



SALFORD
ARCHAEOLOGY
University of Salford

Manner

Issue: v1

SA/2023/72

Hotspur Press, 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 at Hotspur Press, Manchester
Location	Centred NGR 383848, 397455
Version:	Version 1
Report Number:	SA/2023/72
Client:	Manner
Issue Method:	By email only
Digital location	VDrive/Research/SalfordArchaeology/General/Projects

Document Revision History

Date	Author	Summary of Changes	Version	Checked
07/11/23	Katie Fletcher	Updated development proposals	1.0	KF
24/10/23	Jade Foxall	Updated Site boundary	1.0	KF
08/09/23	Katie Fletcher	Edited	1.0	KF
17/09/23	Jade Foxall	Document Creation	1.0	JF

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1. Summary

Manner is devising proposals for the redevelopment of the redundant industrial site known as the Hotspur Press building, Manchester (centred on NGR 383848, 397455). The delivery of the scheme will require the partial demolition and redevelopment of the former Hotspur Press Complex (Medlock Mill) and redevelopment of the site to provide Purpose Built Student Accommodation (Sui Generis Use Class) within a part 4-storey (existing) and part 36-storey (new build) building with ground floor commercial or community uses (Use Classes F(e), F2(a)(b) and E(b)), associated ancillary internal and external amenity space, public realm (including a new public square), hard and soft landscaping and associated highway works. In order to support the planning applications for the scheme Manner 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 may contain a section of the projected route of the Manchester to Buxton Roman road, which is believed to run through the north-eastern corner of the site. During the late medieval and post-medieval periods, the site likely remained undeveloped and lay within Manchester's agricultural hinterland, beyond the settlement core. By the beginning of the 19th century, a grid of streets had been laid through fields within the west of the site, in anticipation of development. In addition, a small structure had been erected within the south-eastern corner of the site, adjacent to the bridge along Kenyon Street. This may have represented a dwelling house or a precursor to Medlock Mills.

The earliest reference to Medlock Mills comes from a datestone, which implies that the spinning block at Medlock Mills was erected in 1801, though cartographic sources suggest that it was erected between 1804 and 1809. By at least 1809, most of the site was occupied by a U-shaped range of buildings adjacent to the River Medlock, representing Medlock Mills. Evidence from trade directories reveal that Medlock Mills housed spinning and weaving machinery that represent a very early example of an integrated textile-mill complex.

The mill complex was expanded and improved throughout the first part of the 19th century, including the installation of a two-storey engine house, built by 1822. An L-shaped extension was added to the southern part of Medlock Mills by 1831, replacing the former batting rooms, and a detached building occupying the north-eastern part of the mill had been erected by 1844. The 1844 buildings were short-lived, as a large component was demolished in 1849 to enable the construction of the Manchester South Junction & Altrincham Railway viaduct. Part of this building may have been adapted for use as a gatehouse or watch house.

As part of the remodelling of the mill complex in the late 19th century, the two-storey engine house and L-shaped extension were demolished, and the footprint occupied subsequently by the extant, curved range on the north bank of the River Medlock. In addition, the gatehouse or watch house was replaced by and the single-storey workshops, built in 1880, and a second engine that was installed in the northern part of the spinning block in the later 19th century.

By the early 20th century, the owners of Medlock Mills were the Percy Brothers Ltd, who converted the mill complex into a paper-printing works, which was renamed The Hotspur Press. The proposed development area remained unchanged throughout the rest of the 20th century. The former Medlock Mills complex (Hotspur Press) currently remains extant within 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 Roman remains associated with the Manchester to Buxton Roman road, a late 18th- or early 19th-century dwelling house, a mid-19th-century pump, and the Medlock Mills complex, including the spinning block and power systems. Any such remains that do exist within the Site are likely to be of medium (regional) and low (local) significance and, without a programme of mitigation, the scheme could damage or destroy these remains.

Following consultation with Greater Manchester Archaeological Advisory Service (GMAAS), it is anticipated that a historic building survey (Historic England level 2/3) will be required at the former mill building. Pending the results of the historic building survey, archaeological monitoring in the form of a watching brief will be required during the demolition phase of the building in order to establish whether the mill was originally water powered. Following demolition, a programme of intrusive archaeological investigation will be required to offset any harm or loss of the below-ground archaeological resource.

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

Manner have prepared a planning application for the redevelopment of the redundant industrial site formerly known as Medlock Mills (Hotspur Press), Manchester into student accommodation (centred on NGR 383848, 397455). The delivery of the scheme will require the demolition of some existing buildings and the alteration of the extant 19th-century former mill building, together with the construction of a 36-storey high-rise structure. 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 383848, 397455) comprises a plot of land in Manchester City Centre, (herein referred to as the 'Site'), which is bounded by an Oxford Road Station viaduct to the north, Gloucester Street to the east and by a loop of the River Medlock in the south and west (Fig 1; Plate 1). The Site is presently occupied by Medlock Mills, a former 19th-century mill building, also known as the Hotspur Press building.



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 30m above Ordnance Datum (aOD) and on the north bank of a loop within the River Medlock.

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. It is

overlain by superficial Devensian Till – Diamicton deposits, which formed between 116 and 11.8 thousand years ago during the Quaternary Period (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. The Site does not fall within a Conservation Area, although the boundary of the Whitworth Street Conservation Area lies within c 230m to the north-east.

The Site is located within 200m of 13 listed buildings and within 300m of 25 designated-heritage assets (Table 1). The proposed development will not have a direct physical impact on these designated heritage assets; however, it may have an indirect impact on the setting of the designated heritage assets. A detailed consideration of the above-ground historic environment is presented in a separate heritage appraisal that has been prepared by and is not considered within this assessment, which is focused on below-ground heritage assets (Table 1).

Site	Designation	HER	Location (NGR)
Chorlton New Mill	Grade II Listed Building	2146.1.0	SJ 8393 9737
Chorlton Old Mill	Grade II Listed Building	2271.1.0	SJ 8395 9729
Chatham Mill	Grade II Listed Building	2149.1.0	SJ 8406 9728
Marsland's Mill	Grade II Listed Building	2315.1.0	SJ 8398 9724
Macintosh Mill	Grade II Listed Building	12400.1.0	SJ 8389 9731
Mill Chimney Stack on the E side of Junction with Cambridge Street	Grade II Listed Building	12056.1.0	SJ 8391 9730
127 Chepstow Street, Peveril of the Peak Public House	Grade II Listed Building	8327.1.0	SJ 8386 9761
16-20 Chepstow Street (Chepstow House)	Grade II Listed Building	8326.1.0	SJ 8384 9763
90 Great Bridgewater Street, Tootal Building Extension, Lee House	Grade II Listed Building	8411.1.0	SJ 8394 9762
The Ritz Dance Hall	Grade II Listed Building	12150.1.0	SJ 8397 9754

Oxford Road Rail Station	Grade II Listed Building	9899.1.0	SJ 8402 9750
Lock No 88 to E of Oxford Street	Grade II Listed Building	12089.7.0	SJ 8389 9747
Railway Viaduct	Grade II Listed Building	11681.1.0	SJ 8389 9747

Table 1 Designated heritage assets within 200m 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 (Fig 13);
- / 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 eighteenth century.

3.3 Site Inspection

A site inspection was carried out previously by Salford Archaeology in 2018 and therefore, an additional site inspection is not considered necessary.

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, 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 189-208), 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 194 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 203 states that the effect of a proposal on non-designated heritage assets (designated assets are covered in paragraphs 199-202) should be taken into account in determining a planning application.

Paragraph 205 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.’

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 are provided by a small number of residual finds. A Neolithic stone hammer and arrowhead (HER 119.1.0) were unearthed in the Castlefield area in 1845 (Sutton 1909), whilst excavations at 77-83 Liverpool Road (HER 13944.1), c. 750m to the north-west of the Site, produced two Mesolithic flints, a Neolithic/Bronze Age waste flake and a single sherd of late Bronze Age/Iron Age pottery. These finds compliment a growing regional body of finds representing prehistoric activity, known to be concentrated on well-drained sand and gravel sites in proximity to water courses and moss lands.

5.1.1 Archaeological potential

The potential for buried archaeological remains deriving from prehistoric activity within the Site is considered to be low. The possibility of isolated artefacts should not be dismissed given the distribution of finds in Castlefield, although it is considered most unlikely that artefacts will be found *in-situ* given the intensive development of the Site since the 19th century.

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 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. Castlefield Roman Vicus and Area of Roman Manchester partially covers lies c.428m to the west of the Site (HER 415.2.0).

Part of the vicus was excavated in 1972 and 1981, revealing that the ditch system surrounding the fort was abandoned during the Flavian period. A road and associated buildings were built in the Hadrianic period. A hostelry, of timber structure, was uncovered, its function ascertained from large quantities of glass and gaming chips. After AD 250 the vicus experienced considerable decline, paralleling the decline of the fort (HER 415.2.0).

Roads from the fort linked Manchester with Buxton to the south-east, Chester to the south, Wigan to the north-west, Ribchester to the north, and Castleshaw and York to the north-east. The settlement was well connected in terms of trade and consequently lasted until the late third century AD. The projected line of the Roman road from Manchester to Buxton (HER 28.1.3) takes a course across the north-eastern corner of the Site, although firm evidence for its exact route is awaited. There are also two Roman findspots towards the south-western extent of the wider study area. These comprise of a Roman urn, three Roman dishes (plain Samian Ware) and a Samian bowl that were found in the silt of the old course of the River Tib at Gaythorn c. 1903 (HER 415.4.26), and three coins that were recovered from the silt of the channel of the River Medlock adjacent to the Site (HER 415.4.12). The coins are reported to have been discovered at a depth of 24 feet below ground level and comprised coins of Gallienus (253 – 68 AD), Claudius Gothicus (268 – 70 AD) and Aurelianus (270 – 5 AD). An additional antiquarian find was located c.240m north-west of the Site and consisted of a Roman amphora neck (HER 415.4.28).

5.2.1 Archaeological potential

There is some potential for the Site to contain Romano-British remains, given the projected course of the Manchester to Buxton Roman road and the discovery of three coins from the River Medlock adjacent to the Site. This potential across much of the area is diminished by the extent of 19th-century development, although the north-eastern corner of the Site does not appear to have been subject to extensive disturbance.

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). A gold finger ring (HER 9916.1.0), discovered in antiquity, has been traced to the Castlefield area (c.260m to the north-east of the Site), providing rare physical evidence for human activity in Manchester during this period.

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

Some idea of the historic land-use during this period is provided by documentary evidence; a deer park was established in the southern end of Deansgate, covering an area from Quay Street as far south as the River Medlock. This park, known as Aldport Park, is mentioned in the 13th century and was maintained perhaps as late as the 16th century. Plans of the town and its hinterland produced in the post-medieval period imply the land to the south of the town reverted back to agriculture.

5.3.1 Archaeological potential

Given the location of the Site away from known medieval settlement activity, the potential for buried archaeological remains is considered to be unlikely. The possibility of medieval finds should not be ruled out completely given the historic landscape, although it is very unlikely that any *in-situ* finds will be recovered due to the intensive development of the Site during the 19th century.

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.

The study area lies immediately beyond the northern extent of Chorlton-upon-Medlock, which emerged as an important early focus for textile mills, and some of the largest of Manchester's pioneering steam-powered mills were built there from the late 1790s (Clark 1978). Birley's Chorlton Mills were of particular importance (HER 2271.1.0 & 2146.1.0). These occupied an area to the south of the proposed development area, bounded by Oxford Street, Cambridge Street and Chester Street. Low-cost worker's housing also developed around this area to house the much increased, and largely immigrant population. The high Irish immigrant population who settled in this area led to it being known as Little Ireland, with the street of back-to-back housing around Rosamund Street, Charles Street and Jenkinson Street, close to the River Medlock and c.60m east of the Site, being perhaps the poorest areas (HER 9889.1.0). The dwellings in this area were so low-lying that even though some were three-storeys high, only their chimneys could be seen from Oxford Road (Kidd 1996, 46)

5.4.1 Archaeological potential

The Site most lay within an area of post-medieval activity. The potential for buried archaeological remains is considered to be moderate due to the extensive development that took place in the 18th and 19th centuries.

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 2) 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 and is captured on Green's map of 1787-94 (Plate 3). 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.

Buildings associated with the canal, include the former Bridgewater canal offices (HER 8331.1.0; c 50m north of the Site) and the Duke's warehouse (HER 9849.1.0; c 130m to the north-east of the Site). The Duke's Warehouse was the first major warehouse to be erected in association with the canal, which was built soon after 1765. The canal offices were likely to have been built at a similar time.

Initially, the Bridgewater canal served a group of lime kilns set into the natural slope at the southern end of the arm, in Castlefield shown on Green's map of 1787-94 (Plate 3). Other plans push the date of the canal arm and kilns back slightly further, with both shown on a Bridgewater estate plan surveyed in 1785 and on a plan of the Castlefield basin dated 1778 (HER 13980.1.0). A second 18th-century kiln was also situated near to the Bridgewater canal basin (HER 16846.1.0). Several coal (HER 16217.1.0) and slate wharves (HER 13875.1.0) contemporary with the opening of the Bridgewater Canal were also established at the Castlefield canal terminus (HER120.1.0), located c 180m to the north of the Site.



Plate 2 Extract from Casson and Berry's map of 1741, showing approximate Site location

5.6 Overview of Manchester's Textile Industry

By the 1780s, the national demand for textile, particularly cotton, had begun to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of the factory-based cotton manufacturing industry of international repute (Baines, 1835). The ebb and flow of business confidence powerfully influenced development, which was concentrated into short and intense bursts of investment (Williams & Farnie, 1992, p. 19). The high price of land influenced the location of fresh industrial ventures, and thus the new steam-powered mule mills were built on the outskirts of the established nucleus of Manchester. The first of these were established in Ancoats during the 1780s, and was followed by the development of Chorlton-upon-Medlock, on the southern bank of the River Medlock. A commercial boom in 1800-2 saw the number of cotton-spinning firms in the township of Manchester double from 51 in 1799 to 111 in 1802, setting Manchester on its path to becoming the most highly concentrated centre of cotton spinning in the world (Williams & Farnie, 1992, p. 19).

In broad terms, fluctuations in the cotton market during the 1820s brought 'boom and bust' conditions for Manchester's manufacturers, although a report in the *Manchester Mercury* in 1827 claimed that 'the market for manufactured goods was the briskest which there has been for a very long time.' This favourable economic situation persisted until 1836, and led to numerous new textile mills being established around the fringes of Manchester. However, a serious depression of trade in 1837 results in 'the vigorous wedding out of inefficient firms' (Howe, 1984, p. 12). Boom conditions reigned between 1848 and 1853, and the number of cotton mills in Manchester reached a peak of 108 at the close of 1853 (Williams & Farnie, 1992, p. 21). It was at this time that Manchester gained its popular designation as 'Cottonopolis' in recognition that the city represented the nucleus of the whole cotton industry, harbouring representatives of all its component branches and ancillary trades.

The number of mills in Manchester declined gradually during the second half of the 19th century, and was surpassed by Bolton as the leading centre for cotton spinning in the 1850s. This reflected the continuing inflation of land values in Manchester in the face of increase competition for development plots, which presented significant issues to individuals mill owners that needed to expand their factory premises. Some old, established firms in the city centre relocated their business to the suburbs for the same reason, a notable example being Henry Houldsworth, who moved from his large mill complex on Newton Street in Manchester to Reddish, where he established a 'state of the art' spinning mill in 1865.

