the 19th-century buildings may survive within the site, however, the remains may have been disturbed by the construction of later low-rise development within the site. The remains of the public houses likely survive within the site due to the much later demolition of these structures.
- 9.2.9 *Fragility/vulnerability* – Any surviving archaeological remains are at risk of being damaged or destroyed due to the proposed development.
- 9.2.10 *Diversity* – The possible surviving remains within the site are not considered to be diverse, as the remains likely include 19th-century cellars, which are common across Manchester. It is very unlikely that the cellars, if present, will have any features considered to be high quality or considered to be important.
- 9.2.11 *Potential* – The potential for any remains dating to the prehistoric, Roman or medieval periods is considered to be very low due to the likelihood that later development would have damaged or destroyed any remains dating to these periods, if they had been present. There is potential for remains of 19th-century cellars to survive within the site. These cellars belonged to terraced houses and public houses, which formerly lined Cornbrook Road, Dinton Street, Westminster Street and Runcorn Street.

9.3 Potential and Significance

- 9.3.1 The significance assessment indicates that the site is unlikely to contain remains of archaeological significance, as the potential remains of the 19th-century terraced houses and the public houses do not hold any special archaeological interest. The significance of the potential remains is therefore considered to be negligible/very low.

10 POTENTIAL IMPACTS

- 10.1.1 The current proposals for the development site include the erection of a 24-storey residential building with an Aparthotel and a new surface level car park. The delivery of the development will therefore include ground-breaking and earth-moving works which will remove any archaeological remains within the site.
- 10.1.2 The assessment has demonstrated that the site is very unlikely to contain any archaeological remains of significance. The impact of the proposed development is therefore considered to be neutral.

11 POTENTIAL FOR FURTHER WORK

- 11.1.1 The scope of any further archaeological investigation will be determined in consultation with Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. It is anticipated, however, that no further work will be required due to the lack of significance and archaeological interest of the 19th-century remains, and the very low potential for any earlier remains to be located within the site or to have survived 19th-century development.

12 CONCLUSION

- 12.1.1 The desk-based assessment has provided a historical background to the site and has evaluated the archaeological potential of the site. Any remains, if present, are of negligible significance and therefore the impact of the development upon these remains is considered to be neutral. It is unlikely that any further archaeological work will be required at the site, however, this decision will be determined by GMAAS.

APPENDIX A GAZETTEER OF KNOWN HERITAGE ASSETS WITHIN THE STUDY AREA

Abbreviations

LB	Listed Building	SM	Scheduled Monument
RPG	Registered Park and Garden	RB	Registered Battlefield
CA	Conservation Area	WHS	World Heritage Sites

OA Number	HER Ref	List Entry	Name	Grade	Period	Easting	Northing
1	-	-	The Railway Public House (site of)	-	19 th century	382372	397029
2	-	-	19 th -century houses of Cornbrook Road (site of)	-	19 th century	382386	397027
3	-	-	19 th -century houses of Dover Street (later Dinton Street) (site of)	-	19 th century	382382	397039
4	-	-	19 th -century houses of Runcorn Street (site of)	-	19 th century	382397	397039
5	-	-	19 th -century houses of Westminster Street (site of)	-	19 th century	382425	397049
6	-	-	Pomana Palace Beerhouse	-	19 th century	382427	397027
7	8580.1.0	1247392	Hulme Barracks	II	19 th century	38254	39687
8	1218.1.0	1255540	Brindley's Weir (Cornbrook Weir)	II	18 th century	38222	39695
9	12055.1.0	1200817	Former Albert Mill	II	19 th century	38257	39719
10	12051.1.0	1283078	Railway bridge over Bridgewater Canal (the east of two at SJ 824 972)	II	19 th century	38246	39722
11	11654.1.0	1283069	Turville public house (former; now Insitu Architectural Salvage)	II	19 th century	38250	39706
12	12417.1.0	-	The Bridgewater Flint Glass Works (site of)	-	19 th century	3824	3971
13	9853.1.0	-	Bridgewater Saw Mill (site of) (Pomona Docks)	-	19 th century	38220	39710
14	9724.1.0	-	Saw Mill (site of)	-	19 th century	38262	39724
15	8820.1.0	-	Commercial Mill (fustian mill by Bridgewater Canal) (site of)	-	19 th century	38232	39713

