Salford Archaeology

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

Toriview Ltd
P O Box 472
St Julian's Court
St Julian's Avenue
St Peter Port
Guernsey
GY1 6AX

16/03/2023 By email only

RE: NEW VICTORIA OFFICE, MANCHESTER CITY CENTRE, ARCHAEOLOGICAL DESK-BASED ASSESSMENT

Dear Cameron,

I can confirm that the amendment to the current planning permission for the above site does not affect any of the conclusions presented in the archaeological desk-based assessment (Fletcher, K, 2022, *New Victoria, Manchester: Archaeological Desk-Based Assessment*, Salford Archaeology SA/2022/27).

The report is still valid and the applicant has our permission to rely on the report and its findings for this new application

Yours sincerely

Graham Mottershead
(Excavations Manager, Salford Archaeology)

University of Salford MANCHESTER

Archaeological Desk-Based Assessment

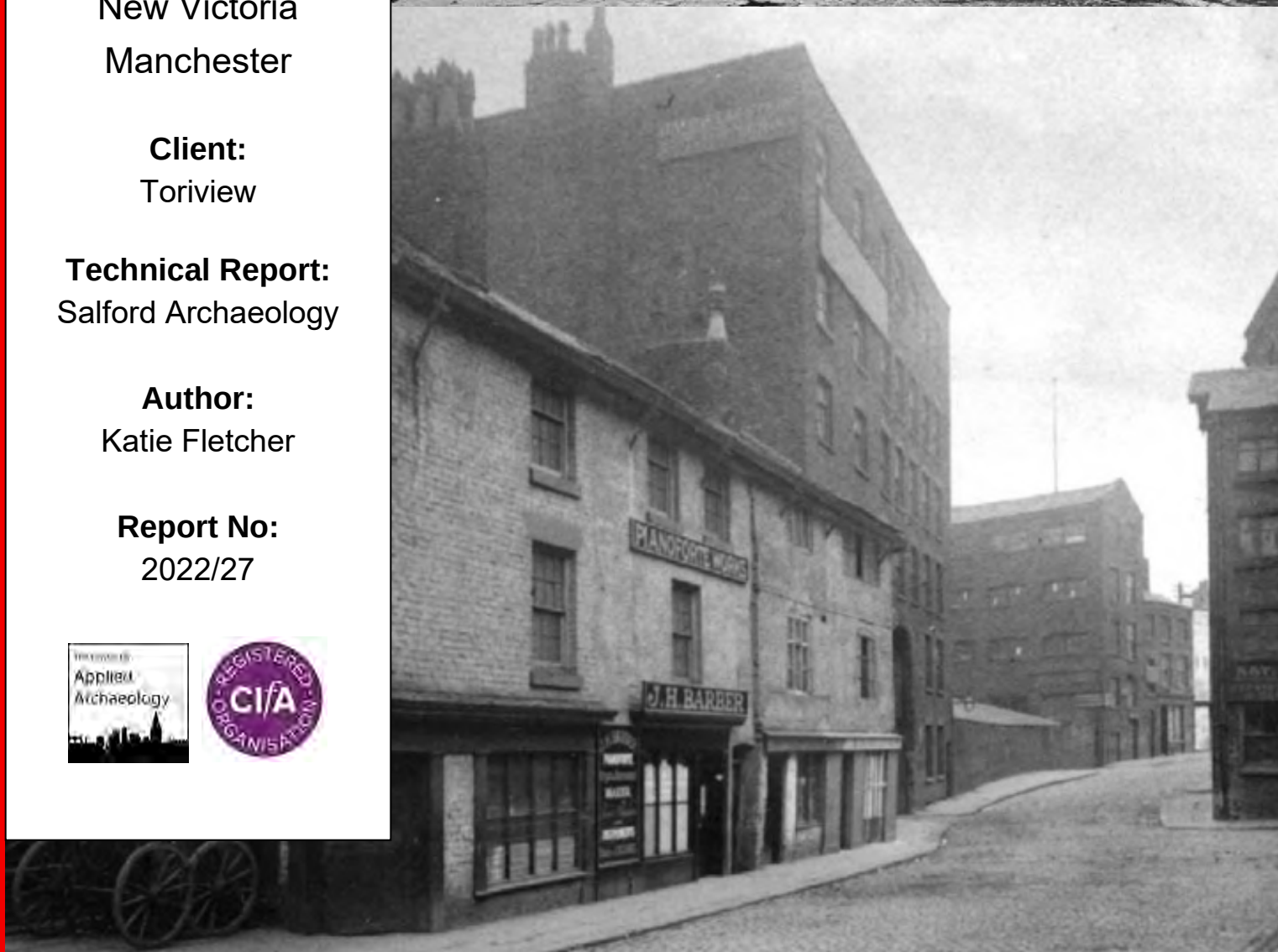
New Victoria
Manchester

Client:
Toriview

Technical Report:
Salford Archaeology

Author:
Katie Fletcher

Report No:
2022/27



Applied Archaeology

REGISTERED ORGANISATION CIfA

Site Location:	The development area is located in Manchester and is bounded by Manchester Victoria Railway Station to the northwest, Phase 1 New Victoria development to the northeast, Corporation Street to the southeast and Manchester Metrolink tram lines to the southwest
NGR:	Centred at NGR 384093 398922
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Author:	Katie Fletcher
Position:	Archaeological Supervisor
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Checked By:	Ashley Brogan
Position:	Project Officer
Date:	May 2022

Signed:

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

Email: A.A.Brogan@salford.ac.uk

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Summary

Toriview is devising proposals for a ten-storey office building plus basement comprising up to 18,101 (GIA) of office accommodation, ground floor commercial units, roof terrace, plant, cycle parking, hard and soft landscaping, access and servicing and other associated works. The development is the second phase of the New Victoria development scheme situated at land off Corporation Street, adjacent to Manchester Victoria Railway Station, Manchester City Centre (centred on NGR 384093 398922). In order to support the planning applications for the scheme Toriview commissioned Salford Archaeology to carry out an archaeological desk-based assessment of 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 future treatment of any surviving remains.

The development area lies partially within the Area of Medieval Manchester, focused on the medieval castle and cathedral, located a short distance to the southwest. Long Millgate was first recorded in 1300 and was progressively developed from the mid-14th century onwards, expanding away from the medieval core. The first map of Manchester, dating to 1650, shows that the entire Long Millgate frontage had been developed, with garden plots to the rear, sloping down towards the River Irk.

Land within the proposed development site was extensively developed during the second half of the 18th century. Late 18th-century mapping shows that the entire development area had been built upon, which comprised a mixture of weavers' cottages and hotels and inns along the Long Millgate frontage, with an early cotton mill adjacent to the River Irk. It is unclear whether the cotton mill was located within the Site boundary during this period.

By the mid-19th century, Irk Mills had been expanded across the northwest of Long Millgate, up to the street frontage. Changes in the wider townscape included the erection of Victoria Station, which opened in 1840. Corporation Street was built towards the end of the century, bordering the development area to the southeast, altering the historical street layout.

Irk Mill and a row of four 18th-century weavers' cottages, located between the River Irk and the northwest side of Long Millgate were demolished at the beginning of the 20th century to make way for the expansion of Victoria Station, constructed in 1908. Most of the 18th-century buildings on the southeast side of Long Millgate remained standing until their demolition in the 1970s. The Victoria Station extension, in the northwest part of the site, was also dismantled. Since the 1980s, most of the Site has been used for car parking.

Salford Archaeology undertook an archaeological evaluation across some of the Site in 2017. The evaluation revealed that the expansion of the station most likely destroyed some of the buried remains on the northwest side of Long Millgate. Buried remains of the 18th- and 19th-century buildings along the southeast side of Long Millgate, including the Bay Horse Hotel and Manchester Arms Hotel survived *in-situ*, however, no further archaeological mitigation was required on these structures.

The potential for the site to contain buried archaeological remains is considered to be moderate. Remains may include the medieval route of Long Millgate, which would be of regional significance. Buried structural remains of 18th- and 19th-century buildings, including weavers' cottages and Bedford Court may also have potential to survive within the Site and would be of local significance.

The exact scope and extent of any further investigation of the proposed development area will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. It may be anticipated, however, that archaeological monitoring via a watching brief may be required along the former route of Long Millgate, on the site of the former weavers' cottages and Bedford Court.

Should significant archaeological remains be encountered during the archaeological watching brief, 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.

1. Introduction

1.1 Planning Background

Toriview are devising a planning application for the redevelopment of land at Corporation Street, adjacent to Manchester Victoria Railway Station, on the northern side of Manchester City Centre (referred to herein as 'the Site'). The Site forms part of the wider 'New Victoria' regeneration scheme and originally benefitted from a fully implemented extant planning condition approved on 29th September 2016 (LPA Ref: 111777/FO/2016/C1). The scheme will now be delivered under a separate planning condition to reflect changes to the design of the original office building. The Site is the second phase of development (Phase 2: office development), with the Phase 1: residential development lying to the northeast of the Site. Delivery of these proposals will necessitate earth-moving works that have potential to damage or remove any below-ground archaeological remains.

In order to support the planning application, Toriview commissioned Salford Archaeology within the University of Salford to carry out an archaeological desk-based assessment of the Site, which was intended to establish, as far as possible, the nature and significance of the archaeological resource, in order to enable informed recommendations to be made for the future treatment of any surviving remains.

1.2 Government and Local Planning Policies

1.2.1 National Planning Policy Framework (NPPF)

The significance of the archaeological resource identified within this report has been assessed as recommended in the revised *National Planning Policy Framework* (Ministry of Housing, Communities and Local Government, revised July 2021). 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 193-96) 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.

1.2.2 Local Development Framework

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Manchester City Council adopted a Core Strategy in 2012, which is scheduled until 2027. The heritage strategy is outlined in *Objective 6: Environment* and summarises the approach the local authority will take in determining planning applications which may affect the historic environment.

Policy EN3 states:

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

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

2. Method Statement

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

2.1 Research Sources

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

- Published and unpublished cartographic, documentary and photographic sources;
- The Greater Manchester Historic Environment Record, maintained by the Greater Manchester Archaeological Advisory Service;
- The North West England Regional Research Framework;
- 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 mid-eighteenth century. The results of the historical and archaeological research will be analysed against the current framework for the region, *The North West England Regional Research Framework*, in order to identify whether there is potential for Site to contribute to the current initiatives and research questions listed within the agenda.

2.2 The Document

The following presents the historical and archaeological evidence for the Site. A gazetteer (Chapter 5) is presented of heritage assets and sites of potential archaeological interest identified within the Site and this information, along with a map regression (Figs 2-9), is used to assess the significance of the remains (Chapter 6) and impact of the proposed development (Chapter 7).

3. The Setting

3.1 Location

The Site (centred on NGR 384093 398922) is situated on Corporation Street, adjacent to Manchester Victoria Railway Station, on the northern side of Manchester City Centre. The Site was formerly occupied by Long Millgate car park and the southern corner of Manchester Victoria Station car park (Figs 1 and 2). The car parks were accessed via Long Millgate and Hanover Street, which partly ran through the Site. The Site, therefore, comprises hard-standing surfaces and granite setts.

The Site has recently been used as the site entrance and office compound for the adjacent Phase 1 New Victoria: residential development (Plate 1). It currently comprises hardstanding and a small number of temporary cabins supporting Phase 1 of New Victoria. The Site is partially fenced off restricting access, as it is located within the boundary of the construction compound for New Victoria Phase 1: residential development and currently accommodates site access, parking and storage facilities.

The Site is bounded by Manchester Victoria Railway Station to the northwest, Phase 1 New Victoria: residential development to the northeast, Corporation Street to the southeast and Manchester Metrolink tram lines to the southwest. The Site lies at a height of approximately 33.2m above Ordnance Datum (AOD).

Plate 1: Recent aerial view looking north across the Site

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 the Mersey River valley, whilst the rivers Irwell, Medlock, and Irk represent the principal watercourses in Manchester (Countryside Commission 1998, 125).

3.2 Geology

The solid geology of the area comprises the Chester Sandstone Formation, which is overlain by glacial deposits. These superficial deposits consist of sand and gravel and till (predominantly clay) formed up to 2 million years ago during the Quaternary Period (British Geology Society).

3.3 Designations

The Site does not contain any heritage assets that are afforded statutory protection, such as Scheduled Monuments, listed buildings, or any Registered Parks and Gardens. The Site is located immediately to the north of the Cathedral Conservation Area and to the west of Shudehill Conservation Area which is a local designation.

Cathedral Conservation Area History:

As early as Saxon times, a small community existed on both banks of the River Irwell close to the point of the where it is joined by the River Irk. A wooden bridge on the site of the present Victoria Bridge (constructed in 1839) linked the two halves of the village. A small church, probably on the site of the Cathedral, and the Manor House of the Baron of Manchester, erected after the Norman Conquest on the site of Chetham's, stood together on high ground above the bridge. The two buildings were bounded on the north by the River Irk which was culverted in the 19th Century to form the present Walker's Croft, and on the south by a 40' ditch the route of which is commemorated by the existing Hanging Ditch. The remains of one of the arches of a bridge across the ditch between the Church and the Market Place area may be seen in the Garden of Rest behind Mynshall House.

In medieval times the community prospered as a centre for trade in coarse woollen cloth. By 1650 the original village had grown into the 'fairest, best builded, quickest and most populous town of Lancastershire' accommodating some 4-5,000 persons extending westward towards Deansgate and eastward to the present Cheetham Hill Road. Many of the existing streets were already well established. Fennel Street - whose name was probably derived from Vennel, an Anglo-Saxon word for narrow lane, and Long Millgate - a reference to the lord of the Manor's mill on the River Irk - were fashionable residential streets. The latter was the principal road to the north.

During the early stages of the Industrial Revolution, the expansion of the town was extremely rapid. New dwellings to accommodate the rapid rise in population to an estimated 455,000 people in 1851 were hastily erected with little regard for the sanitary and other needs of their occupants. Fennel Street had been transformed by 1832 into 'one of the filthiest suburbs of town, so confined that the winds of heaven could scarcely penetrate it'.

The continued prosperity of Manchester's Commercial houses and the growth of the local railway network led to a major reconstruction of the area in the Mid and Late 19th

Century. Victoria and Corporation Streets were driven through the existing warren of dwellings in 1832 and 1845 respectively and the commercial buildings aligning the streets were gradually completed during the following half century. The first Victoria Station, designed by George Stevenson, was opened in 1844 on a former burial ground in Hunt's Bank. It consisted of a single platform to which the only access was a wooden footbridge over the River Irk. By 1901 the Station had grown to its present size and Todd Street had been widened in the meantime to provide a more appropriate approach.

Exchange Station, closed in 1969, the frontage of which was severely damaged during the war, was opened in 1884. It was physically linked to Victoria Station by what was claimed - at 2194' - to have been the longest platform in the world. The area still retains much of its Victorian character. The Cathedral and Chetham's Hospital School and some five other (or parts of) buildings are listed as being of Special Architectural or Historic Interest, The more significant buildings are described in greater detail below.

Cathedral and the Surrounding Buildings Today:

Dedicated to St Mary, St George and St Denys, the Cathedral is a notable example of the perpendicular-Gothic style of architecture. Its present form owes much to the gradual rebuilding of the original church in the 15th and 16th centuries following its dedication in 1421 by Sir Thomas de la Warre, the Lord of the Manor of Manchester, as a collegiate Church.

The choir and the aisle were erected between 1422 and 1458 by the addition on either side of the original nave of a series of chapels the largest of which being the one dedicated to John the Baptist, constructed to celebrate the return of Sir John Stanley from the Battle of Flodden Field in 1513. The nave itself holds the distinction of being the widest of any church in England - 114 feet (York Cathedral 104' wide).

