



Salford Archaeology

Archaeological Desk-Based Assessment

Site:

St John's Campus,
New Quay Street

Client:

St John's Manchester
Ltd

Technical Report:

Jade Foxall

Report No: 2022/91



Site Location: The development area is located within Manchester city centre. It is bound by New College Street to the north, Gartside Street to the east and New Quay Street to the south.

NGR: Centred at NGR SJ 83213 98129

Prepared for: St John's Manchester Ltd

Document Title: St John's Campus, New Quay Street.

Document Type: Desk-Based Assessment

Report No: 2022/91

Version: Version 1

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Date: November 2022

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Date: November 2022

Updated: February 2023

Updated: September 2023

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1. Summary

This St John's Campus report has been prepared by Salford Archaeology on behalf of St John's Manchester Ltd, a subsidiary of HBD, and is submitted in support of an application for full planning permission at land bound by New College Street, New Quay Street, NCP car park and Gartside Street, otherwise known as 'St John's Campus'. The description of the development is as follows:

"Demolition of the existing buildings and structures and the erection of a 16-storey office building (Use Class E(g)), with flexible ground floor uses (Use Class E) rooftop amenity space and works to facilitate public realm improvements"

The proposals seek to demolish the existing on-site buildings and structures to deliver a 16-storey office building plus rooftop amenity space of sustainable construction and high-quality design. The building will offer flexible office accommodation which will meet the needs of a range of tenants and also provide ground floor commercial uses which will activate the ground floor frontage creating a unique arrival experience. The proposed development is described fully in the Design and Access Statement prepared by EPR Architects and presented on the application drawings. The application proposals have been developed in consultation with Manchester City Council (MCC) Officers and other key stakeholders.

In order to support the planning process, Salford Archaeology were commissioned by St John's Manchester Ltd 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.

Historic mapping shows that workers' houses were constructed within the development area by the late 18th century, including dwellings along Back Quay Street and Wright Street. By the early 19th century, a further row of terrace houses was constructed along Grindle Street and part of the footprint of a factory was built within the site. The houses in the western section of the site and the factory were demolished in the mid to late 19th century and the New Quay Street Public Baths and Washhouse was constructed by 1933. The remaining houses and the public baths had been demolished and St John's College was built during the mid-20th century. The college was later replaced with the Manchester College which currently occupies much of the proposed site.

The site has the potential to contain buried archaeological remains from the industrial period, in particular 18th- and 19th-century housing. It also has the potential to contain remains of the New Quay Street Baths. Any such remains that do exist within the site are likely to be of local significance therefore a suitable programme of mitigation is required.

The exact 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. Following consultation with GMAAS, it has been agreed that an archaeological strip, map, and record evaluation may be required to establish the presence or absence of buried archaeological remains and, if



present, their extent, and significance. A Written Scheme of Investigation has been prepared and agreed with GMAAS.

Should significant archaeological remains be encountered during monitoring, further investigation 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 Framework.



2. Introduction

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The desk-based study aimed to identify as far as possible the nature, extent and significance of the sub-surface archaeological resource within the site so as to enable informed recommendations to be made for the future treatment of any surviving remains.

2.1 Site location

The Site (centred on NGR SJ 83213 98129; Fig 1; Plate 1) is located within Manchester City Centre and is bounded by Gartside Street to the east, New College Street to the north and New Quay Street to the south with key routes in and out of Manchester. The Site is directly adjacent to a 10-storey car park which is accessed via New College Street. The Site currently comprises of the Manchester College building (Fig 2).





Plate 1: Recent aerial view looking north across the Site

2.2 Topography and geology

Topographically, the Manchester conurbation as a region lies within an undulating lowland basin, which is bounded by the Pennine uplands to the east and 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). The land within the Site gently slopes down Peter Street, west towards the River Irwell. The River Irwell is located c. 114m north of the Site. The Site lies at a height of 28m above Ordnance Datum (aOD).

The solid geology of the area comprises the Chester Sandstone Formation, which is overlain by Devensian till (British Geological Society, 2022).

2.3 Designations

The Site does not contain any heritage assets that are afforded statutory protection, such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens. Castlefield Conservation Area lies immediately south-west of the Site (c 9m). St John's Conservation Area lies 95m to the south-east of the Site, whilst Deansgate/Peter Street Conservation Area lies 250m east of the Site.

Castlefield Conservation Area (DGM1554):

History

Roman soldiers, led by General Agricola, marched into the north-west of England in 79AD. For strategic reasons they selected the Castlefield location for a fort, called



Mamucium, which they built on a rocky outcrop protected by the Rivers Irwell and Medlock. This is the first definite record of human settlement in Manchester.

The original timber fort was rebuilt and enlarged, and later rebuilt again, this time in stone. A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

In later years the new village of Manchester was established a kilometre to the north-east, in what is now known as the Cathedral Conservation Area.

The site of the vicus became known as Aldport or The Old Town. A house and park in Aldport became the home of the Mosley family in 1601. Aldport Lodge, as it was known, was used by Lord Strange in 1642 as the Royalist headquarters during the Siege of Manchester. It was burned down by the victorious Parliamentarians.

The River Irwell was made navigable in the 1720s, allowing access to Liverpool via the River Mersey, and in 1734 Edward Byrom financed the first quay on the Irwell for loading and unloading goods. This led to the construction of Quay Street between Deansgate and the river. The Roman fort was more like a grass-covered mound than a ruined castle when, from 1758 to 1761, the Duke of Bridgewater employed James Brindley to construct the first canal in Britain, its purpose being to transport coal from the Duke's mines at Worsley to Manchester.

The success of this venture, which halved the price of coal, was enormous and prompted the construction of the Rochdale Canal, which although planned by Brindley was carried out by John Rennie. It was opened in 1804 and made Castlefield the hub of the canal network which subsequently developed.

A large number of warehouses were also built to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. It soon became apparent that canals could not move goods quickly enough, and this led to the construction of railways, the world's first railway station being opened on Liverpool Road in 1830.

Soon devoted to goods traffic, it became the centre of a network of railway lines, several of which crossed Castlefield on viaducts. These were concentrated over the site of the Roman fort, where four viaducts converge. The castellated design of some of the supporting piers was a homage to the fort. Further viaducts were constructed, extending as far as Central Station, which opened in 1879.

The remains of the old town of Aldport, although very densely populated, were demolished at the end of the 19th century to make way for the construction of the Great Northern Warehouse, the ultimate transport interchange building.

During the 20th century, both canal and rail transport declined to the point where these facilities were used chiefly for leisure purposes. The railway complex at Liverpool Road was sold to a conservation group for £1 and became the Greater Manchester Museum of Science and Industry, the centrepiece of Britain's first Urban Heritage Park. The principle of an Urban Heritage Park was established in December 1982, along with the decision to reconstruct part of the Roman Fort on the excavated foundations.



Tourism and leisure are now growth industries which have transformed Castlefield from a neglected corner of the city, with buried remains, to a thriving major attraction with frequent popular events.

Castlefield and its buildings today

The recent revival of interest in Castlefield is having a significant impact on the refurbishment of buildings. Warehouses have been converted to flats, offices, galleries and studios. The various buildings in the Liverpool Road Station complex have undergone extensive repair and modification to house the exhibits in the Museum of Science and Industry. The buildings are exhibits in themselves, and provide an ideal setting for the smaller items within.

Liverpool Road Station was a pioneering and speculative venture, as no one knew in 1830 if the railways would be a successful means of transport. The station, constructed inexpensively in the Classical style, is a very modest building when compared with the great train sheds of Piccadilly, Victoria and Central stations. The 1830s warehouse to the north of the station is a long, curved building with five bays, each with two roof ridges. It was not completed until after the opening of the station, but enough of it was built by then for it to house the lavish opening ceremony.

It then assumed its normal role as a store and interchange between rail and road transport. The different levels for servicing road and rail were crucial to its functioning. Railway waggons could be easily unloaded by being tipped into trucks on the lower level. These buildings and viaducts were the first of their type, and consequently are vital artefacts in the history of Manchester and the railways.

The Merchants and Middle warehouses also had interchange facilities. Canal arms allowed barges to enter the buildings and be off-loaded directly on to horsedrawn carts.

The Grocers Warehouse, Manchester's first (c.1775), also had water-powered lifting machinery which could hoist coal from barges to the street level high above. Unfortunately, this building was demolished in 1960. As far as is known, measured drawings were not made before this occurred, and the partial reconstruction of 1986 was very basic.

Trains were operated at high level, to prevent them from obstructing road and canal traffic, and this involved the construction of bridges and viaducts. The first of the railway viaducts was built across the River Irwell in 1830 by George Stephenson, the locomotive designer.

Acres Fair, which had been held in St. Ann's Square (and later at Shudehill) annually since 1222, moved to Castlefield in 1872 and remained there for four years. When it was abolished, the attendant market traders remained. The site they originally occupied was known as Lower Campfield Market, from which, in 1878, they expanded into the Higher Campfield Market. Both areas were covered over by large, glazed buildings with cast-iron frames.

The larger of the two, Lower Campfield, was used as the City Exhibition Hall for many years and is now the Air and Space Gallery. St. Matthew's Church, designed in 1825 by Sir Charles Barry, the most eminent British architect of the time, was built on Liverpool Road between what later became Higher and Lower Campfield Markets. It was



demolished in 1951, but its Sunday School, now called Gunn House, still exists and has been converted to offices.

The most significant church still standing in Castlefield is the Church of St. George on Chester Road. It has been vacant for many years but current negotiations for commercial re-use will ensure the future of the building. It was designed by Francis Goodwin in the Neo-Gothic Perpendicular style and was built between 1826 and 1828.

Castlefield is still developing, and older buildings - particularly warehouses - are being adapted to other uses. New buildings include a stadium with a tensile skin roof for viewing spectacular events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure.

Townscape

The Castlefield area has evolved bit by bit over a very long period of time. Innovations have proliferated here and artefacts have been constructed where they were needed. The Romans built their fort on elevated ground, partly protected by the rivers Irwell and Medlock. Canals were dug where natural water courses could be diverted to maintain water levels. Canal basins and wharves were so numerous by the time the railways were built that the only practical means of introducing railway transport was by building viaducts. The result is a multi-level environment which is unique in the world.

By 1850 there were distinct zones devoted to housing, warehouses and transport. Liverpool Road was an important highway, sloping gently down to the River Irwell, whilst the area occupied by the Roman road, connecting the fort with the north, had been re-developed for other uses. Deansgate now occupies the site of this road. At the east end of Liverpool Road the small-scale buildings on the south side are the residue of housing, most buildings having now been converted to commercial uses. Late 18th and 19th century housing to the north of Tonman Street has been replaced by modern housing.

Although the variety of building materials used in Castlefield is very wide, it tends to be more rugged and industrial in character than in other parts of the city centre. Stone, brick and slate are used extensively, but the most impressive building components are the massive cast-iron columns supporting the railway viaducts and, of course, the viaducts themselves, which are constructed of iron lattice beams. When the quays and canal branches were used for loading, unloading and transporting goods, they needed to be durable and resistant to the heavy pounding of horses' hooves and the iron rims of wagon wheels. Granite setts were therefore used as they were the most durable material available. After many years of use, the top surfaces became smooth and rounded.

The Site is also located within 150m of five listed buildings (Table 1). A separate Heritage Statement has been prepared by Stephen Levrant Heritage Architecture Ltd and submitted in support of this planning application and therefore, they are not considered further in this report.

