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Archaeological Evaluation Report

Goulden Street, New
Cross, Manchester

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CERT Property Limited

Planning Reference:

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Technical Report:

Ollie Cook and Lewis Stitt

Report No:

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Summary

A revised full planning application (125678/FO/2019) has been submitted to Manchester City Council for the redevelopment of land situated in New Cross area of Manchester (centred on NGR 384706 398900; Figure 1). The consented scheme includes erection of an 8-storey residential building, comprising 73 residential units, with flexible ground floor commercial use, together with parking, amendments to the existing highways, landscaping and other associated works.

In July 2021, Salford Archaeology were commissioned to produce a Written Scheme of Investigation for an archaeological evaluation and historic building survey of the site on Goulden Street. The rationale for the investigation was informed by a Desk-Based Assessment completed by Salford Archaeology in 2018 (Lee 2018). The assessment demonstrated that the entirety of the site is of archaeological interest and had potential to yield evidence for the growth of New Cross as a residential district in the early 19th century, when the area was densely populated with workers' housing. Historic maps indicate two rows of back-to-back houses were built along Goulden Street and Bennett Street, with a row of blind-back houses between these, as well as a row of blind-back houses along Chadderton Street. 'Barrow's Buildings' and 'Thompson's Yard' were the names of the communal yards or courts of the back to backs. In addition, there is potential for the upstanding and buried remains of the late 19th-century Police and Fire Station, which was built over the residential buildings. These structural remains are likely to retain evidence for its construction and evolution throughout the 19th and 20th century.

Four evaluation trenches were excavated by Salford Archaeology in August 2021. The results obtained from the trenches demonstrated that some remains of the 19th-century Police and Fire Stations survived within the site boundary, along with some structural remains associated with the mid-19th century workers housing; there was no evidence of any archaeological remains pre-dating the mid-19th century.

Delivery of the consented scheme will necessitate a ground reduction across the site, and it may be concluded that construction work will have an impact on the archaeological resource. However, this impact will be limited to southeastern edge of the site, between the exterior wall and the standing chimney. Due to the limited area and the proximity of the standing structures it is not possible to excavate a larger trench in this in this area and so any anticipated further investigation would be limited.

1. Introduction

1.1 *Planning Background*

In July 2021, Salford Archaeology were commissioned by Mulbury Homes to produce a Written Scheme of Investigation for an archaeological evaluation and historic building survey of the site on Goulden Street. The rationale for the investigation was informed by a Desk-Based Assessment completed by Salford Archaeology in 2018 (Lee 2018). The assessment demonstrated the entirety of the site is of archaeological interest and had potential to yield evidence for the growth of New Cross as a residential district in the early 19th-century, when the area was densely populated with workers' housing. Historic maps indicate two rows of back-to-back houses were built along Goulden Street and Bennett Street, with a row of blind-back houses between these, as well as a row of blind-back houses along Chadderton Street. 'Barrow's Buildings' and 'Thompson's Yard' were the names of the communal yards or courts serving the back-to-backs. In addition, there is potential for the upstanding and buried remains of the late 19th-century Police and Fire Station, which was built over the residential buildings. These structural remains are likely to retain evidence for its construction and evolution throughout the 19th and 20th century.

Following consultation with the Greater Manchester Archaeological Advisory Service, it was recommended that it would be appropriate to undertake a programme of intrusive archaeological investigation in advance of development. It was further recommended that the investigation should comprise the excavation of four evaluation trenches, targeted on the footprint of former buildings of potential interest to establish the presence or absence of buried archaeological remains.

The evaluation trenches were excavated in August 2021. In February 2023 Salford Archaeology were contacted by CERT Property Limited, who had taken over the scheme, to produce a final evaluation on the findings.

1.2 *Academic Aims*

The main aims of the investigation, given the commercial nature of the project, will be to create a full and accurate record of the upstanding and buried remains within the site. The historic building survey will provide a written, drawn and photographic record of the remains of the former Police and Fire Station. The evaluation will aim to establish the presence or absence of buried archaeological remains on the site and, if present, characterise the level of preservation and significance, and provide a good understanding of their potential.

1.3 *Objectives*

The principal objectives of the archaeological investigation were:

- to record, as far as is reasonably possible, the location, extent, condition, significance and quality of any surviving archaeological remains observed;
- to provide sufficient information to enable an informed decision to be made about the need for any additional archaeological mitigation; and
- to make available the results of the work.

It was anticipated that the archaeological investigation will address several of the agenda for archaeological research of the industrial and modern periods stated in the current North West Regional Research Framework (NWRRF 2021). In particular, the work has the potential to contribute to the understanding of the urban landscape in New Cross through answering the following research questions relating to workers' housing and living conditions:

- Ind22: How can we take forward our understanding of the impact of industrialisation on the working class and their living conditions?
- Ind23: What evidence do we have for the improvement of urban public health during this period?
- Ind31: How have mass housing developments and civic or public buildings such as prisons, schools, and workhouses, influenced settlement growth?
- Ind32: To what extent did houses and shops incorporate workshops and warehousing?
- Ind33: How well studied and understood are the back yards of workers housing and what is their significance?
- Ind39: What do we know about pre-By Law workers housing and where are significant examples?
- Ind106: To what extent have we identified and protected the most important examples of police and fire stations in the region?

1.3 Location

The Site is located in the New Cross area of Manchester just beyond the northeast edge of the city centre. The site is bounded by Goulden Street to the southwest, Chadderton Street to the southeast, Bendix Street to the northeast and Cross Keys Street to the northwest..

The site comprises a rectangular open area of hard standing, surrounded by brick walls to the northwest, southwest and southeast, and with cast iron pillars along the northeast edge. A brick chimney stands just southeast of the centre of the site. The site lies at an elevation of 54m above Ordnance Datum.

The solid geology of the area comprises Carboniferous sedimentary material and a series of Permo-Triassic rocks, consisting mainly of New Red Sandstone. The overlying drift incorporates Pleistocene boulder clays of glacial origin, and sands, gravels, and clays of fluvial/lacustrine origin (<http://www.bgs.ac.uk>).

2. Historical Background

The following section is taken from the previous desk-based assessment (Lee 2018) and is intended to provide a context in which to consider the results obtained from the survey and evaluation trenches.

2.1 *Prehistoric Period*

The current understanding of human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that the Castlefield area may have been conducive for late prehistoric settlement on account of the natural topography and its location close to the confluence of the rivers Medlock and Irwell (UMAU 2002). Similarly, the area around Manchester Cathedral, close to the confluence of the rivers Irwell and Irk, provides a location which would have been favourable for early activity. Two Neolithic artefact findspots are recorded at Cathedral Yard (HER 407.1.0 and HER 2009.1.0), a Bronze Age dagger and axe fragment were found during excavations at the north-east corner of Hanging Bridge in 1870 (HER 394.1.0), and a Bronze Age stone hammer was found 25ft beneath Corporation Street in 1870 (HER 280.1.0).

2.2 *Romano-British Period*

The first military occupation of Manchester was established during the governorship of Agricola (AD 77-84), and commenced with a five-acre wooden fort, known as *Mamucium* (Bruton 1909). During the 2nd century, the fort was developed in association with a substantial extramural settlement, or *vicus*, which expanded in both a northerly direction, and along the line of Chester Road to the south (Grealey 1974, 11). Roads from the fort linked Manchester with Ribchester to the north, Castleshaw, and York to the north-east, Wigan to the north-west, Chester to the south, and Buxton to the south-east (Gregory 2007). However, evidence for Roman activity in the vicinity of the Site is limited. Roman coins were discovered along the River Irk in 1899-1901 (HER 1393.1.0), when the river between Ducie Bridge and Scotland Bridge was diverted for the railway, and a coin of Constantine I (AD 306-33) was discovered in Angel Street, together with a circular quernstone, believed to be Roman, in St Michael's Square, in 1904 (HER 1253.1.0).

2.3 *Medieval period*

There is scant archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest, although the area around Manchester is known to have come under the control of several kingdoms during this period. In AD 620, Edwin conquered and occupied Manchester, and it may have been at this time that settlement in the town was established around the cathedral (Farrer and Brownbill 1911). An urn dating to the late 6th century was discovered at Red Bank to the north-west of the Site Area in the 19th century, providing very rare physical evidence for human activity during this period (Tupling 1962).

In AD 919, the Anglo-Saxon king Edward the Elder established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested that the burh lay within the area around the cathedral, on the northern edge of the modern city centre. The area of the cathedral had certainly become a new focus for settlement by the late 11th century, and the site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons. This early settlement at the confluence of the Irwell and Irk seems to have been bounded on the landward side by Hanging Ditch, whose curving line ran between the two rivers, taking a line that was followed subsequently by Toad Lane, the forerunner of Todd Street and Corporation Street.

Post-Conquest Manchester was established around the manor house and parish church of St Mary, located 1km to the south-west of the Site. In 1223, the right to hold an annual fair was obtained, and the town was important enough to be granted a charter in 1301 (Kidd 1993, 14). The Site lay on the north-eastern fringe of the medieval settlement, to the east of Long Millgate. This was one of the town's longest and most populous streets, which extended along the south side of the River Irk to Manchester's manorial corn mill. Millgate is documented from the early 14th century, however the mill is referred to in documents dating to the first half of the 12th century.

Long Millgate also led to Scotland Bridge over the River Irk, one of the principal routes into Manchester, and to Ashley Lane, another main route into the town from the north-east. Long Millgate was superseded in the 1850s when Corporation Street was extended from Withy Grove to Ducie Bridge.

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

2.4 *Post-medieval and Industrial Period*

The onset of the rapid industrialisation centred on Manchester from the 18th century resulted in a massive expansion of the town's population. By the 1780s, the national demand for textiles, particularly cotton, began to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of the factory-based cotton manufacturing industry of international repute (Baines 1835).

The areas that would later become known as New Cross and comprised farmland well in the second half of the 18th century. There are early references to a stream which ran alongside Newton Lane and this probably referred to the River Tib, which was culverted in the 18th century and now runs under Oldham Road (Swindells 1908). The area around the western end of Oldham Road, known as Newton Lane at the time, became one of Manchester's major thoroughfares, but had a very open aspect in the mid-18th century, as shown in an engraving of c.1734 (Plate 1). Newton Lane was upgraded from an 'ill-kept and muddy lane' to a 'noble thoroughfare' in 1772 (Middleton 1920, 6), and the ensuing explosion in properties is first depicted with any certainty on two late 18th-century plans.



Plate 1: The junction of Newton Lane and Great Ancoats Street in c 1734, viewed from the site of the New Cross. The building in the foreground is the public house The Iron Dish and Cob of Coal, which later became known as the Crown & Kettle.

The development of the Site and its immediate surroundings is captured on detailed plans produced by William Green in 1787-94 (Plate 2) and Charles Laurent in 1793. The site remained undeveloped and is shown to have been owned by Brazennose College, Oxford, with a field boundary dissecting the site. Some residential development can be seen in New Cross, including houses along Five Houses (Thompson Street) and on Newton Street (Oldham Road).