The Church was extensively reconstructed and further enlarged following the creation of the Diocese of Manchester and its attainment of Cathedral Status in 1847. The height of the West Tower was increased during rebuilding in the 1860's. The original south porch was demolished and rebuilt and a new north porch erected as part of J. S. Crowther's extensive restoration work in the 1880's. The Victorian porch and vestries overlooking Victoria Street were designed by the Architect, Basil Campreys and constructed in 1898 to commemorate Queen Victoria's diamond jubilee.

Shudehill History:

In Medieval times, Manchester's growth was centred on the confluence of the rivers Irwell and Irk, around the Parish Church, which is now Manchester Cathedral and the Manor House, which is now Chetham's School of Music.

When the town expanded beyond its original boundary of Hanging Ditch and Todd Street, the Medieval street pattern, which surrounded the Cathedral area, extended up to Shudehill.

Although much is still in evidence today, the construction of Corporation Street in 1848 cut directly through this curving street pattern to make access to Ducie Bridge and the north easier.

The earliest recorded mention of Shudehill was in 1554 but it is probably older. The name of the street may derive from the word 'Shude' which means husks of oats, but this is uncertain.

'Wythengreave' or 'Withy Grove' meant a grove of willow trees which grew in the vicinity when Withy Grove was a country lane.

Wythengreave Hall, a country house at the upper end of Shudehill, was offered for sale in 1763 with eight and a half acres of land. It had been the residence of the Hulme family, and when William Hulme died in 1691 he left some of his land in trust to support poverty-stricken Bachelors of the Arts.

In 1881 Queen Victoria approved a scheme to re-settle the foundation so that new grammar schools could be built in Manchester, Oldham and Bury, and a hall of residence attached to Owens College (now Manchester University).

The Bradshaw family lived in Bradshaw Hall, a timber and stone house which stood from at least 1512 to 1910 on Shudehill between Bradshaw Street and Snow Hill. John Bradshaw was Magistrate and High Sheriff of Lancashire. With the aid of soldiers, he quelled the food riots of 1757.

The garden at Bradshaw Hall was a showpiece and gave rise to Garden Lane (now Garden Street) which ran alongside. Garden Street was also the site of Manchester's first infirmary which opened in 1752 with the professional assistance of the eminent surgeon, Charles White.

Hanover Street was named following the coronation of King George III and Queen Charlotte in 1761, as were George Street and Charlotte Street on the other side of town. Originally residential, Hanover Street was the site of an early Cotton Mill collapse in 1790 in which several people were killed.

Until the mid-18th century, the Shudehill area had been semi rural with limited residential development, but by 1793 the whole of Shudehill was built up and included commercial property.

In 1785 James Sadler made the first balloon ascent in Manchester from a recreation ground attached to a house in Long Millgate and the alley behind the recreation ground became known as Balloon Street. The property was later converted to a public house, the Manchester Arms, which survived until its demolition in 1980.

Prior to 1838, the function of the Corporation was performed by the 'Court Leet'. One of its officers, Edward Mayes, died in 1621 and left money to purchase land to support the poor of the City. Almshouses were built in 1680 on Miller Lane (now Miller Street).

In 1794 however, the trustees secured an Act of Parliament which enabled them to demolish the almshouses, and in 1808 they sold the land on 99-year leases, for warehousing. Mayes Street, behind the almshouses, was named to commemorate the founder of the charity.

Springs in the Shudehill area were once Manchester's principal water supply, hence the names Well Street and Spring Alley. Pits, which are now filled in, were used as water storage until Holt Town Reservoir was built in 1808. The Shudehill source ceased permanently when Gorton Reservoir was opened in 1826.

The early development on Shudehill and Withy Grove was, and still is in part, small scale with narrow frontages. By the 20th century large scale property was being developed along Corporation Street: first the headquarters of the Co-operative Wholesale Society, then the buildings on the corner of Withy Grove and Corporation Street to accommodate national newspaper publishers.

Shudehill and its Buildings Today:

The west side of the Conservation Area is composed of large buildings constructed during the 20th century. These line the east side of Corporation Street and turn the corner up Withy Grove. The older, smaller scale properties which survive today are situated to the east side of the conservation area.

Shudehill and Withy Grove rise up the incline of one of the Irwell river terraces. At the steepest part, the upper end of Withy Grove, the narrowest fronted buildings are found, and these form a more varied yet integrated frontage on the slope than would large, broad-based buildings such as those on Corporation Street, which is level.

Many older buildings have been demolished due to low levels of occupancy, neglect and lack of investment. Others have been affected by the construction of the Metrolink system which follows the line of Balloon Street and the former Snow Hill.

The Castle and Falcon public house narrowly escaped demolition of the Metrolink route but it is now disused. Originally a lock-up for prisoners, it is a building of considerable antiquity - in 1783 one prisoner was taken from there to be hanged. Later it was used as a chapel and stained glass windows were installed.

The small-scale commercial premises on Shudehill and Withy Grove date from the 18th century and provide a wealth of interest. Number 29 Shudehill, possibly dating from 1810, has a stucco front facade with a full-width first floor window. An iron lintel, supported by four slender, twisted cast-iron columns, bears the weight of the wall above.

Behind the shops on Shudehill stands a large, triangular, five-storey building, thought to be a shoe factory built around 1860. It is Italianate in style, built in red brick with sandstone dressings. The rear of the building, on Thorniley Brow, is less detailed but it has paired, full-height loading slots where goods were lifted to the required floor with teagles or hoists.

The Co-operative Wholesale Society, which started in 1863, establishing its headquarters in Manchester, was born out of the Rochdale Pioneers Society of 1844 with the support of other co-operative societies. The main building, built between 1905 and 1909, lies on Corporation Street between Balloon Street and Hanover Street.

It was designed by F. E. L. Harris and bears the date 1907. The original part is Neo Baroque in style, constructed in red brick with polished granite and sandstone dressings. The facade has giant pilasters and Corinthian columns, and the roof is concealed by parapet walls. Originally there was another floor which housed the Mitchell Memorial Hall - destroyed in the blitz of 1940-41 and never rebuilt. The building was later extended to fill the block, as were several of the later Co-operative buildings.

The sandstone building on Corporation Street, north of Hanover Street, was designed by W. A. Johnson in 1928 and opened in 1930. This is in symmetrical Classical style, with giant pilasters and a large central entrance arch. The roof is a mansard with dormer windows.

The Co-operative movement owns other buildings in the vicinity which display the development of commercial architecture through the 20th century. The CIS building is immediately outside but adjacent to the conservation area.

The Site is also located within 100m of six listed buildings and within 250m of 19 listed buildings (Table 1). The proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report.

HER No.	Description	Grade	NGR
15571.1.0	New Century House including its attached conference hall and abstract concrete relief wall in the entrance	II	SJ 84211 98960
12167.1.0	City Buildings	II	SJ 8383 9901
1392.1.0	Victoria Station	II	SJ 8387 9899
8348.1.0	Co-Operative Wholesale Society	II	SJ 84139 98878
15570.1.0	Co-Operative Wholesale Society Building to the north of junction with Hanover Street	II	SJ 84154 98937
11706.1.0	Co-Operative Society Building	II	SJ 84193 98865

Table 1: Summary of listed buildings within a 100m radius of the Site

4. Historical Background

The following section provides a framework to the present study, working chronologically through the periods listed below (Table 2). Key sites are summarised in the Gazetteer of Sites (*Section 5*, below).

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

Table 2: Summary of British archaeological periods and date ranges

4.1 Prehistoric Period

4.1.1 Archaeological Evidence

The current understanding of human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the centre of the city, such as Castlefield 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). The Site is located on the south banks of the River Irk, suggesting that the area may have been favourable for early activity (Arrowsmith 2010).

Physical indications of human activity are provided by a small number of residual finds discovered during excavations for the railway in the 19th century, close to the Site bounary. These include the site of a cave that was recorded at Old Millgate during excavations by the Lancashire and Yorkshire Railway Company in the late 19th century (Miller 2015, 12; HER 9909.1.0). The cave was exposed in the sandstone bank of the River Irk when houses that had lined the southern side of the river were demolished. This site is identified as prehistoric but could be a natural feature of the bedrock that outcrops at this location and was situated 90m to the west of the Site. The second prehistoric site comprises a Bronze Age stone implement (HER 408.1.0) that was also discovered on the southern bank of the River Irk during excavations by the railway company on Long Millgate (*ibid*). The Bronze Age stone tool was discovered 30m to the northwest of the Site boundary. In addition, a Bronze Age stone hammer was discovered at Corporation Street, on the southeast Site boundary in 1870 (HER 280.1.0). The stone hammer was found 25ft beneath Corporation Street in 1870 at what was believed to have been the base of Hanging Ditch.

Prehistoric finds discovered slightly further afield were found during the 19th century at Cathedral Yard. These comprise a flint flake (HER 407.1.0) discovered in the Cathedral churchyard in 1899, whilst a polished stone axe (HER 2009.1.0) excavated at a depth of 20ft from the base of a ditch located at the junction of Corporation Street and Todd Street in 1870, 85m to the south of the Site. Excavations at the northeast corner of Hanging Bridge in 1870 yielded a Bronze Age dagger and axe fragment (HER 394.1.0).

Any prehistoric remains within the Site are, at best, likely to comprise stray artefacts deposited within later, disturbed contexts. The survival of any *in-situ* prehistoric archaeological deposits is very unlikely.

4.1.2 Archaeological Potential

Prehistoric chance finds have been discovered in the southeast Site boundary and the vicinity of the Site, however, the potential for any such remains to survive from this period is considered to be very low, particularly due to the extensive development since the late 18th century.

4.2 Romano-British Period

4.2.1 Archaeological Evidence

The first Roman military occupation of Manchester was established during the governorship of Agricola (AD 77-84) and commenced with a five-acre wooden fort, known as *Mamucium* (Gregory 2007). The site of this encampment is marked today by Camp Street in Castlefield, situated approximately 1.5km to the southwest of the study area. During the 2nd century, the fort was developed in association with a substantial extramural settlement, or vicus, which expanded in both a northerly direction and along the line of Chester Road to the south (Grealey 1974, 11). Roads from the fort linked Manchester with Ribchester to the north, Castleshaw, and York to the north-east, Wigan to the north-west, Chester to the south, and Buxton to the south-east.

The study area lies beyond the extramural settlement, however, the Roman road (HER 14.1.0) from Manchester to Ribchester (HER 14.1.0) is situated 650m to the southwest of the Site, running along the present line of Deansgate.

The crossing of the River Irk is assumed to have been bridged at its narrowest point near the confluence with the Irwell, 210m to the west of the Site (HER 272.1.0). Areas of cobbling have been discovered during excavations at Mark Lane/Huntsman Court in the 19th century and Fennel Street in 1974, both assumed to be associated with the Roman road. Recent reinterpretation suggests that the cobbles seen at Fennel Street may have been of a later date (Arrowsmith 2011). Other recorded sites include a surface containing fragments of Roman pottery at the site of the Corn and Provision Exchange, 230m to the south of the Site (HER 8417.2.0) and fragments of Roman pottery recovered in a 19th-century context during an excavation at the Bulls Head Inn to the west of the Irwell. In the late 19th century, a coin hoard was retrieved from the bed of the River Irk, between the Scotland and Ducie bridges, when the Lancashire and Yorkshire railway company diverted the river northwards (HER 1393.1.0). In 1904,

a Roman quern stone and a single coin were found at St Michael's Square to the southeast.

4.2.2 Archaeological Potential

The potential for any *in-situ* remains of Romano-British activity to survive is considered to be low due to the intense development of the Site throughout later periods.

4.3 Medieval Period

4.3.1 Historical and Archaeological Evidence

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 and Brownbill 1908). It is believed that from the Saxon times, a small community existed on both banks of the River Irwell close to the point where it is joined by the River Irk. A wooden bridge on the site of the present Victoria Bridge linked the two halves of the village.

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 (HER 410.1.0), 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 location of a castle founded by Manchester's Norman barons (HER 2030.1.1-3). The Site lies 200m to the northeast of the potential Anglo-Saxon burh and 250m from the Cathedral.

Physical evidence for activity during the early medieval period is limited to the discovery of the 'an 8th-or 9th-century sculpture of an angel discovered within the porch of the cathedral in 1871 (HER 1370.1.0). In addition, a possible 6th-century funerary urn was discovered at Red Bank in 1850 (HER 1254.1.0), some 0.5km to the northeast of the Site. Within the Site, a fragment of a stone cross was discovered 'at or near the bend in Long Millgate' during the formation of Corporation Street (HER 409.1.1). The fragment comprised the cross base, which had bevelled angles and was socketed to hold an octagonal shaft. It is thought that the cross may have been one of a series marking the privileged ground around the church.

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, 116) but divided his other newly acquired land into several fiefdoms (Kidd 1996, 13). 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, 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, 256). The Grelleys governed both the manor and the extensive barony from the hall. 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*).

Hanging Ditch formed the original boundary of the medieval settlement comprising the outermost of a series of defensive earthworks, which was excavated by the Greater Manchester Archaeological Unit (GMAU) at the Wellington Inn/Sinclair's Oyster Bar site in 1997 (HER 16050.1.0). This demonstrated that the feature had originated as a natural post-glacial channel, but had been modified in the 13th century, most likely as part of the defence of the Norman settlement, containing the castle, church, and a small number of dwellings. The later fills from episodes of in-filling contained artefacts dated to the mid-14th to 15th centuries. Two inner ditches may also have been associated with the castle. The middle ditch was observed in the 1760s during excavations for a new burial ground. This was undated but appeared to have defined the existing boundary of Chetham's School. The innermost was observed during excavations in *c* 1900 and by GMAU in 1983, creating a small enclosure at the tip of the spur at the confluence of the two rivers.

A survey of the medieval layout of the city was undertaken in the 1980s by GMAU (Morris 1983). The survey demonstrated that in addition to the manorial and ecclesiastical heart of the town, streets radiated out from the centre. These included Deansgate, Hunt's Bank running north along the modern line of Victoria Street, with a bridge crossing of the Irk recorded in 1473 (HER 272.1.0), and Long Millgate running north-east along the southern bank of the Irk, first documented in *c* 1300. This led to the designation of a zone defined as the Area of Medieval Manchester (HER 16050.1.0), which lies to the south of the River Irk adjacent to the Long Millgate street frontage and incorporates most of the Site.

The name of Long Millgate reflects the manorial mills to which it provided access. The manorial watermill, originally known as Upper Mill, occupied a site on the River Irk to the north of the medieval settlement, 80m to the northwest of the Site (HER 9863.1.0). The Manorial Survey of 1340 also recorded a fulling mill (HER 9864.1.0) at the same site, *c* 100m to the north of the Site. By 1434, an oven had been built to the east of the mills. A new mill was erected in 1510 (HER 9862.1.0), and the mill buildings were granted to Chetham's in 1515. These buildings were presumably, demolished ahead of the construction of Victoria Station in 1844.

Development of the medieval town expanded along Long Millgate in mid-14th century, while burgage plots appear to have been laid out along the southern side of the River Irk in the 15th and 16th centuries. The HER records findspots of medieval artefacts (*eg* HER 9914.1.0, HER 9915.1.0), in addition to various interventions within the medieval part of the city at Fennel Street (*eg* HER 9850.1.2 and HER 271.1.0) and Hanging Bridge (HER 1370.2.0).

4.3.2 Archaeological Potential

The Site is located partly within the Area of Medieval Manchester. The potential for buried archaeological remains, however, is considered to be low due to the extensive development throughout the industrial period.

4.4 Post-medieval Expansion

4.4.1 Historical Setting

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, 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 1962, 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, 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 (*op cit*, 299).