Site	Designation	List Entry Number	Location (NGR)
Irwell Street Bridge	Grade II Listed Building	1386141	SJ 8311 9824



Albert Warehouse, Water Street	Grade II Listed Building	1254727	SJ 8306 9811
St John's College of Further Education, Great John Street	Grade II Listed Building	1282969	SJ 8322 9799
Two Bollards at the West end of the St John's Passage	Grade II Listed Building	1291330	SJ 83281 97983
Former Hydraulic Power Station in ground of City College	Grade II Listed Building	1254724	SJ 83241 98280

Table 1: Designations located within 150m of the Site



3. Method Statement

3.1 Introduction

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

3.2 Research sources

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

- Published and unpublished cartographic, documentary and photographic sources;
- The Greater Manchester Historic Environment Record, maintained by the Greater Manchester Archaeological Advisory Service;
- The National Heritage List for England;
- The North West England Regional Research Framework

The aim of the research was to provide the relevant historical and archaeological background relating to the development of the Site. The available sequence of historical mapping was the principal source of information, as this provides evidence for the development of the Site since the late eighteenth century. The results of the historical and archaeological research are analysed against the current framework for the region, *The North West England Regional Research Framework*, in order to identify whether there is potential for the Site to contribute to the current initiatives and research questions listed within the agenda.

3.3 The document

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

3.4 Significance assessment methodology

An accepted methodology for assessing archaeological significance is the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of 'Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979' (DCMS, 2013). These criteria have all been utilised in this assessment and are listed below:

- Archaeological interest
- Historical interest
- Period
- Rarity



- Documentation
- Group value
- Survival/condition
- Fragility/vulnerability
- Diversity
- Potential

The significance assessment also uses the terminology outlined within '*Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*' issued by the International Council on Monuments and Sites (ICOMOS) in January 2011 (ICOMOS, 2011). This document states that the value of an archaeological attribute can be very high, high, medium, low, negligible or an unknown potential.

3.5 Impact assessment methodology

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



4. Planning and legislative background

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

4.1 National Planning Policy Framework (NPPF)

The significance of the archaeological resource identified within this report has been assessed as recommended in the revised *National Planning Policy Framework* (Department for Levelling Up, Housing & Communities, 2023). The NPPF sets out the Government's planning policies and outlines the presumption in favour of sustainable development, which is defined by three principles: economic, social and environmental. Of the core planning principles underpinning decision making, conserving heritage assets 'in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations' is one. Section 16 deals specifically with this historic environment (paragraphs 189-208), and states that local planning authorities should consider:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness;
- opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 194 states that "local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets, including any contribution made by their setting. 'The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation".

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

Paragraph 205 states that local planning authorities should require developers to record and advance understanding of any heritage assets to be lost, in a manner appropriate to their importance and impact, and to make this evidence publicly accessible.



4.2 Local Development Framework

The NPPF outlines the need for local planning authorities to create local plans and frameworks to implement the NPPF at a local level. Manchester City Council adopted a Core Strategy in 2012, for which the plan period runs. 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 area 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.’

Greater Manchester Combined Authority submitted the Places for Everyone plan to the Secretary of State for Levelling Up, Housing and Communities in August 2021. The heritage strategy is outlined in *Chapter 9: Places for People* and summarises the approach the local authorities will take in determining planning applications which may affect the local heritage.

Policy JP-P 2 states:

‘Through this Plan we will proactively manage and work with partners to positively conserve, sustain and enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct identity and sense of place.

Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for safeguarding and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive integration of our heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;
2. Utilising the heritage significance of a site or area in the planning and design process, providing opportunities for interpretation and local engagement;
3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;
4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing the economic viability, accessibility and environmental quality of a place and to social wellbeing; and



5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

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

Development proposals affecting a designated heritage asset (or an archaeological site of national importance) and a conservation area should conserve those elements which contribute to its significance including those identified in any conservation area appraisal as making a positive contribution to the area. Harm to such elements will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal.

Development proposals should identify assets of archaeological interest and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.

Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.'

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



5. Historical background

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

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

5.1 Prehistoric period

The current understanding of human activity in the Manchester region during the prehistoric period is poor. However, it is reasonable to suggest that several areas within Manchester Central, such as Castlefield, may have been conducive for late prehistoric settlement. This is due to the natural topography and the abundance of natural water sources, such as the River Irwell and River Medlock (Gregory, 2007).

Flint flakes were discovered during the 19th century in Manchester Cathedral Yard. Other prehistoric finds include a polished stone axe, which was discovered at a depth of 20ft from the base of a ditch that was excavated at the junction of Corporation Street and Todd Street in 1870. A Bronze Age dagger and axe fragment were found during excavations at the northeast corner of Hanging Bridge in 1870.

A Neolithic flint flake was found in the 19th century by the local antiquarian Charles Roeder (HER 414.1.0) within Spinningfields, Deansgate.

5.1.1 Archaeological potential

The Site has low potential for containing prehistoric remains, whilst the natural topography is favourable for human occupation, the later intensive development of the Site likely destroyed any earlier remains.

5.2 Romano-British Period

Archaeological evidence for Romano-British activity in Manchester is focused on the Roman fort of *Mamucium*, which was established on a sandstone bluff within Castlefield (Gregory, 2007). Archaeological excavation has shown that in the late 1st century, the fort comprised a turf rampart and timber gates, covering an area of c 1.2ha, and was of



a size compatible with holding a 480-man infantry unit. The fort was rebuilt to similar dimensions in stone around c AD 200 (*ibid*).

During the 2nd century, the fort was developed in association with a substantial extramural settlement, or *vicus* (Grealey, 1974, p. 11). Civilians occupied the extramural settlement, attracted by the security and commercial benefits of the nearby fort. Based on archaeological excavations and the distribution of Roman finds, the limits of this civilian settlement appear to have extended south-eastwards along Chester Road, terminating somewhere in the vicinity of Great Jackson Street, northwards from the fort to approximately Quay Street, westwards along Liverpool Road for c 100m from the north-west corner of the fort, eastwards across Deansgate to the area now occupied by the Beetham Tower. The Site likely lay on the edge of the civilian settlement and likely witnessed Roman activity.

Roads from the fort linked Manchester with Buxton to the south-east, Chester to the south, Wigan to the north-west, Ribchester to the north, and Castleshaw and York to the north-east. The settlement was well connected in terms of trade and consequently lasted until the late 3rd century AD. The Roman road from Manchester to Ribchester (HER 14.1.0) is situated c 325m to the east of the Site. The road continues northwards, following the course of Bury New Road.

During an excavation in Quay Street in 1990 a hoard of six Roman coins were found dating from AD145 – AD186 (PAS ID: IARCH-4483ED). Possible Roman features were also identified in the central area of Quay Street/Lower Byrom Street, with an extraction pit and possibly associated postholes similar to other that were confirmed to be of Roman date (HER 1519.1.0).

5.2.1 Archaeological Potential

There is no known evidence for Romano-British activity within the boundary of the Site, though it may lay on the fringe of the civilian settlement. The potential for any such remains to survive from this period is considered to be low, due to development during the 18th and 19th centuries.

5.3 Medieval period

There is little evidence in the region that represents the period between the end of the Roman occupation and the Norman conquest of 1066. During the early medieval period, the political landscape of Britain changed, and many kingdoms and sub-kingdoms were formed as a result of Germanic invasions. In 919AD Edward the Elder repaired the old Roman fort as a defence against the Danes, with the fort becoming known as Castlefield when Manchester was part of Northumbria. By the Domesday Book of 1086, a village known as *Mamecester* existed, and in time this changed to Manchester (Tim Lambert, 2022).

The name 'Deansgate' is one of Manchester's most historic streets and most its name most likely dates from the early medieval period. The origins of the street name are uncertain, but its name may derive from 'way to the Dean', 'way to Denys' or possibly a gate or route used by the Deans of the College.

After 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, p. 116). It was then divided into several fiefdoms (Kidd, 1996, p. 13). The largest



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

A survey of the medieval layout of the city was undertaken in the 1980s by GMAU, which led to the designation of a zone defined as the Area of Medieval Manchester (Morris, 1983). The survey demonstrated that in addition to the manorial and ecclesiastical heart of the town, streets radiated out from the centre, with Deansgate being one of the main thoroughfares. The medieval core was centred on the cathedral and the surrounding streets (HER 16050.1.0).

Thomas La Warre succeeded as the twelfth baron in 1398 and later became the parson of St. Mary's, the parish church. The church, subsequently rebuilt, is now Manchester Cathedral. La Warre was responsible for elevating St Mary's to a collegiate church by procuring a licence in 1421 from King Henry V. Extensive gardens were required to cater for its pupils, and consequently, the area now known as Parsonage Gardens was cultivated to provide food (*ibid*). Parsonage Gardens is located 450m to the northeast of the Site.

Although the Site seems to have lay beyond the medieval core, evidence of activity during this period has been excavated near Spinningfields (south of Wood Street), c 180m to the north-east of the Site. Archaeological remains of medieval activity within the immediate area surrounding the Site include a post-pit excavated at Spinningfields. The feature was sealed by a late medieval agricultural soil that contained medieval pottery, suggesting that the post-pit was either medieval or pre-medieval in origin. The medieval soils were sealed further by 18th-century deposits (HER 16257.1.0).

5.3.1 Archaeological Potential

Although the Site lies closely within the vicinity of medieval activity, the potential for medieval remains is considered to be low due to later intensive development in the area, including multiple cellar dwellings that were built in the 18th and 19th centuries.

5.4 Post-medieval period

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

A map of Manchester and Salford dated c 1650 shows a vast plot of gardens stretching from Deansgate to the River Irwell (Plate 2). The plot of land is annotated on the map as 'New Gardens' and likely lay 200 to 400m to the north-east of the Site. Archaeological evidence of post-medieval remains includes agricultural soils that were excavated close to the River Irwell, on Water Street and Bridge Street. A small assemblage was



associated with the deposit, indicating that post-medieval activity took place in the study area.

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

Manchester underwent a rapid expansion during the post-medieval period. The population of Manchester increased from approximately 1800 people in 1563 to just over 3000 people in the year 1642 (Willian, 1980, pp. 38-9). The Hearth Tax Returns of 1664 listed 820 households, which suggests a population of approximately 3690. The population of Manchester roughly doubled between 1563 and 1664, despite an outbreak of plague in 1645 (Phillips & Smith, 1994, p. 7).

In his tour of the country in the 1720s, Daniel Defoe (Defoe, 1727) noted that Manchester had 'extended in a surprising manner, being almost double to what it was a few years ago', reflecting the further expansion of the textile trade (Hadfield & Biddle, 1970). By the census of 1773, the town's population had dramatically increased even further, with approximately 24,937 people living in the township of Manchester, 23,032 of which were living in the town itself. During the post-medieval period, Manchester changed from what had been a small market centre into the largest town in Lancashire.

Due to the development of the textile industry, Manchester became a noted centre of puritanism. Puritans sided with Parliament in the ongoing fight with King Charles I. Aldport Lodge, a manor house, was situated south of Peter Street along Deansgate. It was from this manor house that Lord Strange and his Royalist forces fired their cannons along Aldport Lane in 1642, against the Parliamentarians who were heavily supported by the people of Manchester (Manchester City Council, 2022). Lord Strange consequently killed a linen weaver and the siege of Manchester that followed brought some of the earliest casualties from the English Civil War (Manchester City Council, 2022).

In 1645, Bonnie Prince Charlie was leading the last uprising in the Jacobite Rebellion in his bid for the English crown. When he arrived in Manchester, he used St John's Street in Deansgate as a gun park. This is commemorated in the name of Artillery Street (HER 125.1.0).