APPENDIX B FIGURES

Figure 1 Site location

Figure 2 Site boundary superimposed onto Bancks' & Co.'s map of 1831

Figure 3 Site boundary superimposed onto the Ordnance Survey 1:1056 1st Edition Town Plan of 1851

Figure 4 Site boundary superimposed onto the Ordnance Survey 1:500 1st Edition Town Plan of 1895

Figure 5 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1908

Figure 6 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1950

Figure 7 Modern map showing locations of HER entries within the study area

Figure 8 Modern map showing location of additional gazetteer entries (OAN 1 - OAN 4)



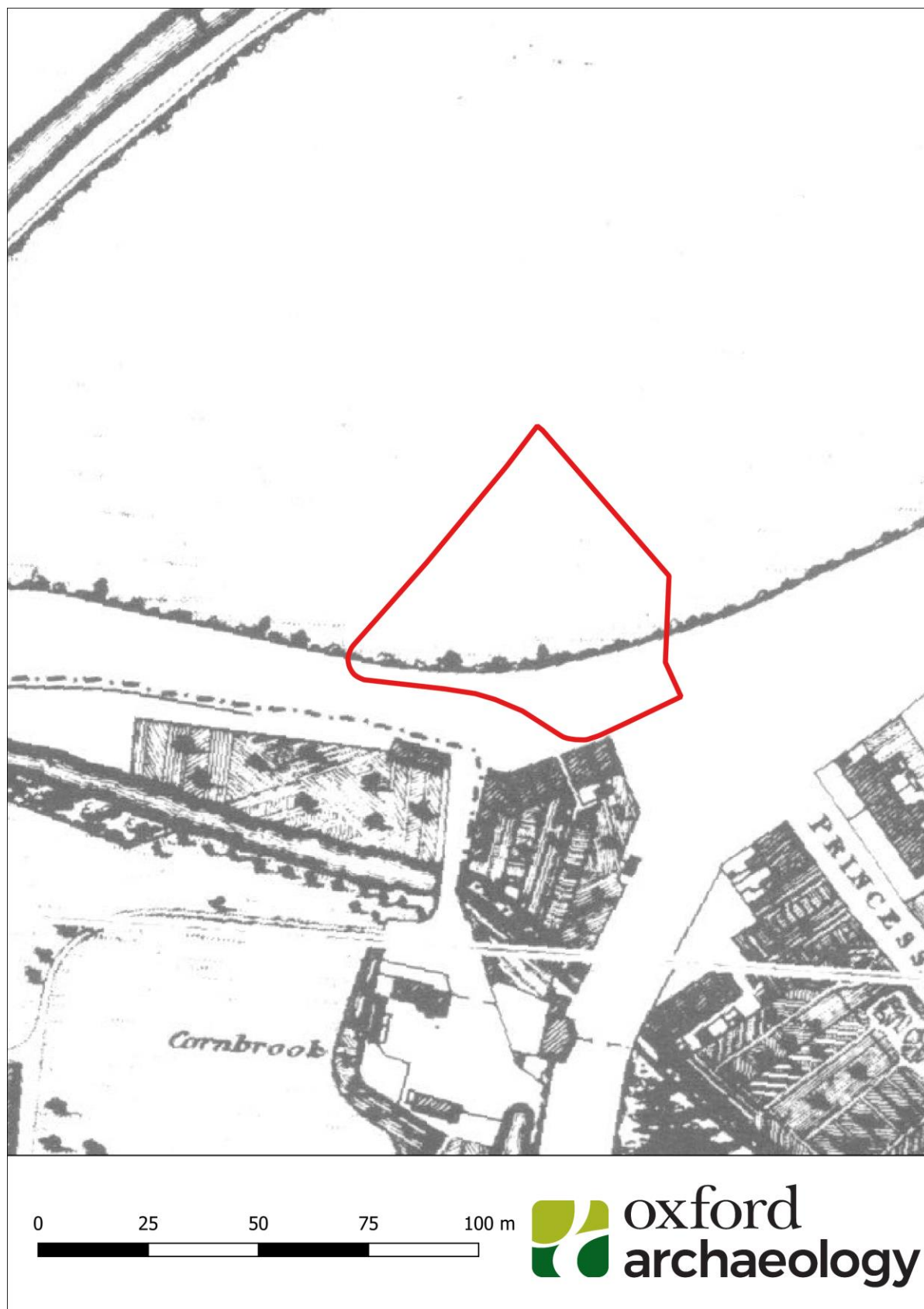


Figure 2 Site boundary superimposed onto Bancks' & Co.'s map of 1831

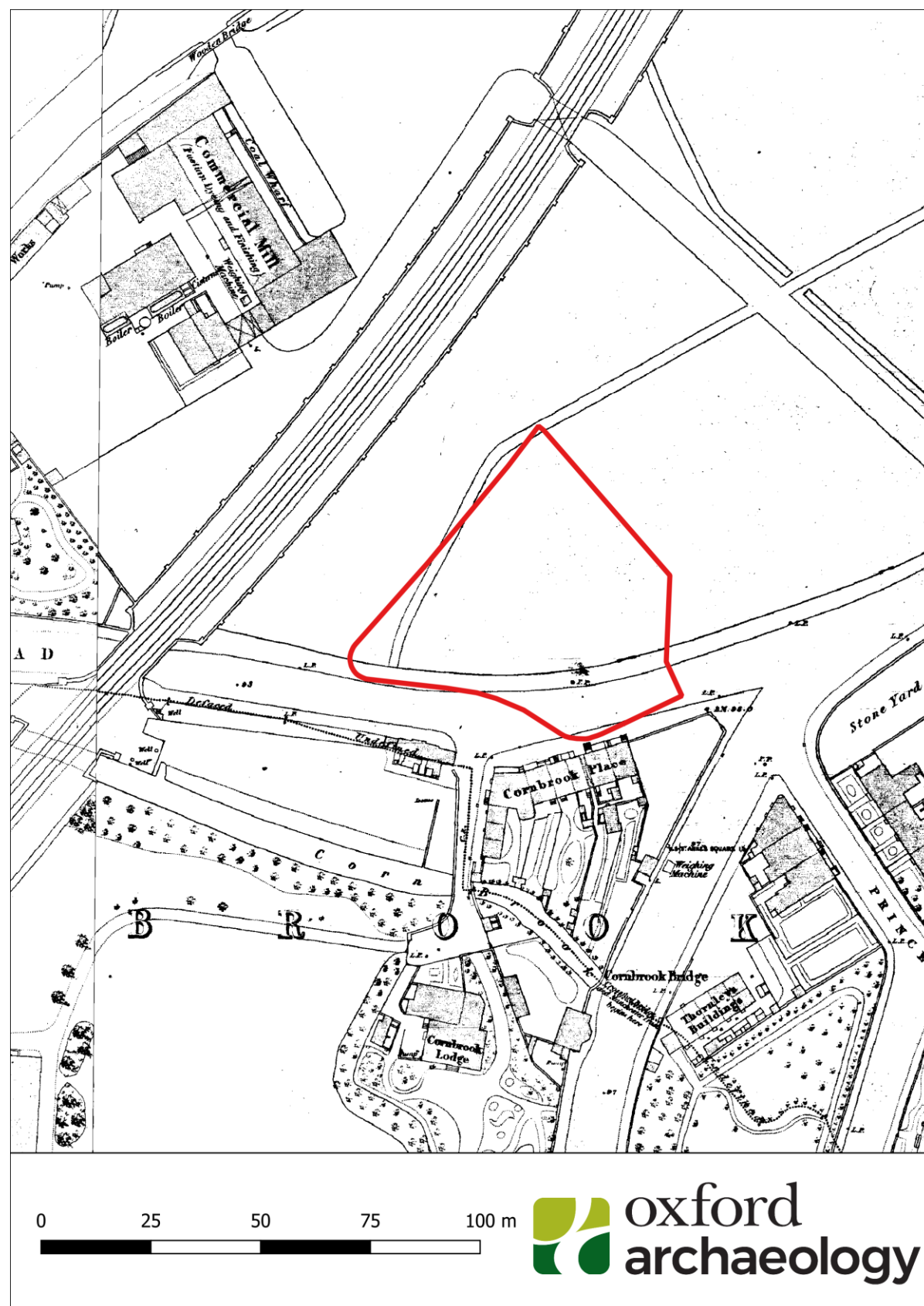


Figure 3 Site boundary superimposed onto the Ordnance Survey 1:1056 1st Edition Town Plan of 1851