Manchester underwent a rapid expansion during the post-medieval period. The population of Manchester increased from approximately 1800 people in 1563 (Willan 1980, 38-39) to just over 3000 people in the year 1642 (Willan 1980, 39; Willan 1983, 36; Nevell 2003; 30). The Hearth Tax Returns of 1664 list 820 households, which suggests a population of approximately 3690. The population of Manchester roughly doubled between 1563 and 1664, despite an outbreak of plague during 1645 (Arrowsmith 1985, 100; Philips and Smith 1994, 7). By the census of 1773, the town's population had dramatically increased, with approximately 24,937 people living in the township of Manchester, 23,032 of which were living in the town itself. During the post-medieval period, Manchester changed from what had been a small market centre into the largest town in Lancashire (Nevell 2003, 30).

The earliest available map of Manchester dating to *c* 1650 captures the development of the town in the post-medieval period (Plate 2). The map shows continuous rows of buildings along both sides of the Long Millgate street frontage (Plate 2). Contemporary sources indicate that the original village had grown into the *'fairest, best builded, quickest and most populous town of Lancastershire'*.

Several sites dating to the 16th and 17th centuries were developed within the vicinity of the Site. This included the establishment of a house of correction ('New Fleet') between Chetham's College and Hunt's Bank in 1580, Hyde's Cross at Chetham's Hospital, the Sun Inn at Long Millgate and excavated evidence for the late 17th-century Tower Hotel. Beyond Hanging Ditch to the south was the site of marketplace.

Plate 2: Plan of Manchester dating to c 1650, showing the approximate location of the site

In his tour of the country in the 1720s, Daniel Defoe (1971, 219) noted that Manchester had 'extended in a surprising manner, being almost double to what it was a few years ago'. By the 1790s, Manchester's thriving export market was beginning to displace London as a centre of overseas trade in cotton cloth (Edwards 1967, 176), reflecting great improvements to the transport network across the North West. In particular, the development of the canal system following the completion of the Worsley Canal to Castlefield in 1765 was of prime importance (Hadfield 1994, 65).

4.4.2 Archaeological Potential

The Site is located beyond within an area of post-medieval settlement activity. The potential for buried archaeological remains is considered to be low to medium due to the extensive development throughout the industrial period.

4.5 Industrial Period

4.5.1 Historical Setting

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 is captured on the first detailed plans of the area, produced on four successive maps by Casson and Berry between 1741 and 1751 (Plate 3). The plans produced by Casson and Berry capture the expansion of Manchester and its suburbs. The growth of Manchester was accelerated by the development of waterborne transport. The Mersey and Irwell were made navigable by 1736, opening

a route from Manchester to the sea docks on the Mersey. The Bridgewater Canal, Britain's first artificial waterway, was opened in 1761, bringing coal from mines at Worsley to central Manchester. The canal was extended to the Mersey at Runcorn by 1776. The combination of competition and improved efficiency halved the cost of coal and the transport cost of raw cotton. Manchester became the dominant marketplace for textiles produced in the surrounding towns.

By the 1780s, the national demand for textiles, particularly cotton, began to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of the factory-based cotton manufacturing industry of international repute (Baines 1835). This process of industrial development was facilitated greatly by the introduction of canals. The River Irk was also utilised for early industry, and several water-powered mills and dye works are shown along its course on late 18th-century mapping. The land to the south of the river had also been densely developed, supporting a mixture of shops, inns, dwellings, and industrial premises.

4.6 Development of the Site

The development of the Site may be traced reasonably well from the sequence of available historic mapping. The earliest reliable published map is Casson and Berry's map of 1746 (Plate 3). The map shows a similar arrangement of buildings as the *c* 1650 plan of Manchester and Salford (Plate 2), capturing a continuous row of buildings along the Long Millgate street frontage. Land to the rear of the buildings had been divided into garden plots, falling northwards towards the river.

Plate 3: Extract from Casson and Berry's map of 1746 showing the approximate location of the Site

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William Green in 1787-94 (Plate 4; Fig. 3) produced a map of Manchester and Salford in the late 18th century, which shows that land within the Site had been entirely developed. The built environment comprised a range of different building types, the functions of which can be identified from entries in a trade directory for 1794 (Scholes 1794). These included the Falcon beerhouse and a jeweller on Falcon Court, the Bay Horse Inn at No 127 Long Millgate (occupied by Thomas Leech), butchers at Nos 121 and 123 Long Millgate, and a grocer at No 135 Long Millgate (Scholes 1794). A slightly later trade directory contains an entry for Bedford & Stewart, cotton spinners at No 5 Falcon Court (Scholes 1797, 12), which can be identified as the large building to the rear of the Long Millgate frontage. It is unclear whether elements of the early cotton mill were located within the Site boundary.

The Manchester Arms Inn (HER 11781.1.0) at 131 Long Millgate, occupied by Peter Walker, was partly within the south Site boundary. This building was believed to have been the former residence of the Howarth family until 1794, when it was converted into the inn (Manchester Local Image Collection). The earlier trade directory of 1794 did not record the Manchester Arms.

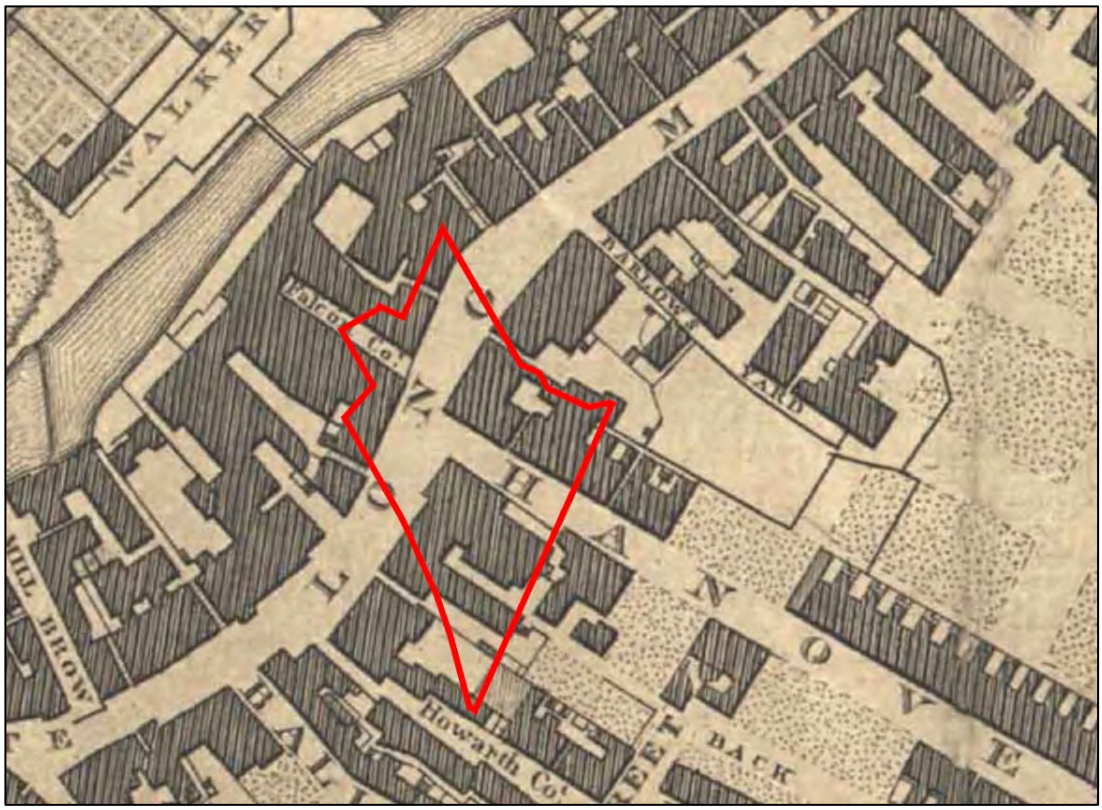

Plate 4: Extract from Green's Map of Manchester & Salford 1787-94

Swire's map of 1824 is the next available map that captures the Site (Plate 5: Fig. 4). The map depicts a similar configuration of buildings within the Site. It is likely that the mill building had been expanded, but it is still unclear whether the building extended within the Site boundary. A cluster of buildings to the northeast of the mill and Site boundary had been cleared.

In the wider townscape, a large tract of land on the north side of the River Irk, became Walker's Croft Cemetery in 1815 (HER 9910.1.0). Owned originally by the Collegiate Church, the cemetery is believed to have contained as many as 40,000 burials. The

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cemetery lay immediately to the northwest of the Site, as shown on Swire's map of 1824 (Plate 5).

During the early 1820s, a series of unpublished plans of all the cotton mills in Manchester was compiled. Produced in *c* 1822, the series contains a plan of the mill that lay at the north end of Falcon Court, occupied in the late 1790s by Bedford & Stewart (Miller 2015, 15). The plan of *c* 1822 indicates that it had been occupied by William Joule but had recently been taken over by the firm of Clogg & Norris. The plan shows that the main part of the factory, overlooking the River Irk, was seven storeys high and partially built over a 'narrow garrett'. A seven-storey public house adjoined the mill building, fronting onto Long Millgate. A five-storey reeling room and counting-house were on the opposite side of the central yard. The plan does not show a steam engine or boiler house, raising the possibility that the mill may have been water-powered (Plate 6).

Pigot and Deans' trade directory of Manchester and Salford, 1821 confirms that Clogg and Norris occupied the mill at Falcon Court. The entry stated that they were '*cotton spinners and manufacturers by power looms, Hanover Street, Long Millgate and 10 Marsden Square'* (Pigot & Dean 1821, 35). The trade directory recorded John Llyod as a victualler at the Manchester Arms, whilst the Bay Horse, at 127 Long Millgate, was run by Henry Slater (Pigot & Dean 1821, 101; 146). Skilled crafts and tradespeople lived along the Long Millgate street frontage, including shoemakers, tailors, hatters, engravers, a fruitier and a picker-maker.

Plate 5: Extract from Swire's map of 1824, showing the Site boundary

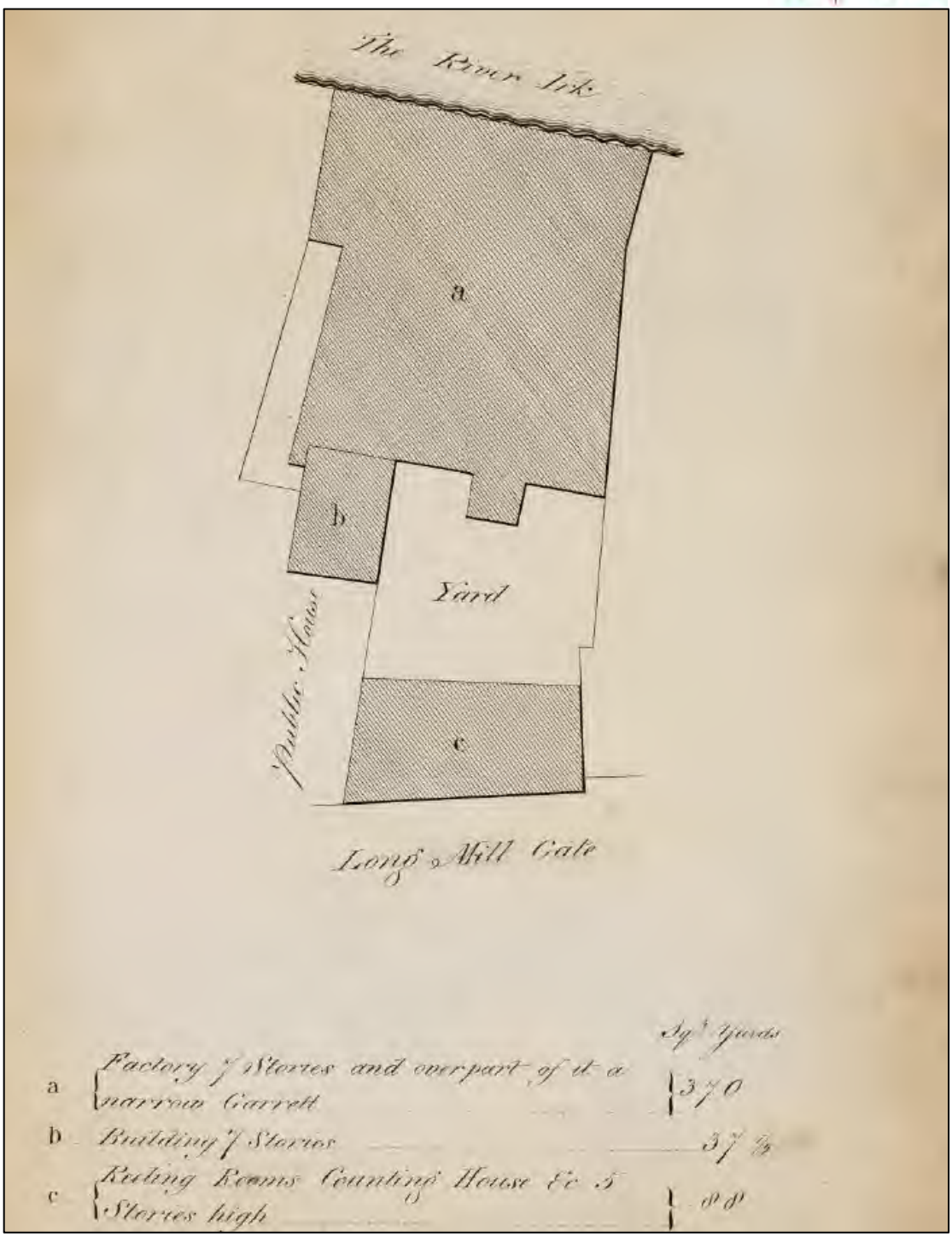

Plate 6: Extract from an unpublished plan of cotton mills in Manchester, produced in c 1822

Bancks & Co.'s map of 1831 (Plate 7; Fig. 5) is the next available plan, capturing a similar arrangement of buildings as those shown on Swire's map of 1824, though it shows the individual buildings in more detail. Banck's map shows that the cotton mill had been significantly expanded and stretched towards the Long Millgate street frontage. The mill appears to have covered much of the northwest half of the Site.

The individual buildings along the southeast side of Long Millgate are also clearly depicted, showing that eight buildings fell partly or fully within the Site boundary.

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Bancks' map also shows that the buildings at a narrow court to the southwest of Falcon Court are typical of domestic properties and workshops. The southeast end of these buildings lay within the Site boundary. These buildings backed onto Irk Mills and were presumably, blind-back houses. The dwellings on the court were accessed via a narrow alleyway located between a row of houses on the northwest side of Long Millgate. The two northmost buildings of this row were located within the Site boundary, whilst a third was located partly within the southwest edge of the Site. A photograph taken in 1900 shows that these buildings were 18th-century, three-storey weavers' cottages (Plate 8). A block of buildings to the west of the Site boundary, appears to have been cleared.