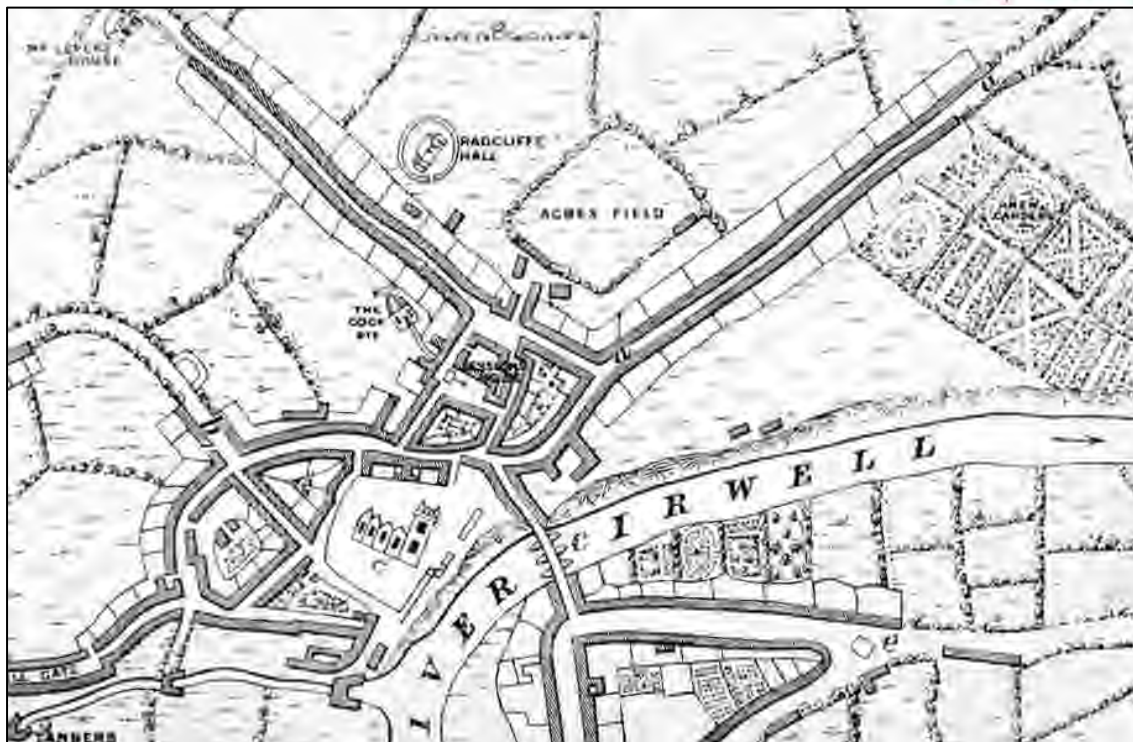


Plate 2 Map of Manchester and Salford c. 1650

5.4.1 Archaeological potential

The Site lies within an area of post-medieval agricultural activity, however, the potential for finding buried archaeological remains associated with this period is considered to be low due to the intensive development of the Site from the industrial period.

5.5 Onset of the industrial revolution

Significant quantities of cotton began to be imported into south Lancashire from the early 17th century, firstly in linen/cotton fustians. By around 1750, pure cotton fabrics were being produced, and cotton had overtaken wool in importance. Textiles were generally manufactured in domestic-based workshops or weavers' cottages as part of the putting-out system, whereby merchants employed textile workers and supplied them with raw materials. By the 1780s, the national demand for textiles, particularly cotton, began to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of factory-based cotton manufacturing industry of international repute (Baines 1835).

The second half of the 18th century was characterised by an accelerated pace of development, which was captured on the first detailed plans of the area, produced on four successive maps by Casson and Berry between 1741 and 1751 (Plate 3). The plans produced by Casson and Berry capture the expansion of Manchester and its suburbs. The growth of Manchester was enhanced by the development of waterborne transport. The first key development was the founding of the Mersey & Irwell Navigation Company in 1721, which aimed to provide a navigable route from the Mersey estuary to the Salford and Manchester by improving the course of the River Irwell and the River Mersey. The navigation opened in 1734, opening up trade from the growing port of Liverpool to Manchester and Salford (Geroge & Brummond, 2002, p. 22). A quay was established on the Manchester side of the river by Edward Byrom in 1736 to secure trade. The quay is



shown on Casson and Berry's plan of 1741, lying to the south-west of the Site, annotated on the plan as 'Kay' at the west end of 'Kay' Street.

Quay Street, named in the same year as the construction of the quay, was strategically located between Deansgate (Alport Street) and Water Street to carry much of the town's trade. Quay Street adjoined Water Street at a right angle and the two thoroughfares converged at the buildings of the Old Quay Company on the River Irwell. The quay had a river frontage of 136 yards and was used primarily for the loading and unloading of goods and could accommodate wharfage facilities for boats of up to 50 tons. The construction of the quay marks the initial development of the St John's area, situated within a group of fields. A second quay was built on the Salford side of the river in 1755, connected to Chapel Street by Quay Street, located 160m to the northwest of the Site (HER 884.1.0).



Plate 3 Extract from Casson and Berry's map of 1741, showing approximate Site location

The Mersey and Irwell Navigation company's first competitor was the Duke of Bridgewater, who owned vast estates in Worsley and wanted to construct a canal to transport coal from his mines at Worsley to Manchester and Salford. The Duke employed James Brindley to design and manage the construction of the canal in 1758, which would serve the dual purpose of draining his coal mines, whilst also providing an affordable means of transporting his coal from Worsley into Manchester. The success of the canal acted as the catalyst for the construction of numerous other canals across the country.



Prompted by the success of the Duke's canal, in 1776 James Brindley began to conduct a survey of possible routes between Sowerby Bridge and Manchester for the construction of the Rochdale Canal. After several bills were rejected, an Act was finally obtained in 1794, creating the Rochdale Canal Company. The canal opened in stages as sections were completed beginning with the Manchester to Rochdale branch in 1798. The completion of the Rochdale canal in 1804 meant that a water transportation route now existed between the North Sea at Hull and the Irish Sea at Liverpool. As a result, Castlefield became the hub of the canal network in Manchester, bringing with it a surge in warehouse building, which continue to characterise the area today.

With textiles as the driving force, Manchester emerged as a complex industrial city, producing goods of every description. Warehouses were built to store the mass-produced goods and to supply the needs of the rapidly growing population of Manchester, the fastest growing city in the world in the 19th century. Several wharfs were built around the Castlefield basin, to facilitate the movement of goods between the barges and warehouses. The various wharves are named after the principal commodities they handled, such as Potato Wharf, Timber Wharf, Coal Wharf and Slate Wharf, the oldest of which was constructed in 1765.

The growth of the new industries attracted migrants from the surrounding countryside and farther afield in search of employment opportunities. The phenomenal growth of the population in Manchester led to pressure for development. The immediate social consequences of the industrial revolution were mainly increased hardship for the working class, and then having to live and work under appalling conditions (UNC Pembroke). The middle and upper classes as a result, moved out of the city centres. In 1819 Henry Hunt addressed a meeting of 60,000 people, in St Peter's Field, to demand the radical reform of the House of Commons. The size of the crowd concerned the government, and they sent the city magistrates to disperse it. The resulting chaos led to 11 deaths and 140 injured and is now remembered as the Peterloo Massacre (HER 8296.1.0).

5.5.1 Canals

The Manchester to Bolton and Bury canal was built to transport coal from the collieries to the north of Salford, at Agecroft, Pendleton, Outwood and Ladyshore into Manchester and Salford. The canal was commissioned in 1791 by businessmen and landowners and significant sections of the canal had been completed by 1796. The original terminus of the canal was at a large basin at Oldfield Road in Salford. The canal extended from the basin to Little Lever, where the canal forked into two arms, one leading north-east to Bury, whilst the other ran north-west to Bolton. A proposal in 1799 suggested linking the Manchester to Bolton and Bury canal to the Rochdale canal via an aqueduct that would cross the River Irwell. However, the venture collapsed in 1801 following strong opposition from the Mersey and Irwell Navigation, who would have suffered a loss of trade. Instead, the Duke allowed the Rochdale Canal to connect to his canal at the Castlefield basin, securing future revenue. An alternative plan was put forward to improve connectivity between the Manchester to Bolton and Bury and the Manchester side of the river. This comprised the addition of six locks located at Middlewood to the River Irwell near Castlefield, opening in 1808.

The lack of any direct canal link between the Mersey and Irwell Navigation and the Rochdale Canal in Castlefield meant that goods being transported using both waterways



had to be offloaded onto carts and carried across the city, before being loaded back onto boats to continue their journey. This was costly and time-consuming, as well as adding to traffic congestion on the streets of Manchester. In 1805 John Nightingale was asked to draw up a plan for a canal, including a tunnel which would link two waterways. The Manchester & Salford Junction Canal, eventually opened in October 1839. Construction of the new canal was funded in part by the proprietors of the Manchester Bolton and Bury Canal. Manchester and Salford Junction Canal crossed under Deansgate in a tunnel along the line of Culvercliffe Walk. The canal was 1100 yards long and the tunnel was 500 yards. The tunnel ran underneath Manchester from near Atherton Street to just after Deansgate (HER 125.1.0).

In 1842 the Manchester and Salford Junction Canal, its properties, debt and liabilities were acquired by the Mersey and Irwell Navigation, which in turn was later acquired by the Bridgewater Trustees. The Trustees had such success with their own canal link that the Manchester and Salford Junction Canal no longer had much use. The canal continued in limited operation until the 1920s, mainly serving the Deansgate/Great Northern Goods Station & Warehouse and Central Station. The canal was finally abandoned under the Manchester Ship Canal Act of 1936 (HER 125.1.0). The tunnel was used air-raid shelter during the Second World War.

5.5.2 Public Baths

Public bathing in England during the later 18th century a cultural activity and was not considered an appropriate pursuit for the working classes. Communal bathing was believed to cause of spread of diseases such as syphilis. However, by the 19th century there was a growing realisation that promoting cleanliness would benefit public health and reduce the spread of disease (Miller & Cook, 2021). It was suggested that public baths would be needed to achieve proper cleanliness as the water that ran in to houses was often recycled, and thus dirty. Building public baths and wash houses was seen as an affordable and immediate way of improving the public health.

The first attempt of public baths was in Peru Street in Salford. In 1846 the Public Baths and Wash-houses Act was passed and whilst the by-law allowed a charge to enter the baths, two-thirds of those baths had to be of the cheapest class to ensure that the poor were not excluded. Over the next half a century, public baths evolved from being a purely health and welfare to multi-purpose event venues that offered recreation, sport and entertainment. During the Edwardian era, public baths were built in increasing numbers in Manchester and across the country. One of the most notable baths in Manchester is the Victoria Baths. During this period, Manchester boasted 19 public baths with 12 incorporating washhouses. Manchester endorsed the largest provision of baths and washhouses outside of London, and more than any other provincial city. An example of these bath houses was the New Quay Street Baths and Wash House, which was built within the boundaries of the Site by the early 19th century (Miller & Cook, 2021).

5.5.3 Advent of the Railways in Manchester

Goods traffic was at an unprecedented high between Liverpool and Manchester in the 1820s. Liverpool was the country's main port, supplying Manchester with tonnes of raw cotton. Advances in waterborne transport between the two towns had been instrumental in the onset of the industrial revolution, but journeys between these two hubs of manufacturing and trade were expensive and slow. Meandering canal boats could take



up to 12 hours to reach Manchester, whilst horse-drawn carriages, unsuitable for the transport of goods, took three hours at best. In addition, the existing waterways, the Mersey and Irwell Navigation, the Bridgewater canal, and the Leeds to Liverpool canal were thought to have been making excessive profits. It had become clear by the early 19th century that the river navigations and canal network could not transport goods in sufficient quantity to meet the demands of either industry or the population of the rapidly growing towns around Manchester.