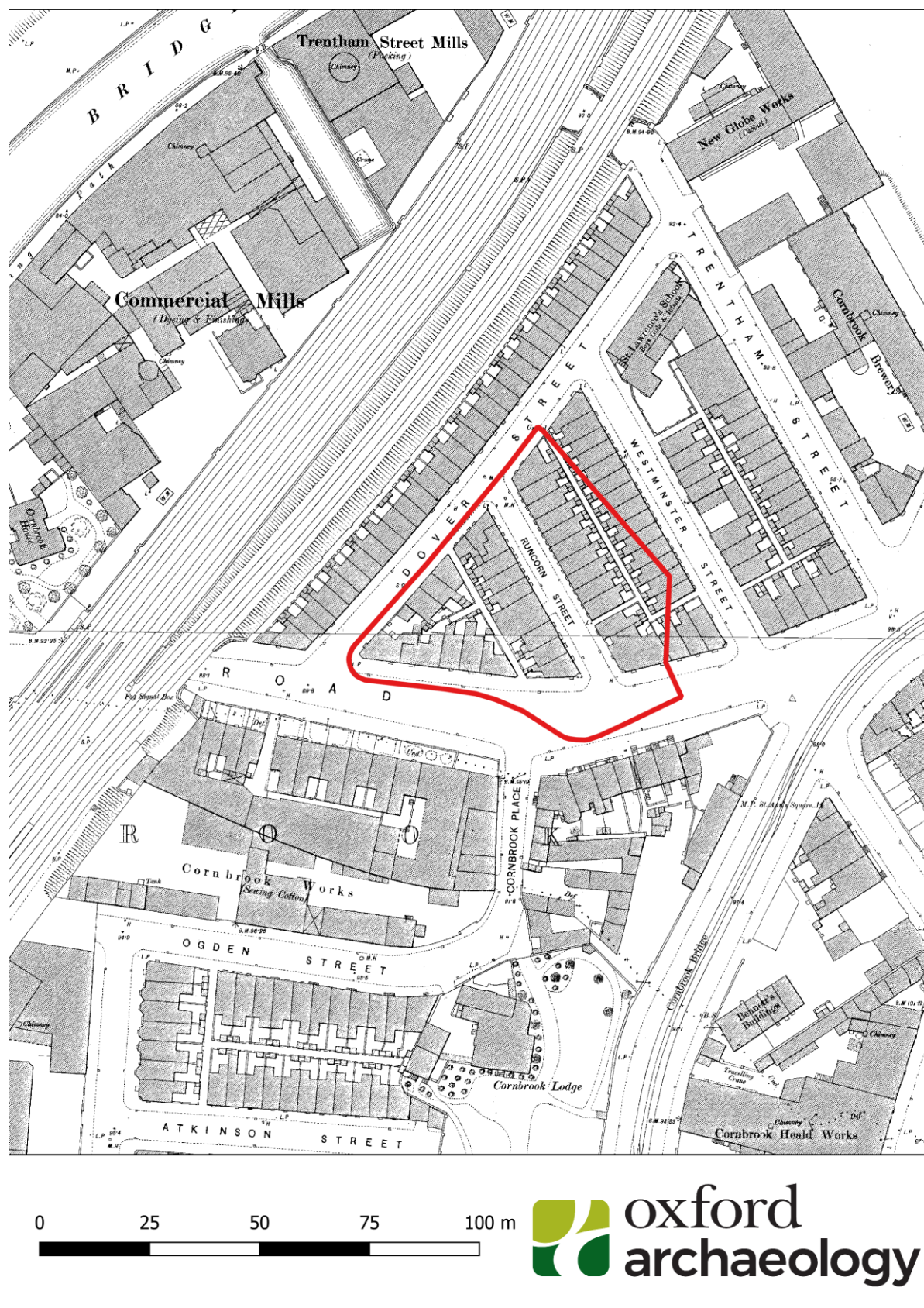


Figure 4 Site boundary superimposed onto the Ordnance Survey 1:500 1st Edition Town Plan of 1895