Plate 7: Extract from Bancks and Co's map of 1831, showing the Site boundary

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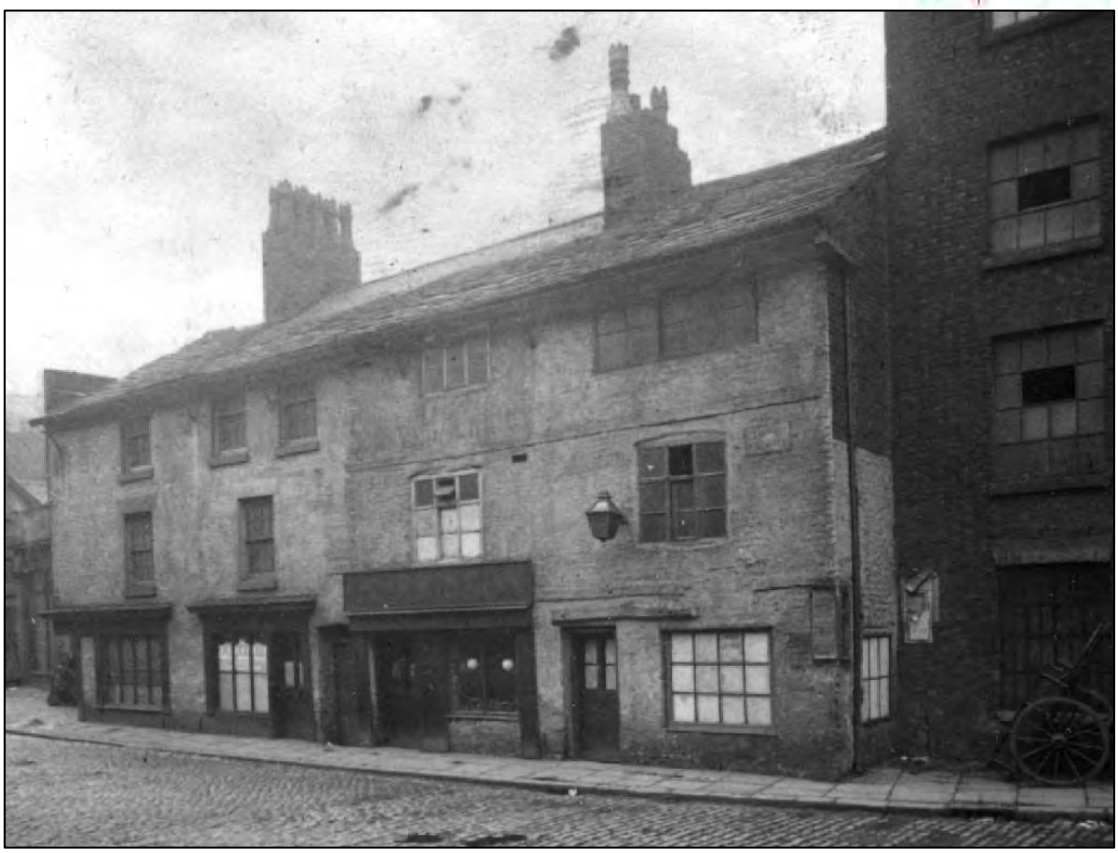

Plate 8: View of row of weavers' cottages at Long Millgate, adjacent to Irk Mills. Converted into commercial properties in the 19th century, taken in 1900, courtesy of Manchester Local Image Collection

The Ordnance Survey map of 1850 (Fig. 6) and Adshead's map of 1851 (Plate 9) both provide the first accurate and detailed surveys of Manchester. The maps both show that the Site was dominated by Irk Cotton Mills, which had been expanded to the west of the Site boundary, in the plot of land that had been cleared on Bancks' map of 1831 (Fig. 5). Irk mills also occupied adjoining premises along part of the Long Millgate street frontage and across the area formerly known as Falcon Court. The properties on the southern side of Long Millgate remained unchanged.

Adshead's plan indicates that Long Millgate was occupied by places of business, warehouses, public houses and hotels (Plate 9). The public houses, partly within the Site boundary, included the Manchester Arms (no 56), Bay Horse Tree (no 62) and the Wool Pack Inn (no 72), which were occupied by Joseph Heath, Thomas Gaskin and George Cawthorne, respectively. The properties in between the public houses were occupied by Thomas Moon, a beer retailer, John Senior, a butter dealer and Abraham Barnett, a fent dealer. The Ordnance Survey map of 1850 shows that most of the buildings on the southwest side of Long Millgate had either external staircases or pavement lights, indicating that the buildings had cellars (Fig. 6). The row of weavers' cottages continued to stand on the northwest side of the street (Plate 8) and the Ordnance Survey map implies that these buildings did not have cellars.

Slater's trade directory indicates that numbers 53-9 were situated on the northwest side of Long Millgate, within the Site boundary. These buildings were occupied by

James Ollerenshaw, a shopkeeper, Charles gardener, a brass moulder, John Evans, a beer retailer and David Howard, a machine broker (Slater 1850, 61).

Adshead's map of 1851 (Plate 9) shows that domestic properties continued to line to the northeast side of Bedford Court, however, the Ordnance Survey plan of 1850 suggests that the northeast side of the street had been incorporated into Irk Mills, situated within the southwest edge of the Site. The Ordnance Survey map shows that houses on the southwest side of the street were still standing. The absence of any pavement lights shown on the Ordnance Survey map suggests that these dwellings did not have cellars (Fig. 6).

The 1851 census returns recorded that the residents of Bedford Court had been born in a mixture of places, including Ireland, Manchester, Cheshire, Yorkshire, Derbyshire, Kent, Gloucestershire and Lancashire. Most people living on the street worked in low skilled jobs, including a tripe dresser, black pudding maker, weavers, a coachman, a size maker, calenderer and silk winders (1851 census returns, Bedford Court, Long Millgate, Collegiate Cathedral, Manchester, Lancashire).

In the wider area, the opening of Victoria Station as the Hunts Bank Junction station of the Manchester & Liverpool and Manchester & Leeds Railways, in 1844, signalled a significant change to the local townscape. Initially, the station was situated entirely to the north of the River Irk, with a single platform flanking the Lancashire and Yorkshire Railway lines to the north. The Ordnance Survey plan of 1850 and Adshead's map (Fig .6; Plate 9) depict the original layout of the station, showing that the railway lines ran east to west, crossing the River Irk over the Hunt's Bank Bridge, before continuing beneath Ducie Street to the east (Wray 2004).

The construction of the station also required alteration of ground levels in the surrounding streets, including the widening of the Hunt's Bank Bridge and elevation of the road level by over one metre to obtain the correct gradient for Hunt's Bank Approach (Wray 2004). The original construction of the station did not have any immediate impact on the buildings in the Site, although Walker's Croft Cemetery (HER 9910.10.0) was purchased in 1846 and, in 1855, a new uncovered bay platform was created to the south of the existing lines across the former cemetery, extending the station towards Long Millgate and the Site. In 1865, the station was further extended, with additional buildings to the main station building, two new through platforms to the north and covered bay platforms on the former cemetery to the south.

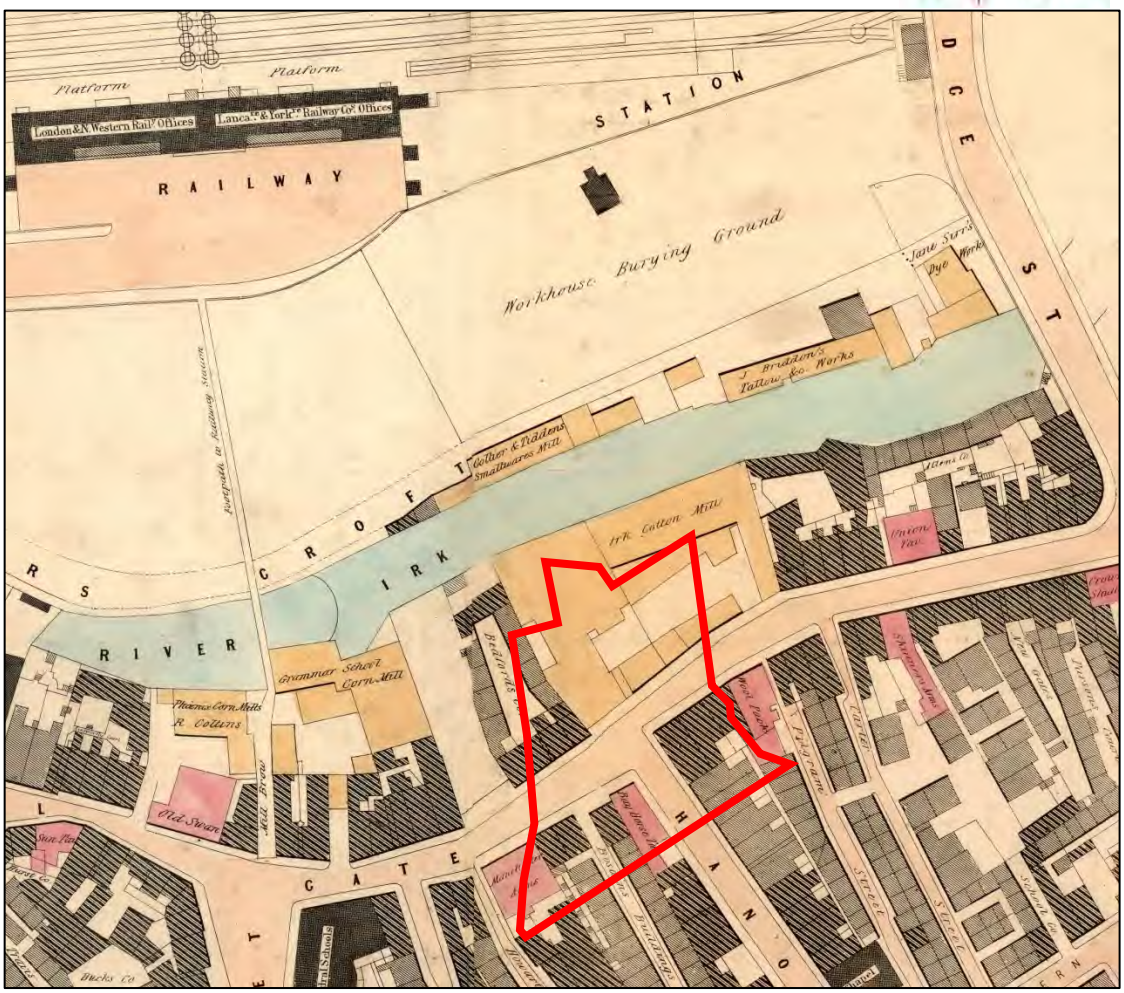

Plate 8: Extract from Adshead's map of 1850, showing the Site boundary

Other significant changes to the area during the second half of the 19th century included the construction of Corporation Street, which runs along the southeast Site boundary. The road cut across the grid of streets to the southeast of the Site, to join Ducie Street Bridge to the north. The road was a major engineering project, which necessitated the demolition of several properties to allow for the new thoroughfare.

The layout of the resultant townscape in the wake of opening Corporation Street is captured on the next edition of Ordnance Survey mapping, which was published in the early 1890s (Fig. 7). In addition to the demolition required for Corporation Street, the map shows that the houses in Bedford's Court had been cleared, together with the earliest elements of the Irk Cotton Mill. The later parts of the mill remained standing, and the map of 1891 marks the position of a chimney, confirming that the mill was steam-powered. The steam power plant most likely lay to the northeast of the Site boundary. By the late 19th century, the mill was occupied by several businesses, including various cotton waste dealers (Slater 1895, 251). The mill was also being used as a slipper manufactory, by Jacob Libstein and by Shepherd, Hilton and Co (*ibid*).

In addition, two buildings on the southeast side of Long Millgate, to the northeast of the Hanover Street junction, had been remodelled into a larger property. The building had a skewed frontage, shown on the 1891 map (Fig. 7) and a photograph taken in 1900, which shows that the building was five storeys high (Plate 10-1). Slater's

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directory of 1895 indicates that the building was occupied by Duckworth & Co, manufacturing chemists and Horsley A. & C., hop merchants (Salter 1895, 251).

A four-storey warehouse was situated at the junction of Hanover Street and Long Millgate, located to the south of the manufacturing chemist. The building was also roughly opposite Irk Mill. Slater's directory of 1895 listed Kay, Bowes & Co, Merchants as the occupants of the building. A photograph taken in 1900 captures the building and shows that the same company occupied the building (Plate 11).

Several photographs were taken at Long Millgate in 1900, which capture the former character of the area. A photograph shows the southeast frontage of Long Millgate, within the Site, and includes the Manchester Arms Hotel, and the four-storey Bay Horse Hotel at the junction of Hanover Street and Long Millgate (Plate 10). The photograph confirms that the properties along this side of the street were cellared. Hoarding in the far left of the photograph denotes the boundary of the construction site for the final expansion of Victoria Station. Goad's insurance plan of 1901 shows the same configuration of buildings as the photographs on the southeast side of Long Millgate (Plate 13) but suggested that the buildings on the northwest side had been cleared ahead of the Victoria Station expansion.

On the northwest side of Long Millgate, Slater's trade directory listed Job Cleminson, a sewing machine repairer, at no 59 and 63 Long Millgate, whilst no 61 was occupied by Joseph Barber, a pianoforte repairer (Slater 1895, 251). A photograph taken of these properties in 1900 shows posters and plaques advertising the same businesses. It also captures the adjoining industrial premises of Irk Mills, which was a six-storey building, with a single-storey shed running parallel to the street frontage, and a five-storey building in the background (Plate 12).

Plate 10: Manchester Arms Hotel, four-storey Bay Horse Inn and other buildings within the Site, on the southwest side of Long Millgate taken in 1900, courtesy of Manchester Local Image Collection

Plate 11: Warehouse at the junction of Hanover Street and large remodelled building at Long Millgate taken in 1900, courtesy of Manchester Local Image Collection

Plate 12: View of Irk Mills opposite warehouse at the junction of the Hanover Street, also shows the adjacent weavers' cottages, three of which are located within the Site, taken in 1900, courtesy of Manchester Local Image Collection

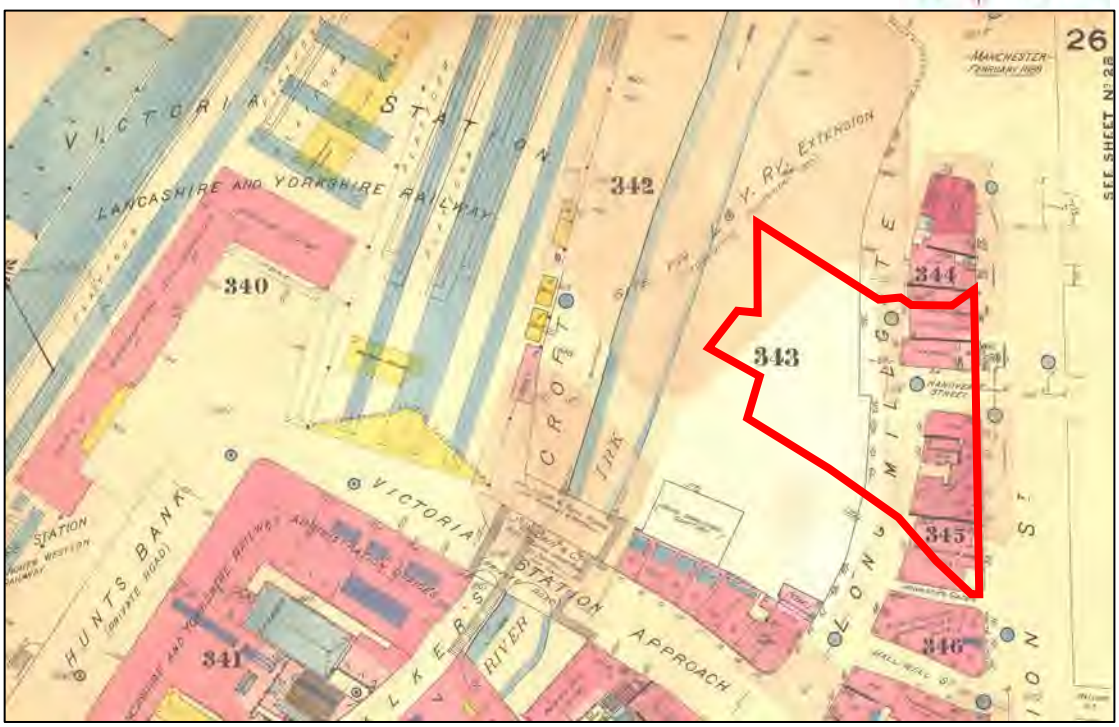

Plate 13: Goad's Insurance plan, revised in 1901, showing the Site boundary

The next edition of Ordnance Survey mapping, published in 1908, shows Victoria Railway Station to have been extended right up to the Long Millgate frontage, resulting in the clearance of all the buildings on the northwest side of Long Millgate (Fig. 8). Plans for this extension were in place by 1894, although it was not implemented fully until 1908 (Wray 2004). This extension required the remaining open section of the River Irk to be culverted (HER 16023.1.0).