By the early 1880s, the number of cotton spinners operating in the city was in the process of absolute decline, exacerbated by the 'Great Depression' of 1873-96. This had a significant impact on many cotton-spinning firms. Some of Manchester's largest firms, such as McConnel & Kennedy and A & G Murray in Ancoats, specialised in the spinning of ultra-fine yarn, a branch of the industry that sustained less impact from the trade depression, whilst firms such as John Reynolds & Sons were afforded some protection through diversification into the weaving and finishing branches.

5.7 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 (HER 11681.1.0). 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 MSJ&AR 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 MSJ&AR viaduct is currently designated as a Grade II listed structure (HER 11681.1.0) and runs from Manchester Piccadilly 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.

In 1849 Oxford Road Station was opened by the Manchester South Junction and Altrincham Railway, who used it as their headquarters until 1904 (HER 9899.1.0). The construction of the railway line cut through Little Ireland and resulted in the demolition of several areas of slum housing. The construction of the viaduct, which bounded the Site to the north led to Kenyon Street being narrowed and realigned through an arch of the new viaduct to meet with Gloucester Street.

5.8 Development of the Site

The character of the study area was transformed after the late 18th century by the rapid expansion of Manchester. Shortly after the opening of Oxford Road in the early 1790s, the Chorlton Hall estate which lies on the north side of Boundary Lane was bought by local entrepreneurs with an intention to develop the land as a suburb to Manchester. The earliest detailed plan of the area includes Green's map of 1787-94 (Fig 3; Plate 3), captures the initial

stage of rapid development and shows a grid-iron of streets laid out across the area awaiting development. These include Kenyon Street and Gloucester Street which ran perpendicular through the Site and Cambridge Street to the south across the River Medlock, however the Site is otherwise undeveloped.



Plate 3 Extract from Green's map of 1787-94, showing the Site boundary

Aston's map of 1804 is one of the first maps to capture development within the Site. The plan shows a small structure in the south-eastern corner of the Site, adjacent to the bridge (Plate 4). The character and function of this building cannot be elucidated from the map, although it perhaps represents a 'dwelling house' that is marked in the same location on a plan of c 1822 (Plate 6). Conversely, it could represent a precursor to Medlock Mills, although any such use would seem inconsistent with the small size of the building depicted by Aston.

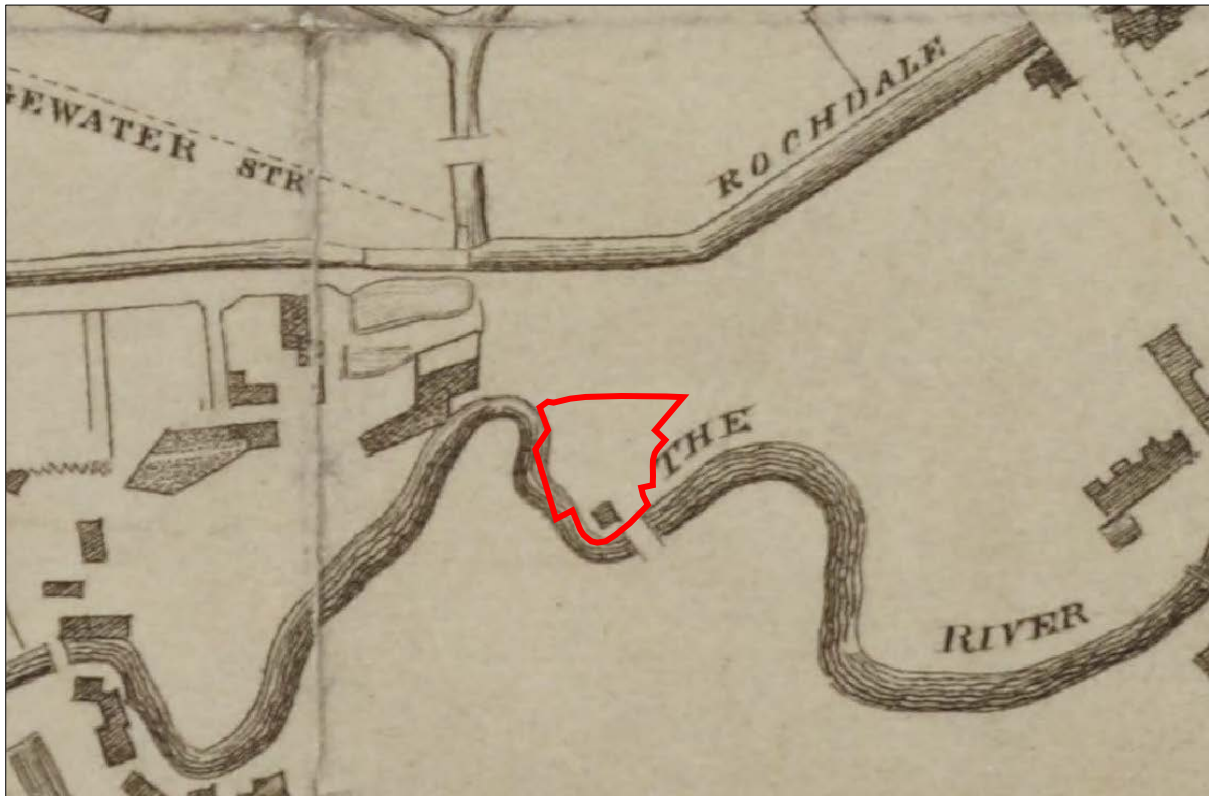


Plate 4 Extract from Aston's map of 1804, showing the approximate Site boundary

Several small-scale maps of Manchester were published during the next few years, including that produced by Dean and Pigot in 1809 (Plate 5). The map shows that the Site was occupied by a U-shaped-range of buildings that comprised two rectangular blocks and a short link block parallel and adjacent to the River Medlock (HER 16940.1.0). Although the map is produced at a scale that precludes any meaningful analysis of this building within the Site, the size and layout is certainly consistent with a textile mill and almost certainly represents an early configuration of Medlock Mills.



Plate 5 Extract from the Dean and Pigot map of 1809, showing the approximate Site boundary

During the beginning of the 19th century, the mill was occupied by the firm of Wilson, Fairweather & Co, which is listed in a trade directory for 1818-19 as cotton spinners and manufacturers of cotton goods at Medlock Mills (Pigot, 1818, pp. 308-18). This indicates that Medlock Mills housed spinning and weaving machinery, representing a very early example of an integrated textile-mill complex. Joseph Wilson and John Fairweather are similarly listed as cotton spinners and manufacturers in trade directories for 1821 and 1822, with offices at 2 Phoenix Street, off Market Street in Manchester (Pigot & Dean, 1821, p. 245; Baines, 1822, pp. 117-22) John Fairweather, described as a 'manufacturer', lived on Chester Road in Manchester (Pigot & Dean, 1821, p. 52).

The mill is included in a portfolio of *Plans of all the Cotton Spinning Mills in Manchester*, produced in c.1822 (Plate 6), which also attributes the firm of Wilson, Fairweather & Co as the occupiers of the mill. The plan indicates that the main mill building that lay fronting along Kenyon Street was six-storeys high, including a loft, and most likely represented the spinning block. A dwelling house is shown against the southern gable wall of the spinning block, which perhaps represents the small structure was that captured on Aston's map (Plate 4). Adjacent to the dwelling house, abutting the south-west corner of the spinning block, was a two-storey engine house. A small square-shaped projection against the west-facing elevation of the spinning block on the plan could represent a chimney, suggesting that the boilers may have been located in the south-eastern part of the spinning block.

The c.1822 plan shows that the smaller, parallel range along the western part of the Site comprised three components, which were all three-storey high and are described as 'Batting room, etc'. The initial processing of raw cotton was undertaken in batting rooms, which prepared the fibres for spinning.

	Sq ^r Yards
a <i>Factory 6 Stories E. & W.</i>	546 $\frac{1}{2}$
b <i>Engine 2 Stories</i>	33 $\frac{3}{4}$
c <i>Batting Room &c 3 Stories</i>	142
d <i>D^o.....D^o.....3 D^o.....</i>	33 $\frac{3}{4}$
e <i>D^o.....D^o.....3 D^o.....</i>	69 $\frac{5}{8}$

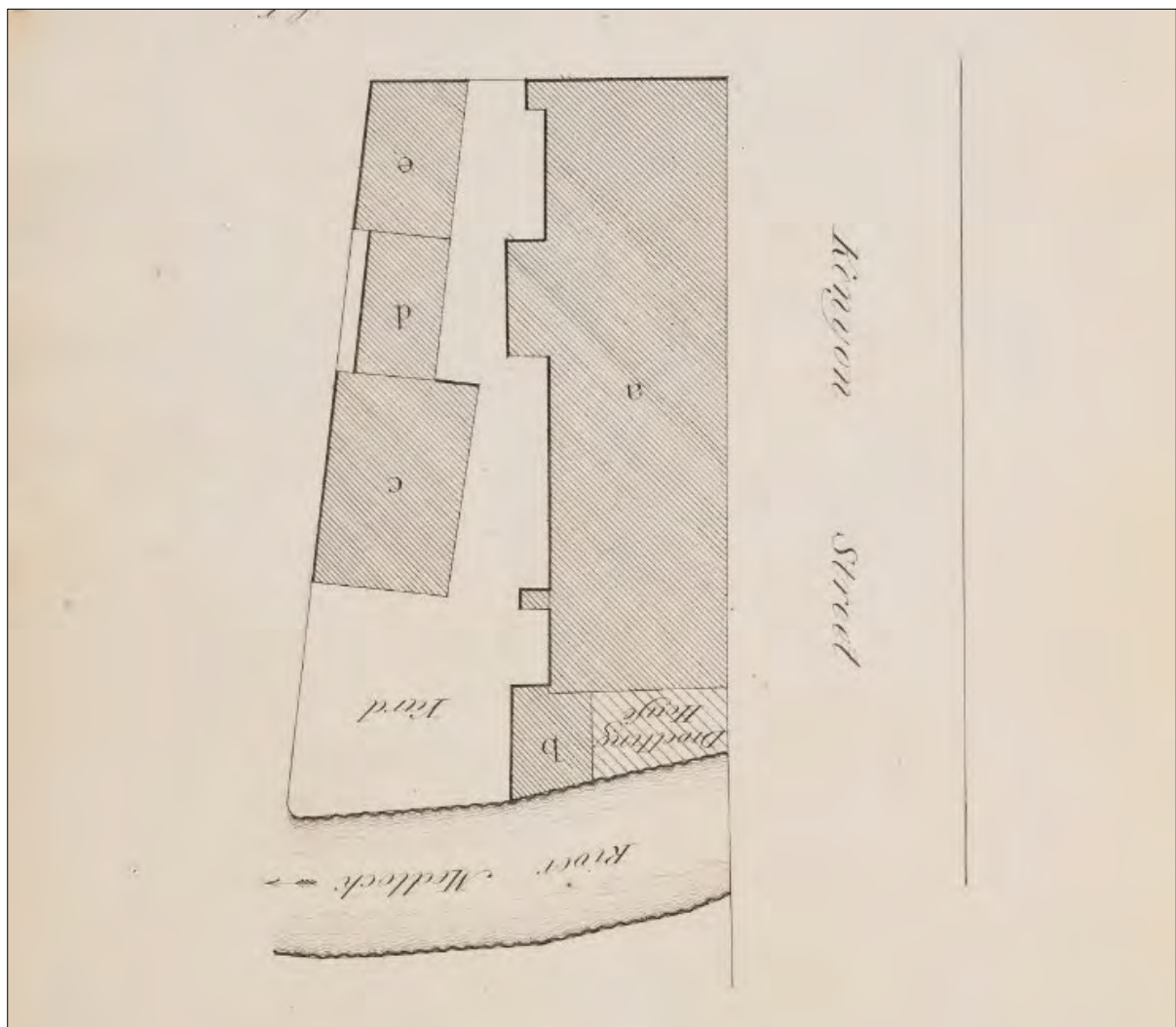


Plate 6 Extract from 'All the Cotton Spinning Mills in Manchester', produced in c.1822, showing a small chimney to the southern end of the western elevation of the main six-storey spinning block, together with a stair tower to the centre and a privy tower to the north.

The partnership of Joseph Wilson and John Fairweather, ‘cotton spinners and manufacturers of Manchester and Chorlton Row’ was dissolved by mutual consent on 12th June 1824 (*London Gazette*, 16th October 1824). Thereafter, John Fairweather continued in business at Medlock Mills on his own.

Swire’s map of Manchester and Salford from 1824 (Plate 7) is the next available map that captures the Site. The scale of the map again makes it difficult to elucidate any detail of individual buildings. The Medlock Mills (HER 16940.1.0) are shown on this map; however, it has a different footprint to the preceding maps. It seems likely that Swire’s map is inaccurate.

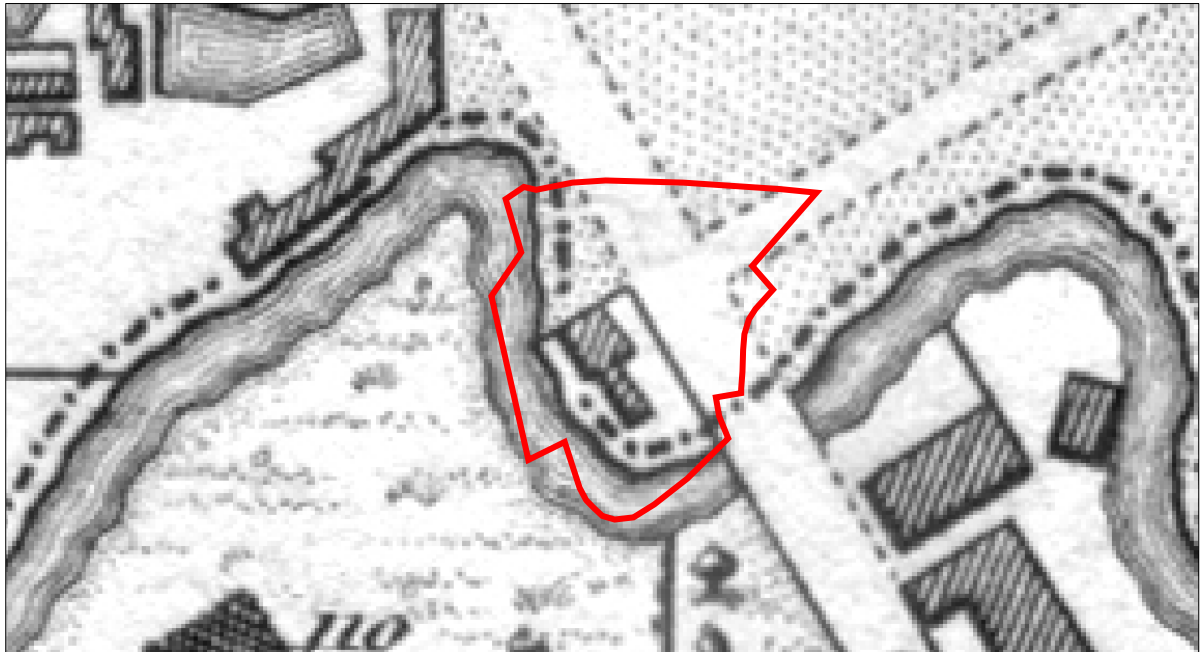


Plate 7 Extract from Swire's map of 1824, showing the approximate Site boundary

Banks and Co’s map of Manchester, 1831 (Fig 4; Plate 8) echoes the same U-shaped configuration of mill buildings as the Dean and Pigot’s map (Plate 5). Banks’s map, however, does show some expansion of the mill relative to the c.1822 plan, with a southern extension to, or rebuilding of, the southern three-storey batting room. There is also the addition of a link building to the spinning block, possibly representing a replacement engine house. The map also shows here projections against the west-facing elevation of the spinning block, comprising the chimney at the southern end, a stair town in the centre and a stove/heating tower against the north-western corner.