The concept of a railway line between Liverpool and Manchester (L&MR) was proposed by William James, a pioneer and promotor of rail transport, who had witnessed the development of lines at the collieries in the north of England. The new railway line was intended to achieve cheap transport of raw materials, finished goods and passengers between the port of Liverpool and east Lancashire. The Liverpool and Manchester Railway Company was founded on 20 May 1824, and in 1826 the Bill to construct the railway received Royal Assent. The line opened in September 1830, with termini at Liverpool Road in Manchester and Crown Street in Liverpool, and rapidly attracted a high demand for passenger services in addition to the intended freight. Its impact rippled across Britain and the globe, triggering a transformation of technology, trade and perception of time that heralded the birth of the modern age. It was one of the most ambitious engineering projects of its day that demanded the construction of 63 bridges and viaducts, including the crossing of the River Irwell between Manchester and Salford, the first tunnel constructed beneath a town and an innovative solution to crossing the vast peat bog of Chat Moss. The L&MR became the first railway in the world to rely exclusively on steam power, the first to be double tracked and equipped with a signalling system, the first to be fully timetabled and the first to carry mail.

The Manchester terminus was initially served by Liverpool Road station, built between 1830 and 1831, on the southern side of the track. The Liverpool Road railway, station and associated goods warehouses (HER 16833.1.0; HER 12071.1.0; HER 12390.1.0) lie c 200m to the south-west of the Site. The station later became the departure station and was split into first and second class. In the new passenger station, departing travellers booked tickets and awaited their trains. First- and second-class passengers had separate booking halls and waiting rooms, with first-class facilities offering a grander experience. The Liverpool Road railway station, together with the attached station master's house is a Grade I Listed Building and represent the world's oldest surviving terminal, forming part of the Museum of Science and Industry.

The L&MR entered discussions with the New Quay Company in June 1829 in the hope that the company could facilitate a railway freight service, utilising their existing stock of warehouses on Water Street that served their busy trade on the Mersey and Irwell Navigation. An agreement was not met by January 1830, leaving the Liverpool & Manchester Railway Company with little alternative to becoming the operator of freight services itself, and to provide its own warehousing. With only eight months left before the scheduled opening of the line, the railway company rapidly devised plans for new warehouses at Liverpool Road Station, and the contract to erect what were described as 'five brick warehouses' was let to David Bellhouse and Sons on 26 April 1830. He took inspiration from the railway's rivals, modelling his designs on local canal warehouses. After just five months of building work, the warehouse was ready to house goods of almost every description, from cotton to coal and butter to bananas, officially opening on



15th September. The warehouse was erected on the north side of the tracks entering the Liverpool Road terminus, although freight traffic did not commence until December 1830, when the first of a series of more powerful engines was delivered (notably including The Planet). Known as the '1830 Warehouse', the building currently forms part of the Museum of Science and Industry in Manchester, and survives substantially in its original condition, 180m to the south-west of the Site.

5.6 Development of the Site

The development of the Site may be traced reasonably well from the sequence of available historic mapping. Green's 1787 map is one of the earliest detailed surveys of the Site (Fig 3; Plate 4). The map shows that the Site had been partly developed, with Wright Street lying in the west of the Site, aligned broadly north to south and Back Quay Street running through the southern part of the Site, aligned east to west. A further unnamed street had been laid through the north of the Site, aligned north-west to south-east. A proposed grid of new streets was superimposed on to the mapping, to the north and south of the Site, in anticipation of development.

Most of the land within the Site had been developed. A row of terrace houses had been erected on the southern side of Back Quay Street, with small outbuildings and back yards to the rear. Several other buildings, in the plan of a court, lay between Back Quay Street and the unnamed lane to the north. These buildings appear irregular in plan, potentially indicating piecemeal development. In addition, a block of buildings had been established on the west side of Wright Street. The individual footprints of the buildings within the Site are not clearly shown on Green's map.

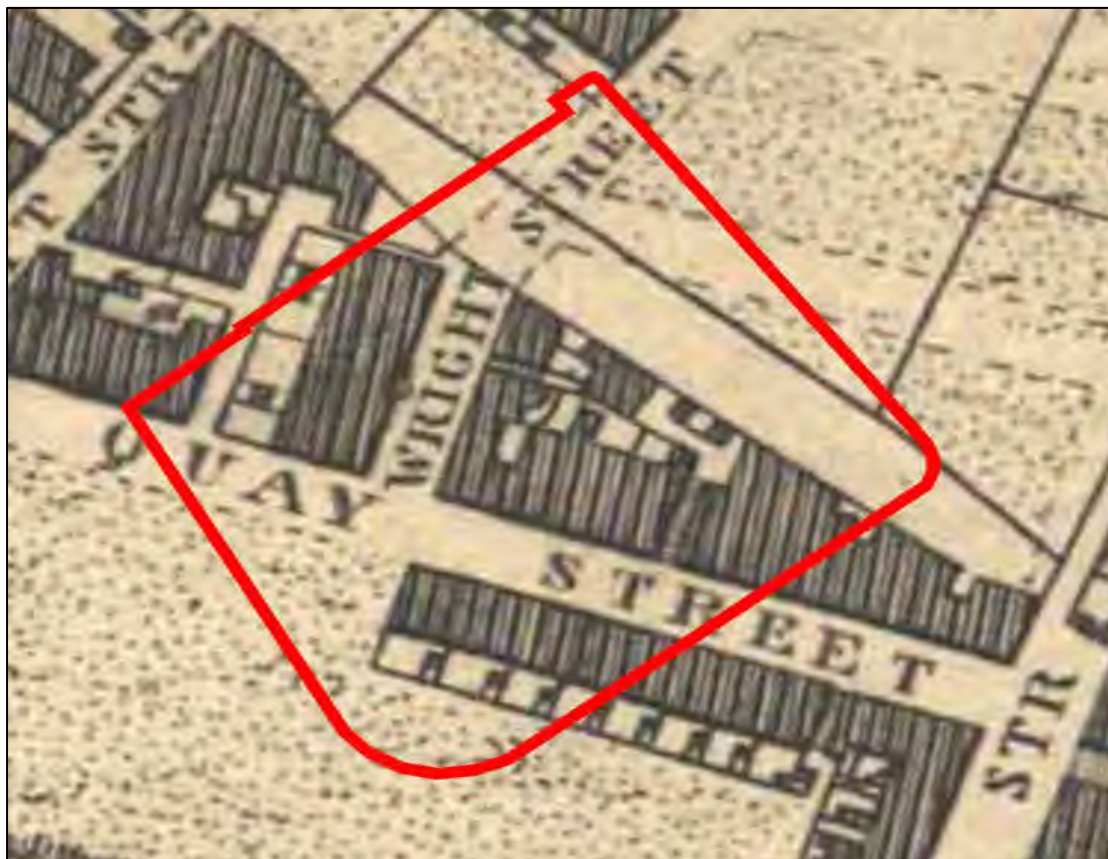


Plate 4- Green 1787 map showing the Site



Bancks's 1831 map is the next available map to capture the Site, showing the individual buildings in detail (Fig 4; Plate 5). The same buildings occupied the west side of Wright Street, however, Bancks's map shows that the block of buildings (previously shown on Green's map) consisted of a row of four houses that appear to have been double-depth. Similarly, the same footprint of terraces stood on the southern side of Back Quay Street, though a factory had been built next to the terrace houses in the south-west corner of the Site. The plan shows the arrangement of buildings between Back Quay Street and Grindle Street. These appear to have been an L-shaped arrangement of buildings that may have been commercial and domestic in function. In addition, double-depth terraces had been erected on the southern side of Grindle Street in the north of the Site.

Newspapers from 1847 (*Manchester Courier and Lancashire General Advertiser* 13th November 1847) stated that Wright Street was a dirty and poor area. The Council of the Borough of Manchester, over a period of six months, ensured the street was '*freed of obstruction, properly drained, levelled, flagged and paved*'. The street was completed with acceptable footways, gutters, drains and sewers. Several other streets were improved within Greater Manchester.



Plate 5- Bancks's 1831 map showing the Site



The next available map that captures the Site is the Ordnance Survey map of 1851 (Fig 5; Plate 6). This is the first map that accurately captures the Site. The same dwellings occupied the west side of Wright Street, the southern side of Back Quay Street and the Grindle Street. However, the Ordnance Survey plan shows that most houses within the Site had external staircases and pavement lights, indicating that they contained cellars. The 1851 map (Plate 6) also shows that the plot of vacant land to the rear of buildings on Back Quay Street had been infilled with small, single-depth dwellings, labelled as Pritchard's Court. There are four listed houses on the 1881 census returns for Pritchard's Court (Table 3).

The 1851 map (Plate 6) labels the factory shown on Bancks' map (Plate 5) as a 'Portable Steam Engine Manufactory'. The building was run by the engineer Uriah Nichols of Manchester, located partly in the south-west corner of the Site. Newspapers advertised the products from the manufactory for sale and hire, this included portable engines, pumps, cranes and mortar mills (*Northwich Guardian* 24th March 1866. The steam engine manufactory was demolished in early 1876 (Grace's Guide).

In 1848, (Pubs of Manchester, 2009) St David's tavern had been established and was labelled on the 1851 Ordnance Survey map (Plate 5). Sitting at the northern end of Back Quay Street and Young Street, it lay on the east edge of the Site boundary. By 1851 a timber yard occupied the south of the Site, with a slight part of it falling within the Site boundary.



Plate 6 - Site Boundary Superimposed onto the 1:1056 Town Plan of 1851



Address	Household Name(s)	Number of residents	Listed Occupations of Residents	Birth Places of Residents
1 Pritchard's Court, Back Quay Street	Derbyshire	6	Fustian cutter, scholar	Manchester
2 Pritchard's Court, Back Quay Street	Nickson	3	Lurryman, scholar	Cheshire, Manchester
3 Pritchard's Court, Back Quay Street	Worrall, Tonge	6	Fustian Cutter	Manchester
4 Pritchard's Court, Back Quay Street	Briton	2	Coal carter, domestic	Eccles, Galway.

Table 3 - showing details of the residents within the Site from the 1881 Census

The Site had undergone drastic changes during the second half of the 19th century, which are captured on the Ordnance Survey map of 1891 (Fig 6; Plate 7). The Uriah Nichols Portable Engines Manufactory and the 18th-century terraces on the southern side of Back Quay Street had been demolished to make way for New Quay Street. New Quay Street is captured on the 1891 plan, running north-west to south-east, alongside the west Site boundary. In addition, the 18th-century dwellings on the west side of Wright Street had also been cleared, leaving the west side of the Site vacant. The 1891 map shows that there was a communal water tap (WT), indicating that the occupants of houses had a communal water supply.

The German businessman Friedrich Engels travelled to Deansgate between 1844-1845. A description of the St John's / Deansgate area was included in his book '*Condition of the Working Class in England*' (Engels, 1844). Engels described the area by the Quay Streets as '*a dark, unattractive hole*'. It included many factories, and low one and two-storied houses. He implied that the area was ruinous and miserable, with its crooked courts, long narrow streets, and irregular entrances to buildings. Presumably, the houses within the Site were of a similar form, and likely led to their demolition.