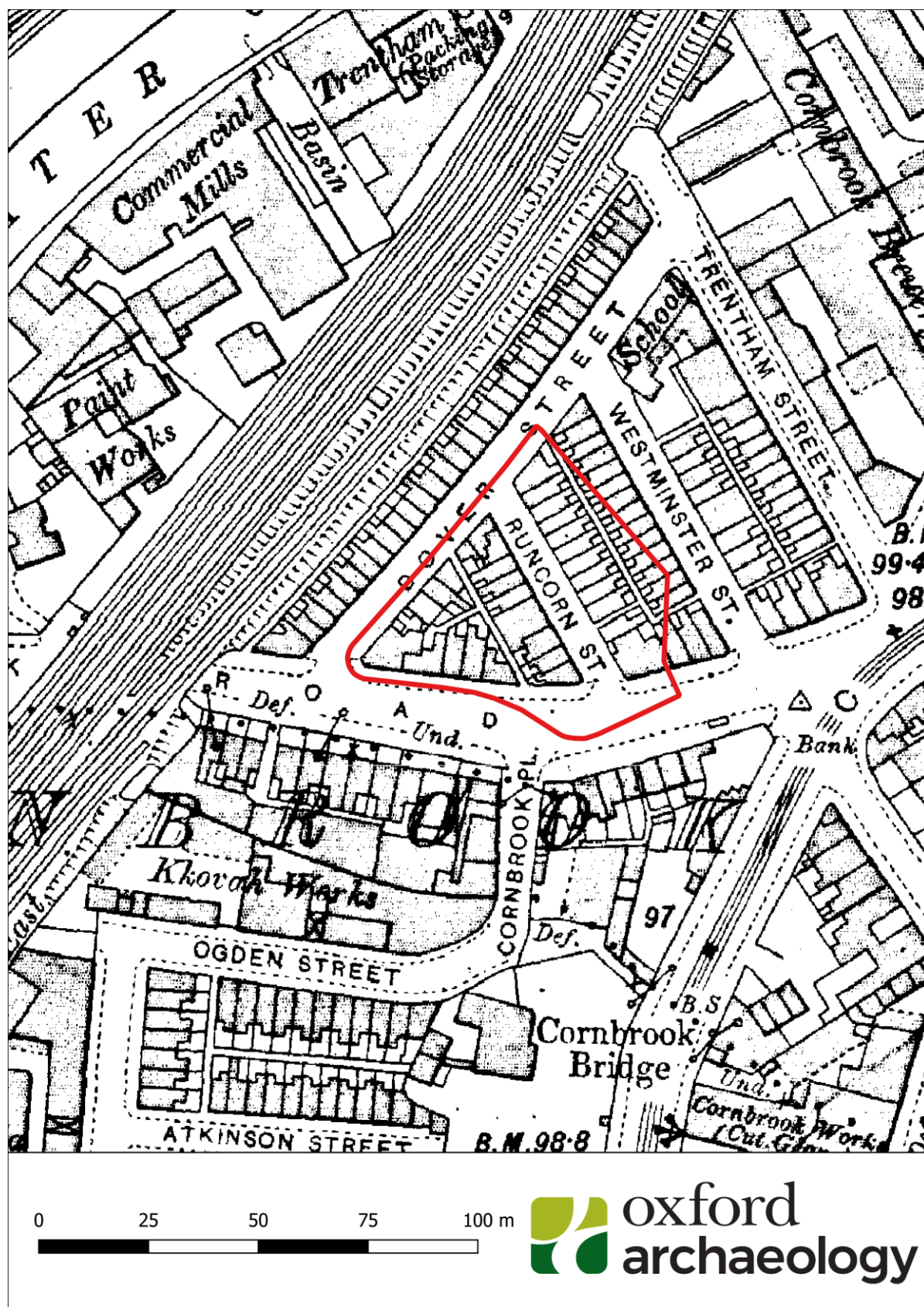


Figure 5 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1908