The 1830s saw the implementation of a series of Royal Commissions into the employment conditions in factories across Britain, including a Royal Commission on Employment of Children in Factories in 1834. The Supplementary Report details the responses to a series of questions from textile-mill owners in Manchester (PP (HC) 1834 [167] XX, D1), which included a response from John Fairweather. When asked whether his factory had been erected at different time, and the time at which it was first employed for its present purpose, Fairweather reported that there had been ‘no material alterations [to Medlock Mills] for the last 30 years’, suggesting a construction date of 1804. He also confirmed that the mill was steam powered, and that it was used for the spinning and weaving of cotton goods. When asked about the age

of the youngest workers employed at the mill, Fairweather replied that the youngest were between nine and ten years old, and that adults were expected to work for a total of 69 hours per week, although previously it had been 72 hours. Fairweather also noted in his responses that the mill was lit by gas during the winter months.

A Parliamentary Return of the number of power looms used in textile factories in 1836 contains an entry for John Fairweather of Manchester and accredits him with operating 118 calico power looms. This was amongst the lower figure returned for power looms in Manchester textile factories, implying that Fairweather's business was a comparatively small concern. Nevertheless, he is listed as a cotton spinner and manufacturer at Medlock Mill on Kenyon Street/ Gloucester Street in trade directories for the 1830s and early 1840s (Pigot & Slater, 1841) indicating that he remained in business. However, in 1843, the mill was advertised for sale or let in the *Manchester Courier & Lancashire General Adviser*, 18th February 1843 and stated:

'Valuable Freehold Cotton Mill – to be sold or let, with or without the machinery, all that valuable Freehold Cotton Mill and Premises, situate in Kenyon Street, opposite end of Gloucester Street, Oxford Road, on the margin of the river Medlock, and known by the name of "Medlock Mill". Together with the steam engine, 36-horsepower and machinery, comprising carding engines, throstles, mules, warping mills, sizing apparatus, and looms, all of which are in good working condition, and may be sold or taken with the mill'.

The mill does not appear to have been sold or let at this date, however, and another article (*Manchester Courier & Lancashire General Adviser*, 11th January 1845) advertised the sale of 72 'very excellent 5-4 Power Looms, made by Sharp, Roberts, and Co, the whole quite complete, and in the very best working condition'.

A survey of the area in 1844 provided a design plan for the proposed Manchester South Junction & Altrincham Railway, which shows the proposed route of the viaduct that forms the northern boundary of the Site (Plate 9). The survey shows a range of buildings in the north-eastern corner of the mill complex that would have needed to be demolished for the new viaduct; these buildings are not shown on Banks and Co's map of 1831 (Plate 8).



Plate 8 Extract from the Banks & Co's Map of Manchester and Salford, showing the Site boundary



Plate 9 Extract from a railway plan of 1844 showing the proposed route of the new viaduct, with arrow marking the buildings in the north-eastern corner of the Site.

The next available map that captures the Site is the Ordnance Survey map of 1851, which is the first map that accurately captures the detail of the Site (Fig 4; Plate 10). The footprint of the mill buildings on the Ordnance Survey map largely replicates those shown on Bancks and Co's map, although a possible stair tower that was depicted by Bancks and Co (Plate 8) is not present on the 1851 map. The Ordnance Survey map also marks a pump at the northern end of the central mill yard, and a footbridge that would have provided access to the original engine house from the south bank of the River Medlock, just south of the Site. The northern boundary is bounded by the viaduct that had been constructed by this period.

Adshead's map was published in 1851 (Plate 11), two years after the field survey for the Ordnance Survey map had been completed, and this shows Medlock Mills to have contracted slightly. In particular, the buildings in the south-western part of the Site are shown by Adshead to have been cleared, together with the footbridge across the river.

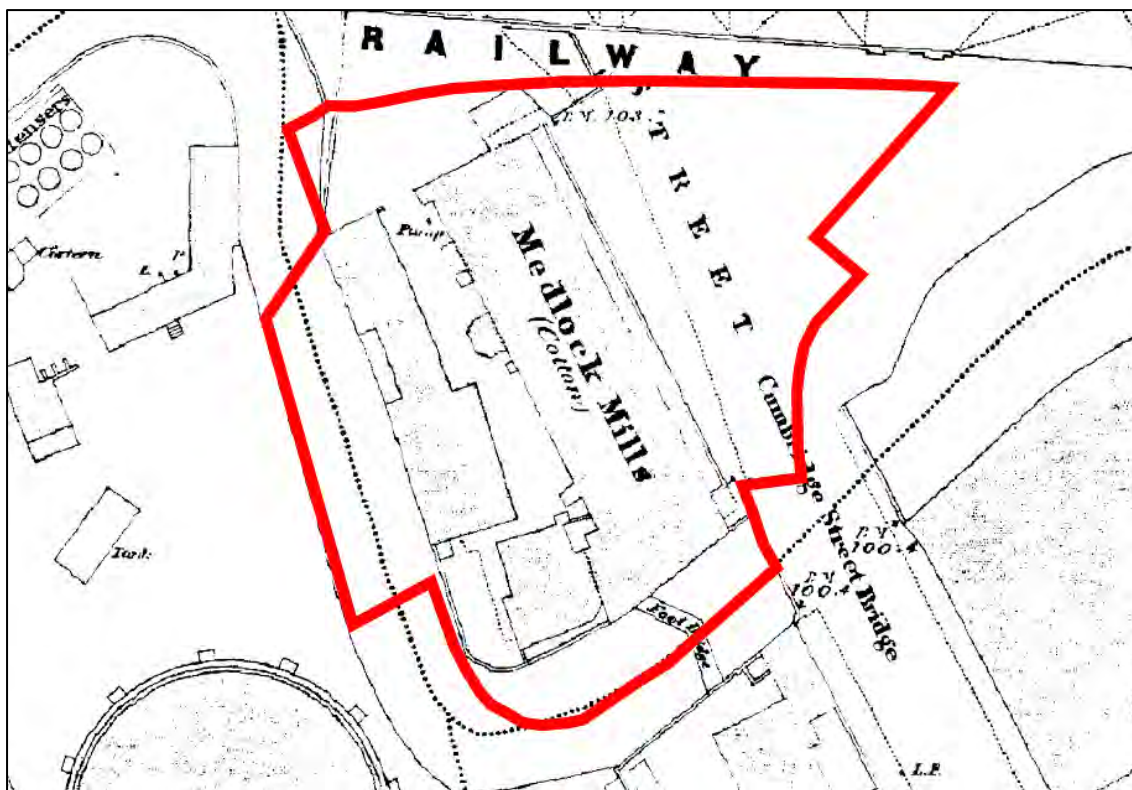


Plate 10 Extract from the Ordnance Survey Town Plan map of 1851, showing the Site boundary

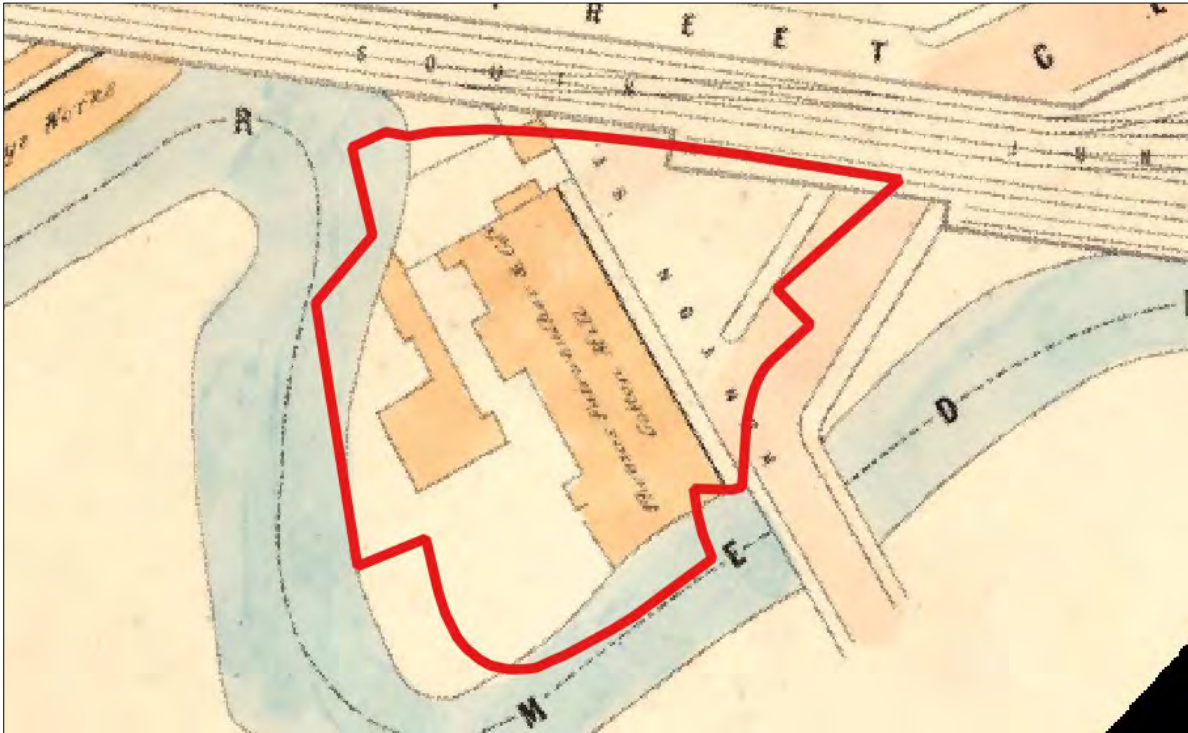


Plate 11 Extract from Joseph Adshead's map of 1851, showing the approximate Site boundary

A newspaper advertisement in 1852 however, offered for sale by private contract '463 five-quarter power looms, in good working condition, with winding and beam warping machines, and sizing or dressing machines, etc.' all of which could be seen in operation at Medlock Mill on Gloucester Street. The advertisement also offered the mill for let with power (*Manchester Courier and Lancashire General Advertiser*, 16th October 1852). It appears that the machinery was not purchased at that time, as it was again advertised for sale by auction in the following year (*Manchester Courier and Lancashire General Advertiser*, 21st May 1853), with a further advertisement for the sale or let of the mill printed in 1856, and another two in 1857. Based on the lack of entries in trade directories of the period and newspaper advertisements, it seems likely that the mill was not in operation during the early 1850s.

A newspaper advertisement printed in 1856, however, mentioned Edwin Butterworth Esq, a cotton waste dealer, giving Medlock Mill as his contact address (*Manchester Times*, 9th February 1856). It seems that Butterworth was the only a tenant of the mill, however, as it was advertised for let or sale later in that same year. The advertisement described the mill as:

'Six-storeys high, and attic, with 35 horse condensing engine and boilers, etc. The land is bounded by the River Medlock and the Manchester South Junction Railway, and contains, including the site of the mill, outbuildings, yard and vacant land, about 3,000 square yards' (*Manchester Times*, 7th June 1856).

The mill appears to have remained empty as it was advertised for let in March 1857, 'with or without power'. The advertisement suggested that the 'ground floor and room over are very suitable for a calenderer and maker-up, and the upper rooms for engraves or any purpose where premises are required'.

Entries in trade directories for the early 1860s indicate that Edwin Butterworth continued to occupy the mill (Slater, 1863, p. 40), but in June 1864 the site was purchased by John Rylands & Sons for the sum of £3300. Rylands & Sons became one of the most influential firms of textile manufacturers in the region during the latter 19th century.

An article printed in the *Huddersfield Chronicle* provided notification of the dissolution of the partnership between John Rylands and Reuben Spencer, 'as Rylands & Sons, merchants, Wood Street and Philip Lane, London, and at New High Street and the Medlock Mills, Manchester, and elsewhere' (*Huddersfield Chronicle*, 17th November 1873).

The next available map to capture the Site is the Ordnance Survey map of 1891 (Fig 6; Plate 12), which shows that the mill had been subject to some remodelling and development during the second half of the 19th century. The overall footprint of the spinning block remained unaltered, and two chimneys are shown along the western elevation of the building, with that to the south being enclosed by a new extension. The chimney to the north appears to have been added during the second half of the 19th century and is likely to indicate the installation of additional or replacement steam-power plant.

The new extension was erected across the south-western part of the Site to create an L-shaped multi-storey range, with a curved south-western wall that followed the bank of the River Medlock. This was built to the same height as the existing spinning block and is likely to have been erected by John Rylands & Sons in the late 1870s/early 1880s.

The three-storey 'batting rooms' along the western side of the mill complex were also probably cleared at the same time, allowing a range of single-storey glass-roofed structures to be built across the western part of the Site. Kenyon Street had been evidently abandoned by this date, allowing Medlock Mills to expand into the north-eastern part of the Site, infilling the triangular plot between Gloucester Street and the railway viaduct. Single-storey glass-roofed structures were also built across this plot, essentially created the layout of the extant Site. It has been established precisely when Kenyon Street was officially abandoned, although it is not listed in trade directories for the later 1870s.

The Ordnance Survey map of 1891 (Fig 6; Plate 12) also marks the position of a new weir across the River Medlock, together with some associated water-management infrastructure. The Medlock by this period ran under ground in the very north-western corner of the Site, allowing more space for the mill complex. The weir is referred to in a Deed of Covenant dates 18th March 1867, and appears to be associated with the extensive Macintosh Mills (HER 12400.1.0) on the south side of the river, rather than having been intended to serve Medlock Mill.