The census returns from 1891 show residents that correlate with the working-class of the Victorian times (Table 4). There were multiple families living within the same houses, including cellar dwellings. Some families had multiple children, who were either scholars or working at the age of eight. Most residents seem to have been from the local area and had been raised within Manchester. Most of the people who were from outside of Manchester appeared to be lodgers of other families and had low-skilled jobs. Newspapers from this period highlighted the '*demoralised class*' (Engels, 1844, p. 64) found within this area, multiple articles included stories of burglary (*Manchester Times* 19th April 1884), child neglect (*Worcester Journal* 1st August 1874), illegal street betting (*Manchester Evening News* 27th September 1894) and accidental fatalities from



drowning and factory working (*Manchester Evening News* 27th February 1888; *Manchester Courier and Lancashire General Advertiser* 3rd August 1850).



Plate 7 - Site Boundary Superimposed onto the 1:500 Town Plan of 1891

Address	Household Name(s)	Number of Residents	Listed Occupations of Residents	Birth Places of Residents
11 Grindle Street	Bolger, Heffron, Murphy	10	Shoemaker, warehouseman, cabinet maker, scholar	Manchester, Ireland.
13 Grindle Street	Walker	8	Labourer, car boy, bronzer, scholar	Manchester
15 Grindle Street	Harling, Russell, Williamson	4	Joiner, domestic servant, Ironer, Charwoman	Bristol, Kendal, Shropshire, Barmouth



17 Grindle Street	Kelley, Fitzgerald	8	General labourer, scholar	London, Ireland, Manchester, New Zealand
19 Grindle Street	Wright, Howerth	11	Tobacco pipe maker, tobacco pipe finisher, scholar, dyes labourer	Manchester, Ireland, Scotland

Table 4 - showing details of the residents within the Site from the 1891 Census

The Ordnance Survey map of 1908 shows that much of the Site remained unchanged (Fig 7). Slight changes included the demolition of the small buildings to the rear of Back Quay Street, which were turned into back garden plots. In addition, one of the houses on Pritchard's Court (which was formerly shown as a back-to-back) had been converted into a through house. The water tap was no longer present.

The 1933 Ordnance Survey map shows that part of the Site had been redeveloped (Plate 9; Fig 8). A large public baths building had been built within the Site on the north side of Back Quay Street. Manchester New Quay Street Baths and Wash House had opened by 1921, where Wright Street and Back Wright Street were once located. Also, within the south of the Site, in the location of the former manufactory, two buildings had been built. Although information regarding what these buildings is lacking and therefore their function is unclear. A photograph of the public baths shows two separate entrances and the adjoining three-storey terraced houses to the east (Plate 10).

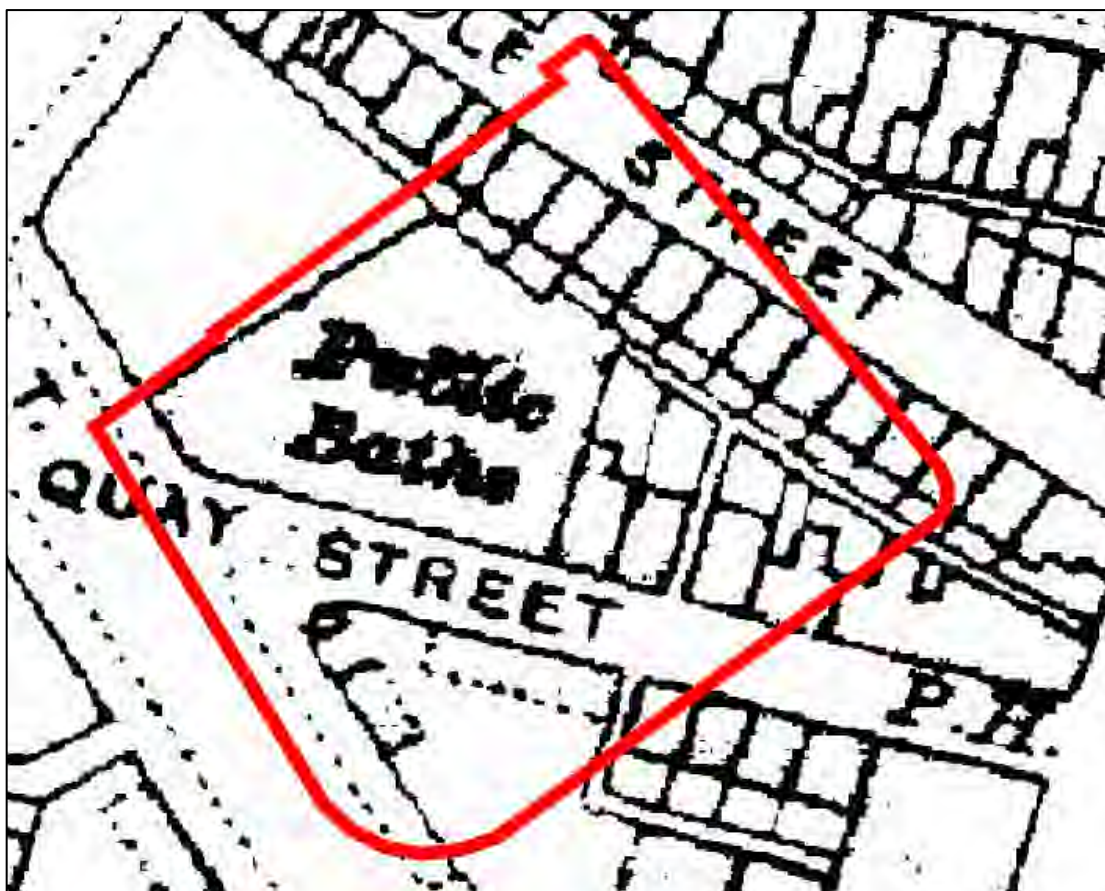


Plate 8 - Site Boundary Superimposed onto the 1:2500 County Series Map of 1933





Plate 9 - A photo of Quay Street Baths Manchester (Lynda Moyo 2014, Manchester Evening News)

In 1948 (Fig 9) the houses on Back Quay Street, adjacent to the Public Baths were demolished and the footprint was vacant. There was little further development on the Site after 1948, in which the 1955 map (Fig 10) demonstrates, until 1960 (Plate 12).

Sometime between 1960 and 1992 the New Quay Street baths were demolished along with the houses on Grindle Street. The Site completely was redeveloped into St John's College of Further Education. The 18th-century grid of streets had been entirely removed. Modern mapping of the Site (Fig 2) shows that St John's College was later demolished and replaced with the Manchester College which is situated within the Site today.



6. Gazetteer

The following gazetteer entries summarise the sites of potential archaeological interest within the Site. The identification of these non-designated heritage assets is drawn primarily from the historic map regression analysis. The locations of the gazetteer entries are shown on Figure 11 within Appendix 1: Figures.

Gazetteer Entry 01

Site Name	Water Tap
Designation	No designation
HER Number	-
Site Type	Site of Water Tap
Period	Late 19 th Century
NGR	SJ 83216 98134
Source	Ordnance Survey Map 1891
Description	Community water pump. Worker's houses did not have running water and toilets, several houses would have shared an outdoor pump to get their water. Water pumps in the street drew water from nearby rivers or wells, which would have been pumped through systems under the ground.
Assessment	Remnants of the pump system may remain <i>in-situ</i> and be affected by the proposed development scheme. Although any remains are likely to have been damaged by the later construction of the public baths, St John's College, and the Manchester College.

Gazetteer Entry 02

Site Name	Wright Street
Designation	No designation
HER Number	-
Site Type	Road and houses
Period	18 th century
NGR	SJ 83205 98133
Source	Green's Map 1787
Description	Former 18 th -century street that north through the Site from Back Quay Street, several houses positioned either side of it. Double-depth properties that contained cellars. Houses had been demolished by 1891.
Assessment	Remains of the early houses may remain <i>in situ</i> and could be affected by the development of proposed scheme. However, any remains are likely to have been affected by later development on the Site.



Gazetteer Entry 03

Site Name	Buildings
Designation	No designation
HER Number	-
Site Type	Building
Period	Early 20 th century
NGR	SJ 83211 98113
Source	OS Mapping 1933
Description	Two buildings, shown on OS Country Series map 1933 and demolished by 1960. They were located the area between Quay Street and Back Quay Street. Their purpose is unknown.
Assessment	There is some potential for the remains of the structures to survive within the Site boundary, although they were likely destroyed by later development.

Gazetteer Entry 04

Site Name	St David's Tavern
Designation	No designation
HER	-
Site Type	Public House
Period	Early 19 th century
NGR	SJ 83255 98120
Source	OS Mapping: Town Plan 1851.
Description	St David's Tavern on the east end of Back Quay Street and south end of Young Street. The north-west corner runs along the corner of the Site boundary.
Assessment	There is some potential for the remains of the structures to survive within the Site boundary, although there already has been intense development where St David's Tavern stood.

Gazetteer Entry 05

Site Name	Back Wright Street
Designation	No designation
HER	-
Site Type	Road/Back alley and houses
Period	18 th century
NGR	SJ 83193 98133
Source	Banck's 1831, OS Mapping: Town Plan 1851, Green 1787
Description	Street or alley that contained the back of the houses and possible cellars on Wright Street. Area including Back Wright Street removed by 1891.
Assessment	Elements of the street may survive as below ground remains; however, it was likely destroyed by the development of the Quay Street Bathhouse.

Gazetteer Entry 06

Site Name	Portable Steam Engine Manufactory
Designation	No designation
HER	-
Site Type	Factory
Period	Early 19 th century
NGR	SJ 83199 98116



Source	OS mapping: Town Plan 1851, Banck's 1831, Grace's Guide
Description	Uriah Nichols of Manchester, established in 1831 on Back Quay Street. Portable steam engine manufactory where people could buy/hire portable engines, pumps, cranes and mortar mills.
Assessment	Potential to find the manufactory is low due to it being demolished and intensely developed on by the construction of New Quay Street in 1886.

Gazetteer Entry 07

Site Name	Pritchard's Court
Designation	No designation
HER	-
Site Type	Buildings
Period	18 th or early 19 th century
NGR	SJ 83230 98127
Source	OS Mapping: Town plan 1851, Banck's 1831, Green's 1787; 1881 Census
Description	Four dwellings within a court on Back Quay Street in the 1881 census, possibly present on Green's map and therefore constructed before 1787. Engles describes the area along Quay Street as having crooked courts, narrow streets and irregular entrances to the buildings. Redesigned or demolished by 1908.
Assessment	There is potential for the remains of Pritchard's Court to survive within the Site. Although any remains are likely to have been affected by the later construction of St John's College and the Manchester College. Any remains that do survive could be affected by the proposed development.

Gazetteer Entry 08

Site Name	Manchester New Quay Street Baths and Wash House
Designation	No designation
HER	-
Site Type	Public baths
Period	Mid nineteenth century
NGR	SJ 83208 98137
Source	OS mapping: County Series 1933, National Grid Map 1948.
Description	Public bath and wash house that opened in 1921 where Wright Street and Back Wright Street once stood. Demolished sometime between 1960-1992.
Assessment	There is potential for part of the building to survive within the Site.

Gazetteer Entry 09

Site Name	Grindle Street
Designation	No designation
HER	-
Site Type	Worker's houses
Period	Early 19 th century.
NGR	SJ 83222 98145
Source	OS mapping: Banck's 1831, Town Plan 1851;1891, Country Series 1908;1933, National Grid Map 1948, 1891 Census.
Description	No. 11-19 Grindle Street houses lie within the Site. Census returns show evidence of multiple families within the same house, working class skilled



jobs and young children working within factories. Grindle Street after no.19 demolished by 1948.