The same configuration of buildings was captured on the Ordnance Survey map of 1952 (Fig. 9). Although not shown on the mid-20th-century mapping, Victoria Station suffered aerial bombardment in December 1940. The station offices, roof and platforms 12-16 were damaged and would have been repaired during the 1940s and 1950s.

During the second half of the 20th century, the station was gradually modernised, resulting in the demolition of some parts of the building, including part of the 1908 extension that had covered the Site. The station offices on Hunts Bank were cleared in the late 1970s and early 1980s. The surviving 18th- and 19th-century buildings along the south-eastern side of Long Millgate, including the Manchester Arms and Bay Horse Tavern were also demolished. The former sites of these buildings were used for car-parking purposes.

In 1992, the Metrolink tram connection between Bury and Victoria was opened, utilising the southern (Long Millgate) portion of the surviving station. Construction work on the Manchester Evening News Arena also began in 1992, occupying the site of the old platforms 12-17 on the northern side of the station.

4.8 Previous Archaeological Works

An archaeological desk-based assessment was produced by Oxford Archaeology North in 2015 for land that covered part of the Site and the area immediately to the northeast of the Site. It concluded that 14 evaluation trial trenches should be excavated across the Site to confirm the presence or absence of 18th-century structural remains within the Site (EGM 4910). Some of the evaluation trenches extended across the present Site boundary (Plate 14), targeting the area of Irk Mills and the buildings on the southeast side of Long Millgate, including the Bay Horse Hotel, Manchester Arms Hotel and the Cleveland Arms. Brick walls, a flagstone surface, remnants of a corridor and cellars associated with the buildings on the southeast side of Long Millgate, within the Site, were excavated in trenches 1 to 4, however, no further archaeological excavations were required in this area (Plate 15-6). No archaeological remains were recorded in trenches 6, 7 and 10 to 13, some of which were at Irk Mills.

Trench 5 was located close to the Metrolink, in the area of Long Millgate, and could not be excavated due to live services. Trench 14 was relocated to maintain access. GMAAS concluded that these trenches would need to be excavated (Salford Archaeology 2017, 1).

Whilst the evaluation revealed that much of the potential remains had been removed by the construction of Victoria Station, significant remains were identified along the southeast side of the car park, to the northwest of Long Millgate. These included rock-cut features and the remains of a brick structure pre-dating the late 18th-century mapping, possibly dating to the late medieval or early post-medieval periods (Salford Archaeology 2017). The rock-cut features were revealed in trenches 8 and 9 and were subject to further investigations.

Following consultation with the Greater Manchester Archaeological Advisory Service, in their capacity as archaeological advisors to Manchester City Council, it was concluded that further archaeological investigation was merited, comprising an open area excavation, three trial trenches across Long Millgate and trench 14 (Plate 17-8). The open area excavation was located to the northeast of Site, across part of Allen's Court (Plate 18). The open area excavation commenced in September 2020, revealing the remains of rock-cut features and stone walls that potentially dated to the early post-medieval period. This phase of occupation had been disturbed by later activity on the site however, one posthole was found with a sealed deposit containing solely 16th- and 17th-century pottery. The rest of the potential post-medieval features were filled by demolition rubble that contained 16th-19th century dating material. Later activity on the site comprised handmade brick walls, surfaces and culverts that were likely associated with late 18th- to 19th-century mapping (Salford Archaeology 2020).

Other intrusive archaeological works within close proximity to the Site include an archaeological watching brief and evaluation trial trenches at Manchester Victoria Station, 60m to the northwest of the Site (EGM 4057). The works were associated with the installation of service trenches, which were undertaken in 2014 by SLR Consulting Ltd. No significant archaeological remains were recorded at the Site.

Intrusive archaeological investigations within a 250m radius of the Site include three evaluations, six watching brief, and eight excavations. Further archaeological works undertaken near to the Site include trial trenching undertaken at Victoria Station, to the

northwest of the Site boundary in 1993 (GMAU 1993). The programme of trial trenching recovered disarticulated human remains, from individuals interred in the former Walker's Croft burial ground, as well as part of a foundation of the former 19th-century Ducie Bridge. A subsequent programme of archaeological monitoring followed to recover any human or other archaeological remains disturbed by the current re-development of the station.

Plate 14: Location of evaluation trenches

Plate 15: Remnants of buildings on the southeast side of Long Millgate, within the Site

Plate 16: Cellar in trench 1, within the Site

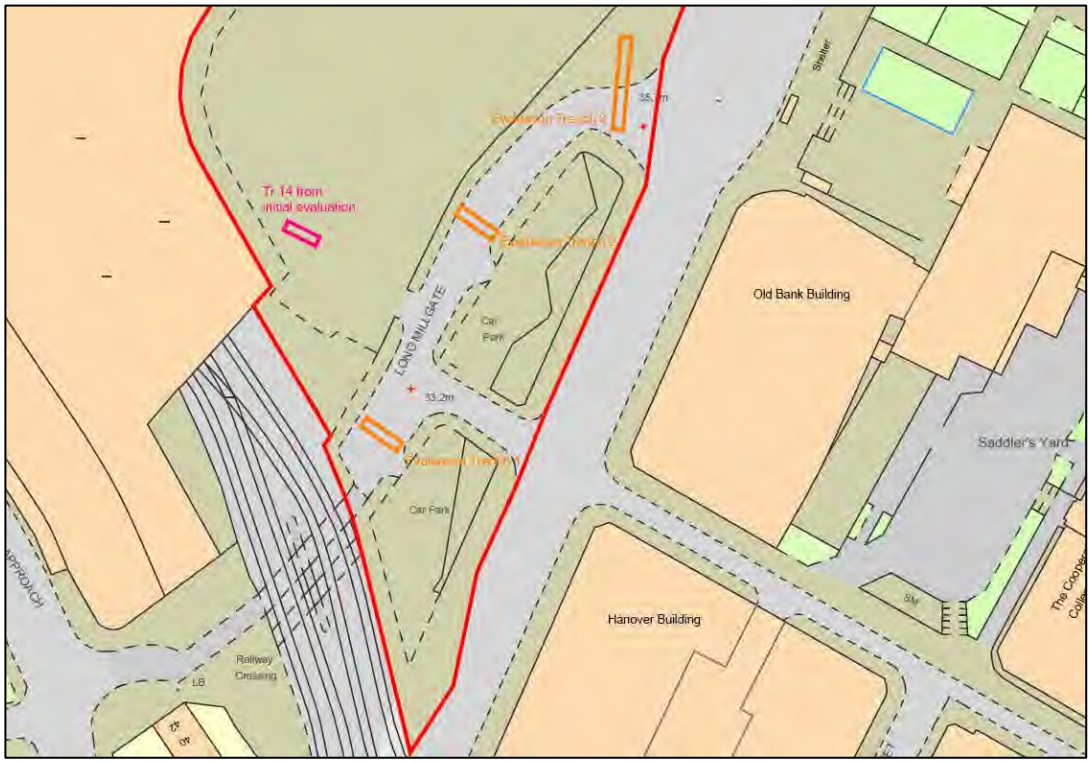

Plate 17: Location of three further evaluation trenches excavated during the 2020 investigations © Crown copyright and database right 2022

Plate 17: Location of open are excavation, beyond the Site boundary © Crown copyright and database right 2022

5. Gazetteer

The following gazetteer entries summarise the sites of potential archaeological interest within the Site (Fig. 10). The identification of these non-designated heritage assets is drawn primarily from the historic map regression analysis.

Gazetteer Entry 01

Site Name	Stone hammer
Designation	Non designated heritage asset
HER number	280.1.0
Site Type	Findspot (site of)
Period	Prehistoric
NGR	384099 398901
Source	HER
Description	A Bronze Age stone hammer was discovered at Corporation Street, on the southeast Site boundary in 1870. The stone hammer was found 25ft beneath Corporation Street in 1870 at what was believed to have been the base of Hanging Ditch.
Assessment	The potential for prehistoric remains within the Site is low, though there is some potential for unstratified artefacts to survive.

Gazetteer Entry 02

Site Name	Long Millgate Cross – Sanctuary
Designation	Non designated heritage asset
HER number	409.1.1
Site Type	Monument (site of)
Period	Medieval
NGR	384098 398970
Source	HER
Description	A fragment of a stone cross was discovered 'at or near the bend in Long Millgate' during the formation of Corporation Street. The fragment comprised the cross base, which had bevelled angles and was socketed to hold an octagonal shaft. It is thought that the cross may have been one of a series marking the privileged ground around the church.
Assessment	The potential for medieval remains within the Site is low, though there is some potential for unstratified artefacts to survive.

Gazetteer Entry 03

Site Name	Pre-industrial landscape
Designation	No designation
HER number	-
Site Type	Market gardens, relic soils and field boundaries (site of)
Period	16th to mid-18th century
NGR	384093 398960
Source	Map of *c* 1650; Casson and Berry 1751
Description	The Long Millgate Street frontage was developed by 1650, with garden plots to the rear. The plots of land to the rear appear to have been used for market gardening, shown on Casson and Berry's plan of 1751. By the late

	18th century, the Site was fully developed. Pre-industrial features were excavated at the adjacent site at New Victoria in September 2020, including the remains of a sealed posthole containing solely 16th- and 17th-century pottery (SA 2020).
Assessment	The pre-industrial landscape may include evidence of market gardening, relic soils, field boundaries and other associated features. Field boundaries may include ditches, hedges, or fences. Remains of ditches associated with field boundaries may contain evidence of the medieval and post-medieval landscape, which could be affected by the public realm works.

Gazetteer Entry 04

Site Name	Long Millgate
Designation	Non designated heritage asset
HER number	409.1.0
Site Type	Road (site of)
Period	Medieval to post-medieval
NGR	384081 398919 – 384104 398960
Source	Map of 1650; Casson and Berry 1751; Green 1787-94; Bancks & Co 1831; OS 1850
Description	Named in Manchester court leet records 1552. Manorial Mill on Irk to which Long Millgate gave access in existence by 1282. Two burgages documented 1337 believed to have been located on Long Millgate, others listed in rental of 1470s. The earliest plan of Manchester, dating to *c* 1650, shows buildings along frontages of Long Millgate, Fennel Street and Toad Lane in the core of the medieval borough. Timber-framed buildings of post-medieval to late medieval period survived along Long Millgate in the late 19th and early 20th centuries, the best known and most photographed being the Sun Inn on Poets Corner, facing the entrance to Chetham's School.
Assessment	A section of Long Millgate crosses through the Site, aligned northeast to southwest.

Gazetteer Entry 05

Site Name	Long Millgate
Designation	No designation
HER number	-
Site Type	Former weavers' cottages and commercial properties (site of)
Period	18th century
NGR	384081 398934
Source	Green 1787-94; Bancks & Co 1831; OS mapping; Manchester Local Image Collection
Description	Row of four buildings lining the northwest side of Long Millgate on late 18th- to late 19th-century mapping. Photographs of the properties show that they were 18th-century weavers' cottages, three-storeys in height, without cellars. Demolished in the early 1900s to make way for the expansion of Victoria Station. In total, three of these buildings were either fully or partly within the Site boundary. The 2017 evaluation did not cover the site of the former weavers' cottages.
Assessment	The presence and condition of remains associated with the late 18th-century buildings is unknown. There is some potential for the structures to

survive *in-situ* as below-ground remains.

Gazetteer Entry 06

Site Name	Manchester Arms Hotel
Designation	Non designated heritage asset
HER number	11781.1.0
Site Type	Hotel (site of)
Period	18th century
NGR	384090 398902
Source	Green 1787-94; Slater's trade Directory of 1797; Bancks & Co 1831; OS mapping; Manchester Local Image Collection
Description	Originally believed to have been the residence of the Howarth family, the property was converted into a hotel in 1794. The building occupied the south-eastern side of Long Millgate and OS maps show that it had an external staircase and pavement lights, indicating that it contained a cellar. Goad's insurance plan of 1888 (revised 1901) as a three-storey building with a basement, occupying 50 Long Millgate. Formerly a Grade II listed building, the hotel was demolished in the mid-1970s, and the site was used as a car park.
Assessment	The footprint of part of the hotel lies partially within the Site Area boundary, and any *in-situ* buried remains of the hotel may be affected by the proposed development.

Gazetteer Entry 07

Site Name	Bay Horse Hotel
Designation	No designation
HER number	-
Site Type	Hotel (site of)
Period	18th century
NGR	384100 398924
Source	Green 1787-94; Slater's trade directory 1794; Bancks & Co 1831; OS mapping; Manchester Local Image Collection
Description	Building shown on Green's map and recorded in Slater's trade directory of 1794 as the Bay Horse Inn. The building was located on the southeast side of Long Millgate, at the Hanover Street junction. The footprint of the building remained largely unchanged on the sequence of OS mapping, which also showed that the hotel had pavements light, indicating that the building was cellared. A photograph shows that the building was four-storeys high. It was demolished in the 1970s and the site was used for car parking.
Assessment	The former footprint of the hotel was within the Site boundary and *in-situ* buried remains of the hotel may be affected by the proposed development.

Gazetteer Entry 08

Site Name	Irk Cotton Mills
Designation	No designation
HER number	-
Site Type	Cotton Mill (site of)
Period	18th and 19th century
NGR	384088 398973

Source	Green 1787-94; Bancks & Co.' 1831; OS mapping
Description	An early cotton factory referenced in late 18th-century trade directories is likely to correspond with a building shown on Green's map of 1794, located on the northwest side of Long Millgate, adjacent to the River Irk. Remodelled and expanded in the early 19th century to create the cotton mill shown on a plan of *c* 1822 and Bancks & Co's map of 1831. The survey of *c* 1822 indicates that the building was seven-storeys high, but makes no reference to any steam-power plant, raising the possibility that the mill was originally water powered. The mill had been expanded considerably by the mid-19th century and is identified on Adshead's map of 1851 as the Irk Cotton Mill. The earliest elements of the mill had been demolished by 1890, and the remaining buildings were cleared at the beginning of the 20th century to allow for the expansion of Victoria Railway Station.
Assessment	The footprint of the mill was partly within the Site boundary. An archaeological evaluation across part of the mills former footprint suggests that it was destroyed by the expansion of Victoria Station.

Gazetteer Entry 09

Site Name	Bedford Court
Designation	No designation
HER number	-
Site Type	Bling-back workers' housing (site of)
Period	18th or 19th century
NGR	384075 398943
Source	OS map of 1850; Goad 1901
Description	Mid-19th-century mapping identifies blind-back dwellings at Bedford Court, located partly within the Site boundary. Possibly built in the late 18th or early 19th century. It is unlikely that the buildings were cellared. Bedford Court had been cleared by the late 19th century. The 2017 evaluation did not cover the site of the former houses.
Assessment	The remains of the buildings may survive *in-situ* as below ground structural remains, however, these may have been impacted by the expansion of Victoria Station in early 20th century.