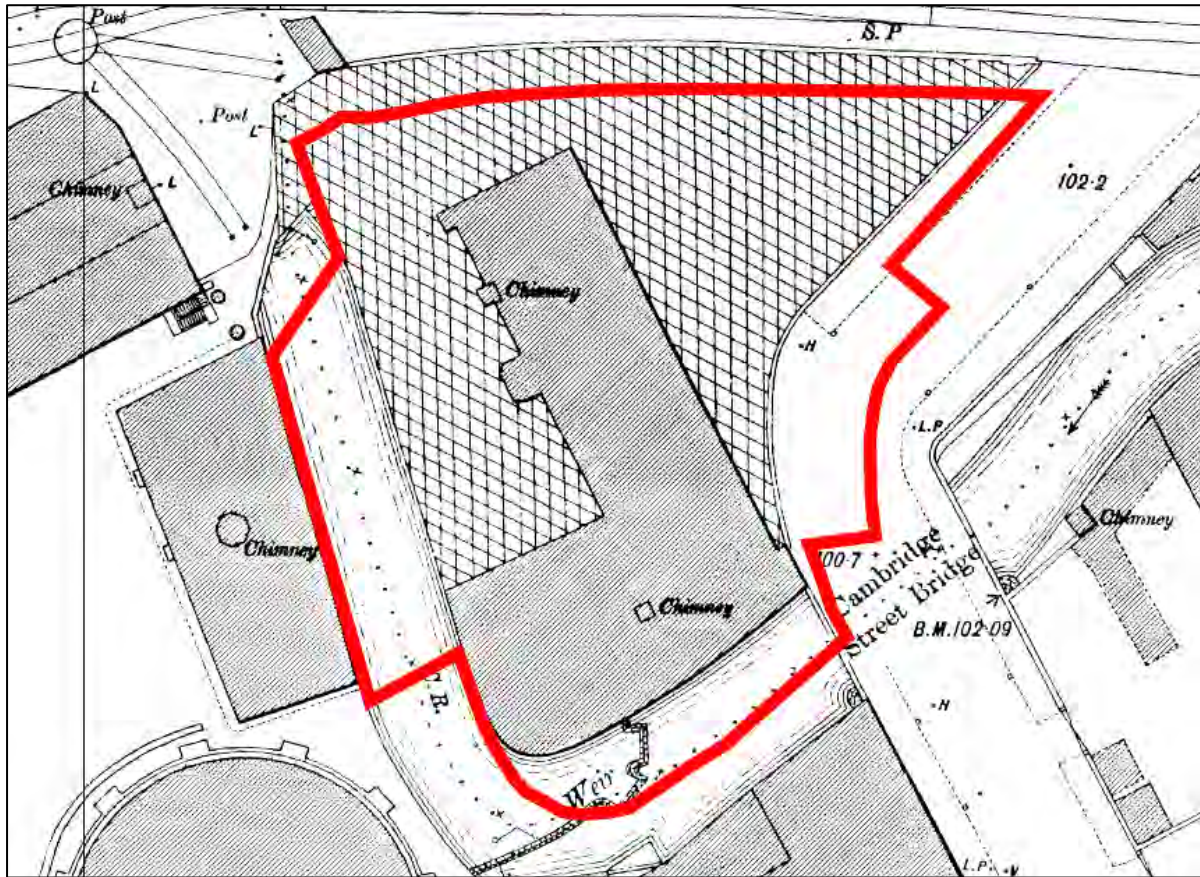


Plate 12 Extract from the Ordnance Survey Town Plan map of 1891, showing the Site boundary

The next relevant entry in the sequence of trade directories is provided by an edition for 1903 (Slater, 1903), which gives the Percy Brothers Ltd, printers, as the occupants of 4 Gloucester Street. Several phases of alteration to the buildings were undertaken by the Percy Brothers during the following years in order to convert the former cotton mill complex into a paper-printing works, which was renamed The Hotspur Press.

The sequence of alterations to the building during this period are charted by building control plans submitted to Manchester Council in 1907, 1910, 1911 and 1955. The plan of 1910 illustrates a proposal for the construction of a new, below ground 'gas plant' or 'gas suction plant' with associated engine (Salford Archaeology, 2018, p. 24). The new room was constructed projecting eastwards from the northern end of the basement floor and confirms that the basement of the main spinning block was used as the engine house at that date. The new structure was constructed beneath a part of the existing, ground-floor glazed shed to the east of the building, in order to create a double-height room (Salford Archaeology, 2018).

Proposals were drawn up in 1911 for the substantial alteration of the building that included the removal of the original stone staircase on the west elevation and the removal of the second chimney to the northern end of the west elevation. These plans were never implanted fully, although the chimney and flue appear to have been removed at this date.

Goad's insurance plan, revised in 1928 shows that the original spinning block had been reduced in height to four stories, plus a basement, and was used as the printer's machine rooms, together with the single-storey roof-light shed that was placed over the footprint of the earlier batting rooms (Plate 13). The chimney and stone-built stair tower are shown against the original western elevation of the building. The single-storey addition to the east of the spinning block was also used as a machine room, whilst the single-storey shed in the north-western corner provided storage for paper and lumber.

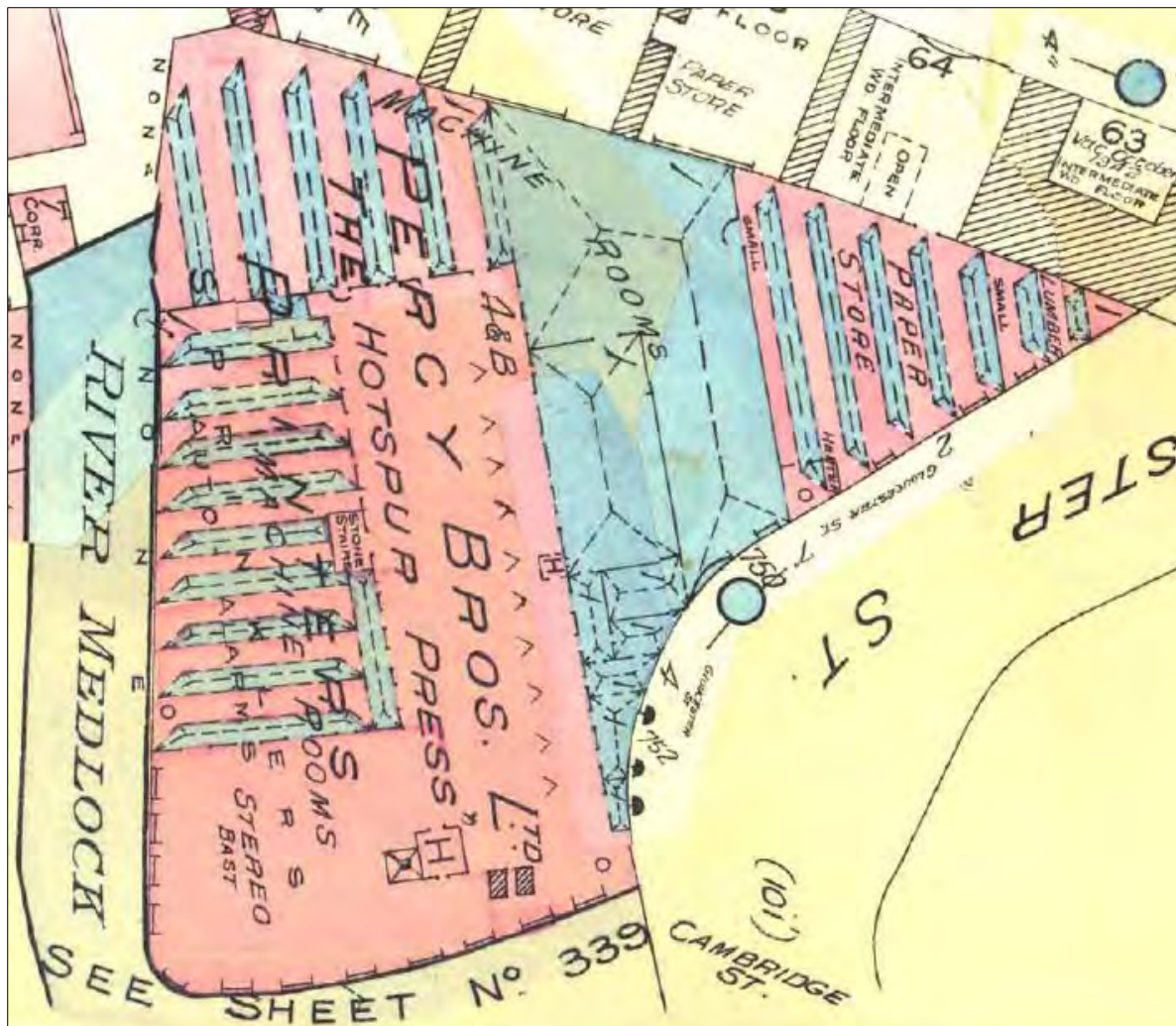


Plate 13 Extract from Goad's Insurance Plans (1928 revision)

A map drawn up in 1941 to show the locations of enemy bombing during the Second World War (Plate 14) indicates that the single-storey workshop in the north-western part of the Site was hit by an incendiary bomb in December 1940. The extent of the damage is not recorded. The Ordnance Survey map of 1962 (Fig. 10) provides the same annotation as the 1948 map (Fig 9), labelling the building as 'Hotspur Printing Works' (HER 16940.1.0).



Plate 14 Bomb damage map produced in 1941, based on Ordnance Survey mapping of 1934

By the mid-1970s Percy Brothers Ltd, printers and publishers, at the Hotspur Press on Cambridge Street, was liquidated (*London Gazette*, 14th October 1974). Thereafter, John Sherratt & Co Ltd took the decision to concentrate the company's activities to published and trade bookbinding, and this results in moving the company's premises to Hotspur House. An aerial photograph of Hotspur House (Plate 15) shows the main spinning block with chimney and stair tower, the curved warehouse block that was added in the late 1870/early 1880s and the broadly contemporary single-storey workshops.



Plate 15 Aerial view of Hotspur House, taken in 1989

The building was used as a printing shop until 2011, and thereafter provided studio space for artists and musicians.

5.9 Previous archaeological works

In total, 43 archaeological events have been recorded within a 300m radius of the Site. Non-intrusive events include 17 desk-based assessments, six heritage statements and seven building recordings. Intrusive archaeological investigations include six watching briefs, five evaluations and two excavations.

5.9.1 *Previous archaeological work within the Site*

A superficial record of Medlock Mill (Hotspur House) was compiled during the Greater Manchester Textile Mill Survey that was carried out in the mid-1980s. A description of the mill based on a rapid external inspection was compiled, together with a brief photographic record. As part of that survey, a series of aerial photographs were taken of surviving cotton mills across Greater Manchester, including Medlock Mill (Plate 15).

A desk-based assessment which encompassed the area within the Site was undertaken by Parsons Brinckerhoff Ltd in 2014 (EGM4229). The DBA was produced for Network Rail, who prepared a development scheme that included the widening of two sections of the viaduct that bounds the Site to the north. The survival/condition of the below-ground remains were

assessed and it was concluded that there is higher potential for the survival of archaeological remains where development has been minimal, which included the location of Medlock Mill and its surrounding area. (Parsons Brinckerhoff Ltd, 2014).

In 2016-7, a review of the Greater Manchester Textile Mill Survey was undertaken, which involved an audit and 'Buildings At Risk' survey of the surviving mills. This project involved compiling a short photographic record of the exterior of each mill complex in Greater Manchester from public vantage points, together with an assessment of the overall condition and occupancy of the component buildings. The assessment allowed each surviving mill complex to be assigned a 'risk' category on a scale of 1-6, with those buildings facing the greatest threat of rapid erosion or complete loss being assigned to categories 1-3 ('At Risk'). The survey concluded that Medlock Mills (Hotspur Press) was 'At Risk' (Category 3), based on its poor condition and its then partial occupancy.

A previous desk-based assessment was undertaken by Salford Archaeology for Hotspur Press in 2018 (EGM4690). The desk-based assessment was compiled in preparation for a proposed development scheme. The report concluded that the site was occupied from c.1804 by a cotton spinning and weaving mill known as Medlock Mills. The original multi-storey spinning block survives in an altered condition, together with an abutting range that dates to the early 1880s. Both multi-storey blocks are enclosed by single-storey workshops, which were also added to the site in the late 1870s or early 1880s. In the early 20th century, the buildings were converted for use as a printing works, which remains in production until 2011 (Salford Archaeology, 2018).

Excavations undertaken within the area include the New Wakefield Street project, c.210m east of the Site, by Salford Archaeology in 2017 (EGM4984). The excavation consisted of two trial trenches. The results demonstrated that structural elements of a 19th-century machine works that was converted subsequently to a textile-finishing works, coupled with a block of early 19th-century back-to-back workers' housing, and a 19th-century distillery, survived *in-situ* (Salford Archaeology, 2017).

Another excavation was the ManMet Science and Engineering excavation on Chester Street, c.230m south-east of the Site, by Salford Archaeology (EGM 4898). The 2020 excavation consisted of nine trenches that revealed extensive remains of workers housing across much of the site including double-depth and single-depth houses, back-to-back houses and blind backs. Alongside this were the remains of several industrial and commercial buildings including the Chorlton Union Oakum Works, the Kings Arms public house and the Swam Inn beer house (Salford Archaeology, 2020).

5.10 Summary of archaeological potential

No prehistoric activity is known to have taken place within the Site and the likelihood of finding prehistoric remains is considered to be very low.

The Manchester to Buxton Roman Road potentially runs through the north-eastern corner of the Site. This part of the Site does not appear to have been subject to any significant ground-reduction during the construction of the Medlock Mills complex.

No medieval activity is known within the Site and lies beyond Manchester's medieval core. The Site remained undeveloped during the post-medieval period, although streets had been

laid perpendicular through the Site in preparation for development by Green's map of 1787 (Plate 3).

In the early 19th century, a small structure lay within the south-eastern corner of the Site, adjacent to the bridge. The building may have functioned as a dwelling house or precursor to Medlock Mills.

By 1809 the Site was occupied by a U-shaped range of buildings adjacent to the River Medlock. The size and layout were consistent with a textile mill, and most certainly represents an early configuration of Medlock Mills. Evidence from trade directories reveal that Medlock Mills housed spinning and weaving machinery and represented a very early example of an integrated textile-mill complex.

The Mill was advertised for sale several times throughout the mid-19th century. In 1844 saw a number of ancillary buildings within the mill complex be demolished for the construction of the Manchester South Junction & Altrincham Railway viaduct which bounds the Site currently to the north.

Medlock Mills was subject to multiple alterations in the late 19th century and early 20th century, including a new extension across the south-western part of the Site and a series of single-storey glass roofed structures in the northern area of the Site.

By the early 20th century, the owners of the Mills were the Percy Brothers Ltd, who subsequently turned the mill complex into a paper-printing works, which was renamed The Hotspur Press. The buildings saw further alterations during this period. A bomb damage map was produced in 1941 (Plate 14) and showed that the Site was targeted by an incendiary bomb in 1940, however the extent of the damage was not recorded.

The Site remained unchanged throughout the mid-20th century and by the mid-1970s the Percy Brothers Ltd, printers and publishers, at the Hotspur Press on Cambridge Street was liquidated.

John Sherratt & Co Ltd took the decision to concentrate his company's activities to published and trade bookbinding and moved the company premises to Hotspur House.

The former Medlock Mills (Hotspur Press) currently remains extant within the Site.

6. 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 11-12 within Appendix 1: Figures.

Gazetteer Entry 01

Site Name	Manchester to Buxton Roman Road
Designation	Non-designated heritage asset
HER Number	28.1.3
Site Type	Roman road (site of)
Period	Roman
NGR	383882, 397467
Source	HER
Description	Part of the Roman road from Buxton to Manchester, that runs through the north-eastern corner of the Site.
Assessment	The proposed route of the road is believed to run through the north-east corner of the Site could be affected by the proposed development scheme.

Gazetteer Entry 02

Site Name	Dwelling House
Designation	Non-designated heritage asset
HER Number	-
Site Type	Worker's cottage (site of)
Period	1794-1804
NGR	383848, 397421
Source	Green's map; Aston map; Plan of c.1822
Description	A 'dwelling house' marked on the plan of c.1822, occupying the same position as a small structure shown on Aston's map of 1804. The dwelling may represent the first building on the Site but was subsumed by an extension to Medlock Mills that had been erected by 1831.
Assessment	The footprint of the workers' cottage lies within the Site, although it is likely that all physical remains were removed during the construction of Medlock Mills.