Assessment There is potential for part of the building to survive within the Site, particularly cellars, although there has been intense development of the area from 1948 and therefore could have destroyed the evidence.

Gazetteer Entry 10

Site Name Back Quay Street

Designation No designation

HER -

Site Type Street and houses

Period 18th century

NGR SJ 83231 98112

Source OS mapping: Green 1787, Banck's 1831, Town Plan 1851;1891,

Description Five terrace houses on the south side of Back Quay Street next to the Portable Steam Engine Manufactory. Contained cellars. Partially demolished by 1891 under the construction of New Quay Street, and they were fully demolished by 1948.

Assessment There is potential for part of the building to survive within the Site, particularly cellars, although there has been intense development of the area from 1948 and therefore could have destroyed the evidence.



7. Significance

7.1 Policy context for heritage assets

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

The NPPF sets out the Government's planning policy and framework for England, and how these are expected to be implemented. The NPPF places particular emphasis on assessing the development proposals in line with an up-to-date local plan. Consequently, Salford City Council's Core Strategy (due to be adopted June 2022) was consulted as the key Development Plan Document in the Local Development Framework (LDF), with particular reference to Policy HE1: Heritage Protection and Policy HE5: Heritage Information and Interpretation. 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 this evidence made publicly accessible.

7.2 Significance of below-ground archaeological remains

7.2.1 Historical and archaeological interest

Historical interest

The Site holds historic interest as it relates to the commercial and residential development of Manchester from the late 18th century onwards. Many warehouses, factories and workers' houses were built within the area and the Site in order to supply the needs of the industrial period. Historic maps indicate that the Site contained houses and a factory during the industrial period. Any remains of 18th-century workers' houses would be of historic interest as they would help to contribute to a better understanding of the working-class in industrial Manchester. In the early 20th century, the New Quay Street Baths were established in the area when Manchester had begun improving its public health.

Archaeological interest

Areas of archaeological interest within the Site would be those associated with the working-class district during the industrial period. Including 18th- and 19th-century workers' houses and their association with surrounding warehouses, factories, and waterways (River Irwell and Manchester & Salford Canal Junction Tunnel).

Many slum areas were slowly demolished across Manchester towards the end of the 19th century and throughout the 20th century. Therefore, any remains associated with 18th



century worker's houses would have archaeological interest as buildings pre-dating the 19th century are rare.

The New Quay Street Baths is additionally of archaeological interest in helping the understanding of public baths and washhouses in Manchester during the late 19th/early 20th centuries. Any information regarding the infrastructure of them, such as the means of heating the water for the baths will be of value.

7.2.2 Baseline significance conditions

Period

No prehistoric, Roman, medieval or post-medieval activity is known to have taken place within the Site, and the potential for such remains is considered to be low due to the development of the Site since the late 18th and 19th century.

The most likely remains to be encountered within the Site would date to the industrial period and would include 18th- and 19th-century houses. In addition, an early 20th-century public baths may also survive within the Site. The industrial period is significant to Manchester's history, therefore, sites reflecting Manchester's industrial heritage may be considered significant due to time period.

Rarity

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.

Documentation

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

Group value

The potential archaeological remains within the Site are associated with the industrial development of the St John's area during the 18th/19th centuries, especially poorer, working-class areas. Any 18th-century remains within the Site may therefore have some group value.

Survival / condition

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown. However, the significant development of the site in the 21st century has likely resulted in the lost of potential remains.

Fragility / vulnerability

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

Diversity



The heritage assets within the Site are mostly associated with the development of Deansgate during the industrial period, especially the remains of 18th century houses and this would add some significance due to diversity.

Potential

There are no prehistoric sites within the Site, and the potential for prehistoric, Romano-British or medieval remains is considered to be low or if any evidence found are considered to be isolated deposits. It is likely that the development of the study area from the 18th century resulted in the loss of these and therefore the potential for survival is low.

The survival of the workers' houses has the potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England* (<https://researchframeworks.org/nwrf/industrial/>):

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

Ind25: How do institutional buildings (e.g prisons, asylums, workhouses, hospitals etc) develop during this period and where are significance extant examples?

Ind31: How have mass housing developments and civic or public buildings such as prisons, schools and workhouses, influenced settlement growth?

Ind33: How well studied and understood are the back yards of workers housing and what is their significance?

Ind36: What impact did social and private housing estates have on the landscape?

Below-ground remains of the houses are likely to have been impacted by the construction of St John's College and the later development of Manchester College in the 20th century, which both cover most of the Site. However, Manchester College does not contain a basement. Therefore, there is limited potential for the Site to address the research aims listed above.

The survival of the New Quay Street Baths has the potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England* (<https://researchframeworks.org/nwrf/industrial/>):

Ind04: How well do we understand the survival and significance of historic water management features for industrial purposes, including power and textile processing?

Ind23: What evidence do we have for the improvement of urban public health during this period?

Ind87: How did public and private sport, recreation and leisure spaces develop during this period?

Ind88: How can the changing function of leisure buildings be captured?

7.3 Summary of significance

It can be concluded from the information gained from the desk-based research that the Site is of archaeological interest and has low potential to contain buried remains dating from the 18th century.



Using the above criteria and the ICOMOS guide for assessing value of heritage assets the Site most likely contains non-statutory archaeological remains of local significance (ICOMOS, 2011).

The Site has the potential to contain buried remains of late 18th-century and early 19th-century housing. The Site also has the potential to contain remains of the New Quay Street Baths, both of which would be of local significance.



8. Impact assessment

8.1 Development proposals

The delivery of the proposals will include “*Demolition of the existing buildings and structures and the erection of a 16-storey office building (Use Class E(g)), with flexible ground floor uses (Use Class E), rooftop amenity space and works to facilitate public realm improvements*”. The delivery of the proposals will involve ground-breaking works that have the potential to affect any surviving archaeological remains within the Site.

8.2 Impact upon archaeological resource within the Site

Any ground-breaking works associated with the proposed development has the potential to have an adverse impact on buried archaeological remains.

This assessment has demonstrated that the Site has the low potential to retain buried remains of workers’ houses (GE02; GE05; GE07; GE09; GE10) and the New Quay Street Baths (GE08). 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.



9. Recommendations

9.1 Heritage Assets

The NPPF makes clear that where the loss of the whole or a material part of a non-designated heritage asset's significance is justified by a development, the developer should be required to record that asset and advance understanding of its significance, and to make this evidence publicly accessible.

9.2 Further Investigation

The exact 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. Following consultation with GMAAS, it has been agreed that an archaeological strip, map, and record evaluation may be required to establish the presence or absence of buried archaeological remains and, if present, their extent, and significance. A Written Scheme of Investigation has been prepared and agreed with GMAAS.

Should significant archaeological remains be encountered during monitoring, further investigation 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 Framework.



Sources

Cartographic sources

A Map of Lancashire and Salford, Green 1794, surveyed from 1787

Plan of Manchester with their Environs, Bancks & Co. 1831

Ordnance Survey: 1:1056 Town Plan of 1851

Ordnance Survey: 1:500 Town Plan of 1891

Ordnance Survey: 1:2500 Country Series Map of 1908

Ordnance Survey: 1:2500 Country Series Map of 1933

Ordnance Survey: 1:1250 National Grid Map of 1948

Ordnance Survey: 1:2500 National Grid Map of 1960-1992

Census Returns

Census return for Pritchard's Court Off Back Quay Street, Manchester, Lancashire. Record Set: 1881 England, Wales & Scotland Census. Archive Reference: RG11. Piece Number: 3989. Folio: 9. Page: 12.

Census return for Pritchard's Court, Manchester, Lancashire. Record Set: 1881 England, Wales & Scotland Census. Archive Reference: RG11. Piece Number: 3989. Folio: 10. Page: 13

Census Returns for Grindle Street, Manchester, Lancashire. Record Set: 1891 England, Wales & Scotland Census. Archive Reference: RG12. Piece Number: 3236. Folio: 80. Page: 35.

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Manchester Times, 19th April 1884

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<https://researchframeworks.org/nwrf/research-agenda/>

Date accessed: 21/11/2022



Acknowledgements

Salford Archaeology would like to thank the St John's Manchester Limited for commissioning the project. Further thanks also given to Lesley Dunkley of GMAAS for supplying the HER data and Ian Miller of GMAAS for advice and assistance.

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



Appendix 1: Figures

- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed on Green's map of 1874-94
- Figure 4: Site boundary superimposed on Bancks & Co's Map of 1831
- Figure 5: Site boundary superimposed on the Ordnance Survey 1:1056 Town Plan, 1851
- Figure 6: Site boundary superimposed on the Ordnance Survey 1:500 Town Plan, published 1891
- Figure 7: Site boundary superimposed on the Ordnance Survey 1:2500 Country Series Map of 1908
- Figure 8: Site boundary superimposed on the Ordnance Survey 1:2500 County Series Map, 1933
- Figure 9: Site boundary superimposed on the Ordnance Survey 1:1250 National Grid Map of 1948
- Figure 10: Site boundary superimposed on the Ordnance Survey 1:2500 National Grid Map of 1955
- Figure 11: Gazetteer locations superimposed onto modern mapping
- Figure 12: Gazetteer locations superimposed onto modern mapping
- Figure 13: Area of archaeological interest





Figure 1:

Site Location

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383200

383250

398150

398150

398100

398100



Figure 2:

Site Boundary Superimposed onto Modern Mapping

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Key:

 Site Boundary**SALFORD
ARCHAEOLOGY**

0

20 m

Scale at A4 1:500



Figure 3:
Site Boundary Superimposed onto Green's Map of Manchester & Salford 1787-94



Key:
— Site Boundary



**SALFORD
ARCHAEOLOGY**

0 20 m
Scale at A4 1:500



Figure 4:

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



Key:

— Site Boundary



**SALFORD
ARCHAEOLOGY**

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Scale at A4 1:500

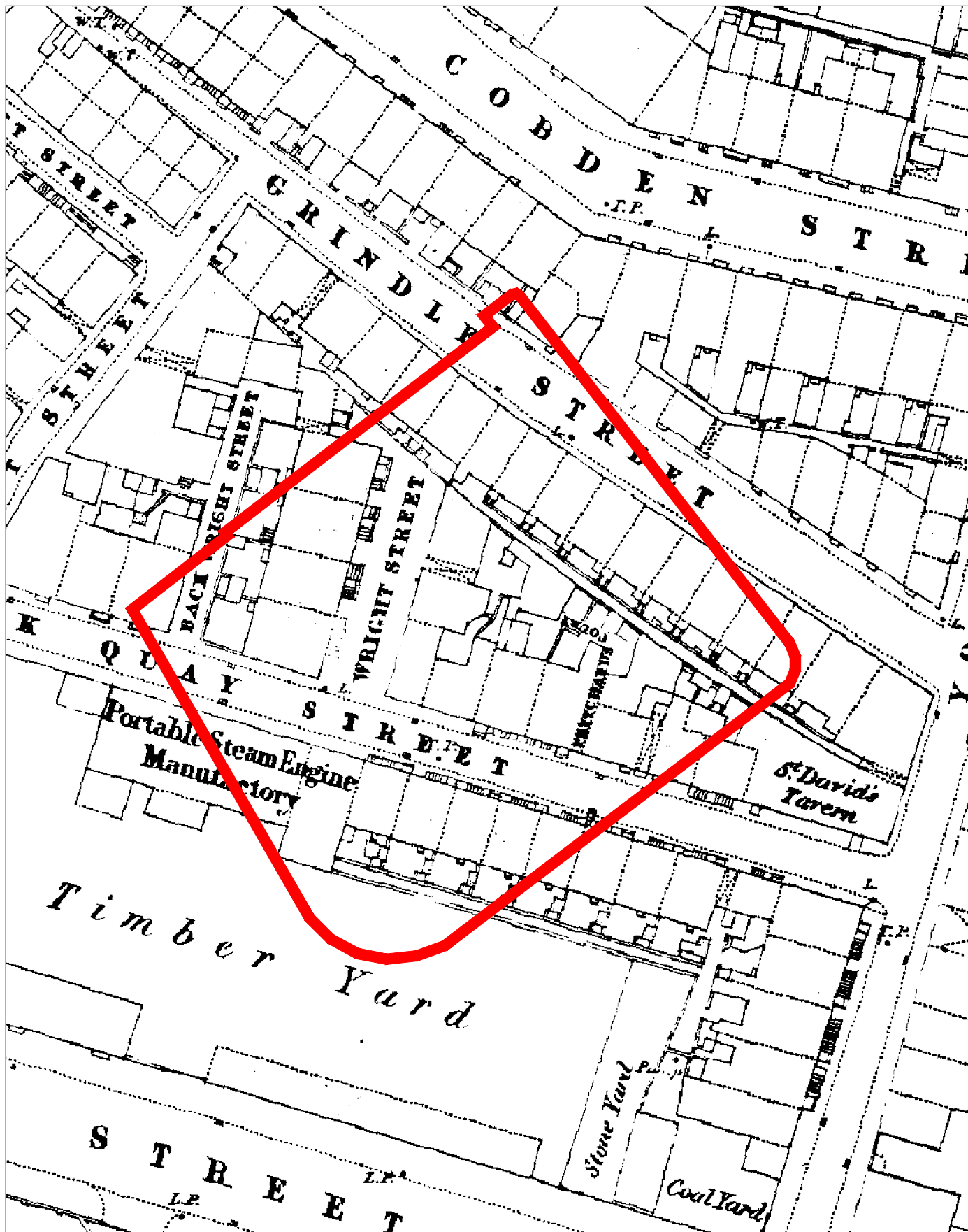


Figure 5:

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

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Key:

— Site Boundary



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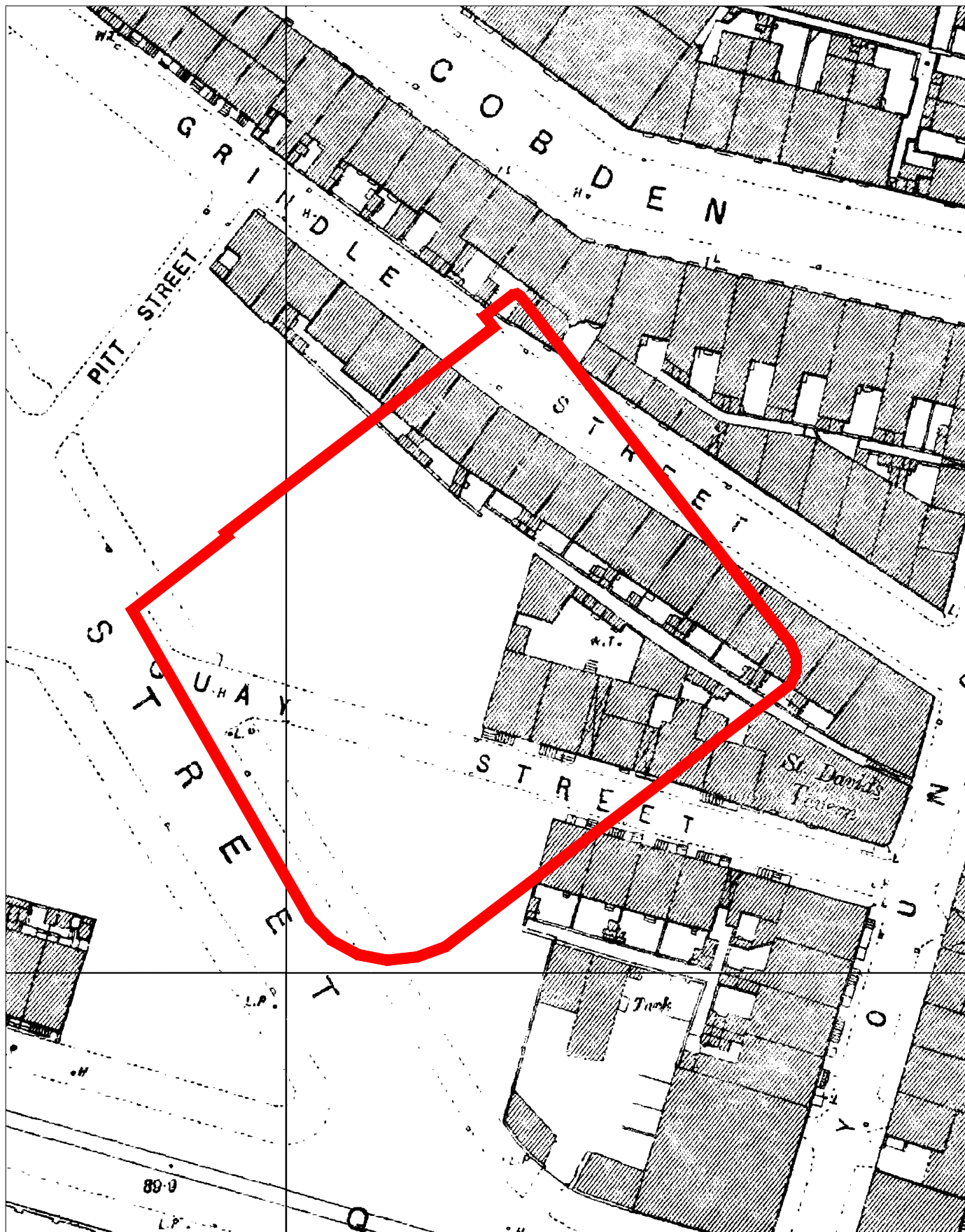


Figure 6:

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

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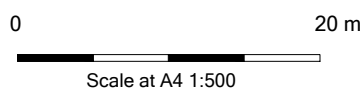


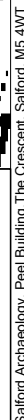
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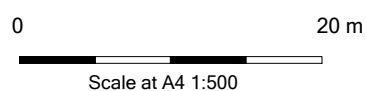


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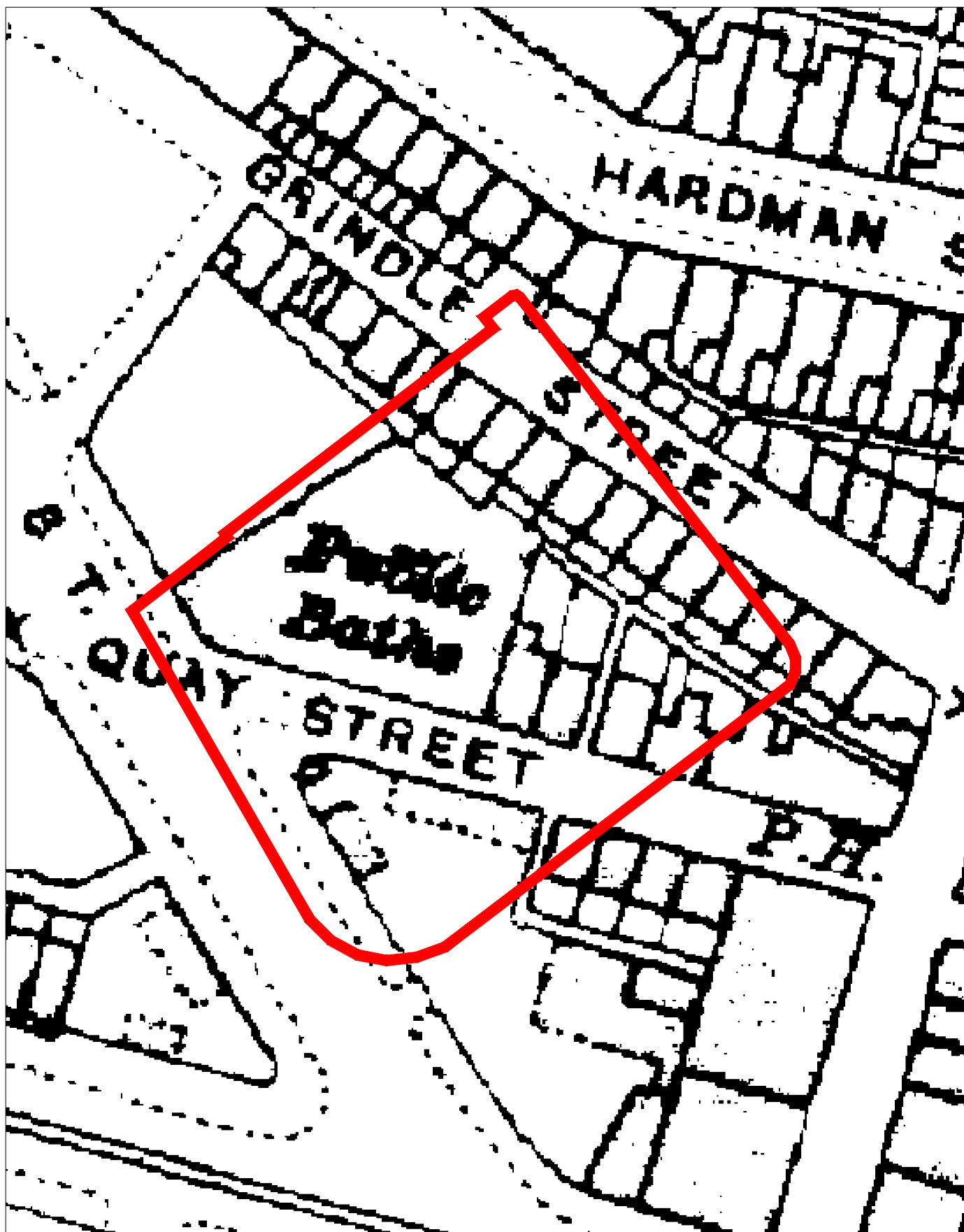


Figure 8:

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

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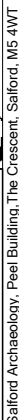
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Scale at A4 1:500



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Figure 10:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1955