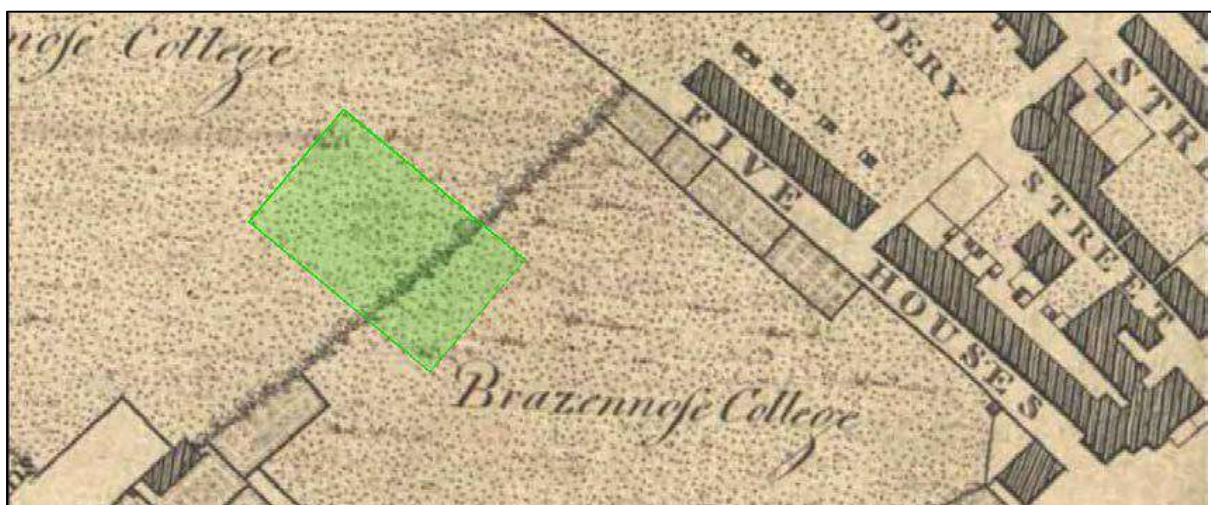


Plate 2: Extract from Green's survey of 1794, showing the Site boundary

Green's plan also shows the location of the New Cross, from which the area takes its name (Plate 3). The monument, which appears from an early 19th-century engraving to have been an obelisk, possibly replaced an earlier cross on the site known as Barlow Cross (Taylor 1906). The obelisk was erected in the early 18th century and removed in 1819, and is likely to have been of a similar date to the example in Ripon, which is dated to 1702 and represents the oldest surviving obelisk in England.



Plate 3: New Cross, early 19th century, showing market stalls, the obelisk, and the Crown & Kettle pub

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

Despite the removal of the New Cross obelisk in 1819 the name lived on, with the junction where the monument stood acting as both a marketplace and an important meeting and protest point throughout the 19th century. From the numerous food riots of the late 18th and early 19th centuries, the Chartist-inspired striking and riots of the early 1840s, to the unrest resulting from the Cotton Famine caused by the American Civil War in the 1860s, scenes of protest, and occasionally violence, were commonplace at New Cross, which had become a magnet for the meeting of radicals and reformers (Plate 4).

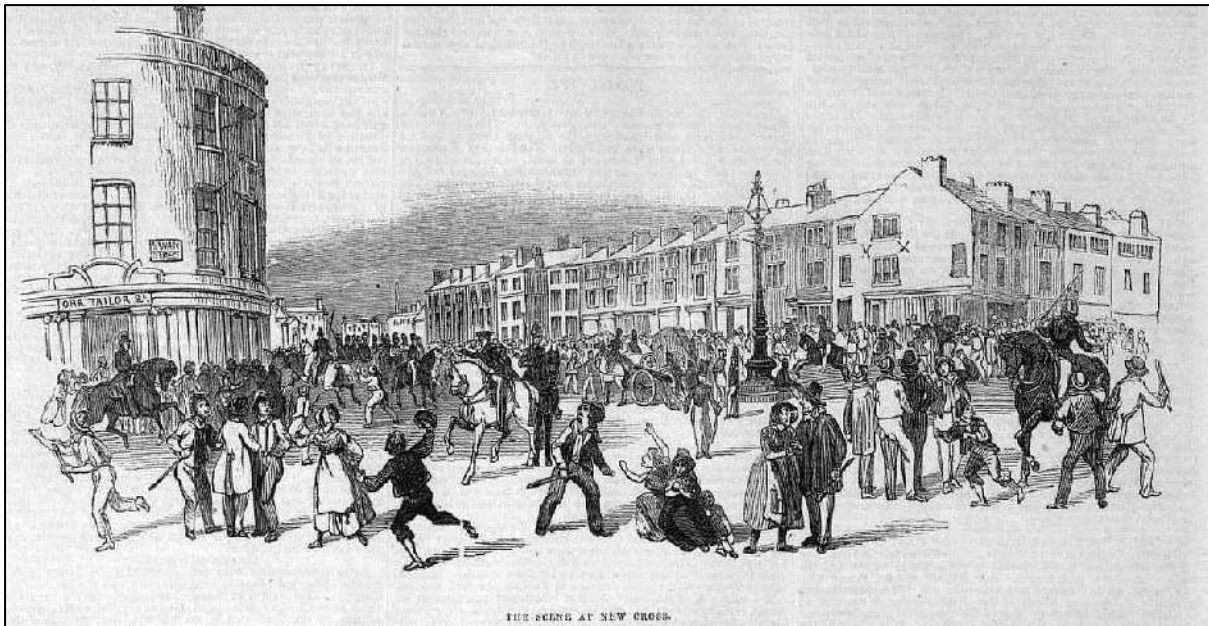


Plate 4: Rioting at New Cross, June 1842, as reported in *The Illustrated London News*

In consecutive weeks in October 1920, the *Manchester City News* ran two articles entitled ‘*Memories of New Cross, The Scene of Riots and Agitations*’ by G.R Lancashire, J.P. The author had evidently spent a great deal of time at the New Cross junction as a young radical in the mid-19th century and an excerpt from the first of his articles gives a fascinating glimpse into the role this famous intersection played during the mid-19th century: “*New Cross is ground sacred to the people, having been consecrated by their blood in times past, through the Bread, Weavers, and Reform Riots that took place for the amelioration of working-class conditions. It has always been recognized as a rendezvous where all kinds of opinions could be ventilated: Politics, Socialism, Religion, Literature, and multitudinous other subjects. These questions were usually discussed in groups: these groups were large or small according to the immediate interest of the subject and the capabilities of those who were handling the matter. The listeners gathered round, craning their necks to see and hear all that was going on. Someone on the outer edge might interject a remark. If it was smart or pertinent he would immediately be drawn into the centre to face the protagonist. And so the discussion would go on with renewed vigour. The themes were so various and so earnest that you selected the group that interested you most, and if you were tired of one you could pass to the others and so be entertained with four or five lectures in one night. It was a place where the poison of discontent could flow freely, where wrongs were proclaimed and remedies suggested, and hopes entertained of their realisation. Its kaleidoscopic crowds and the multitudinous topics discussed had a fascination that was irresistible, and from 1862 to about 1874 I seldom missed a night in being present.*”

Within the site itself, the land owned by Brazennose College was subject to piecemeal development throughout the earlier 19th century. Dean and Pigot’s map of 1809 (Plate 5), however, shows that the site area remained undeveloped at this time.



Plate 5: Extract of the Dean & Pigot's map of 1809, showing the site boundary

Swire's map of 1824 (Plate 6) suggests that intensive development had taken place across the site and the wider New Cross area in the 15 years since 1809. The map shows a grid-iron of streets to have been laid out across the area, many of which survive today. These included Goulden Street, Bennett (later Bendix) Street, Chadderton Street, and Cross Keys Street. The Site appears to have been developed with rows of dwellings by this time, although we must wait for the next map in the sequence to discern more clearly the nature of these buildings.

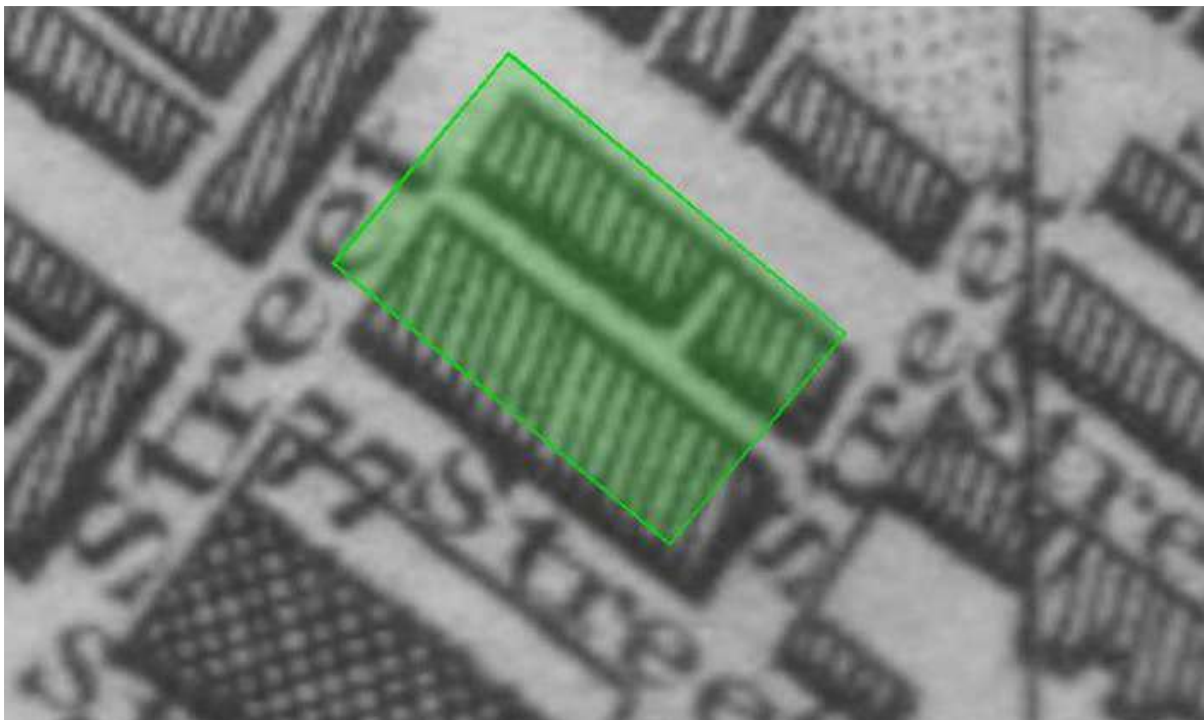


Plate 6: Extract of the Swire's map of 1824, showing the site boundary

Greater detail is provided by the 1831 plan by Bancks & Co (Plate 7) and the First Edition Ordnance Survey Map of 1850 (Plate 8). Two rows of back-to-back houses are shown, along Goulden Street and Bennett Street, with a row of blind-back houses between these, as well as a row of blind-back houses along Chadderton Street. 'Barrow's Buildings' and 'Thompson's Yard' are the names of the communal yards of the back to backs. The 1850 OS map shows cellar lights for the back-to-backs fronting Goulden Street, as well as for the majority of those fronting Thompson's Yard, which strongly suggests these dwellings had cellars.