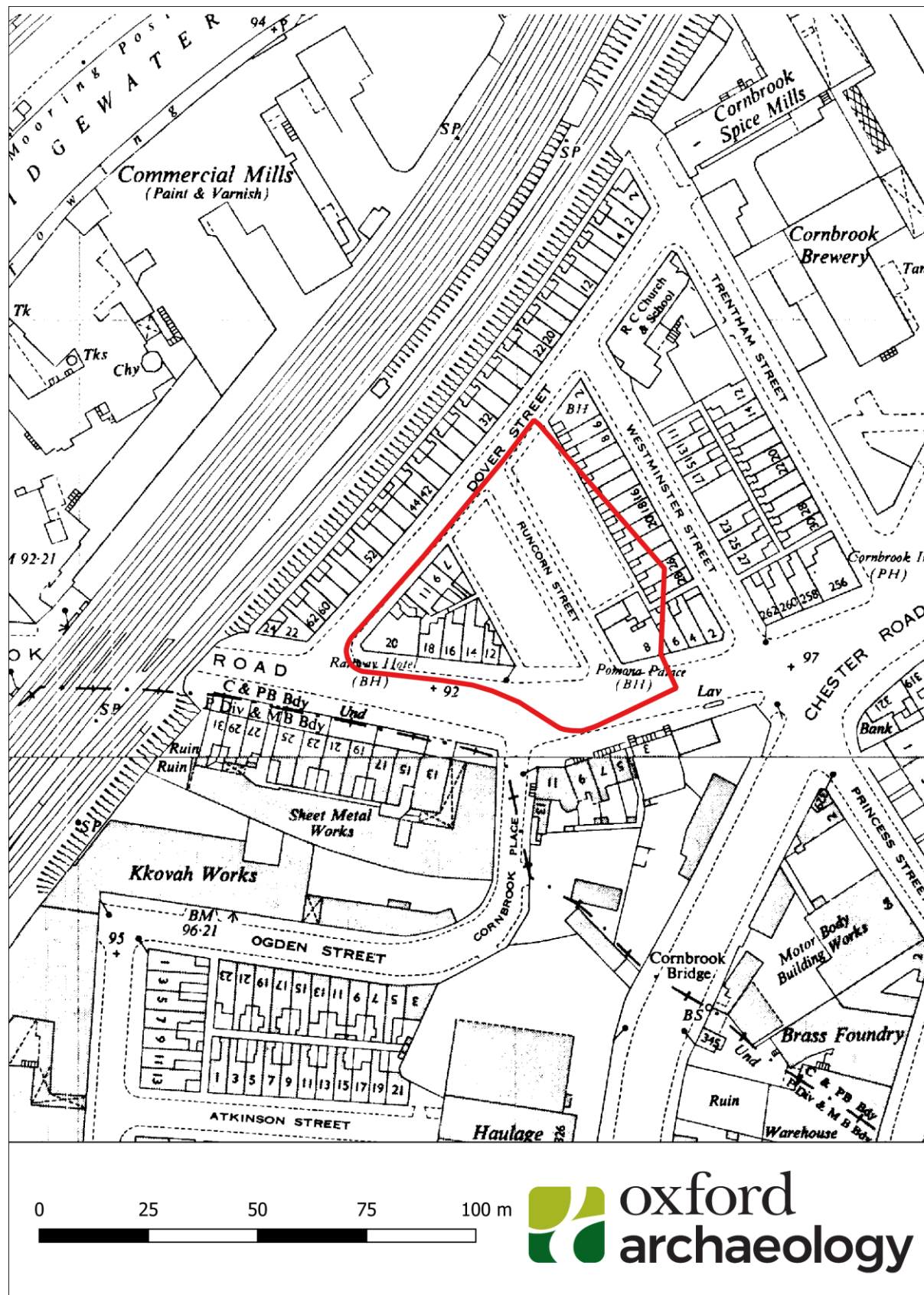


Figure 6 Site boundary superimposed onto the Ordnance Survey 1:2500 map of 1950