Gazetteer Entry 03

Site Name	Medlock Mills Spinning Block
Designation	Non-designated heritage asset
HER Number	16940.1.0
Site Type	Cotton mill
Period	1804-09
NGR	383837, 397436
Source	Dean and Pigot's map; Plan of c.1822, OS Mapping

Description	The original spinning block of Medlock Mills, dating to the early 19 th century' a datestone purports that the mill was erected in 1801, although the available mapping suggests that it was built between 1804-09. The building has been subject to considerable alteration during the 19 th and 20 th centuries, including the reduction in height by a single-storey, and the installation of a second steam engine at the northern end.
Assessment	The building is extant, and is the most significant component of the Hotspur Press complex that currently occupies the Site. It will be largely altered with the proposed development schemes which could damage the remains.

Gazetteer Entry 04

Site Name	Medlock Mills Engine House
Designation	No designation
HER Number	16940.1.0
Site Type	Engine House (site of)
Period	1804-09
NGR	383839, 397416
Source	Dean and Pigot map; Plan of c.1822; OS mapping
Description	A two storey engine house attached to the south-west corner of the spinning block, as shown on a plan of c.1822. The engine house was demolished in the late 19 th century as part of the remodelling of the mill complex, and the addition of the curved block on the north bank of the River Medlock. The original chimney survives intact. Historical research has shown the mills housed a second engine by the end of the 19 th century, which was housed in the northern part of the spinning block, although there are very few details available on the size and configuration of this engine and its steam-raising plant.
Assessment	The footprint of the original engine house lies within the southern part of the Site, and structural remains of the engine foundation beds, and the steam-raising plant may survive <i>in-situ</i> .

Gazetteer Entry 05

Site Name	Medlock Mills Batting Rooms
Designation	Non-designated heritage asset
HER Number	16940.1.0
Site Type	Batting rooms (site of)
Period	1804-09
NGR	383821, 397436
Source	Plan of c.1822; OS mapping
Description	A range of three buildings that are annotated as being three-storeys high on a plan of c.1822. The southern part of this range had been replaced with an L-shaped extension to the main spinning block by 1831, which was superseded by the present curved building along the bank of the River Medlock in the early 1880s.
Assessment	The footprint of the buildings lies within the boundary of the Site. However,

it is likely that any buried remains will have been largely destroyed during the remodelling of the mill complex in the 19th century.

Gazetteer Entry 06

Site Name	Medlock Mills Extension
Designation	No designation
HER Number	16940.1.0
Site Type	Cotton mill extension (site of)
Period	1820s
NGR	383828, 397414
Source	Bancks' and Co's map; OS mapping
Description	An L-shaped extension added to the southern part of Medlock Mills by 1831. Appears to have been demolished by 1851, and footprint occupied by subsequently by the extant range on the north bank of the River Medlock and the associated single-storey workshops.
Assessment	The footprint of the building lies within the boundary of the Site, although it seems likely that the foundations will have been removed during 19 th -century redevelopment of the site.

Gazetteer Entry 07

Site Name	Pump
Designation	No designation
HER Number	16940.1.0
Site Type	Pump (site of)
Period	Mid-19 th century
NGR	383823, 397449
Source	OS mapping
Description	A pump annotated on the Ordnance Survey map of 1851. Subsumed by single-storey sheds in the later 19 th -century.
Assessment	There is potential for buried remains of the pump to survive <i>in-situ</i> .

Gazetteer Entry 08

Site Name	Medlock Mills single-storey workshops
Designation	No designation
HER Number	16950.1.0
Site Type	Workshops
Period	Late 19 th century
NGR	383866, 397454
Source	OS mapping
Description	The single-storey building was added to the north-eastern part of the mill complex during the late 1870s. early 1880s, following the closure of Kenyon Street.
Assessment	The single-storey sheds are extant but of limited archaeological interest.

Gazetteer Entry 09

Site Name	Weir
Designation	No designation
HER Number	-
Site Type	Weir
Period	Mid-19 th century
NGR	3838343, 397409
Source	OS mapping
Description	A weir across the River Medlock and associated water-management system on the south bank that is first shown on the Ordnance Survey map of 1891 (Fig 6), but referred to in a Deed of Covenant dated 18 th March 1867. The weir appears to have been associated with an expansion of Macintosh's India Rubber Works on the south side of the river. There is little evidence to demonstrate conclusively that this replaced an existing weir across the river, although this possibility cannot be discounted. A temporary construction deck is required over the river, however, this will not impact the weir.
Assessment	The remains of the weir and associated water-management features survive on the south bank of the River Medlock, within the south of the Site, but will not be affected by the development proposals.

Gazetteer Entry 10

Site Name	Medlock Mills
Designation	No designation
HER Number	16940.1.0
Site Type	Detached building (site of)
Period	Mid-19 th century
NGR	383843, 397409
Source	OS mapping; 1844 Railway Plan
Description	A detached building occupying the north-eastern part of the mill complex that is absent from Bancks and Co's map of 1831 but present on a railway plan of 1844. The buildings were short lived, as a large component was demolished in 1849 to enable the construction of the Manchester South Junction & Altrincham Railway viaduct. However, part may have been adapted for use as a gatehouse or watch house and is shown on the Ordnance Survey map of 1851 (Fig 5) adjacent to the main entrance to the mill. The footprint of the southern part of this building lies beneath the floor of the single-storey workshops.
Assessment	The footprint of the building lies within the boundary of the Site, and the foundations may survive <i>in-situ</i> beneath the floor of the later workshop building.

Gazetteer Entry 11

Site Name	MSJ&AR viaduct
Designation	No designation

HER Number	11681.1.0
Site Type	Viaduct
Period	Mid-19 th century
NGR	383845, 397482
Source	OS mapping; 1844 Railway Plan
Description	The Manchester South Junction & Altrincham Railway was one of the country's earliest suburban railways constructed by David Bellhouse in 1846-9. It runs from Manchester Piccadilly Station via Oxford Road and Deansgate, following the approximate route of the river Medlock, before it branches into two at Castlefield. The railway line cut through Little Ireland and resulted in the demolition of several areas of slum housing. The construction of the viaduct, which bounds the Site to the north led to Kenyon Street being narrowed and realigned through an arch of the new viaduct to meet Gloucester Street. A survey of the railway shows a range of buildings in the north-eastern corner of the mill complex that would have needed to be demolished for the new viaduct.
Assessment	The viaduct bounds the Site to the north but does not fall within the Site and therefore will not be affected by the proposed development scheme.

7. Significance

7.1 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.

7.2 Designated heritage assets

The Site is situated within 200m of 13 designated heritage assets and 300m of 25 designated heritage assets. The proposed development will have a physical impact on these designated heritage assets and will be considered further in the heritage impact assessment. However, it will not be considered further in this desk-based assessment (see Section 2.2).

7.3 Significance of the archaeological resource

7.3.1 *Historical and archaeological interest*

Historical & archaeological interest

The projected line of the Roman road from Manchester to Buxton (GE01) potentially runs across the north-eastern corner of the Site and has potential to survive beneath the concrete floor of the single-storey workshops. Any such remains that do exist within the Site would be considered to be historic and archaeological significant.

There is no firm evidence for any occupation of the Site until 1804, when a small and probably domestic building is shown on historic mapping (GE02), which was later subsumed by an extension of an early textile mill complex. Manchester was at the forefront of the industrial revolution and therefore the Site may be considered to be of historic interest.

The most likely archaeological remains within the Site would be associated with the industrial use of the area, comprising of Medlock Mills (GE03-08 & GE10) which would be considered to be of archaeological interest. Any remains of the steam-power plant, housed in the northern end of the main spinning lock would be of archaeological interest, as there is very little

historical documentation for the exact location and configuration of this engine and its associated steam-raising plant, although it is likely to have been associated with the chimney shown against the northern end of the spinning blocks on late 19th-century mapping.

7.3.2 Baseline significance conditions

Period

The potential for any remains predating this period across most of the Site is considered to be very low given its intensive development as Medlock Mills/ Hotspur House from at least 1809. The only exception would be the north-eastern part of the Site, within the footprint of the single-storey workshop against the railway viaduct, which occupied a section of the projected course of a Roman road from Manchester to Buxton (HER 28.1.3). This part of the Site does not appear to have been subject to any significant ground-reduction during the construction of the Medlock Mills complex, and thus has potential to contain archaeological remains predating the 19th century, which would be considered significant due to period.

Rarity

Any physical remains deriving from the Romano-British period, and especially the Roman road from Manchester to Buxton, would be considered significant due to rarity, since so little survives within Manchester before the 18th century.

Desk-based research has shown that Medlock Mills was a very early example of an integrated spinning and weaving mill and was amongst the initial textile mills that were erected on Cambridge Street. In this respect, any surviving physical remains of the former mill buildings, particularly the early steam-power plant (engine and boiler houses and associated flue system; GE04), will have a significant rarity value.

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 areas of potential archaeological interest within the Site represent different elements of the Medlock Mills complex. In this respect, the identified sites have a high group value.

Survival / condition

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown. However, it is probable that any buried remains of the early 19th-century dwelling (GE02), together with the batting rooms (GE05) and the 1820s extension (GE06), will have been damaged or destroyed entirely during redevelopment of the site in the late 19th and 20th centuries. Conversely, there is some potential for buried remains of the foundation beds for the early steam engine, together with the pump (GE07) in the mill yard and the foundations of a detached building (GE10).

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 archaeological interest identified in this assessment relates almost entirely to Medlock Mills, and it being an early example of a steam-powered integrated spinning and weaving mill. The potential archaeological resource of the Site is not considered to be significant due to diversity.

Potential

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

The Manchester to Buxton Roman Road potentially runs through the north-eastern portion of the Site. The survival of remains associated with Roman 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>): Table 3):

Roman	
R10	What was the impact of Roman industrialisation on the environment?
R11	How can we identify typologies and the development of military sites and Roman road systems?

Table 3 Roman research agendas

Roman remains may survive within the Site, as the north-eastern portion of the Site has seen the least amount of development. Roman remains may survive within isolated patches through the Site and may have the potential to address the research aims listed above (Table 3).

The Site has high potential to contain remains from the Medlock Mills complex. The survival of these buildings 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/industrial>): Table 4):

Industrial Period	
IND21	How did industrial period towns affect the pre-existing historic landscape?
IND53	What can archaeology tell us about the production and use of consumer products and their typologies from the late 18 th to early 20 th centuries?
IND58	How have industrial buildings adapted to new technology and processes?
IND82	What is the evidence for bomb damage and its impact?

Table 4 Industrial Period research agendas

7.4 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 and potentially medium (regional) significance).

The Site has limited potential to contain Roman remains, which could be considered medium (regional) significance, depending on the condition and survival of the potential remains.

The Site has high potential to contain Medlock Mills engine houses (GE04) and Medlock Mills (GE10) which may be of medium (regional) significance. The spinning block (GE03) is currently extant within the Site and may also be of medium significance.

The Site has low potential to contain an early 19th-century dwelling house (GE02) and a pump (GE07) which would be of low (local) significance.

The Site has very low potential to contain remains of Medlock Mills extension (GE06) and Medlock Mills batting rooms (GE05) which have been subject to redevelopment that will have likely damaged or destroyed any buried remains, thereby reducing their significance to negligible.

Medlock Mills single-storey workshops (GE08) remain extant in the Site, however, the building is of limited archaeological interest and may be of negligible significance. In addition, the weir (GE09) also lies within the Site boundary but will not be affected by the proposed scheme.

8. Impact assessment

8.1 Development Proposals

Manner is devising proposals for the redevelopment of the redundant industrial site known as the Hotspur Press building into student accommodation (centred on NGR 383848, 397455). The delivery of the scheme will require the partial demolition and redevelopment of the former Hotspur Press Complex (Medlock Mill) and redevelopment of the site to provide Purpose Built Student Accommodation (Sui Generis Use Class) within a part 4-storey (existing) and part 36-storey (new build) building with ground floor commercial or community uses (Use Classes F(e), F2(a)(b) and E(b)), associated ancillary internal and external amenity space, public realm (including a new public square), hard and soft landscaping and associated highway works.

8.2 Impact upon archaeological resource within the Site

Delivery of the development proposals includes the partial demolition of existing buildings within the Site. The former Medlock Mills complex (Hotspur Press) is considered to be a non-designated heritage asset, with the earliest phase of buildings at the Site potentially being of medium significance, and, without a programme of mitigation, the scheme could damage or destroy these remains.

Delivery of the development proposals will necessitate ground-breaking works across the Site, with potential to impact on buried archaeological remains.

This assessment has demonstrated that the Site has the potential to retain buried remains of Roman activity, a dwelling house, a pump, and the Medlock Mills complex, including elements of its power systems. Any such remains that do exist within the Site are likely to be of medium (regional) and low (local) significance and, without a programme of mitigation, the scheme could damage or destroy these remains.

9. Recommendations

9.1 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.

9.2 Further Investigation

Following consultation with Greater Manchester Archaeological Advisory Service (GMAAS), it is anticipated that a historic building survey (Historic England level 2/3) will be required at the former mill building. Pending the results of the historic building survey, archaeological monitoring in the form of a watching brief will be required during the demolition phase of the building in order to establish whether the mill was originally water powered. Following demolition, a programme of intrusive archaeological investigation will be required to offset any harm or loss of the below-ground archaeological resource.

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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Acknowledgements

Salford Archaeology would like to thank Manner 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 Jade Foxall, and illustrations were provided by Sarah Mottershead. The report was edited by Katie Fletcher.