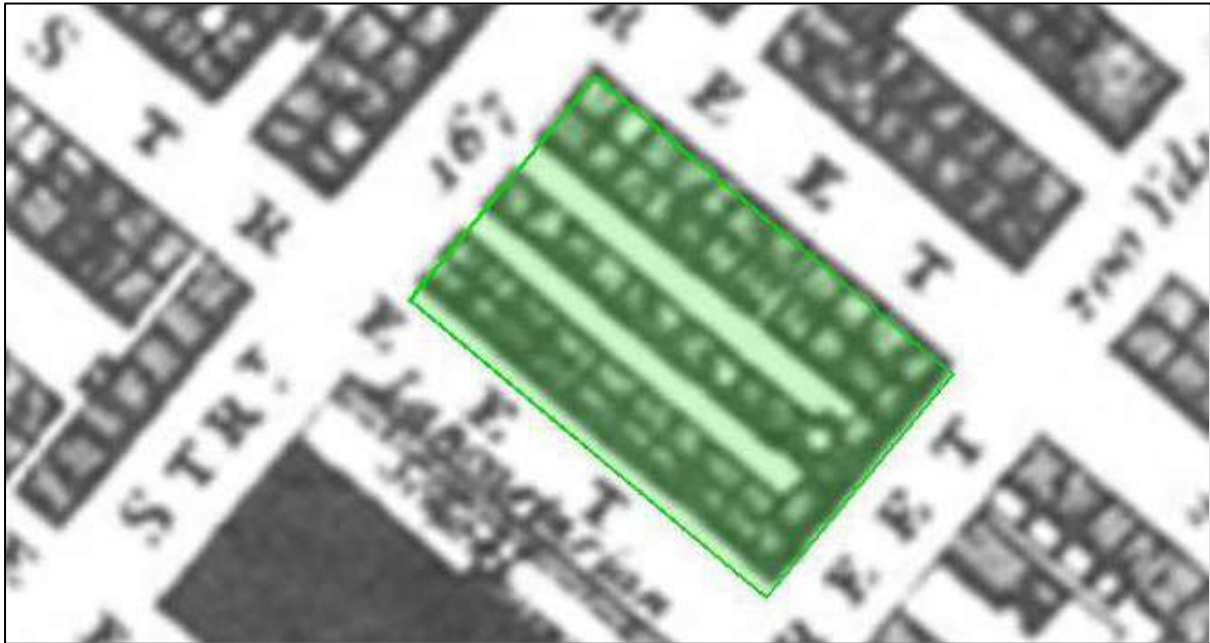


Plate 7: Extract of the Bancks & Co's map of 1831, showing the site boundary



Plate 8: Extract of the 1850 OS map, showing the site boundary

The Ordnance Survey 25": 1 mile map of 1892 (Plate 9) shows that the whole development of early 19th-century housing on the site had been cleared and replaced with the Police and Fire Station complex. The map confirms that the Fire Station building was located in the north-west corner of the site. The layout of the complex is also shown on a plan of the site from c. 1900 (Plate 10), which was probably made in advance of changes to the Bennett (Bendix) Street and Chadderton Street elevations. Fourteen rapid exit gates were constructed along the Bennett (Bendix) Street elevation for the horse ambulances and fire pump engines. It is likely that this phase of works also saw the blocking of the northernmost of the three ambulance exits on Chadderton Street, which can be seen on Plate 13.



Plate 9: Extract of OS map of 1892, showing the site boundary.

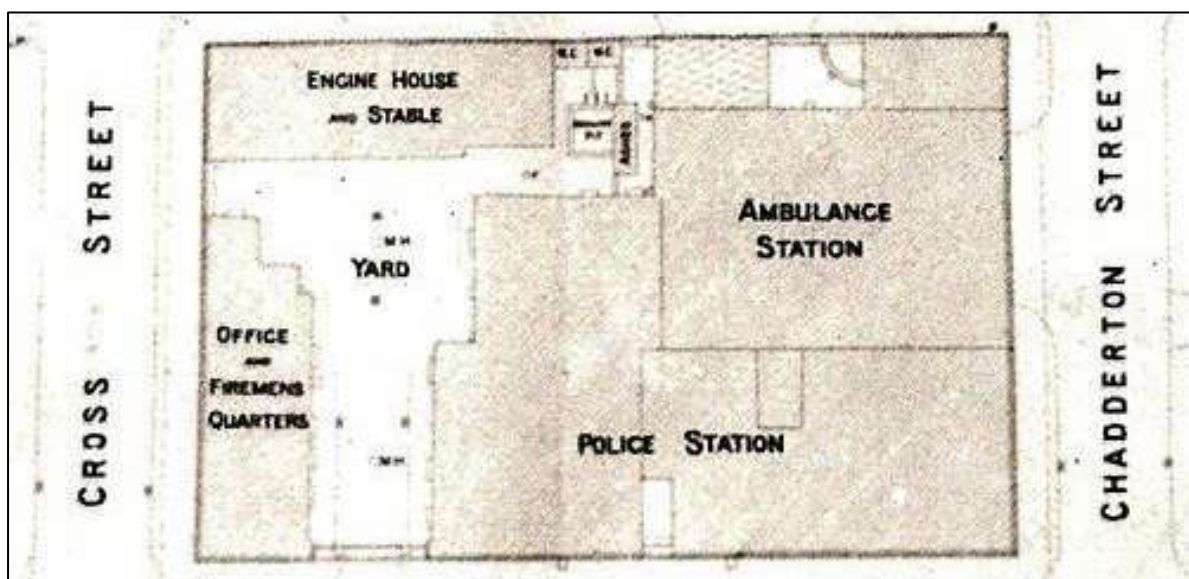


Plate 10: Manchester City Surveyors Plan 1900-1910.

The OS maps surveyed of 1908 show very little change to the 1892 map, except for some modifications to internal divisions of the Ambulance Station along Bennett Street (Plate 11). Similarly, the OS map of 1922 suggests no further changes had taken place to the layout of the site.



Plate 11: Extract of OS map 1908 Edition, surveyed 1905.

The Goulden Street Police and Fire Station: The station opened in 1872 as the B Division Headquarters of the Manchester Police. It was a replacement for an older station located on Swan Street, which had housed a small hand fire pump since 1863. The fire brigade presence was immediately increased by transferring an engine and two horses from the Chief fire station in Jackson row. At this time, the fire brigade came under the control of the Chief Constable, as a typical urban “police fire brigade”, common in many cities. Permanent fire brigade staff at Goulden Street varied between five and ten over the years of operation. The building’s designer was J.G. Lynde, Borough Surveyor, who designed several police stations in Manchester in the later 19th century.

The Pevsner guide entry for the former Police and Fire Station states: “A *forceful, even monumental design of c. 1870. A high windowless façade has a giant blind arcade topped by a pediment, all in stone. The rest is brick. Within the courtyard a tall channelled chimney. Badly damaged by fire, 2002.*” (Hartwell 2004; Plates 12-14).



Plate 12: The fortress-like Police and Fire Station seen from the south-west c.1900. The office and firemen's quarters are seen in the foreground to the left of the entrance, with the monumental, pediment-topped police station elevation visible to the right of the entrance.



Plate 13: Late 19th-century image of a horse ambulance exiting the Ambulance Station onto Chadderton Street.



Plate 14: Police and horses standing on Chadderton Street.

Goad's 1927 Insurance Plan (Plate 15) show that the police cells were located in a single-storey block in the southern portion of the police station. The plan also shows the location of the skylights throughout the complex, the presence of the fourteen rapid exit bays on Bennett (Bendix) Street, and confirms that by this time there were only two ambulance doorways on Chadderton Street.

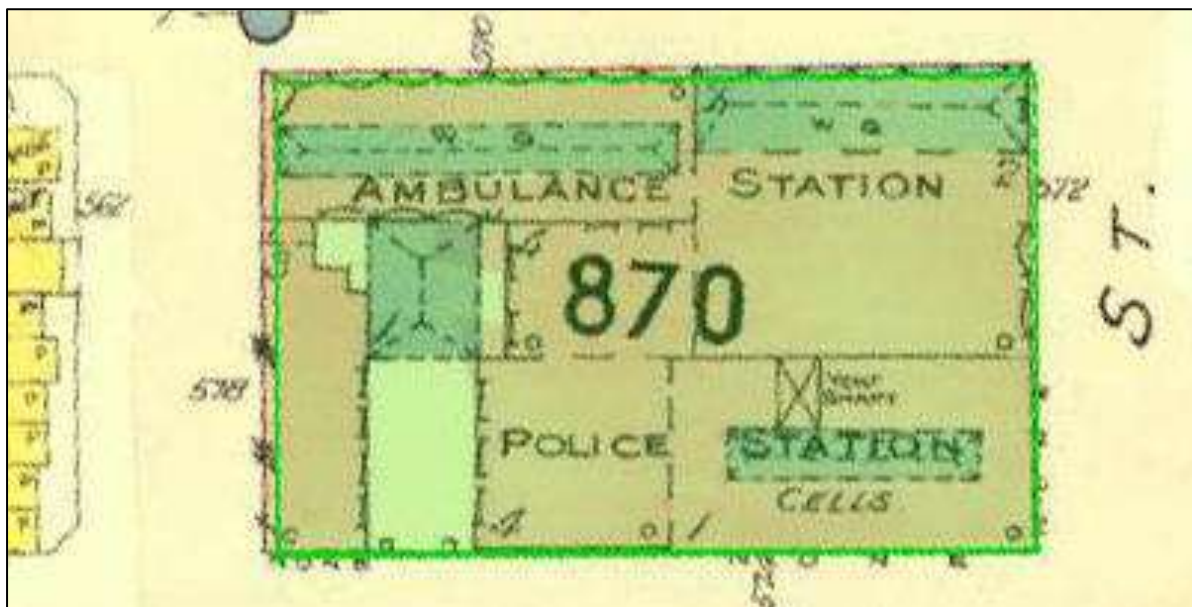


Plate 15: Extract of Goad's Fire Insurance Plan of 1927.

In November 2002 the Police Station, which had been closed for a number of years, suffered a major fire whilst being used to store fireworks during the first day of the firefighters strike. Large parts of the complex were destroyed, leaving only the chimney and perimeter wall standing.

3. Methodology

3.1 Archaeological Evaluation

The principal aim of the archaeological evaluation will be to establish the presence or absence of any buried remains of archaeological interest within the proposed development area and, if present, characterise the level of preservation and significance, and provide a good understanding of their potential. This will be achieved by the excavation of four archaeological evaluation trenches, totalling 50 linear metres. These will be targeted on a range of historic buildings, as they are depicted on mid- and late nineteenth-century mapping.

All archaeological work was conducted following the ClfA Standards and Guidance for archaeological field evaluation (ClfA 2021). Prior to the commencement of any excavation works, the location of the trenches targeted for archaeological investigation was laid out accurately with respect to the Ordnance Survey national grid. The position of this area was then scanned for any live services using a cable avoidance tool.

Machine excavation was used to carefully define the extent of any structural remains. This was carried out using a mechanical excavator of appropriate power under close archaeological supervision. Thereafter, remains were cleaned manually to define their extent, nature, form and, where possible, date. Once the extent of buried archaeological remains was established, they were subject to detailed archaeological excavation and recording. Hand excavation was undertaken by trained professional archaeologists. All information identified in the course of the site works was recorded stratigraphically, utilising *pro-forma* context sheets, and was accompanied with sufficient pictorial record (plans, sections and photographs) to identify and illustrate individual features.