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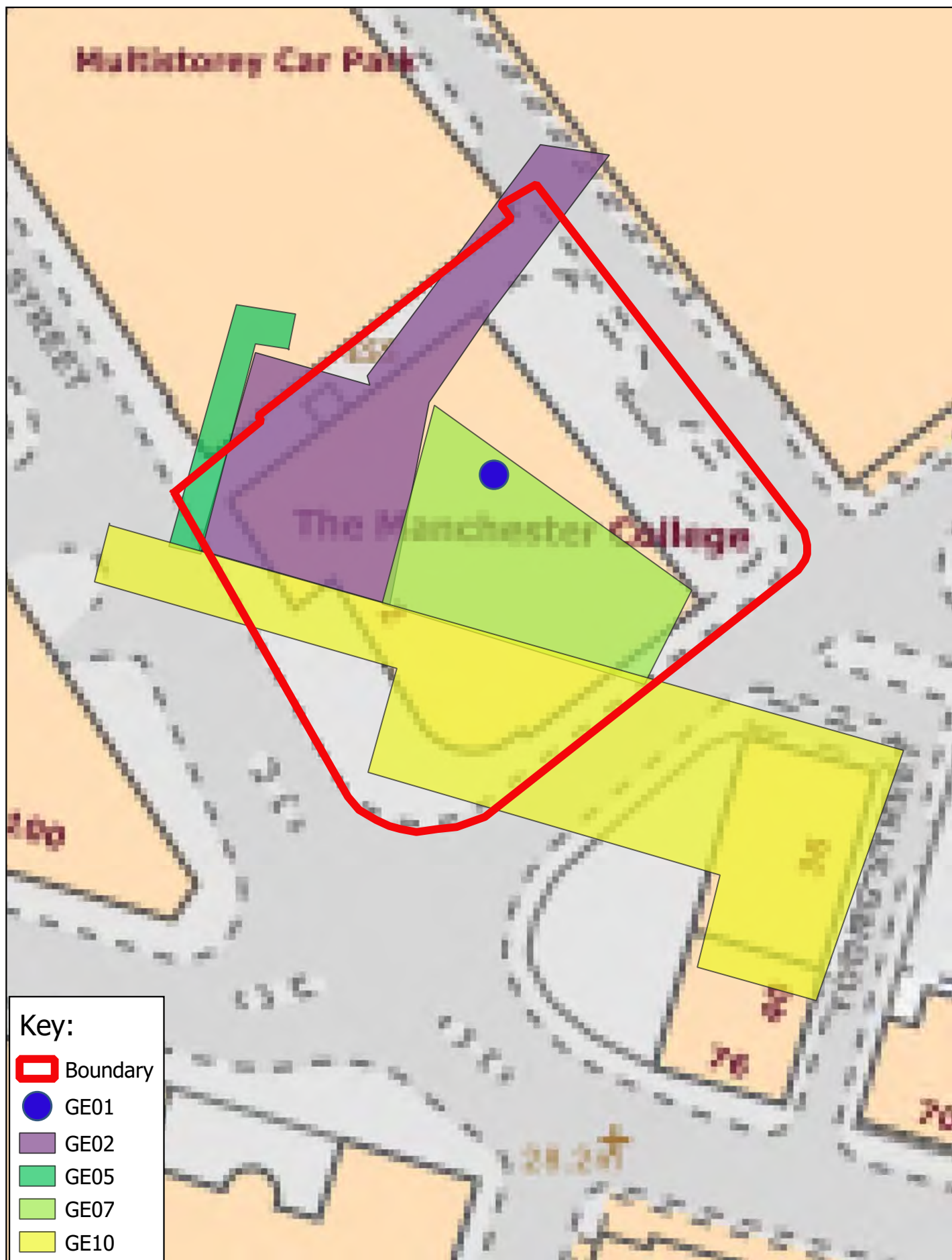
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Key:

- ▭ Boundary
- GE01
- GE02
- GE05
- GE07
- GE10



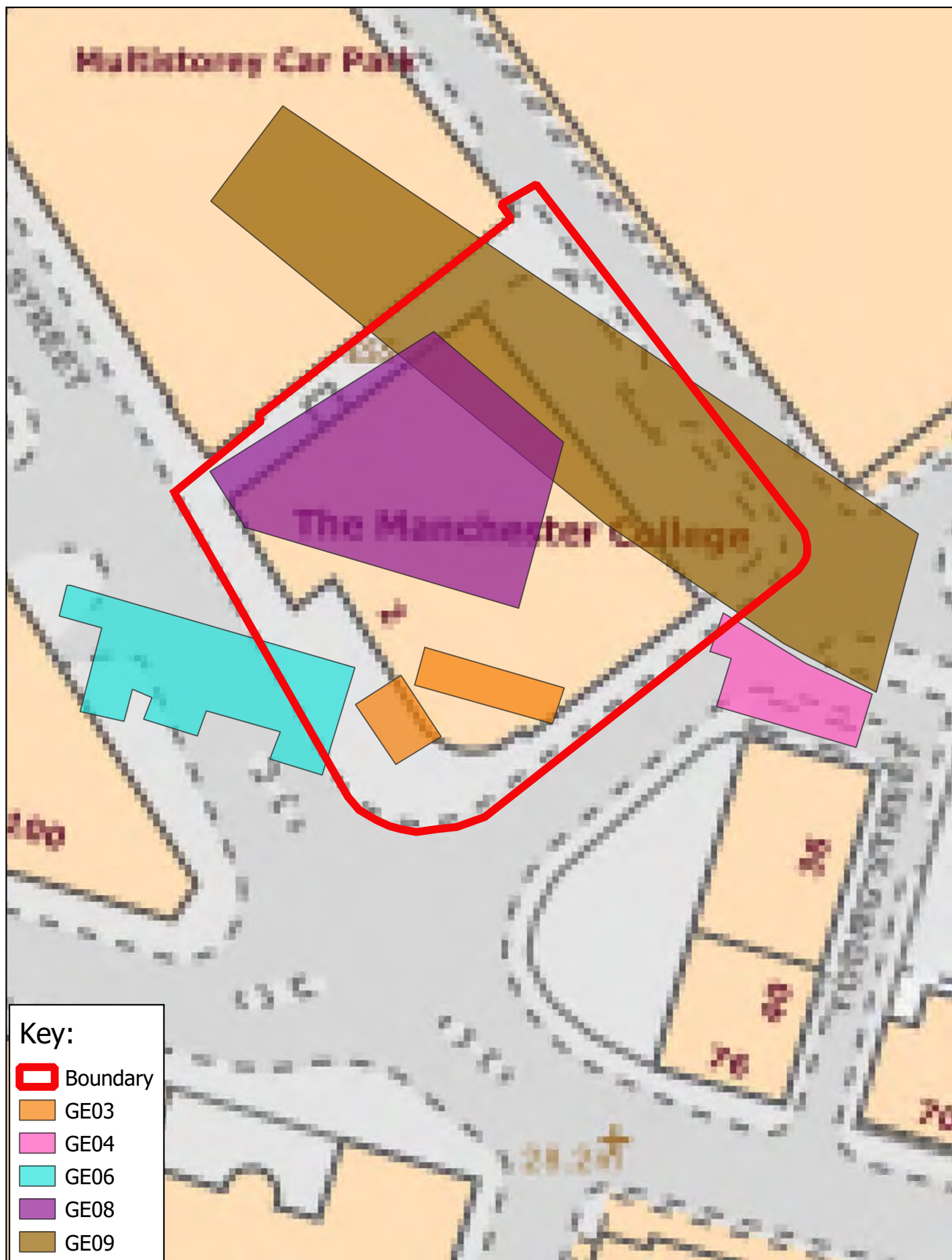
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Figure 11: Locations of Gazetteer Entries

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0 7.5 15 m





Key:

- Boundary
- GE03
- GE04
- GE06
- GE08
- GE09



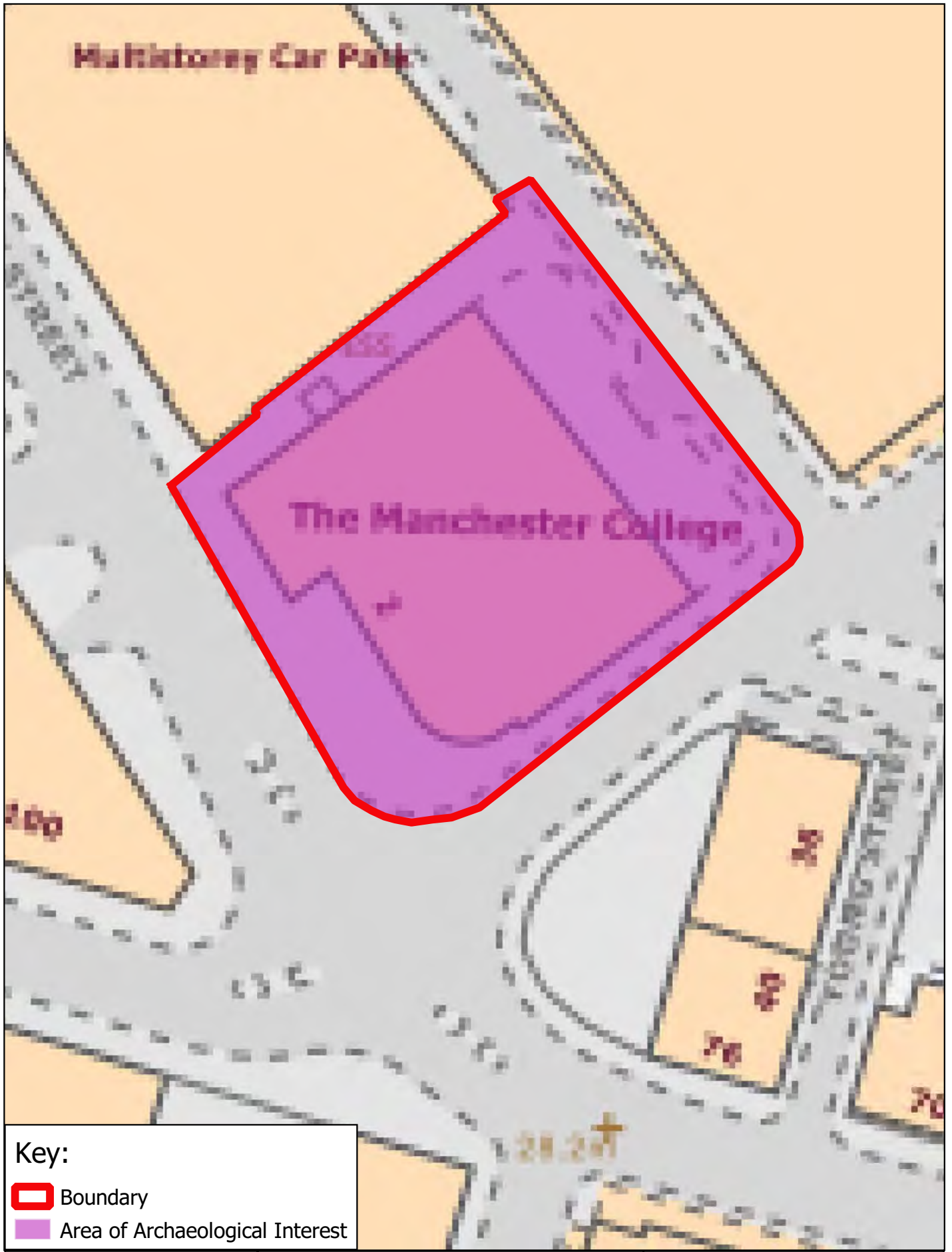
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Figure 12: Locations of Gazetteer Entries

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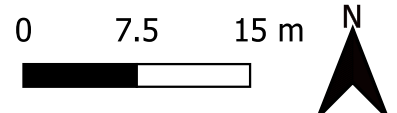
Key:

- Boundary
- Area of Archaeological Interest



Figure 13: Area of Archaeological Interest

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CONSULTANCY



DESK-BASED ASSESSMENTS



WATCHING BRIEF & EVALUATION



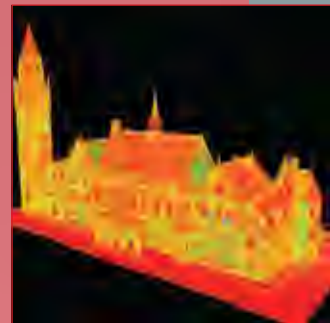
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BUILDING SURVEY



3D LASER SCANNING



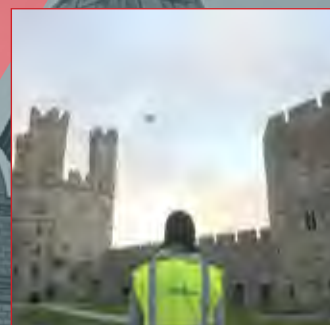
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LANDSCAPE SURVEYS



DRONE SURVEYS



WORKSHOPS & VOCATIONAL TRAINING



RESEARCH PUBLICATIONS



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