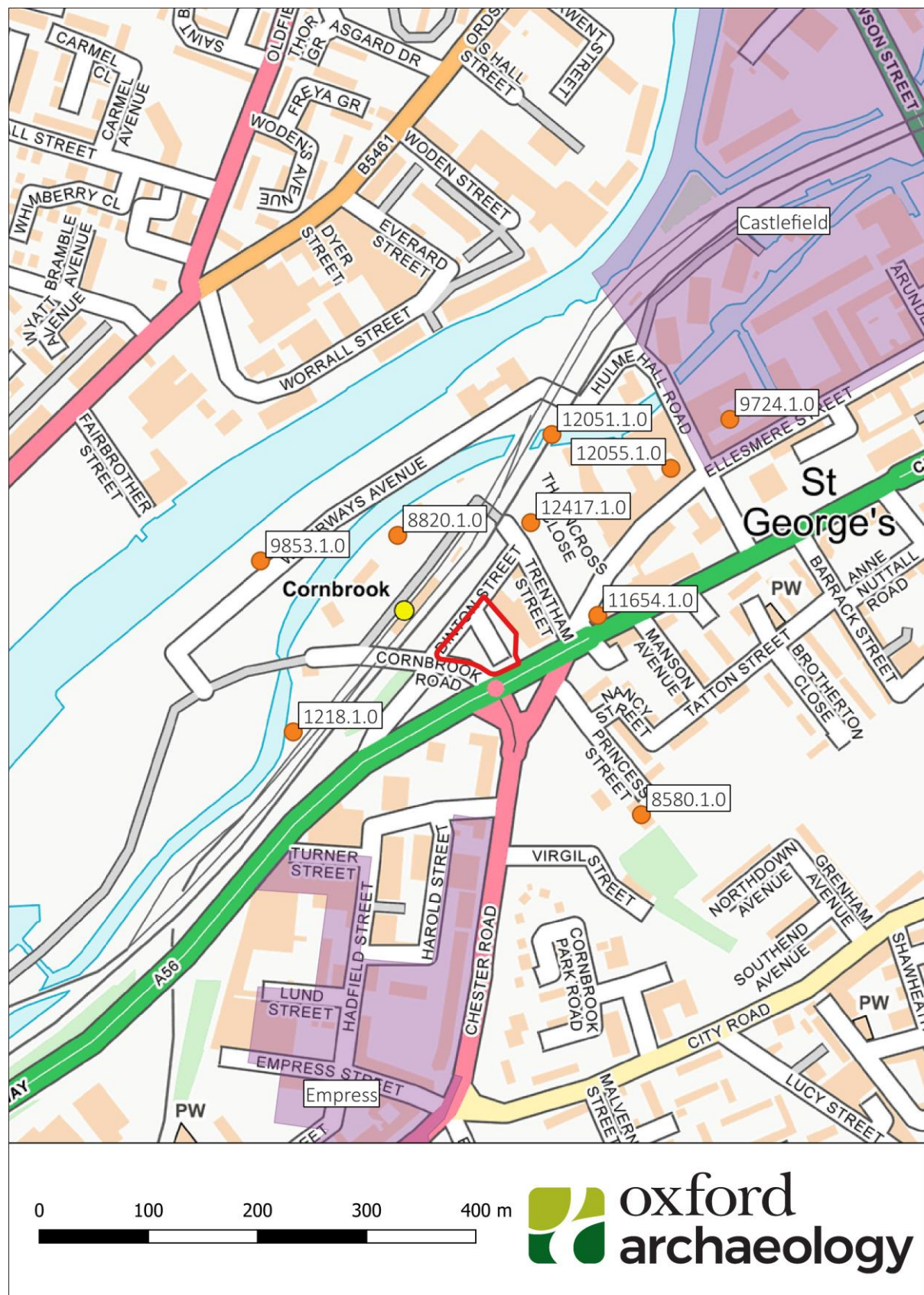


Figure 7 Modern map showing HER entries and conservation areas within the study area