A full and detailed photographic record of individual contexts was maintained and similarly general views from standard viewpoints of the overall site at all stages of the archaeological investigation was generated. Photography was undertaken in accordance with HE guidance, Digital Image Capture and File Storage Guidelines for Best Practice (July 2015). All frames included a visible, graduated metric scale. Photographs records were maintained on photographic *pro-forma* sheets.

The precise location of all archaeological structures encountered was surveyed using a total station linked to a pen computer data logger. This process generated scaled plans within AutoCAD, which were then be subject to manual survey enhancement. The drawings were generated at an accuracy appropriate for 1:20 scale, and all information was tied in to Ordnance Datum.

4. Historic Building Investigation

4.1 Introduction

The programme of historic building investigation undertaken at late 19th-century Police and Fire Station on Goulden Street in Manchester was carried out to Historic England Level 2 standard. The site had been largely cleared after a fire in 2002 with only the stone and brick boundary walls along with the extant brick chimney having been retained.

4.2 External Description

The north-west elevation: this elevation fronts onto Cross Keys Street, is built in English bond with a sandstone plinth and a protruding string course (Plate 16; Fig 2). The elevation contained six recessed brick panels with two blocked windows and a later inserted doorway to the south-eastern side. The apertures had retained the sandstone lintels and sills while the door and window frames had been removed with each of the openings having been blocked.



Plate 16: General view north-west elevation fronting Cross Keys Street

At the north-eastern end of the elevation was the remains of the north-west gable of the Engine House and Stable, abutting the north-eastern corner. This was built in an English bond with a sandstone plinth and quoins to the corners (Plate 17). The upper section of the wall had been partially demolished, but this also had a dressed sandstone block wall which was originally part of the first-floor of the building.



Plate 17: Detail of the remains of the Engine and Stable north-west gable

The south-western elevation: the south-eastern elevation Goulden Street and was constructed in two sections with sandstone blocks to the north-west and with bricks to the south-east (Plate 18; Fig 3).



Plate 18: General view south-west elevation fronting Goulden Street

The north-western end had five recessed panels with a moulded sandstone plinth and a protruding string course above (Plate B4). The protruding piers to each panel were pilasters consisting of a moulded rectangular base and Doric order style capitals (Plate 19).

A large doorway was situated to the north-western end of the stone build section (Fig 3). This had two painted stone gateposts with Doric order capitals and a moulded edge plinth (Plate 20). The original gates to the entrance had been removed and replaced with large modern steel gates.



Plate 19: The sandstone recessed panels to the north-western end of the elevation

The brick constructed section of the elevation had been built in an English bond with a moulded sandstone plinth and an oversailing sandstone string course that had supported the first-floor of the station (Plate 21). Sandstone quoins had been situated at the south-eastern corner.

The south-eastern elevation: this elevation fronted Chadderton Street, was built in an English bond with quoins to each end. The sandstone plinth and protruding string course had continued around from the south-western elevation. The wall consisted of four doorways with a single window aperture to the north-eastern end (Plate 22; Fig 4).



Plate 20: Detail of the stone gatepost



Plate 21: The English bond brick section at the south-eastern end of the elevation



Plate 22: General view of the south-east elevation, fronting Chadderton Street

The two doorways to the south-western wall had concrete lintels and was accessed by a single sandstone step. The original doors had been obscured with a flush timber panel that had been added for security (Plate 23). Two larger doorways at the centre of the elevation were for vehicle access and contained the original timber doors. The north-eastern doorway had retained the original timber lintel with the south-western lintel having a replaced steel I-beam (Plate 24). Stone 'cart kickers' had been attached to each of the jambs to protect the corners of each opening (Plate 25).



Plate 23: The south-western doorway



Plate 24: The vehicle doorways at the centre of the elevation



Plate 25: Detail of the stone card kicker

The window at the north-eastern end comprised a segmental arched head with a flush sandstone lintel. The opening had housed the original sash timber window frames that had been obscured with plywood (Plate 26). Steel security bars had been bolted to the reveals, probably during the late 20th-century.



Plate 26: The window aperture at the north-eastern of the elevation

The north-eastern elevation: the remains of the north-eastern elevation consisted of 15 cast-iron rectangular columns each having simple Doric order capitals (Plate 27 and 28; Fig 5). On the internal face of each column was the remains of the wrought-iron pintels that had supported the gates that had originally dominated the ground-floor of the building. The lintels between each column were originally of timber with only the north-western lintel remaining (Plate 29).



Plate 27: The cast-iron columns along the north-eastern elevation



Plate 28: Detail of one of the capitals to the columns



Plate 29: The two columns at the north-western end with the only surviving timber lintel

The chimney: after the site had been largely destroyed by the fire in 2002. The chimney had been retained. This was brick constructed with protruding pilasters recessed from approximately ceiling height of the first floor. An oversailing stone string band with supporting S shaped stone corbels (Plate 30; Fig 6). The north-eastern side had the remains of several flues for the fireplaces on the upper floors of the station (Plate 31).



Plate 30: The extant chimney

The north-west and south-east walls of the chimney had the scars of two single-storey buildings, which had been destroyed in the fire of 2002. Each had pitched roofs with the lead flashings having been cut into the chimney walls (Plate 32 and 33).



Plate 31: Detail of the remains of the fireplaces on the first-floor level to the north-east elevation



Plate 32: The north-western elevation of the chimney



Plate 33: Detail of the scarring to the south-east elevation of the chimney

4.3 Internal Description

Internally, the site had been cleared with only the boundary walls and the chimney having been retained. The internal walls had been brick-built and had several original features having been retained (Plate B34; Fig 7).



Plate 34: General view of inside the police station looking south-east

Principle access into the site was through the large vehicle gate within the south-western wall. The stone Doric order gateposts that had been set within the stone returns of the external elevation could be partially seen (Plate 35).

At the south-eastern end of this wall was several wall scars of the internal partition walls within the police station (Plate 36; Fig 7). The arched ceilings to each room were evident between the scars. The ceilings had been arched and abutted the internal face of the wall.



Plate 35: The principal entrance into the station



Plate 36: Detail of the wall scars at the south-eastern end of the south-west wall

The south-eastern wall of the site contained several of the original features, including the two pedestrian doorways and the two vehicle doorways. The two pedestrian doorways had concrete lintels and thresholds. The original doors had been retained within the openings. Each was a timber tongue and groove door with a timber louver vent directly below the top rail (Plate 37). The large vehicle doorways had retained the original timber batten lintels and had contained the original timber doors (Plate 38).



Plate 37: The south-western doorway within the south-east wall



Plate 38: The large vehicle doorways at the centre of the south-east wall

At the north-eastern end of the wall was the blocked window of the later added building. This had been recessed within the wall with a segmental arch head. The original window frame had been retained but had been obscured internally (Plate 39). A section of the wall between the window and the vehicle doorway had been tiled. These were white tiles with a light and dark green tiled dado. The north-western wall of the site had also been tiled with white tiles with a green tile dado. A green and white tiled border was also situated at ceiling height of the ground-floor (Plate 40).



Plate 39: The north-eastern end of the south-east wall



Plate 40: The north-eastern end of the north-west wall

To the south-western end of this wall were two blocked windows and a doorway that had originally given access onto Cross Keys Street. The windows had the lintels and internal sills removed while the doorway had retained the sandstone lintel. The openings had been blocked used brick laid in a stretcher bond arrangement (Plate 41).



Plate 41: Detail of the blocked doorway and windows within the north-western wall

5. Evaluation Results

5.1 Introduction

In total, four trenches were excavated across the site. Each of these trenches were targeted across the footprint of buildings detailed on the historic mapping, with Trench 3 being targeted across the north eastern half of the Fire Station, Trenches 1 and 4 targeted within the limits of the Police Station and trench 2 targeted across a terrace of workers housing (Figure 8).

5.2 Results

5.2.1 Trench 1

Trench 1 was oriented from north west to south east and was measured 5m by 1.8m (Figure 8).

This trench was entirely remediated to a depth of approximately 3.5m by deposit 101, a demolition layer consisting of whole bricks and large complete and incomplete dressed sandstone blocks with inclusions of modern waste (Plate 42). This layer was deposited above 102, a layer of natural stiff yellowish-brown clay.

No finds or structural remains of archaeological interest were exposed during the excavation of Trench 1.



Plate 42: A post-excavation view detailing 101. Photograph looking north west with a 2m scale

5.2.2 Trench 2

Trench 2, located to the northern corner of the site, was oriented from north west to south east and measured 10m by 1.8m and to a maximum depth of 0.95m (Plate 43), with deposit 205, a stiff light yellowish-brown natural clay, being exposed at this maximum depth (Figure 9).



Plate 43: A general shot of Trench 2, illustrating several of the brick walls exposed in-plan. Photograph looking southeast with a 2m scale

Excavation of this trench revealed several in-situ linear brick walls, with 204 being the first encountered through the excavation of a sondage through the central portion of the trench (Plate 44). This wall, oriented broadly northeast to southwest, was constructed of red handmade bricks (measuring 226 by 110 by 68mm with no visible bonding material) and measured 1.26m long by 11cm wide in-plan. A 0.25m wide construction cut was for this wall was cut into 205 and was subsequently filled by 209, a loose fill consisting of dark brownish-grey sandy clay with inclusions of charcoal and several glazed blue and white ceramic sherds.



Plate 44: An overhead post-excitation shot of the sondage, illustrating the natural ground encountered and wall 204 with associated cut and fill. 1m scale.

Truncating 204 to the west was linear brick wall 201, the longest wall exposed during the excavation of the trench. This wall, constructed of red wire-cut bricks (measuring 230 by 110 by 70mm and bonded with a light brown sandy mortar) was exposed to a maximum length of 5.16m (with the wall continuing to the north west beyond the limits of the excavation) and a maximum width of 0.36m. The excavation of the sondage revealed that this wall was stepped out by one brick at the maximum excavated depth. The construction cut 211 for this wall was dug into the natural clay, extended 0.1m away from the wall to the north east and was subsequently filled by 212, a friable fill consisting of a greyish-brown silty-clay. The area excavated by the sondage exposed deposit 206 in-section, a layer of firm light-grey clay (Plate 45), which overlay 204 and the natural ground.

Brick walls 202 and 203, exposed in-plan to the north west of the trench, were oriented north east to south west in-plan and were found to have been keyed in to 201, being constructed with the same bricks and featuring the same light-brown sandy mortar bonding. Both walls continued beyond the limits of the excavation to the north east and measured 1.38m in length.



Plate 45: A post-excavation shot detailing the southwest facing section revealed during the excavation of the sondage. Photograph looking northeast with a vertical 1m scale.

Keyed in to 201 towards the south east of the trench was brick wall 207, constructed from the same wire-cut bricks and bonded with the same light-brown sandy mortar bonding as 201. This wall was 'L' shape in-plan and continued beyond both the eastern and south eastern limits of the excavation. A phase break was observed towards the northern portion of 207, with wall 208, also 'L' shape in-plan, though the relationship between these walls was unable to be determined.

No finds of archaeological interest were recovered from Trench 2.

5.2.3 Trench 3

Trench 3 was located along the south eastern perimeter of the site. The trench was oriented from northeast to southwest and measured 10m by 1.8m with a maximum depth of 1.2m (Figure 10).