Gazetteer Entry 10

Site Name	River Irk Culvert
Designation	Non designated heritage asset
HER number	16023.1.1
Site Type	Culvert (site of)
Period	Late 19th to early 20th century
NGR	384143 399055 – 384061 398976
Source	OS map of 1850; Goad 1901
Description	The River Irk was culverted in several stages from the 1840s. The final section of the river was culverted at the beginning of the 20th century to allow for the expansion of Victoria Station. The stone- and brick-built culvert extends for *c* 1km from the railway viaduct that emerges northwards from Victoria Station to the confluence with the River Irwell
Assessment	The culvert runs to the north of the Site boundary and will not be affected by the development scheme.

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6. Significance

6.1 The Policy Context of Heritage Assets

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

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

6.2 Assessment Methodology and Significance Criteria

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 March 2010). These criteria have all been utilised in this assessment and are listed below:

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

6.3 Baseline Significance Conditions

6.3.1 Period

The Site is located on the south bank of the River Irwell, in an area that may have been conducive for early prehistoric farming, however, any prehistoric remains will have likely been destroyed by later activity at the Site, though stray artefacts of Neolithic or Bronze Age date may exist. Similarly, residual artefacts associated with Roman roadside activity may also be present.

The Site lies mostly within the Area of Medieval Manchester. During the 14th century, several mills were established in the area and settlement expanded along Long Millgate in the 15th and 16th centuries. By the late 18th century, the entire Site had been developed. Buildings within the Site included hotels, inns, weavers' cottages, and an early cotton mill. The industrial period was significant to Manchester's history. Therefore, sites reflecting Manchester's industrial heritage may be considered significant due to period.

6.3.2 Rarity

Remains of old farming practices such as ridge and furrow and remnants of late medieval field systems require programmes to further refine dating and usage patterns. Remains of late medieval remains within the Site would be considered rare (North West Regional Research Framework 2021). Archaeological remains of post-medieval field boundaries or gardens would also be considered rare.

Any surviving 18th-century remains would be considered significant due to rarity, as these were often disturbed by the later industrial development of the town during the 19th and 20th centuries. Furthermore, remains associated with the 18th-century buildings within the Site, including early remains of Irk Mills may be significant due to rarity.

The mid to late 19th-century expansion of the mill would not be considered significant due to rarity as these were a common feature of the industrial landscape and many remain standing.

6.3.3 Documentation

The historical development of the Site from the mid-18th century 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.

6.3.4 Group Value

The Site lies within an area of Manchester that was initially developed during the late medieval to the early post-medieval period. Photographs of the Site taken in 1900, however, show that many of the buildings along the Long Millgate street frontage, including the hotels, inn and weavers' cottages were all of 18th-century date. Early elements of Irk Mill also dated to the early industrial period. Therefore, any remains within the Site may hold some group value.

6.3.5 Survival / Condition

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown. However, despite later activity, elements of the pre-industrial landscape are known to have survived in the land immediately to the northeast of the Site. Any buildings containing cellars or deep structures are more likely to survive as *in-situ* buried remains.

6.3.6 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 proposed development.

6.3.7 Diversity

The heritage assets within the Site are mostly associated with the development of Manchester during the industrial period, however, the Site was likely to have been in use since the late medieval period and therefore may be considered significant due to diversity.

6.3.8 Potential

There are no known prehistoric, Roman or early medieval sites within the Site or its vicinity and the potential for remains deriving from these periods is considered to be very low.

Mid-17th-century and mid -18th-century maps show that land to the rear of the properties fronting Long Millgate were used as garden plots. The survival of the pre-industrial landscape, including gardens may have some potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England*

(https://researchframeworks .org/nwrf/industrial/#section7;https://researchframeworks.org/nwrf/sample-page/post-medieval/):

PM15: How well recorded and understood are farming landscapes, field patterns, distributions of buildings and building types?

Ind05: How well understood is change and development of the agrarian landscape in response to industrialisation and enclosure?

Ind08: To what extent were post-medieval geometric garden landscapes swept away by post-1750 landscaping?

Ind09: How does the nature of rural settlement change during this period?

It is unlikely that any below-ground remains pertaining to the pre-industrial landscape will survive within the Site due to the extensive development that took place in the late 18th and early 19th centuries, though surprisingly, a sealed 16th-century posthole was excavated in land immediately to the northeast of the Site.

A late-18th-century cotton mill was situated adjacent to the River Irk. The mill had been significantly expanded by the mid-19th century and was annotated as 'Irk Cotton Mill' (Fig. 6). The research agendas listed in the *Archaeological Research Framework for North West England* (https://researchframeworks.org/nwrf/industrial/) aim to address innovations in technology and production during the post-medieval and industrial period:

PM27: How do the industries associated with the North West evolve and develop during this period?

Ind60: How can we make sense of the relative significance of historic industrial processes and building types perceived as poorly understood and recorded?

It is unclear whether the early cotton mill lay within the Site boundary. By the early to mid-19th century, the mill had been expanded and covered much of the northwest part of the Site. Below-ground remains of the mill are likely to have been destroyed by the 20th-century expansion of Victoria Station and therefore has limited potential to address the research aims listed above.

The Ordnance Survey map of 1850 (Fig. 6) shows the site of a chimney at Irk Mill, indicating that the mills power systems most likely lay beyond the Site boundary. The research agendas listed in the *Archaeological Research Framework for North West England* (https://researchframeworks.org/nwrf/industrial/) aim to address innovations in technology and production during the industrial period:

Ind55: What is the evidence for the development of power production?

Ind58: How have industrial buildings adapted to new technology and processes?

The mills power systems most likely lay beyond the Site boundary and therefore, have limited potential to address the research aims listed above.

Both sides of Long Millgate appear to have been lined with various 18th-century buildings. The research agendas listed in the *Archaeological Research Framework for North West England* (https://researchframeworks.org/nwrf/industrial/) aim to address the urban landscape during the industrial period:

Ind22: How can we take forward our understanding of the impact of industrialisation on the working class and their living conditions?

Ind32: To what extent did houses and shops incorporate workshops and warehousing?

Ind39: What do we know about pre By Law workers housing and where are significant examples?

The properties within the Site comprise several different types of buildings, including weavers' cottage, hotels, inns and warehouses. The Ordnance Survey map of 1850 (Fig. 6) indicates that most of the properties on the southeast side of Long Millgate contained cellars. Buildings on the southeast side of Long Millgate have already been excavated during an archaeological evaluation (Salford Archaeology 2017), however no further mitigation was required.

6.5. Significance of Below-Ground Archaeological Remains

Using the above criteria, the Site has some potential to contain non-designated below-ground heritage assets of local and regional significance. Any remains of the culverted section of the River Irk (GE10), Irk Mill (GE08) the Manchester Arms Hotel (GE06), the Bay Horse Hotel (GE07), 18th-century buildings at Bedford Court (GE09) and the weavers' cottages on Long Millgate (GE05 would be of low (local) significance. Buried remains of the medieval route of Long Millgate (GE04) would be high local/regional significance, however, the potential for these remains to survive within the Site is low.

7. Impact of Development

7.1 Development Proposals

The design proposals for the Site comprises a ten-storey office building plus basement comprising up to 18,101 (GIA) of office accommodation, ground floor commercial units, roof terrace, plant, cycle parking, hard and soft landscaping, access and servicing and other associated works that have the potential to affect any surviving archaeological remains within the Site.

7.2 Impact of Development on Below-Ground Remains

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

This assessment has demonstrated that the Site has the potential to retain archaeological remains of the medieval route of Long Millgate (GE04), weavers' cottages (GE05) and Bedford Court (GE09).

Any such remains that do exist within the Site are likely to be of local significance and, without a programme of mitigation, the scheme could damage or destroy these remains.

8. Recommendations

8.1 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.

8.2 Recommendations and further investigation

The exact scope and extent of any such further investigation of the Site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. It may be anticipated, however, that archaeological monitoring in the form of a watching brief may be required along the former route of Long Millgate and at the former weavers' cottages and Bedford Court.

Should significant archaeological remains be encountered during the archaeological watching brief, 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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Appendix 1: Figures

Figure 1: Site location map

Figure 2: Site boundary superimposed on modern mapping

Figure 3: Site boundary superimposed on Laurent's map of 1793

Figure 4: Site boundary superimposed on Swire's map of 1824

Figure 5: Site boundary superimposed on Bancks & Co's map of 1831

Figure 6: Site boundary superimposed on the Ordnance Survey 60": 1 mile map of 1850

Figure 7: Site boundary superimposed on the Ordnance Survey 1: 500 Town Plan of 1891

Figure 8: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1908

Figure 9: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1952

Figure 10: Gazetteer sites superimposed onto modern mapping

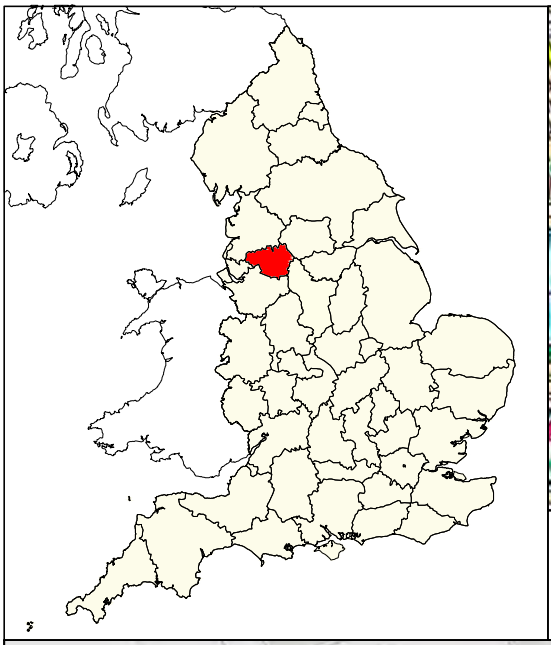

Figure 1:

Site Location

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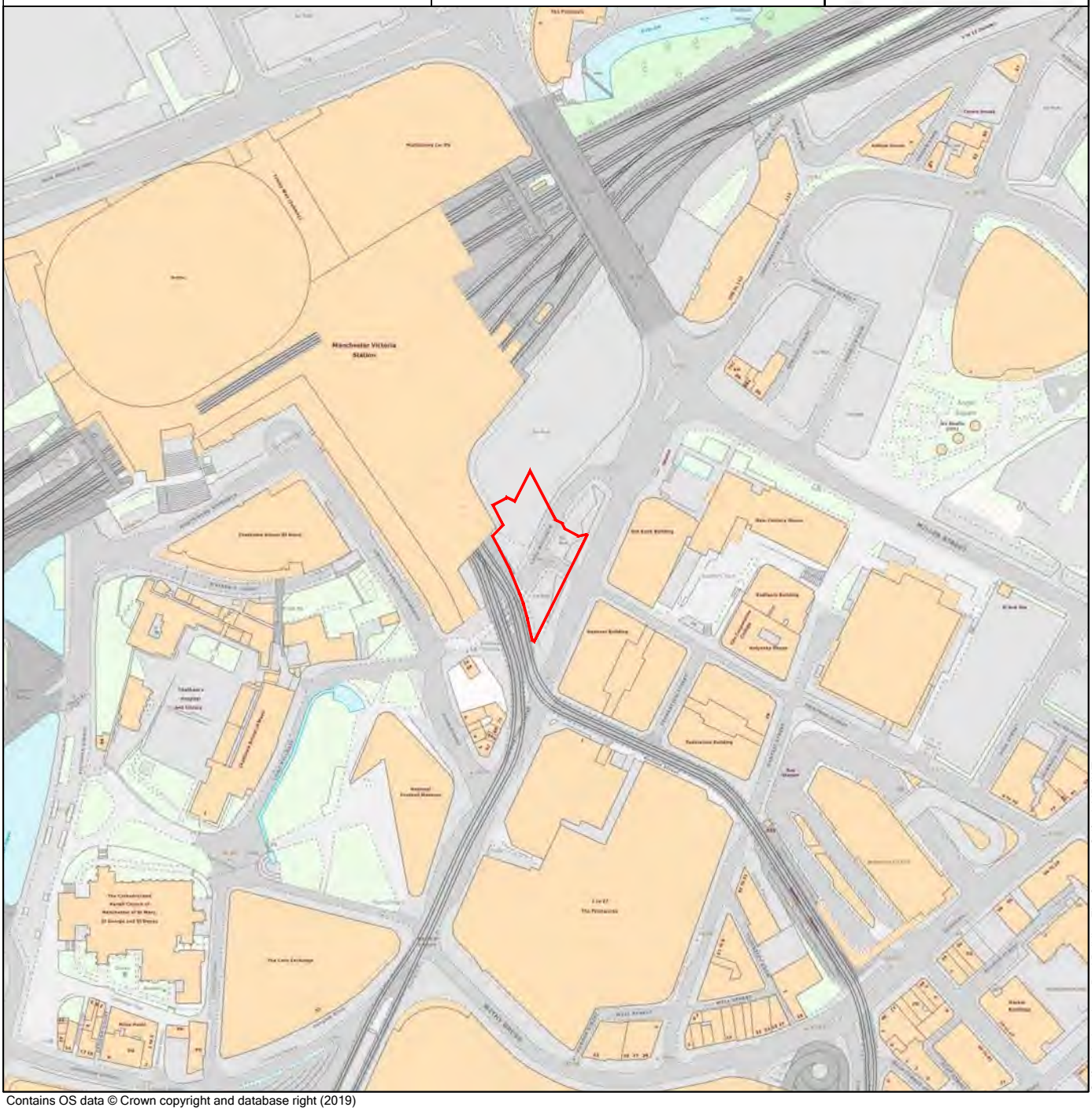
SALFORD ARCHAEOLOGY



Contains OS data © Crown copyright and database right (2019)

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

384080

384160.0000

398960

398880

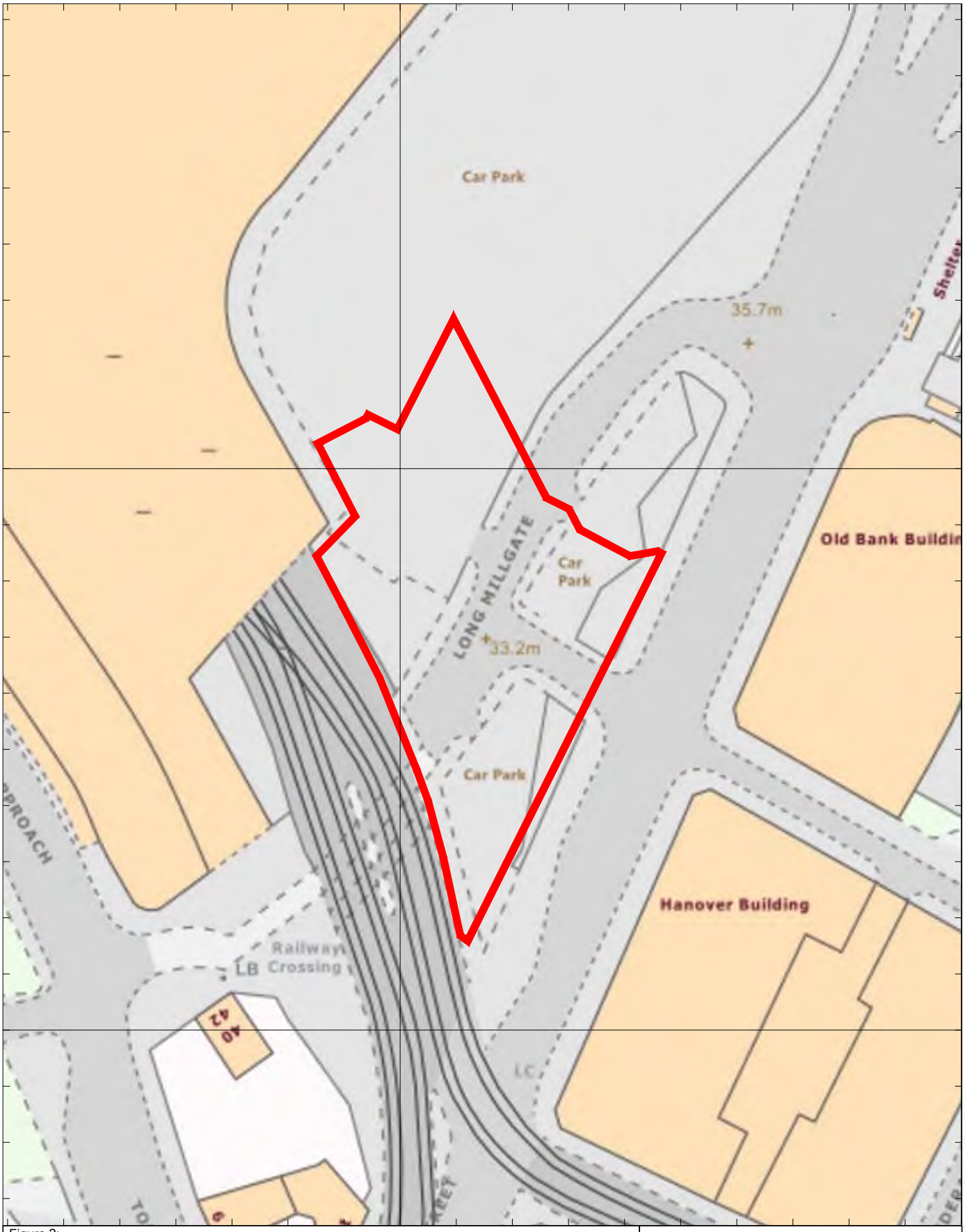


Figure 2:

Site Boundary Superimposed onto Modern Mapping

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N

Key:

Site Boundary

SALFORD ARCHAEOLOGY

0 50 m

Scale at A4 1:750

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

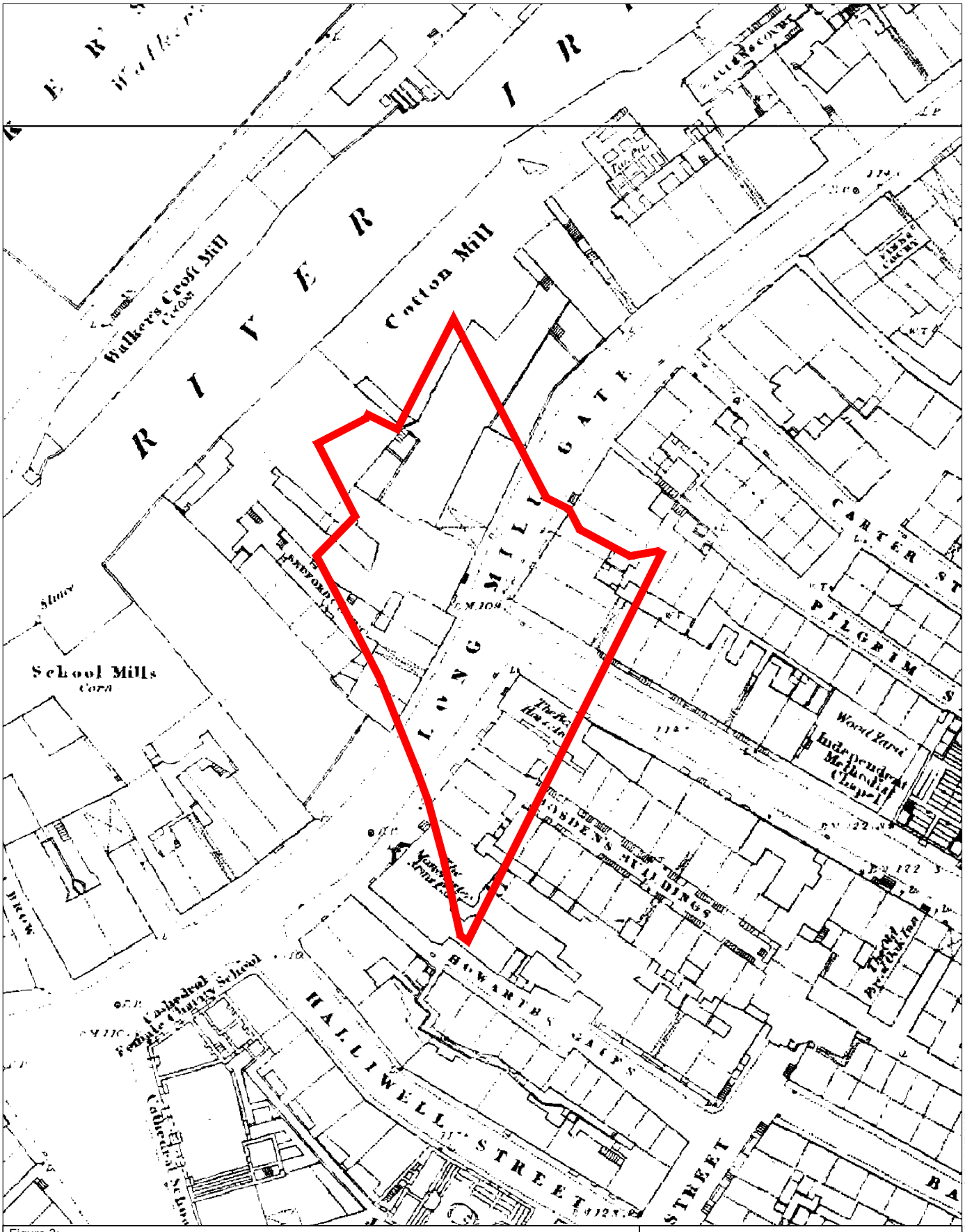

Figure 3:

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

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N

Key:

Site Boundary

SALFORD ARCHAEOLOGY

0 50 m

Scale at A4 1:750

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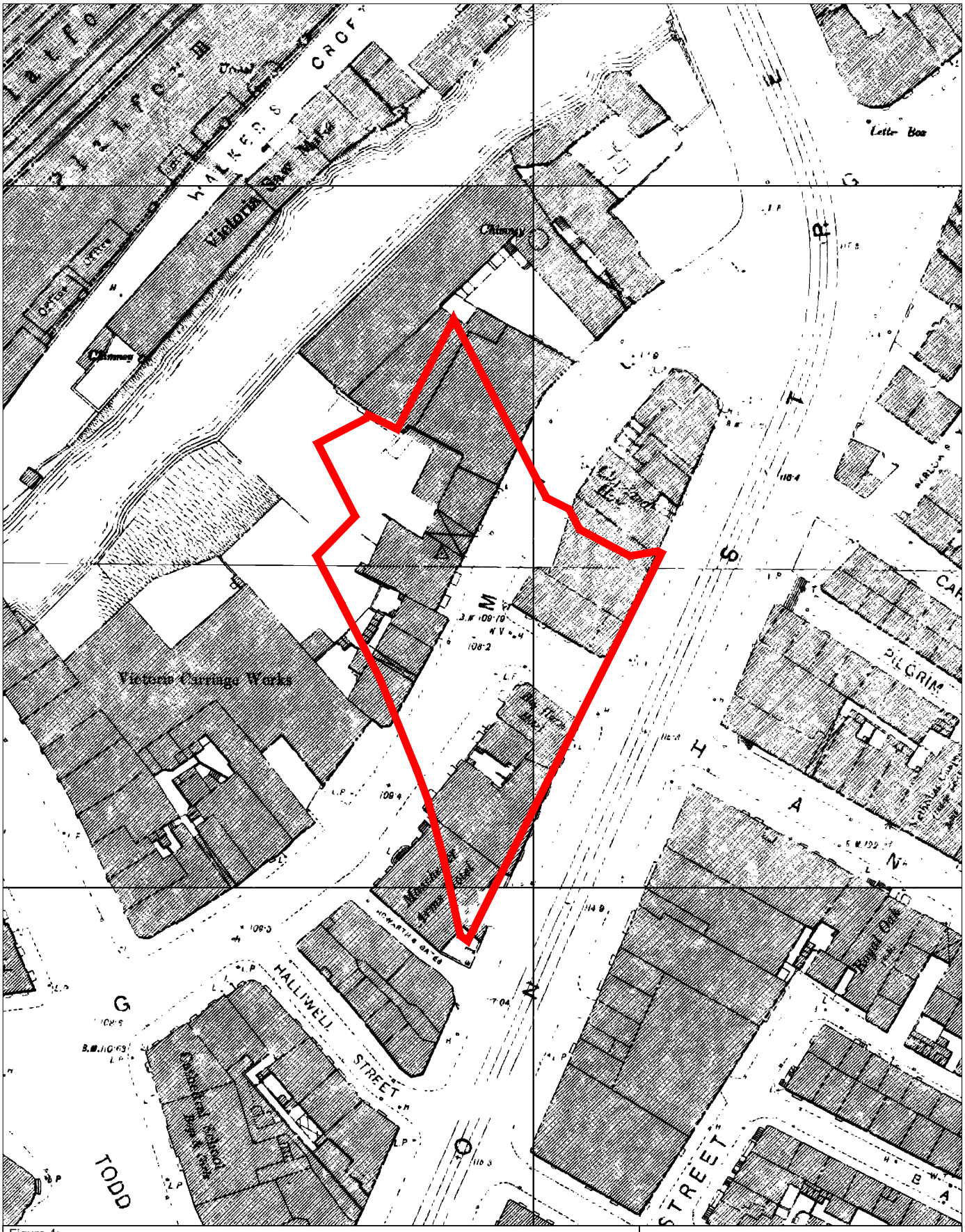

Figure 4:

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

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N

Key:

Site Boundary

SALFORD ARCHAEOLOGY

0 50 m

Scale at A4 1:750

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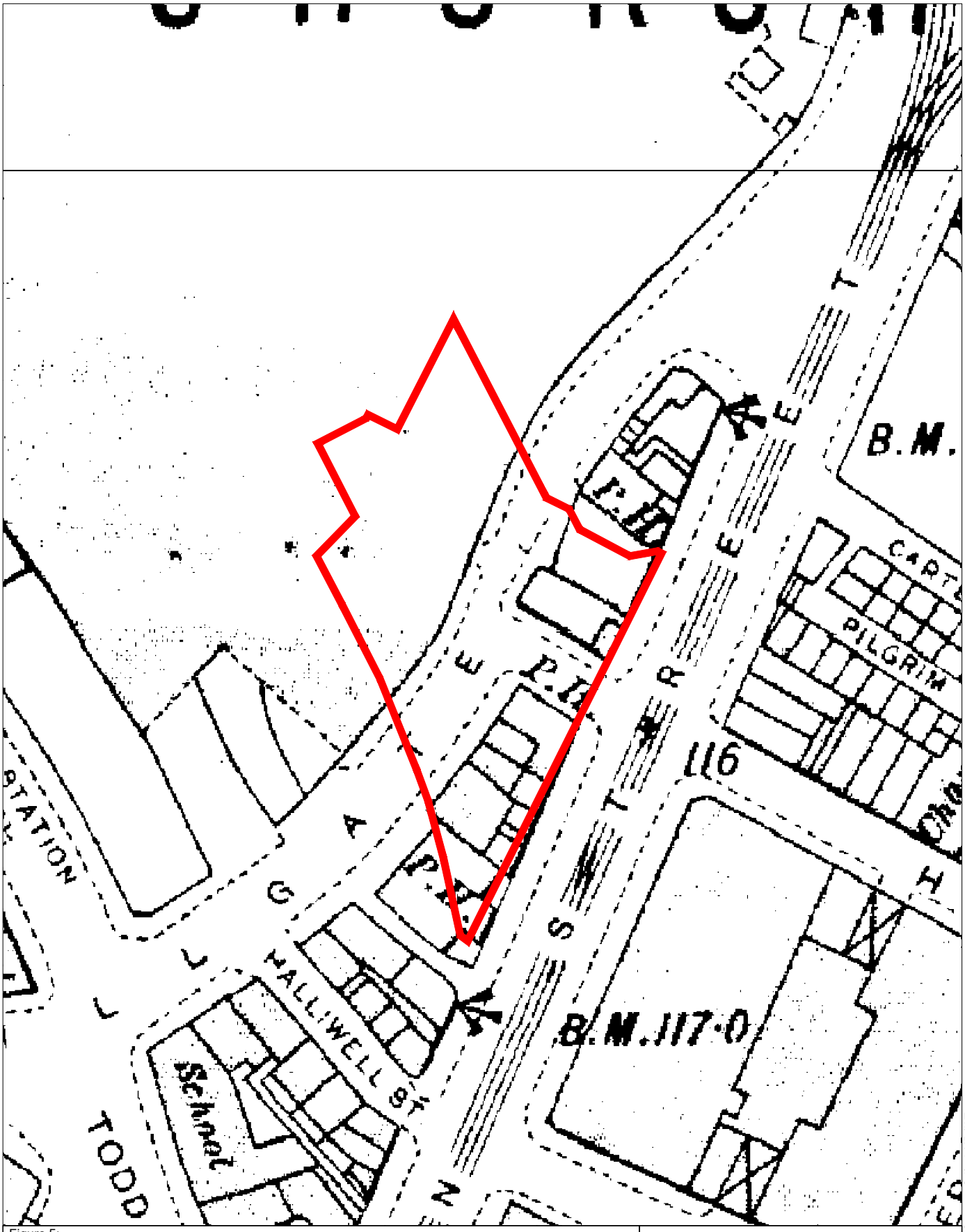

Figure 5:

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

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N

Key:

Site Boundary

SALFORD ARCHAEOLOGY

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Scale at A4 1:750

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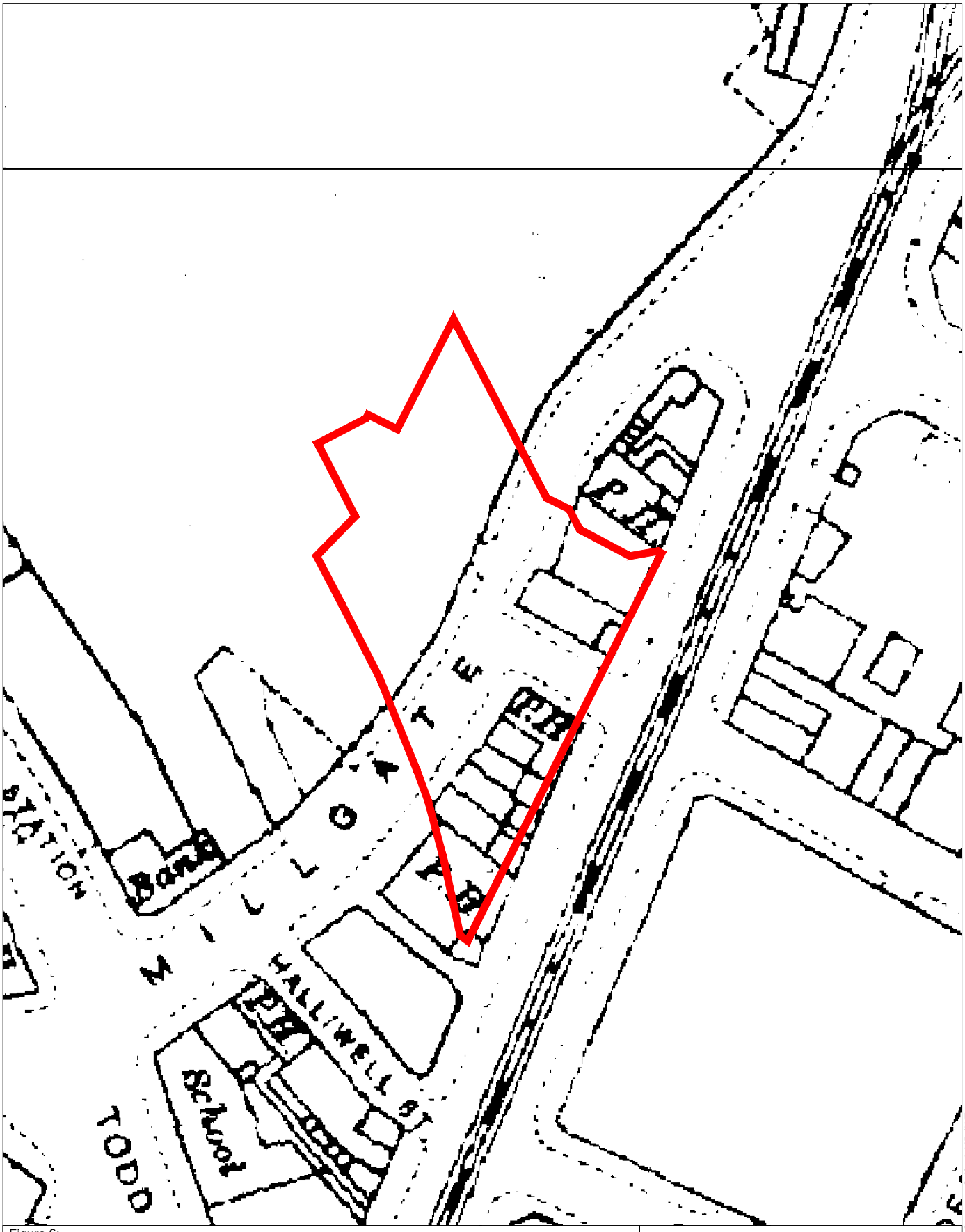