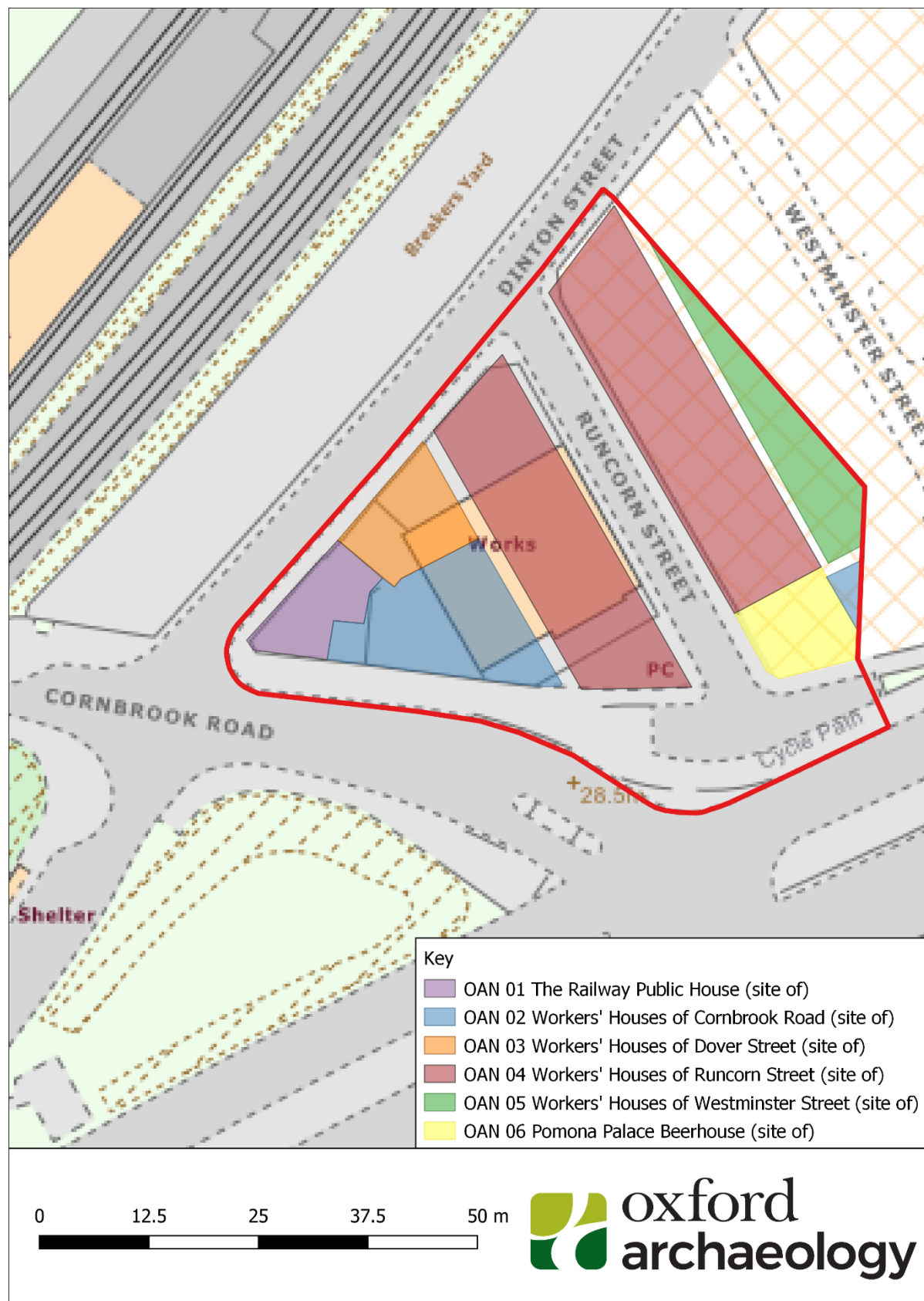


Figure 8 Modern map showing location of additional gazetteer entries (OAN 01 - OAN 06)

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