Appendix 1: Figures

- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed onto Green's Map of Manchester & Salford, 1787-94
- Figure 4: Site boundary superimposed on Bancks and Co's Map of Manchester & Salford, 1831
- Figure 5: Site boundary superimposed on the Ordnance Survey 1:1056 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 Series 1948
- Figure 10: Site boundary superimposed on the Ordnance Survey 1:1250 National Grid Series 1962
- Figure 11: Gazetteer sites superimposed onto modern mapping
- Figure 12: Gazetteer sites superimposed onto modern mapping
- Figure 13: Areas of archaeological potential

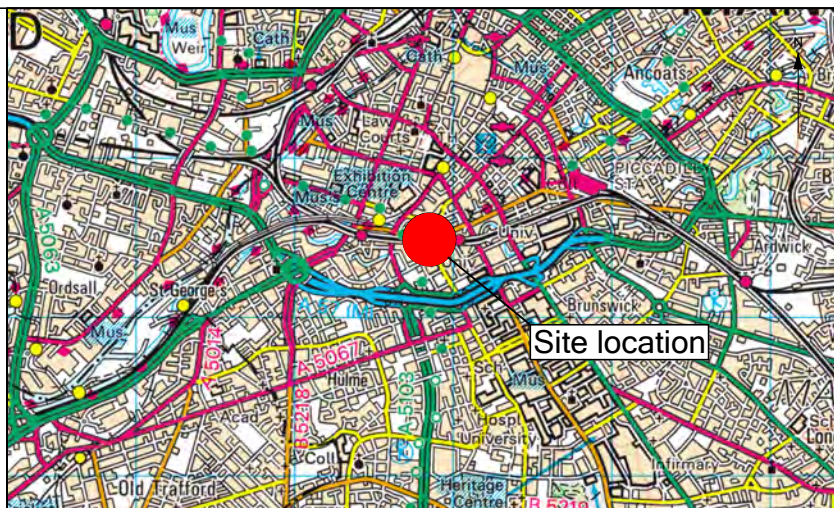


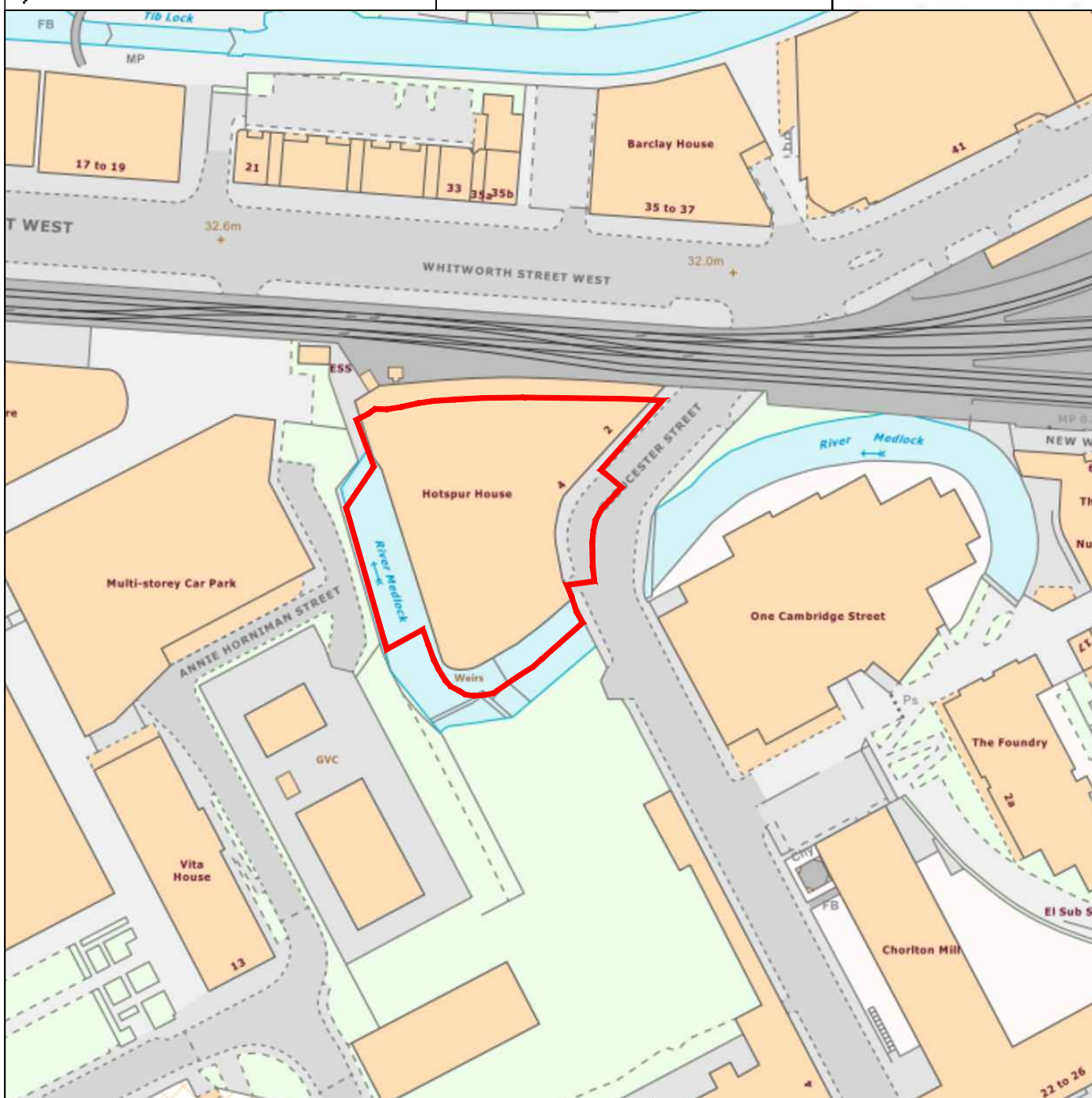
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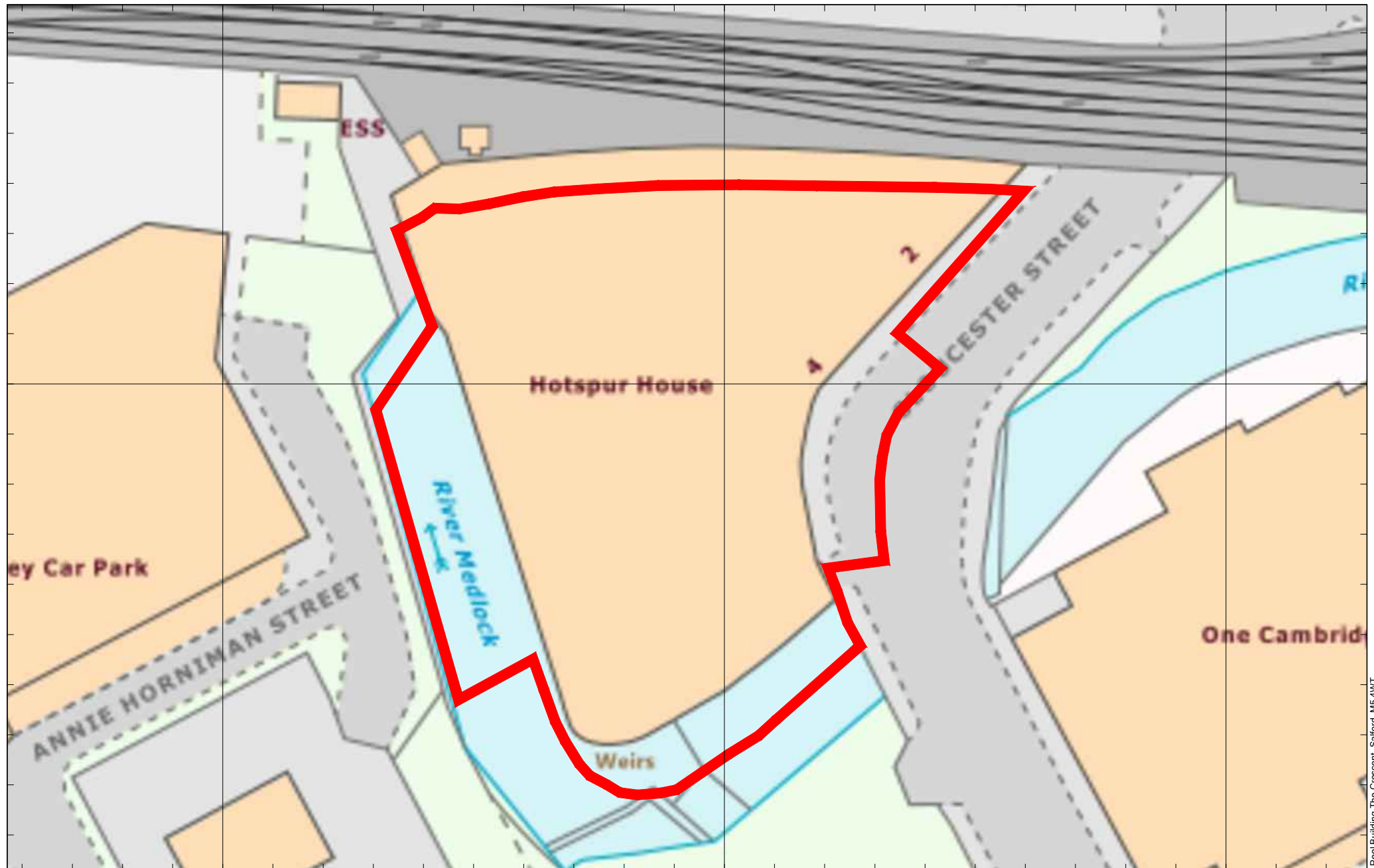
Site Location

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Figure 2:

Site Boundary Superimposed onto Modern Mapping
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Key:

— Site Boundary



Figure 3:

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



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Figure 4:

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



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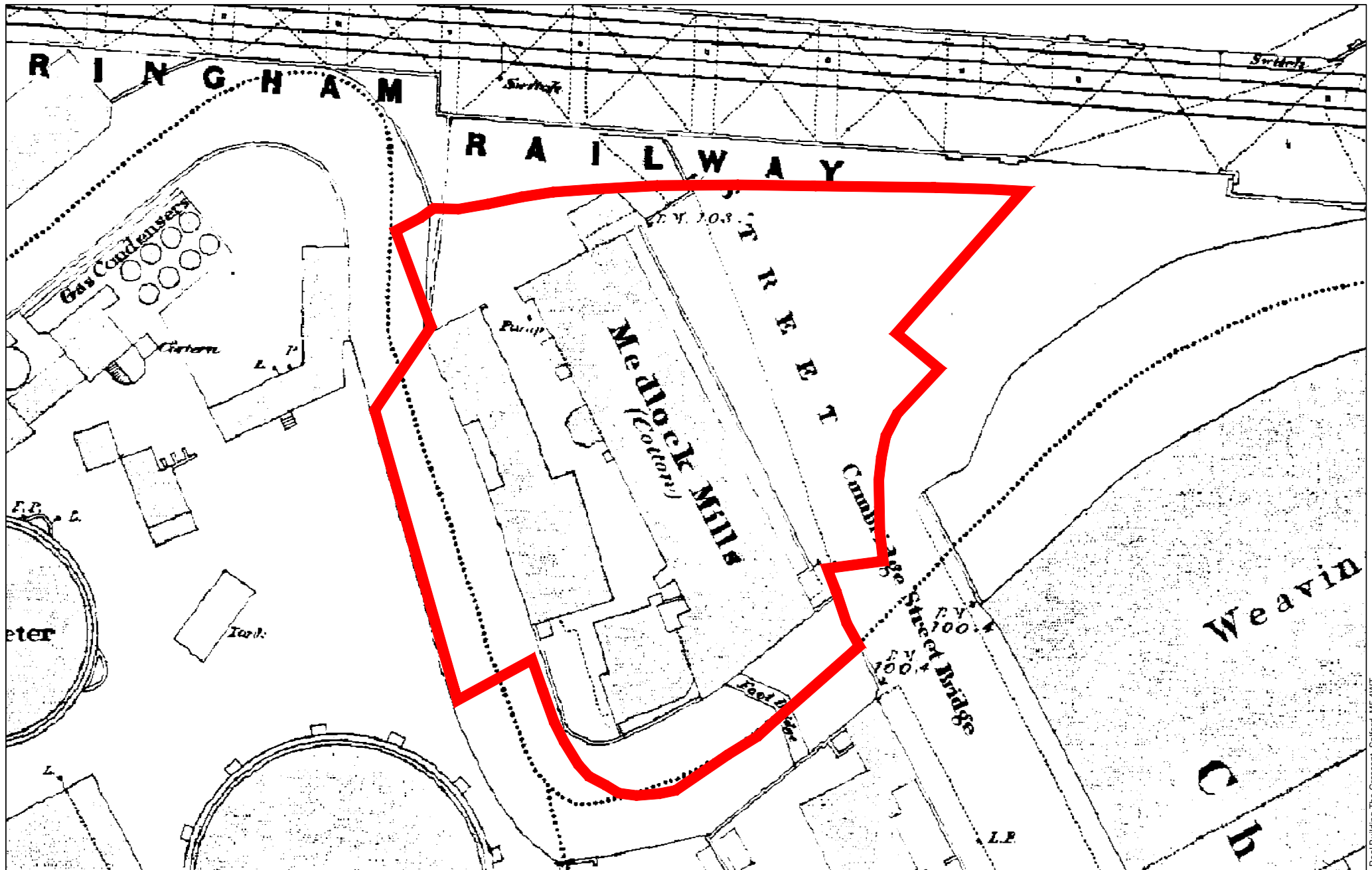


Figure 5:
Site Boundary Superimposed onto the 1:1056 Town Plan of 1851
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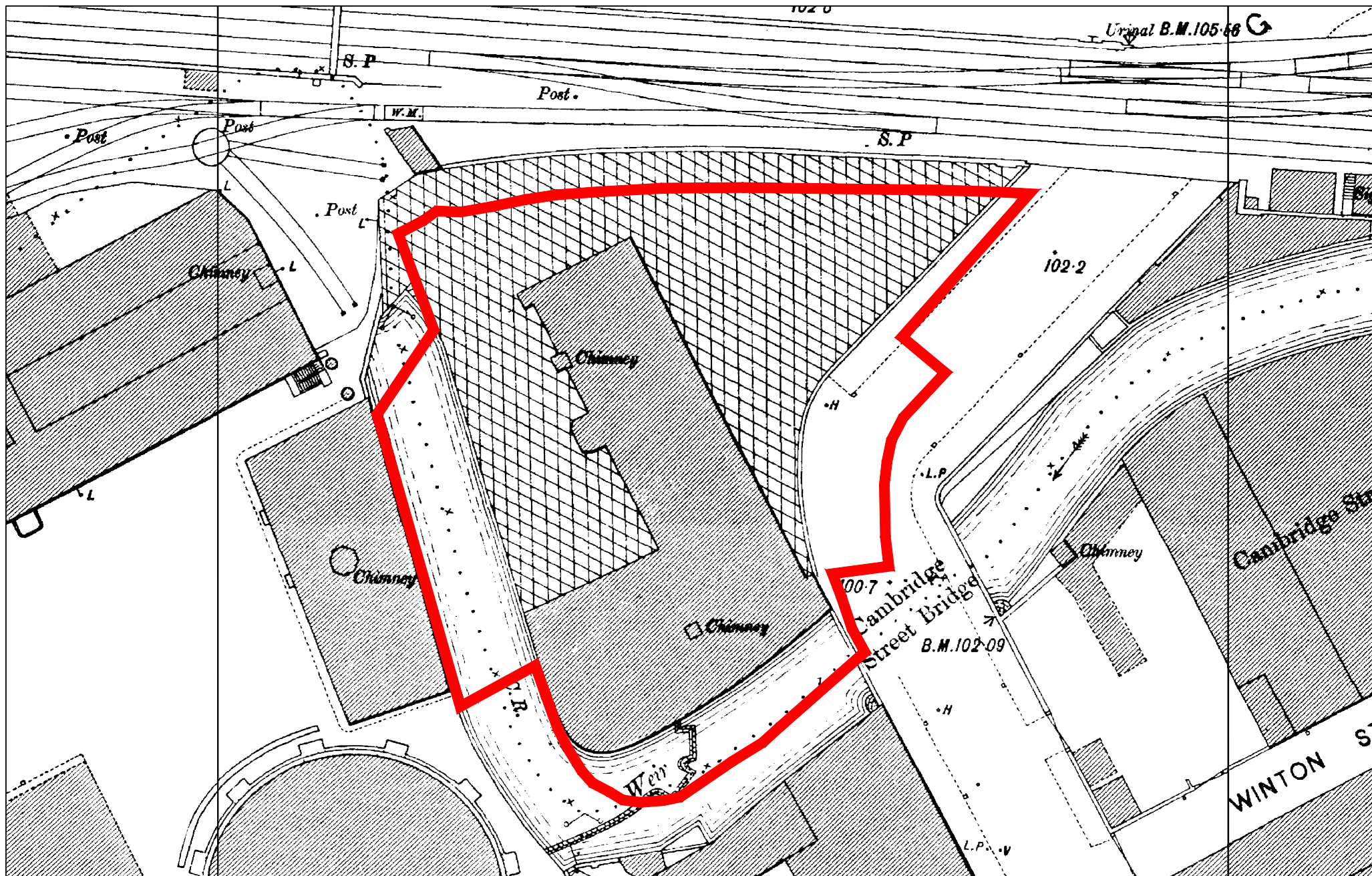
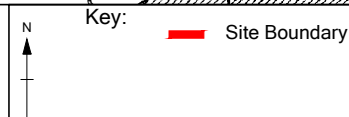