The earliest features were exposed towards the south western quarter of the trench with the excavation of a sondage (Plate 46). Brick wall 310 was constructed with red handmade bricks (brick sizes 230 by 111 by 77mm and bonded with a yellowish white crumbly sandy lime-based mortar) was 'L' shaped in-plan. The wall measured between 0.22m and 0.27m wide and had an internal width of 0.55m and an exposed footprint of 1.4m. To the southeast of this wall was brick wall 311. This wall was oriented northeast to southwest and was constructed with red handmade bricks bonded with a hard grey ashy mortar. This wall measured 1.6m long by 0.22m wide in-plan. Abutting this wall and also oriented northeast to southwest was sloped brick surface 312.



Plate 46: A post-excavation view of the sondage excavated to the south west of Trench 3. Photograph looking northeast with a 1m scale bar.

This surface, bedded onto clay, was constructed from red handmade bricks (brick sizes 240 by 120 by 65mm) and measured 0.5m wide by 1.7m long in-plan, with the surface continuing to the northeast beyond the limits of the sondage.

To the northeast of the trench several later structures were uncovered during the excavation (Plate 47). The sondage was excavated through 306, a sandstone flagged surface. Located directly northeast of the sondage, and to the northeast of 306 was linear brick wall 309 (constructed with red wire-cut bricks measuring 230 by 110 by 75mm and bonded with a crumbly black ash mortar), which was oriented northwest to southeast. The exposed section of the wall measured 0.22m wide and 1.8m long, with the wall continuing beyond the limits of the excavation in both directions. Located to the northeast of this brick wall was 303, a flagged floor surface constructed of rectangular sandstone flags. The southwest of this surface appeared to have been truncated, with 303 presumably extending fully to the south west to abut 309. This truncation was filled by 308, a friable dark to mid-brownish silty clay with frequent crushed brick and mortar inclusions. Towards the central portion of 303 was a rectangular brick-lined chamber set within the flagged surface (Plate 48), with the feature extending to the southeast beyond the limits of the excavation. This chamber featured a flagstone lip set within 303, and featured brick lining 304 (brick sizes 230 by 115 by 70mm, bonded with a black ash-based mortar) which featured a blue 'dolly' lime wash. The total excavated area of the chamber measured 1.22m long by 0.92m wide, with a maximum depth of 0.43m. The chamber was filled by 307, a friable dark to mid-brownish silty clay with frequent crushed brick and mortar inclusions, the same as 308.



Plate 47: A mid-excavation shot (prior to the excavation of the sondage, detailing the flagged surfaces and linear brick walls uncovered during the excavation of this northeastern half of the trench. Photograph looking southwest with a 2m scale bar.



Plate 48: A post-excavation shot detailing the rectangular chamber. Photograph looking northwest with a 2m scale.

To the northeast of 303 was brick wall 302, which was oriented northwest to southeast and measured 1.5m long by 0.6m wide, with the wall continuing beyond the limits of the excavation in both directions. The wall was constructed with red machine-cut bricks measuring 230 by 110 by 70mm and bonded with a black sandy cement. At the northeastern end of the trench was brick wall 301, which was oriented northeast to southwest and measured 0.7m long by 0.11m wide in plan, with the wall continuing to the northeast beyond the limits of the excavation. The wall was constructed with red handmade bricks (brick sizes 230 by 110 by 70mm, bonded with a greenish white sandy lime-based mortar with frequent lime flecks). The southeastern face of the wall was painted with a light blue 'dolly' wash. This wall was set within 305, a layer of clinker extending across the entirety of the northeastern quarter of the trench.

5.2.4 Trench 4

Trench 4 was oriented from northwest to southeast and was excavated to the dimensions of 5m by 1.8m (Figure 8).

This trench was entirely remediated to a depth of approximately 3.3m by deposit 401, a demolition layer consisting of whole bricks and large complete and incomplete dressed sandstone blocks with inclusions of modern waste (Plate 49). This layer was deposited above 402, a layer of natural stiff yellowish-brown clay.

No finds or structural remains of archaeological interest were exposed during the excavation of Trench 4.



Plate 49: A post-excavation view detailing 401. Photograph looking northwest with a 2m scale.

6. Discussion

6.1 Historic Building Investigation

The evidence available suggests that the building was erected in c 1870, opening as a police and fire station opening in 1872. This was the B Division Headquarters of the Manchester police, and replaced the older station located on Swan Street. The building was designed by J.G. Lynde, a Borough Surveyor, who designed several police stations in Manchester in the later 19th-century. Goad's 1927 Insurance Plan shows that the police cells were in a single-storey block in the southern section of the police station. This is evident with the south-western internal wall, where the remains of nine bays of 6'4" (1.94m) wide with arched ceilings.

The station also contained an ambulance station to the north-eastern side, fronting Bendix Street. This had 14 rapid exit gates for the horse ambulances and fire pump engines along with two vehicle gates fronting Chadderton Street.

6.2 Evaluation Trenches

The earliest feature encountered was a single brick wall 204, found within the sondage at the centre of trench 2. The construction of this wall indicates that it was built during the first half of the 19th century. However, it does not fit with anything appearing on the 1850, or earlier, mapping and so may be part of a drain.

The rest of the walls encountered within trench 2 were of a later 19th century construction and when superimposed onto the historic correspond almost perfectly with the buildings first visible on the 1891 mapping. These buildings had clearly supplanted the earlier back-to-back housing (Figure 11). The map evidence shows that this form remained static until the buildings were demolished following the 2002 fire (Figure 12).

Trench 3 clearly demonstrated that the remains of the former police station survived below ground at this side of the site. Although it was not possible to identify the exact function of specific elements due when superimposed onto the available mapping (Figures 11 and 12) it was clear that the building had been demolished to ground floor level following the 2002 fire, but the foundations and floor surfaces had not been entirely grubbed up. Unfortunately, the location of the remains, between the chimney and the southeast exterior wall, prohibited the excavation of any area larger than the evaluation trench.

The area to the northwest of the chimney had been truncated by later activity to a depth of between 3.3m and 3.5m, removing all traces of remains in this area. The demolition material used to infill the area was clearly that from the demolition of the police station and associated buildings following the 2002 fire.

7. Conclusion

7.1 *Impact*

The results obtained from the archaeological evaluation have demonstrated that much of the site was truncated to a considerable depth following the fire of 2002. Remains survived along the northeast side of the site but these were of later 19th century buildings that had supplanted the earlier workers' housing. Remains of the police station had also survived below ground at the southeast side of the site but the proximity to the exterior wall and the standing chimney precluded the expansion of the trench.

7.2 *Research Potential*

The only section of the site that may have merited further investigation is inaccessible due to the proximity of standing historic structures.

7.3 *Recommendations*

It is recommended that the historic building investigation and evaluation have recorded as much as is accessible and that no further investigation is required.

8. Archive

8.1 Archive

The results of the archaeological investigation will form the basis of a full archive to professional standards and in line with current guidelines (ClfA 2014). The project archive represents the collation and indexing of all the data and material gathered during the course of the project. The deposition of a properly ordered and indexed project archive in an appropriate repository is considered an essential and integral element of all archaeological projects by the ClfA in that organisation's code of conduct.

The site archive will be so organised as to be compatible with the other archaeological archives produced in Northwest England. All drawn records will be transferred to and stored in digital format, in systems which are easily accessible. The project archive will ultimately be offered to the Manchester Museum of Science and Industry for long-term deposition (subject to their approval). A copy of this report will be lodged with the Greater Manchester Historic Environment Record (GMHER) and the on-line OASIS (On-line Access to Index of Archaeological Investigations) form will be completed. In addition, a copy of the report will be publicly available for downloading via the University of Salford's Figshare website, a data repository designed to manage and share research data outputs.

The archaeological archive will consist of the following:

All original records created throughout the course of the project;

- All original drawings, whether created during fieldwork or post-investigation;
- Indexes to the drawings;
- Indexes to the photographic archive;
- All digital material;
- Digital material created from written, drawn or photographed original records;
- The final project report;
- A list of contents of the archive.

It is likely that a large element of the project archive will be in digital format. It would thus be appropriate to deposit a copy of the archive generated from the archaeological investigation with the Archaeological Data Service (ADS), through ADS-Easy. Any records that are created in hard copy during the course of the project will be scanned and added to this digital archive.

Acknowledgments

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The historic building investigation was carried out by Lewis Stitt. The evaluation fieldwork was undertaken by Oliver Cook and Kieran Gleave. The report was written by Oliver Cook and Lewis Stitt, and the illustrations were compiled by Sarah Mottershead and Lewis Stitt. The report was edited by Graham Mottershead, who was also responsible for project management.

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Appendix 1: Figures

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- Figure 4: Historic Building Investigation: South-east elevation
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- Figure 8: Plan of evaluation trench 2 with contexts and levels annotated
- Figure 10: Plan of evaluation trench 3 with contexts and levels annotated
- Figure 11: Evaluation trenches superimposed onto OS 1:500 Town Plan 1891
- Figure 12: Evaluation trenches superimposed onto OS 1:1250 National Grid Series map 1960