Figure 6:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1933

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N

Key:

Site Boundary

SALFORD ARCHAEOLOGY

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Scale at A4 1:750

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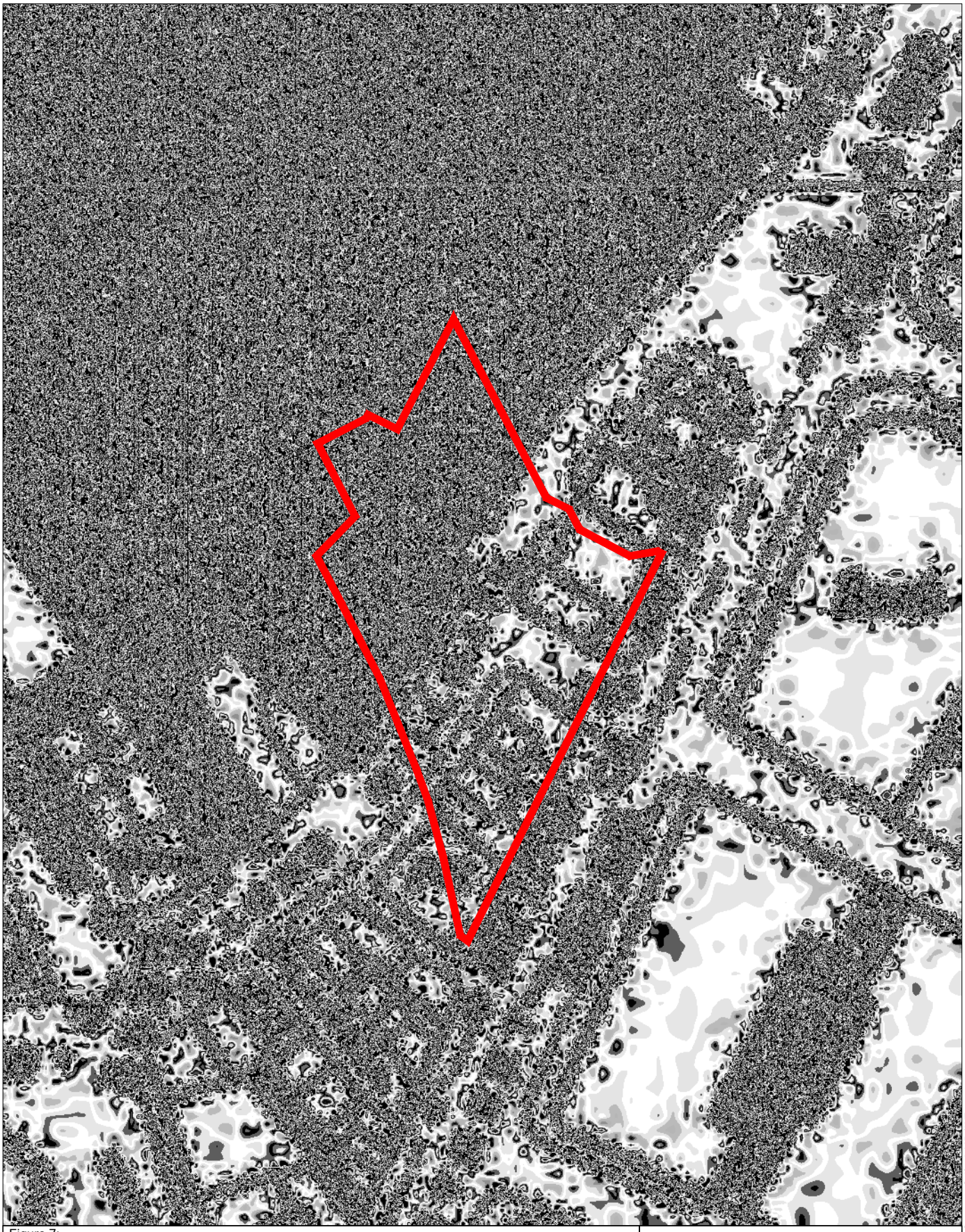

Figure 7:

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

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N

SALFORD ARCHAEOLOGY

0 50 m

Scale at A4 1:750

Key:

Site Boundary

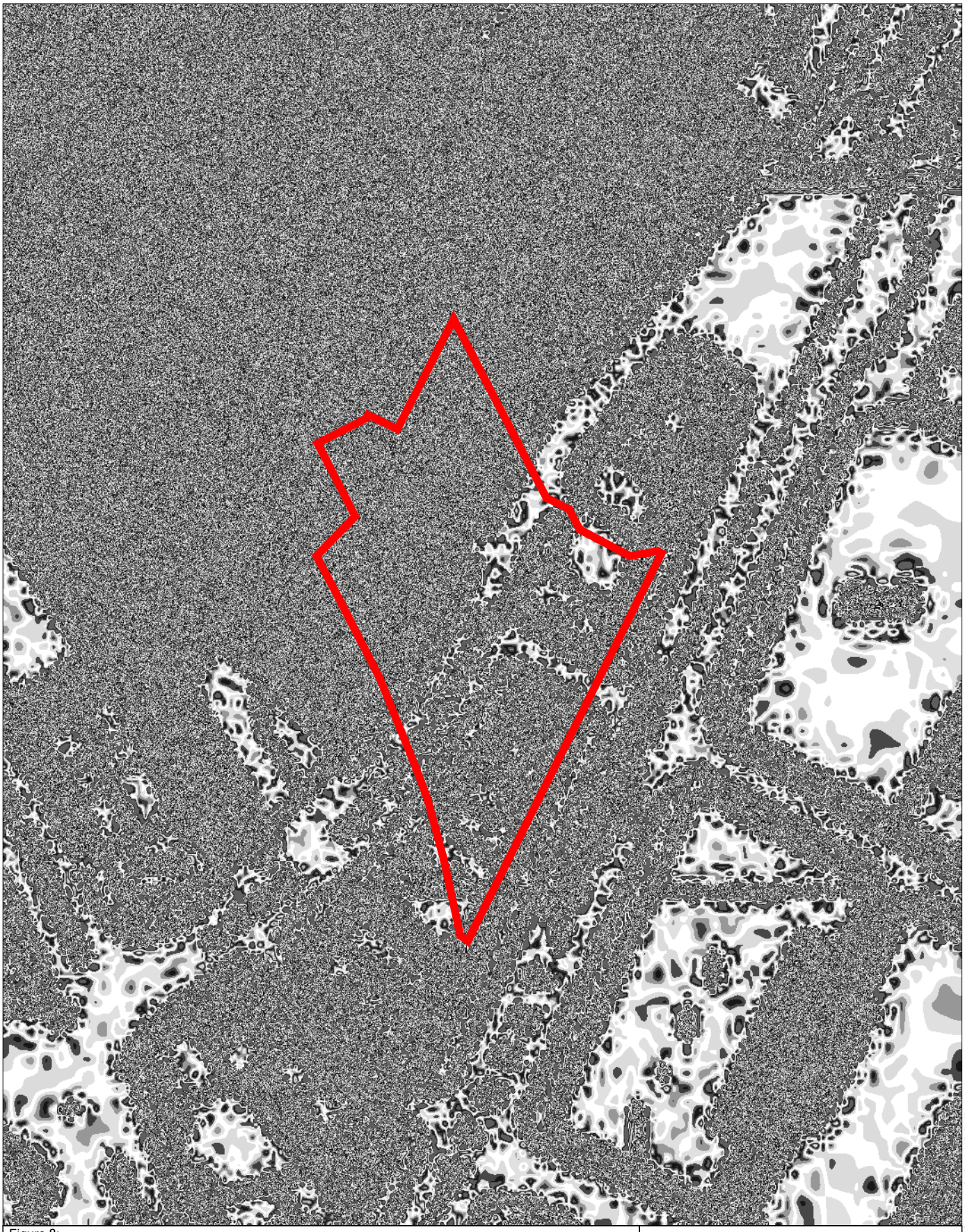

Figure 8:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1966

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N

SALFORD ARCHAEOLOGY

0 50 m

Scale at A4 1:750

Key:

Site Boundary

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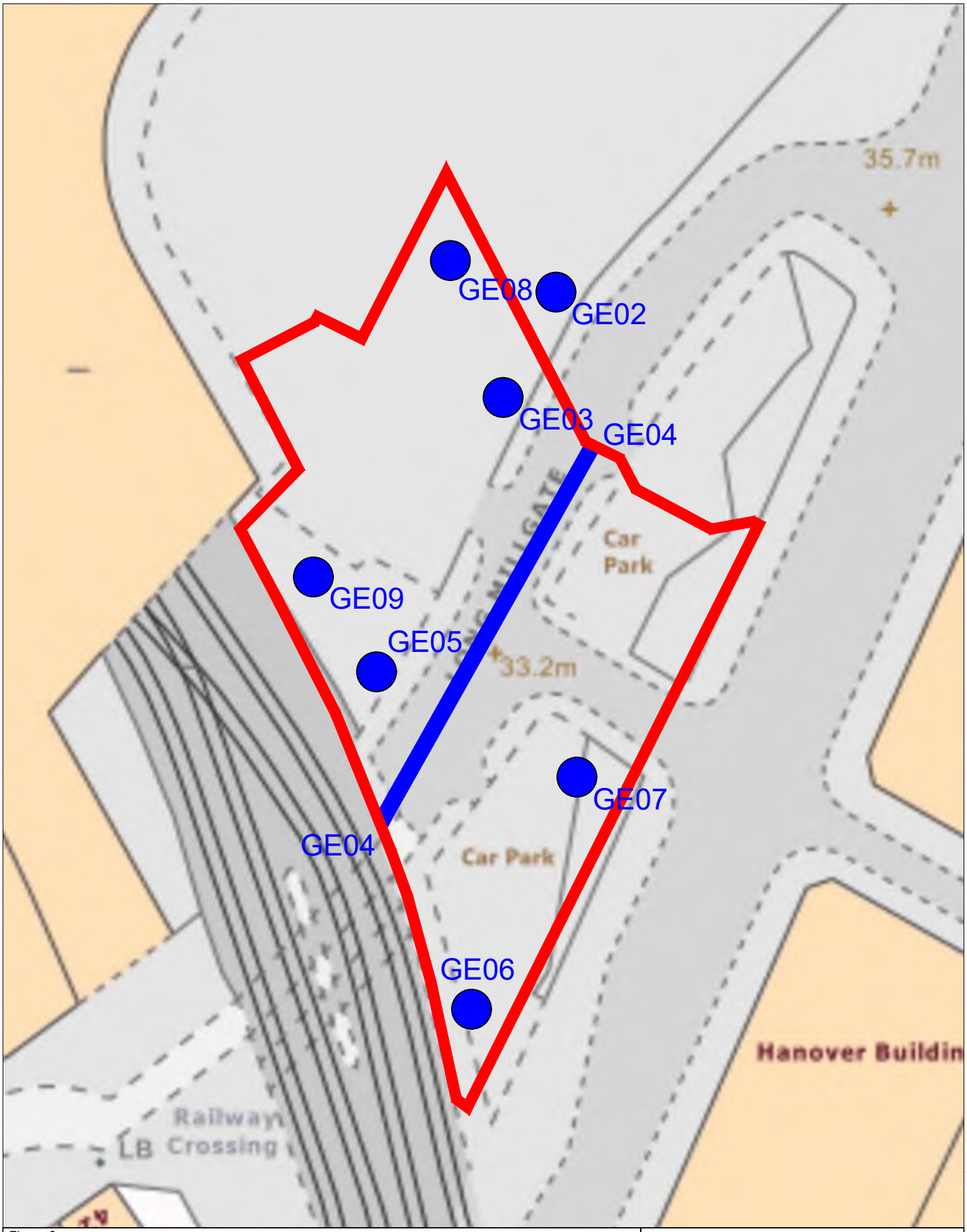

Figure 9:

Gazetteer Entries Superimposed onto Modern Mapping

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N

Key:

Site Boundary

Gazetteer Entries

SALFORD ARCHAEOLOGY

0 20 m

Scale at A4 1:500

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SALFORD ARCHAEOLOGY

CONSULTANCY

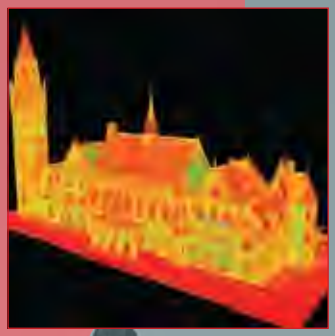
DESK-BASED ASSESSMENTS

WATCHING BRIEF & EVALUATION

EXCAVATION

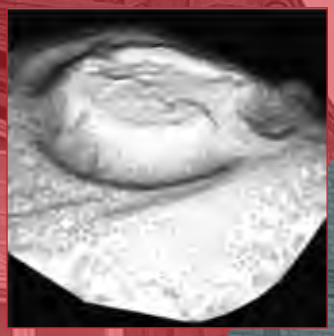
BUILDING SURVEY

3D LASER SCANNING

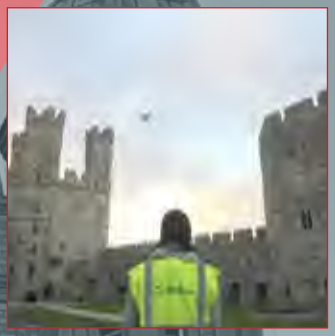


COMMUNITY INVOLVEMENT

LANDSCAPE SURVEYS



DRONE SURVEYS



WORKSHOPS & VOCATIONAL TRAINING

RESEARCH PUBLICATIONS

SEMINARS, DAYSCHOOLS CPD EVENTS

University of Salford MANCHESTER

The Centre for Applied Archaeology

Salford Archaeology, Peel Building, School of Science, Engineering & Environment,
University of Salford, Manchester, M5 4WT
Telephone: 01612953818 Email: a.thompson@salford.ac.uk