Figure 6:

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

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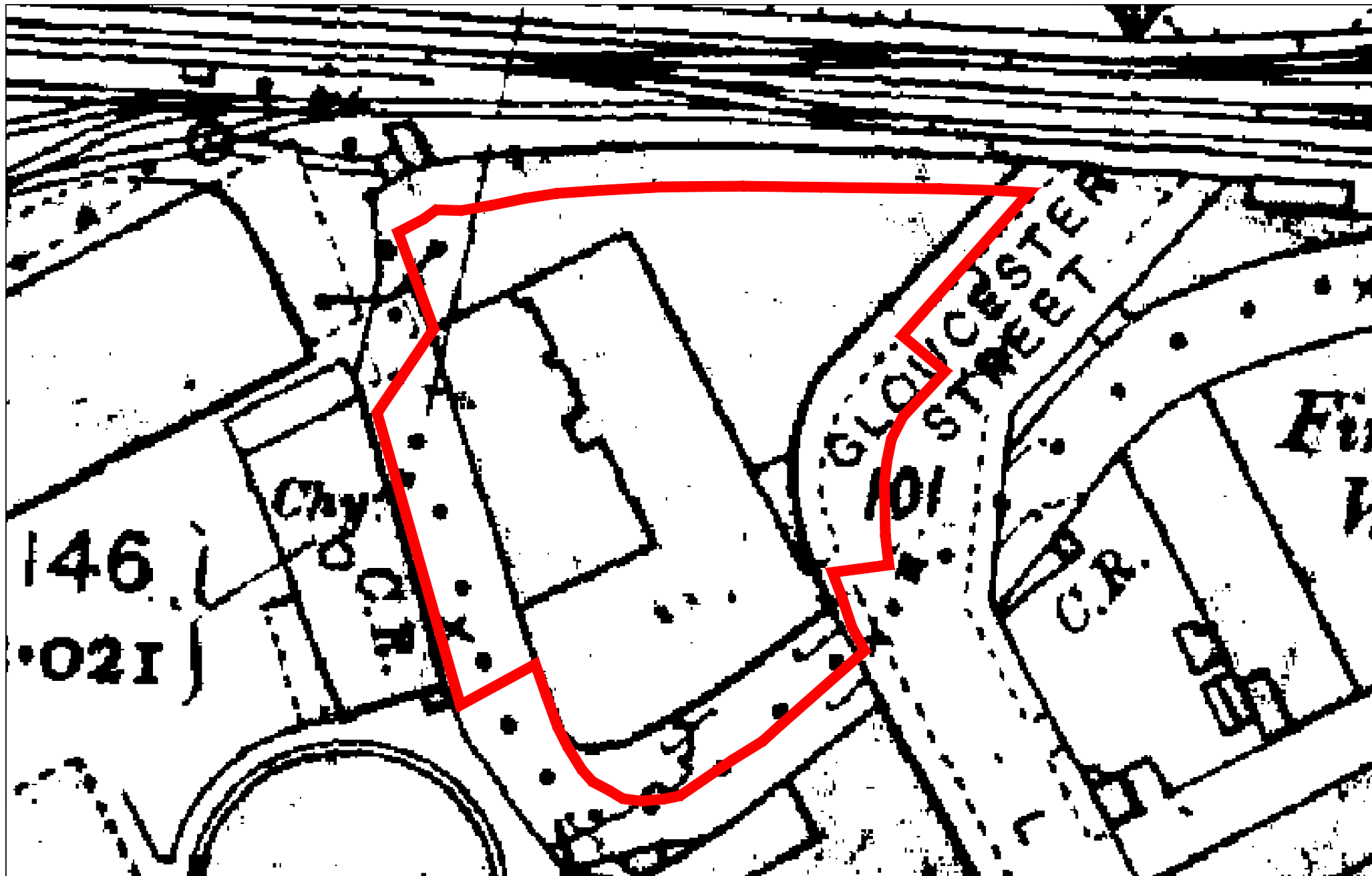


Figure 7:

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

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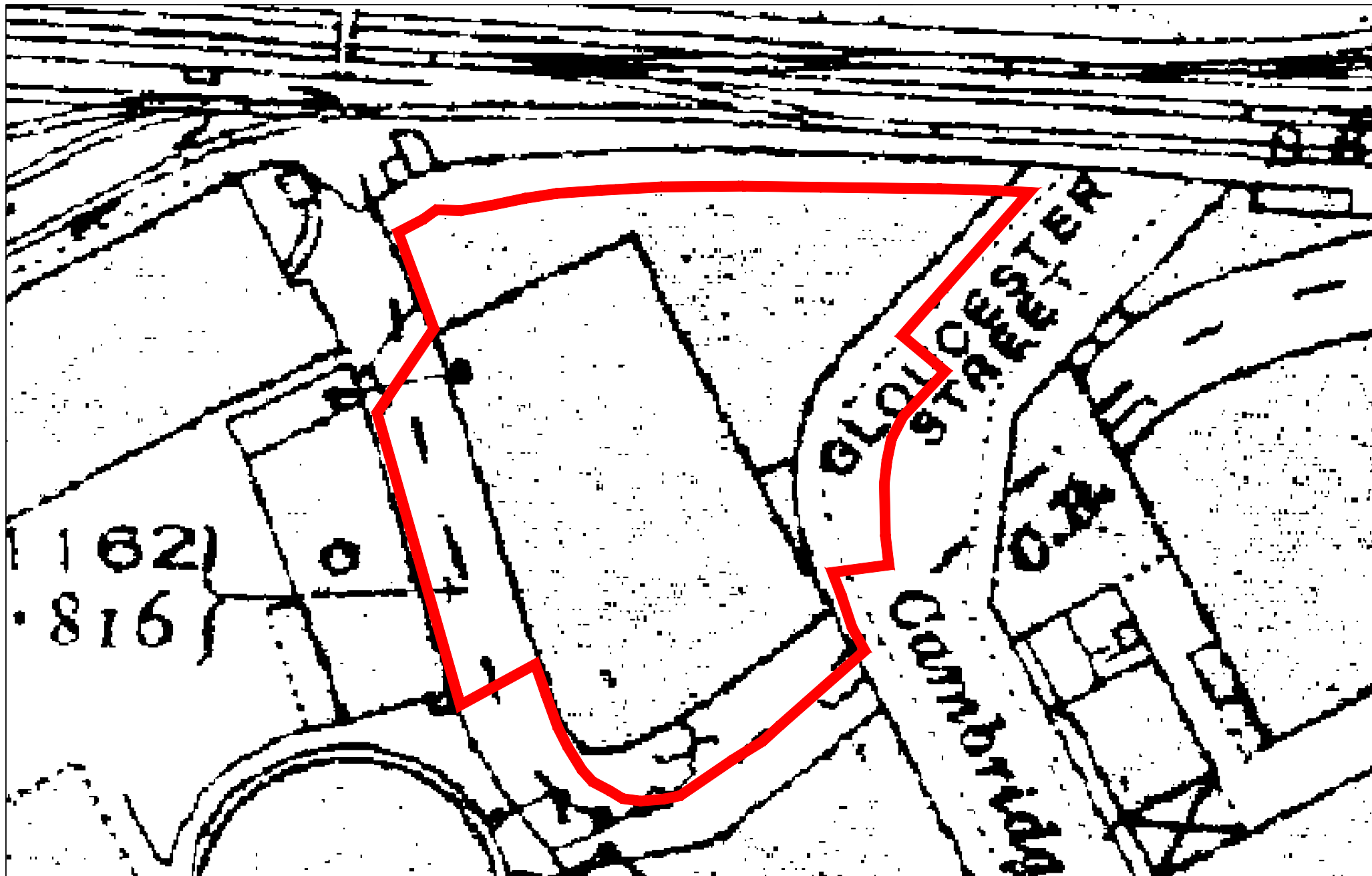
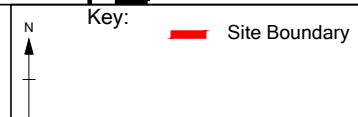


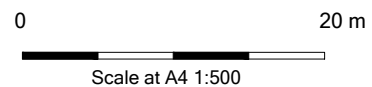
Figure 8:

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

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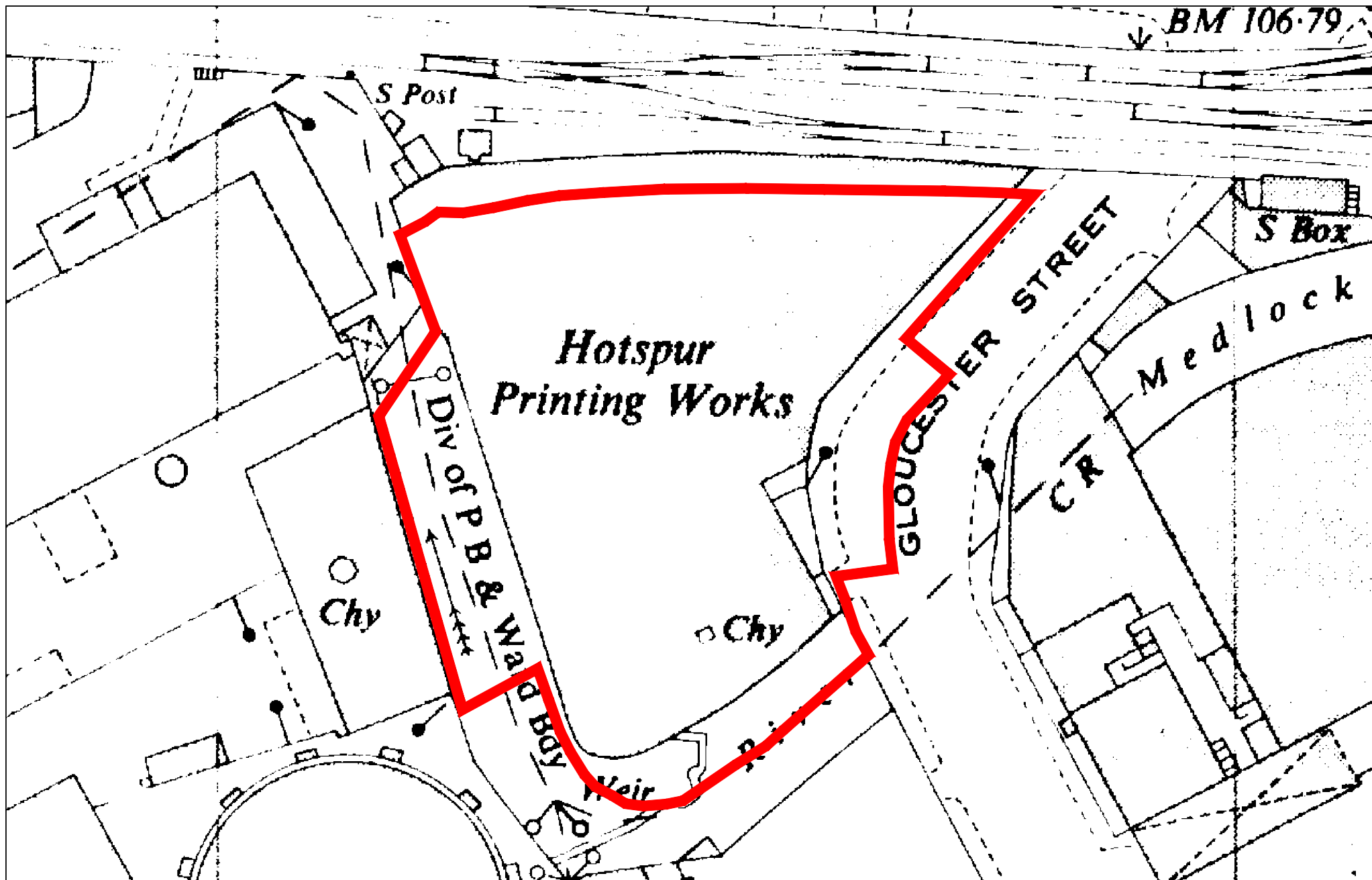
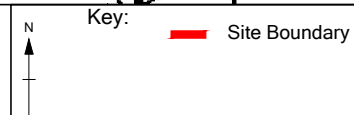


Figure 9:

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

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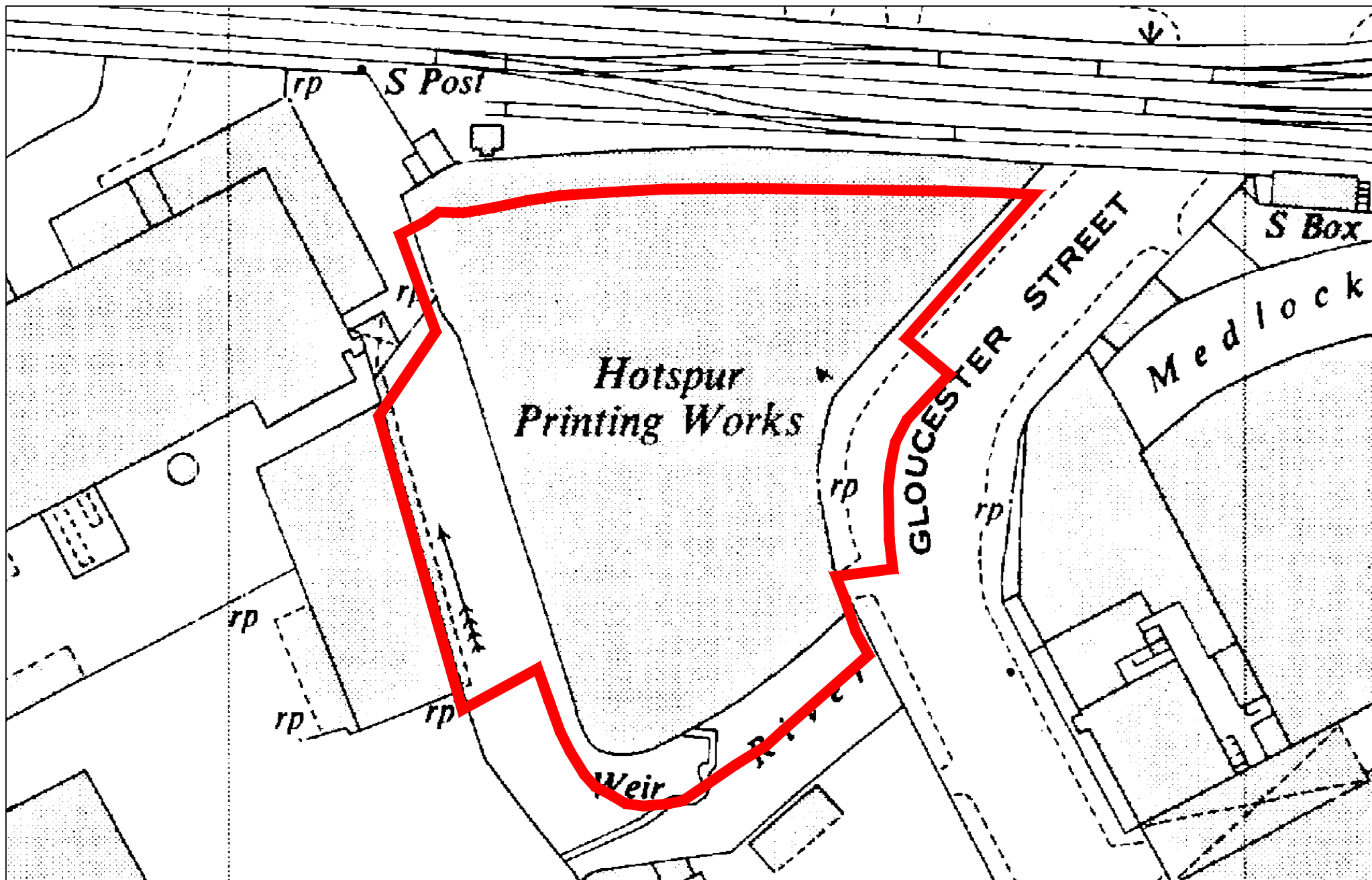