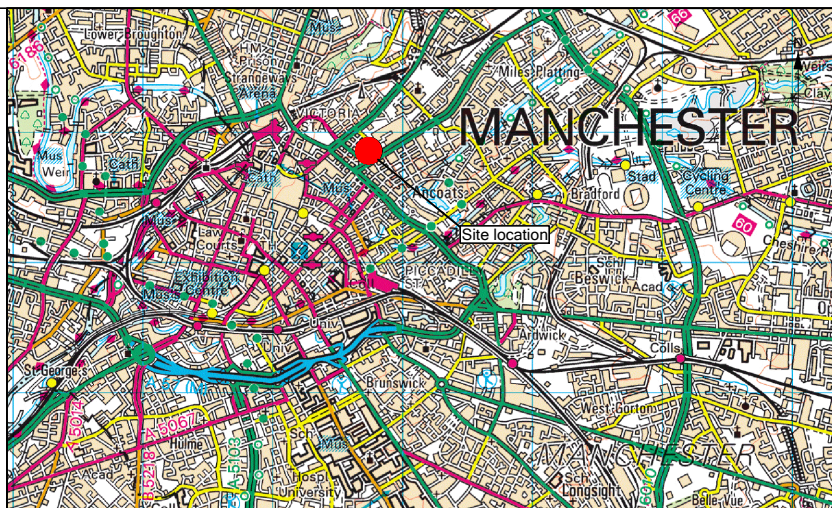
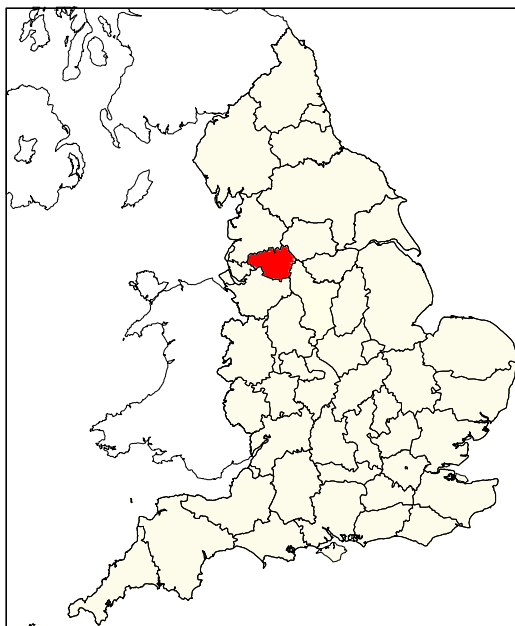
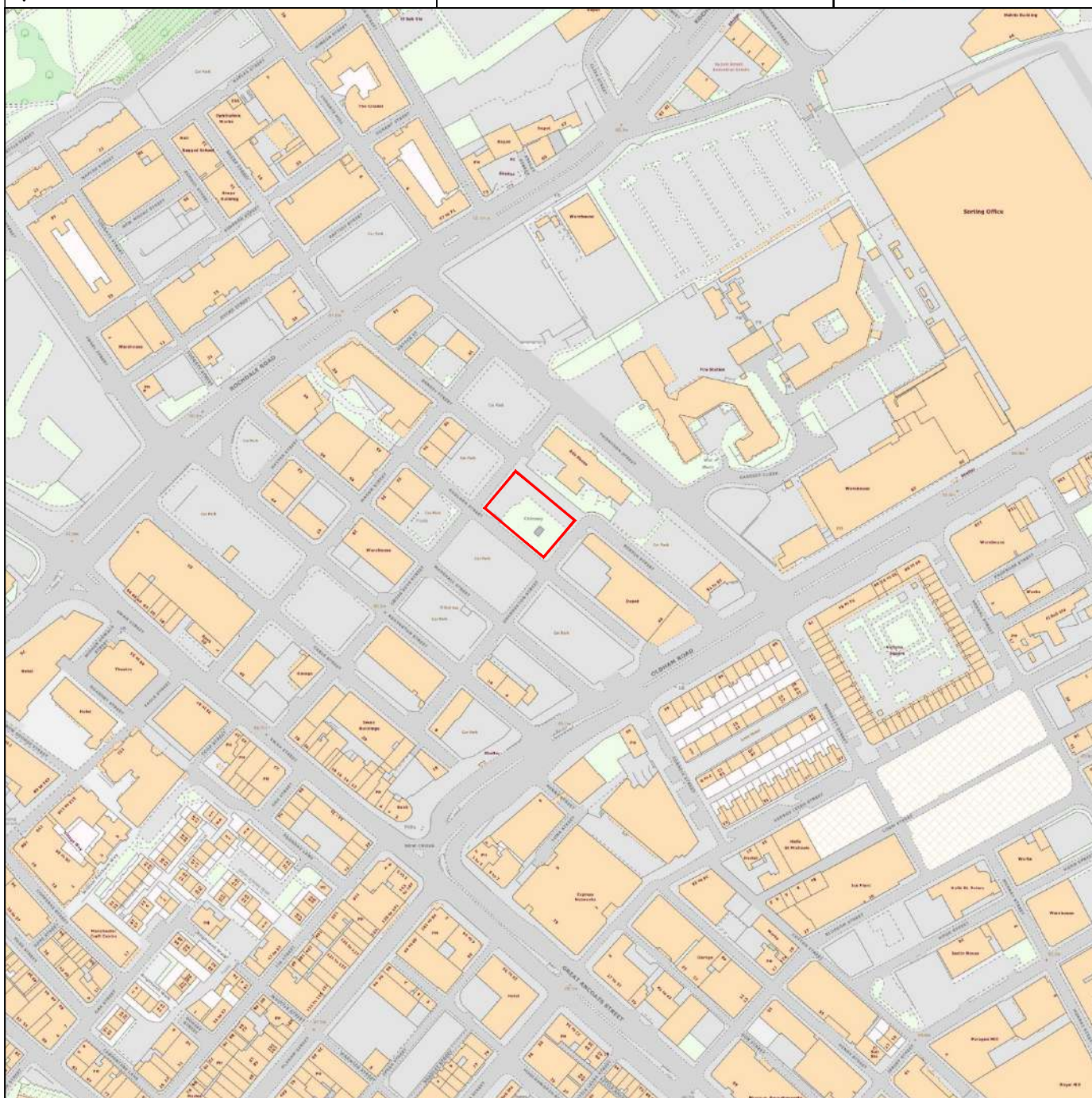
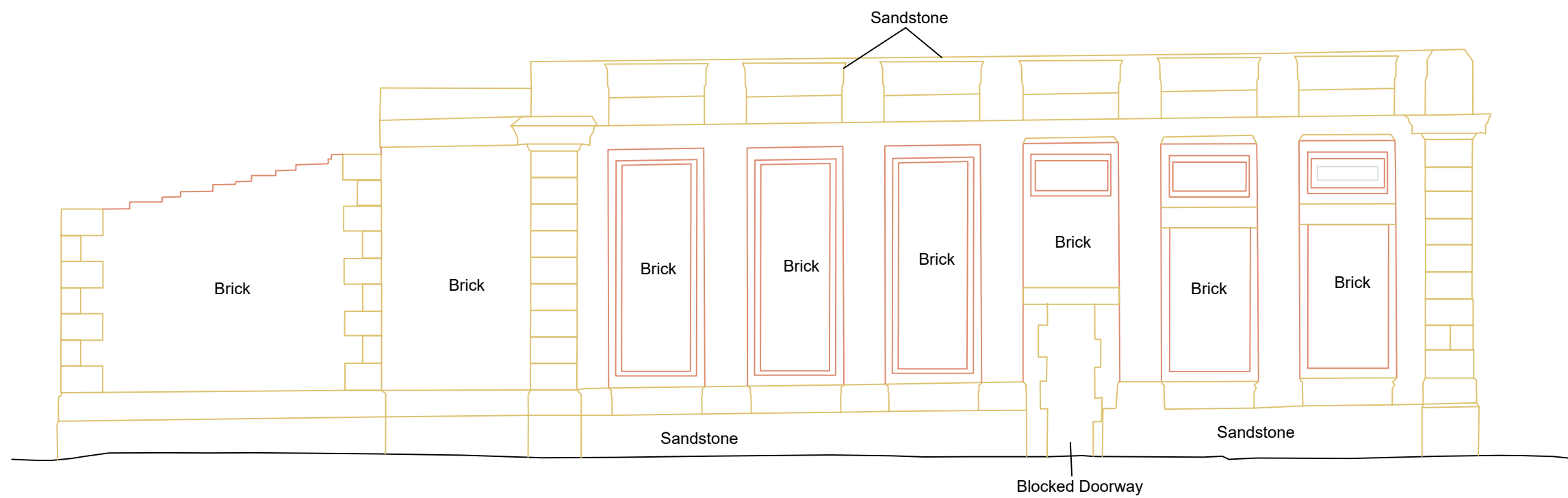


Figure 1:

Site location

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5 m



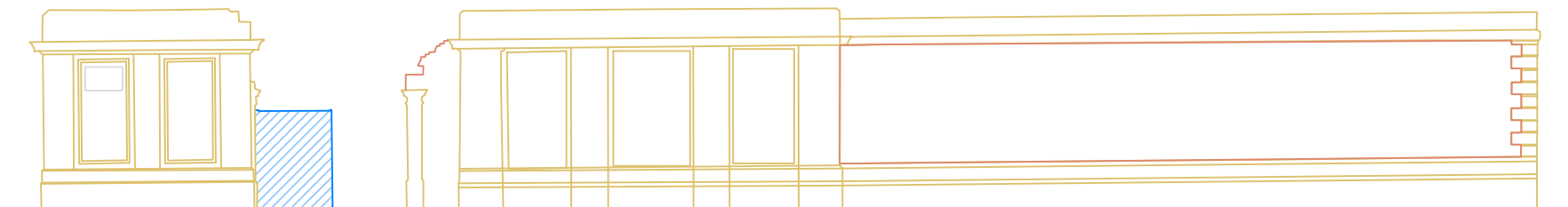
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Goulden Street, Manchester

North-west elevation of the former police station

Key:

Brick
Stone



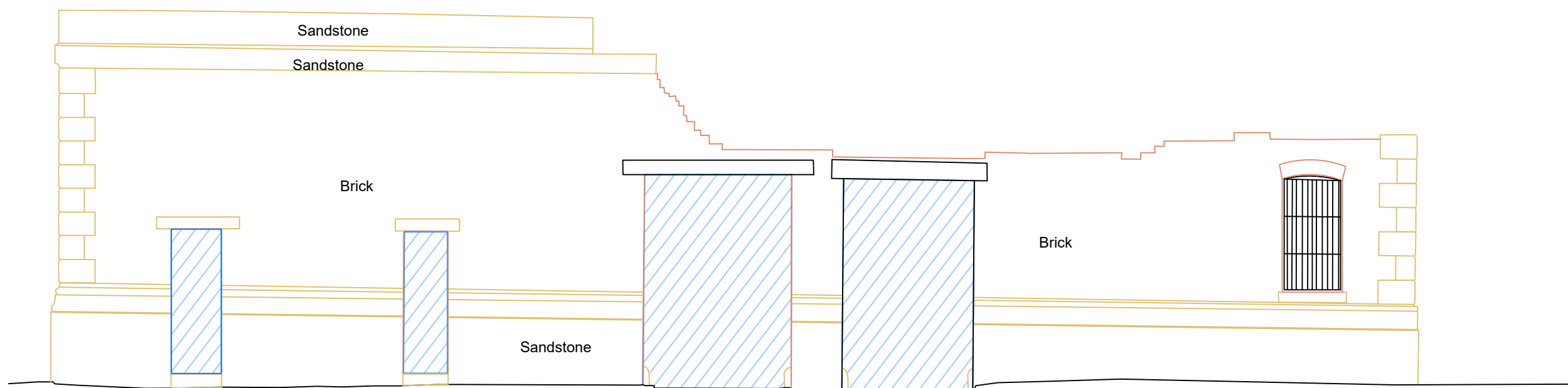
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Goulden Street, Manchester
South-west elevation of the former police station

Key:

- Brick
- Stone
- Gate



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0

5 m



Scale at A3 1:75

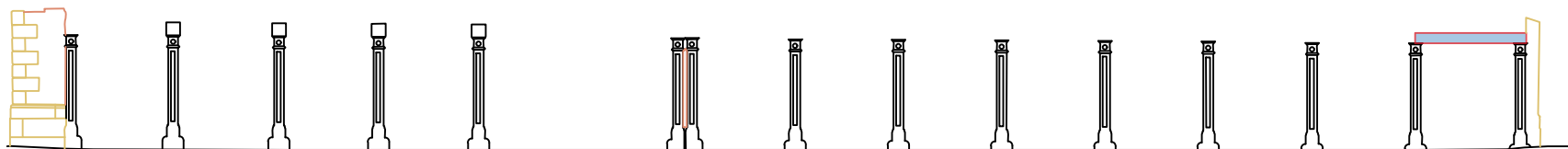
Goulden Street, Manchester

South-east elevation of the former police station

Key:

- Brick
- Stone
- Door

Window



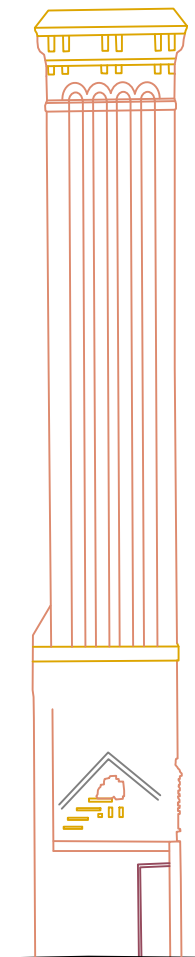
**SALFORD
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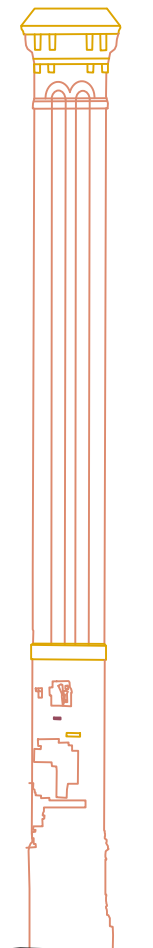
Goulden Street, Manchester
North-east elevation of the former police station

Key:

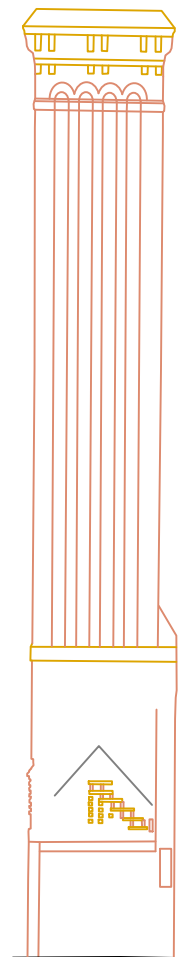
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 Stone	
 Timber	



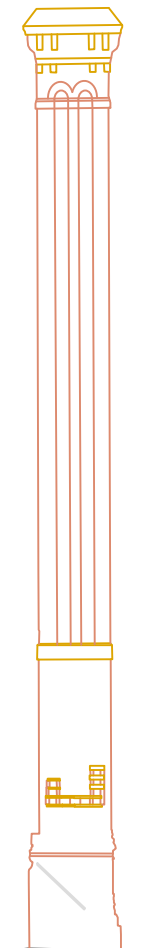
North-west
Elevation



North-east
Elevation



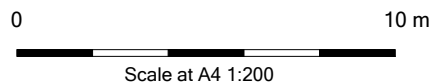
South-east
Elevation



South-west
Elevation



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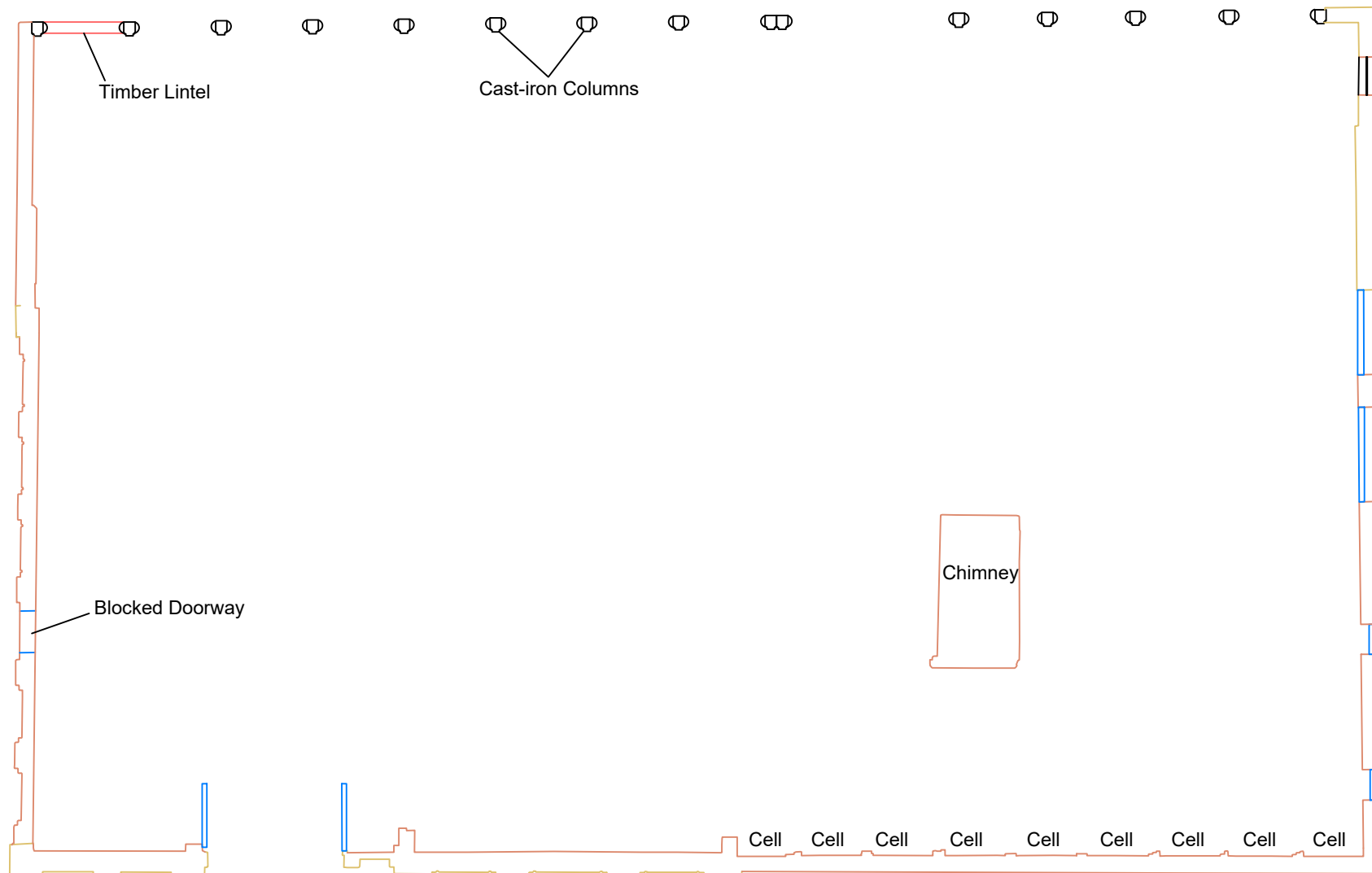


Goulden Street, Manchester

Elevations of the chimney within the former police station

Key:

- Brick
- Stone
- Wall Scar



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0 10 m
Scale at A4 1:200

Goulden Street, Manchester
Plan of the former police station



Key:

Wall	Cast-iron column
Door	Beam
Window	

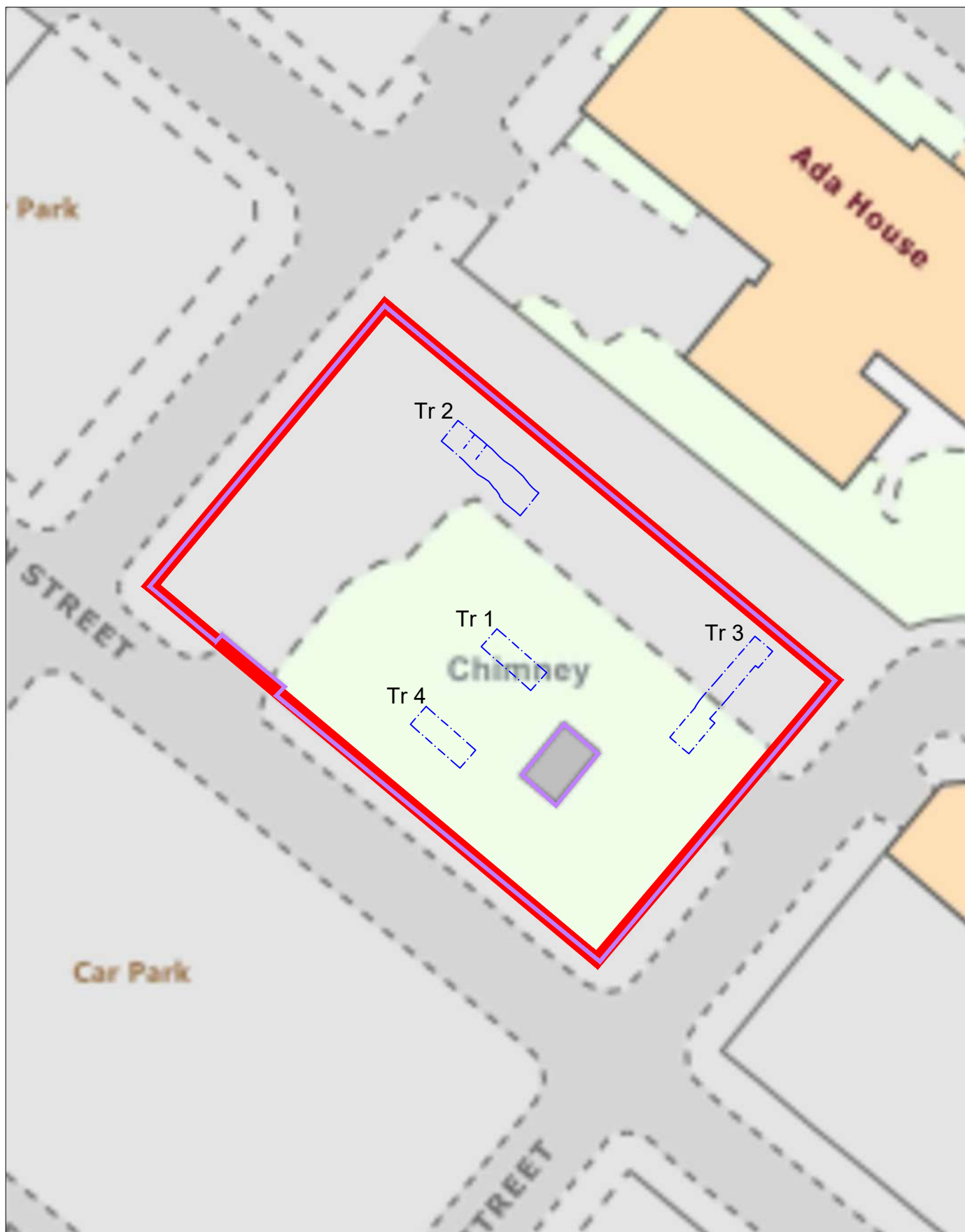


Figure 8:

Location of archaeological building survey and evaluation trenches

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Key:

- Building survey
- Proposed trenches



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0 20 m
Scale at A4 1:400

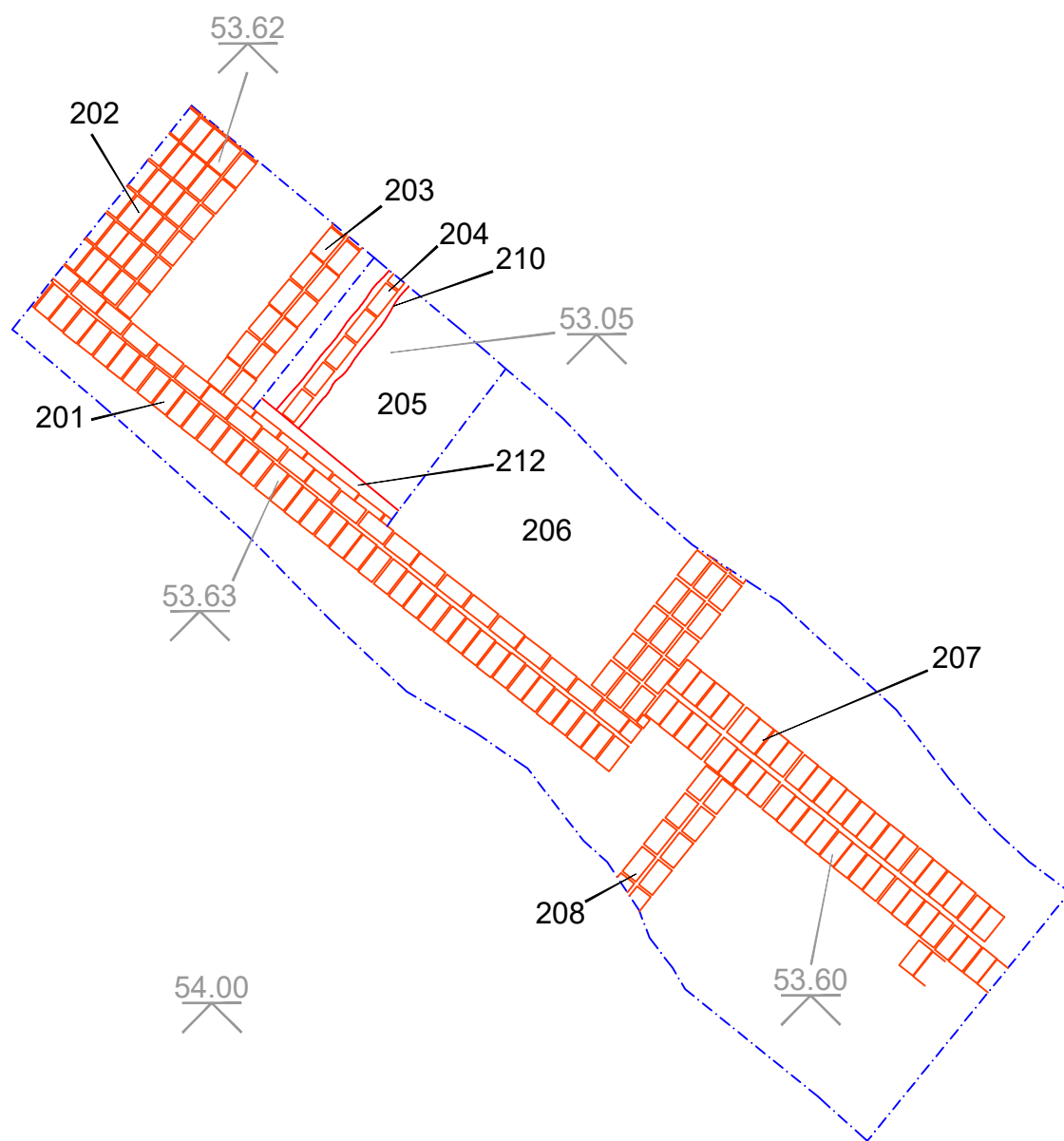


Figure 9:

Plan of trench 2 with contexts and levels annotated



Key:

- Trench
- Brick wall
- Cut feature



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Scale at A4 1:50

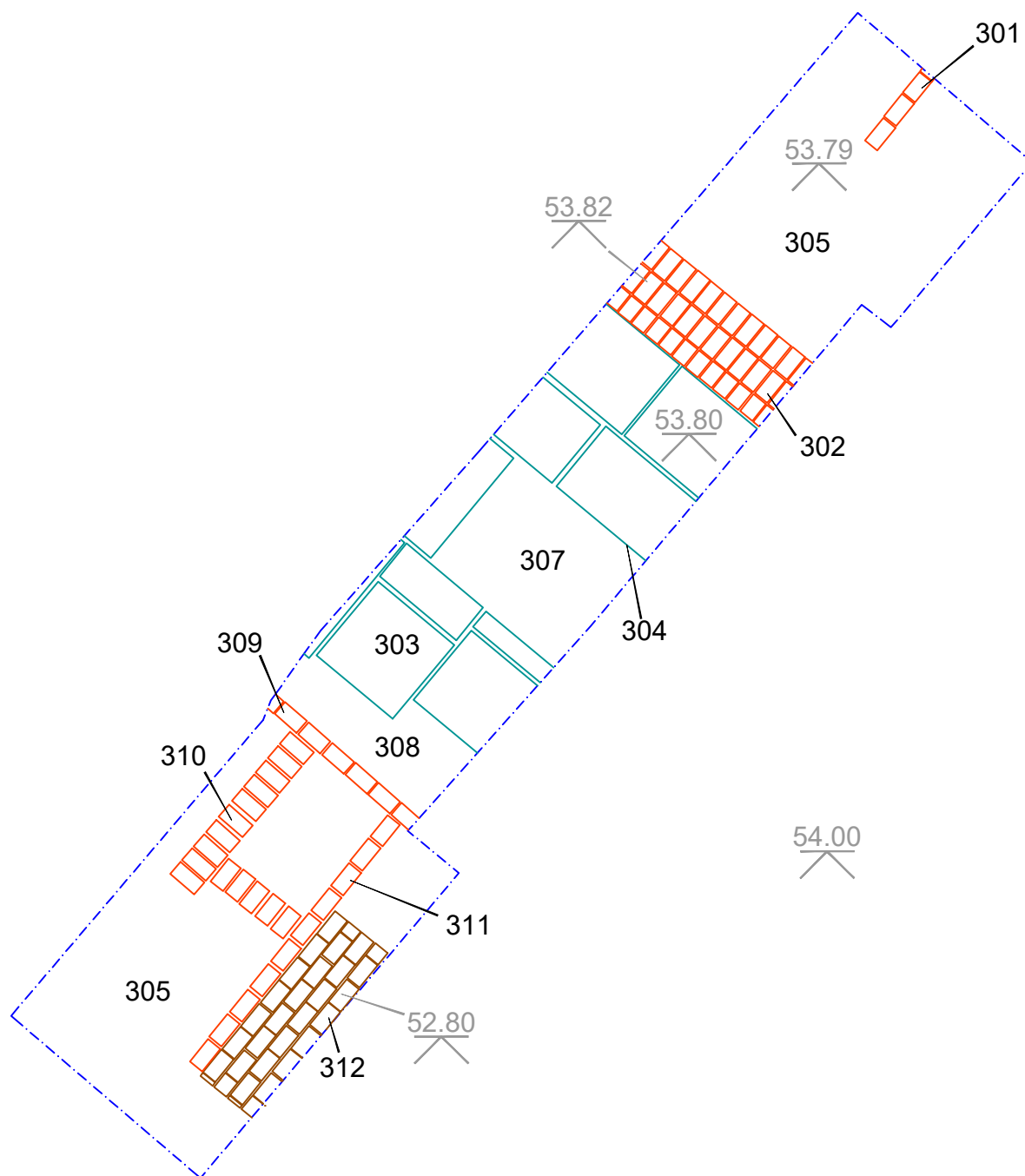


Figure 10:

Plan of trench 3 with contexts and levels annotated



Key:

- Trench
- Brick wall
- Brick floor
- Stone flag floor



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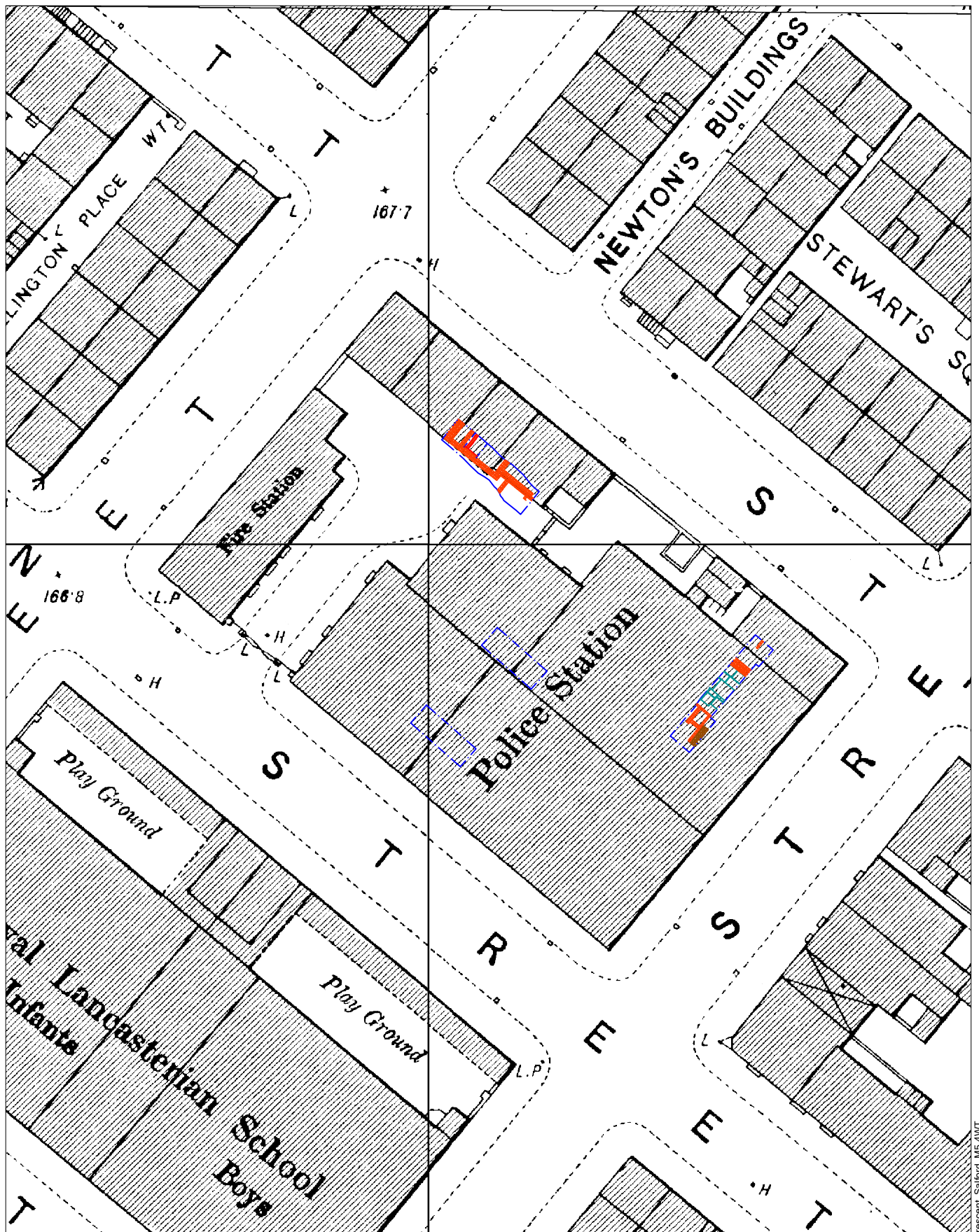


Figure 11:
Evaluation trenches superimposed onto the Ordnance Survey 1:500 Town Plan of 1891



Key:

- Trench
- Brick wall
- Brick floor
- Stone flag floor



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0 20 m
Scale at A4 1:400



Figure 12:

Evaluation trenches superimposed onto the Ordnance Survey 1:1250 National Grid Series map of 1960



Key:

- Trench
- Brick wall
- Brick floor
- Stone flag floor



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0

20 m



Scale at A4 1:400