Figure 10:

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

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Scale at A4 1:500

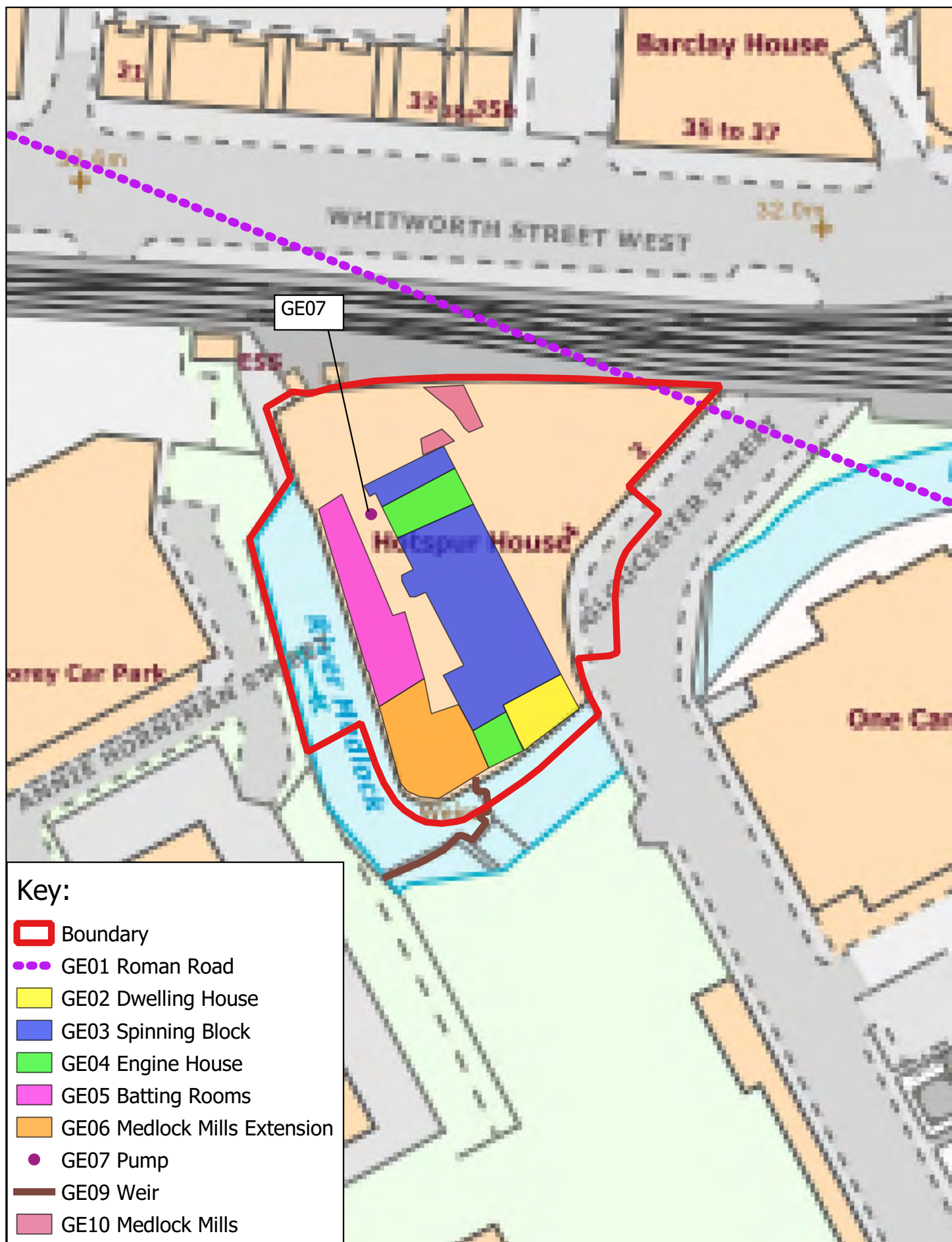
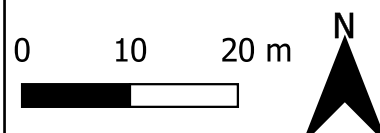


Figure 11: Location of Gazetteer Entries

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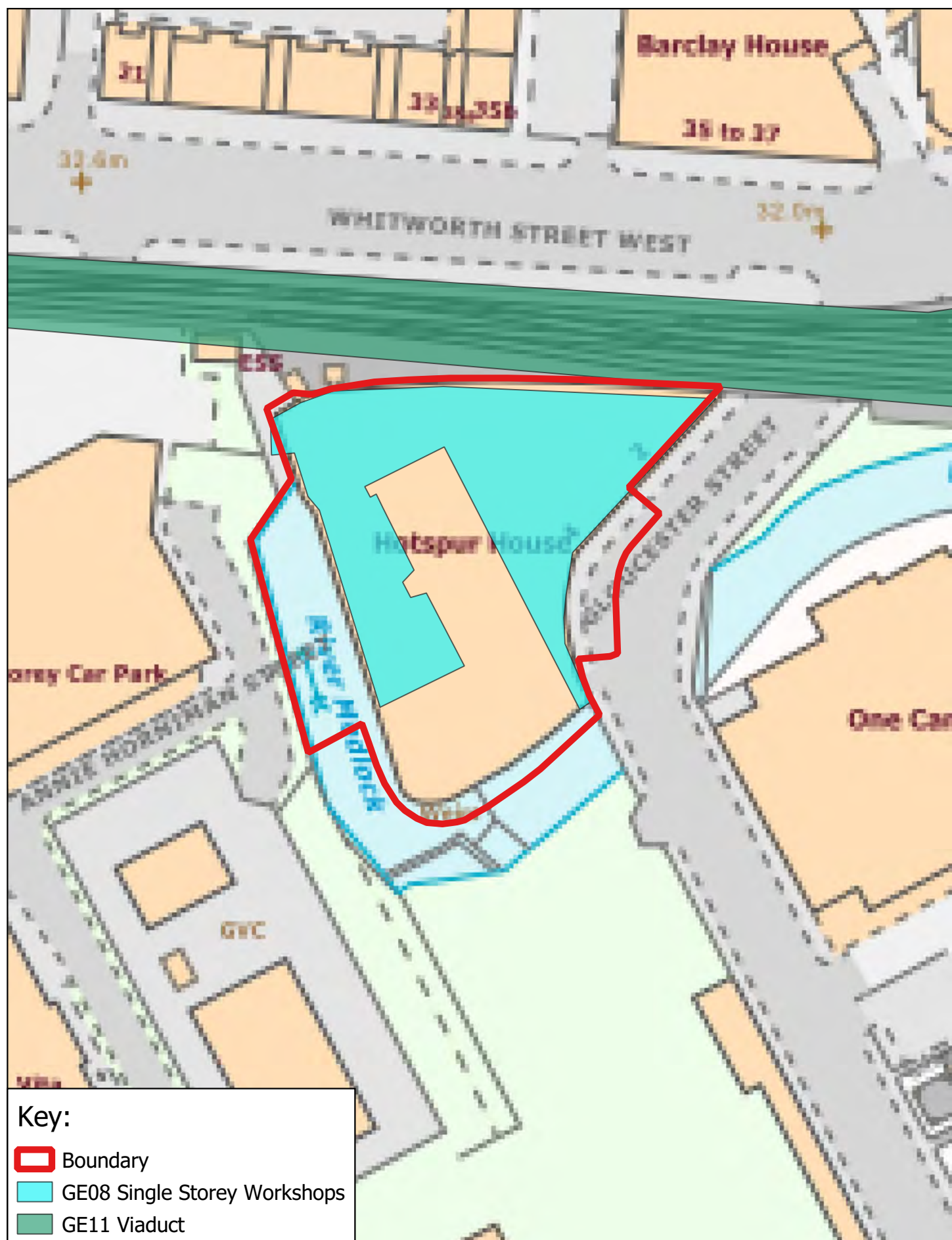
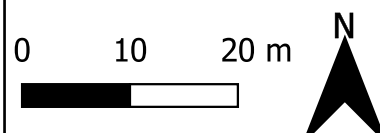


Figure 12: Location of Gazetteer Entries

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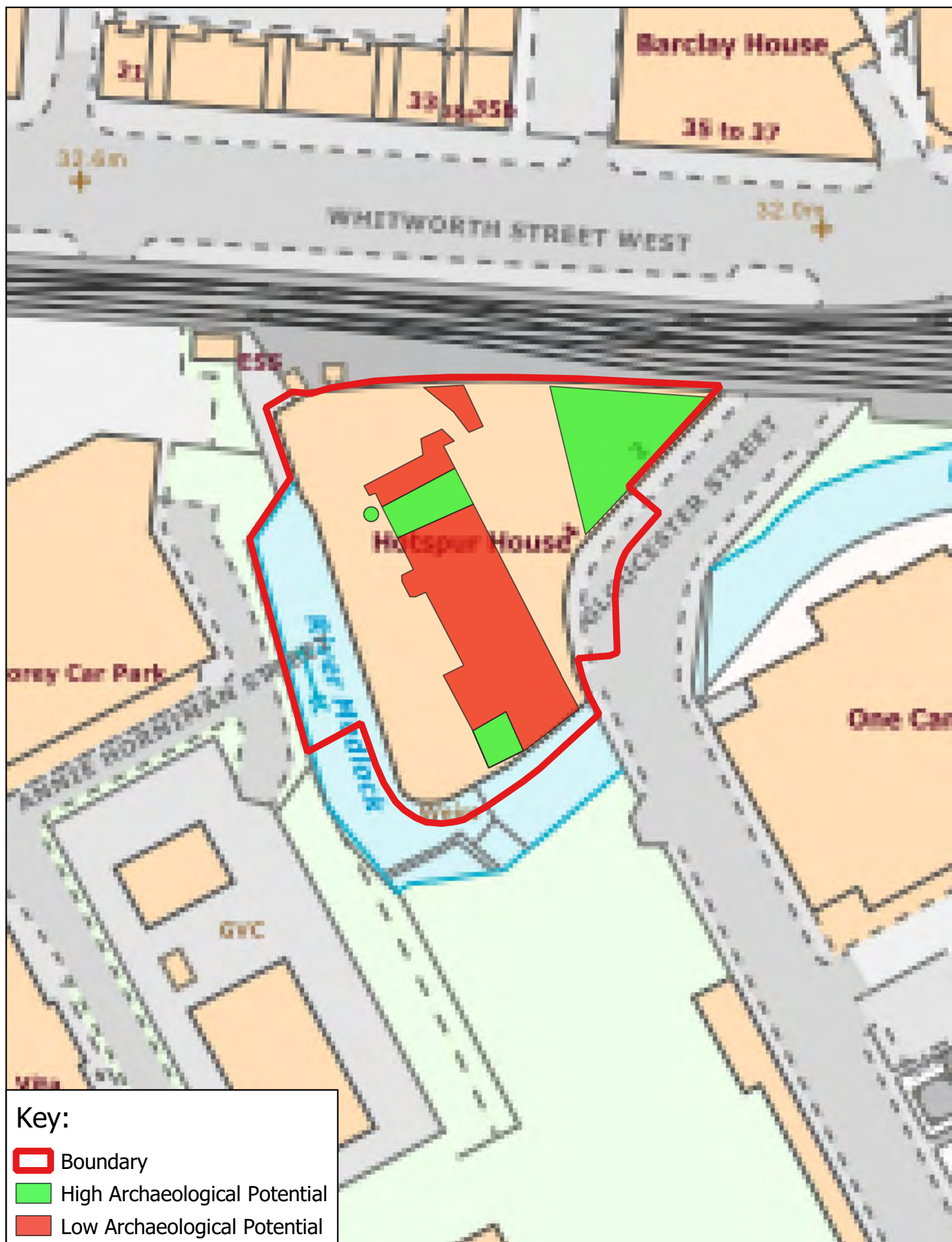
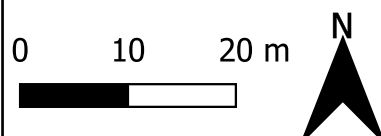


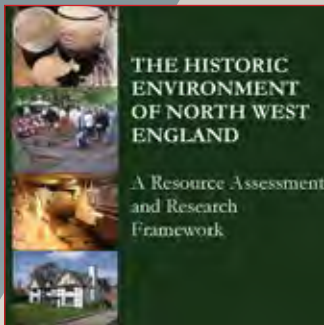
Figure 13: Areas of Archaeological Potential

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CONSULTANCY



DESK-BASED ASSESSMENTS



WATCHING BRIEF & EVALUATION



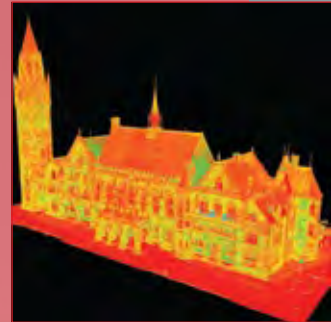
EXCAVATION



BUILDING SURVEY



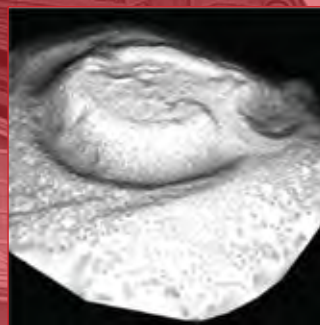
3D LASER SCANNING



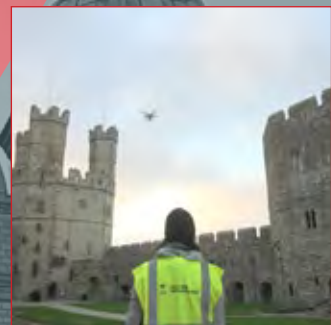
COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



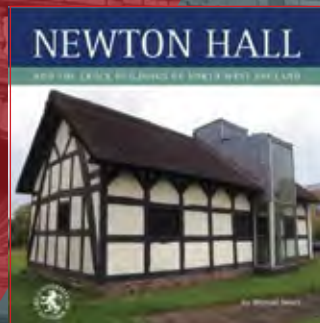
DRONE SURVEYS



WORKSHOPS & VOCATIONAL TRAINING



RESEARCH PUBLICATIONS



SEMINARS, DAYSCHOOLS CPD EVENTS

