



University of
Salford
MANCHESTER

Archaeological Evaluation Report

Great Ducie Street/Breslyn Street,
Manchester

Client:

One Heritage Great Ducie Street Ltd

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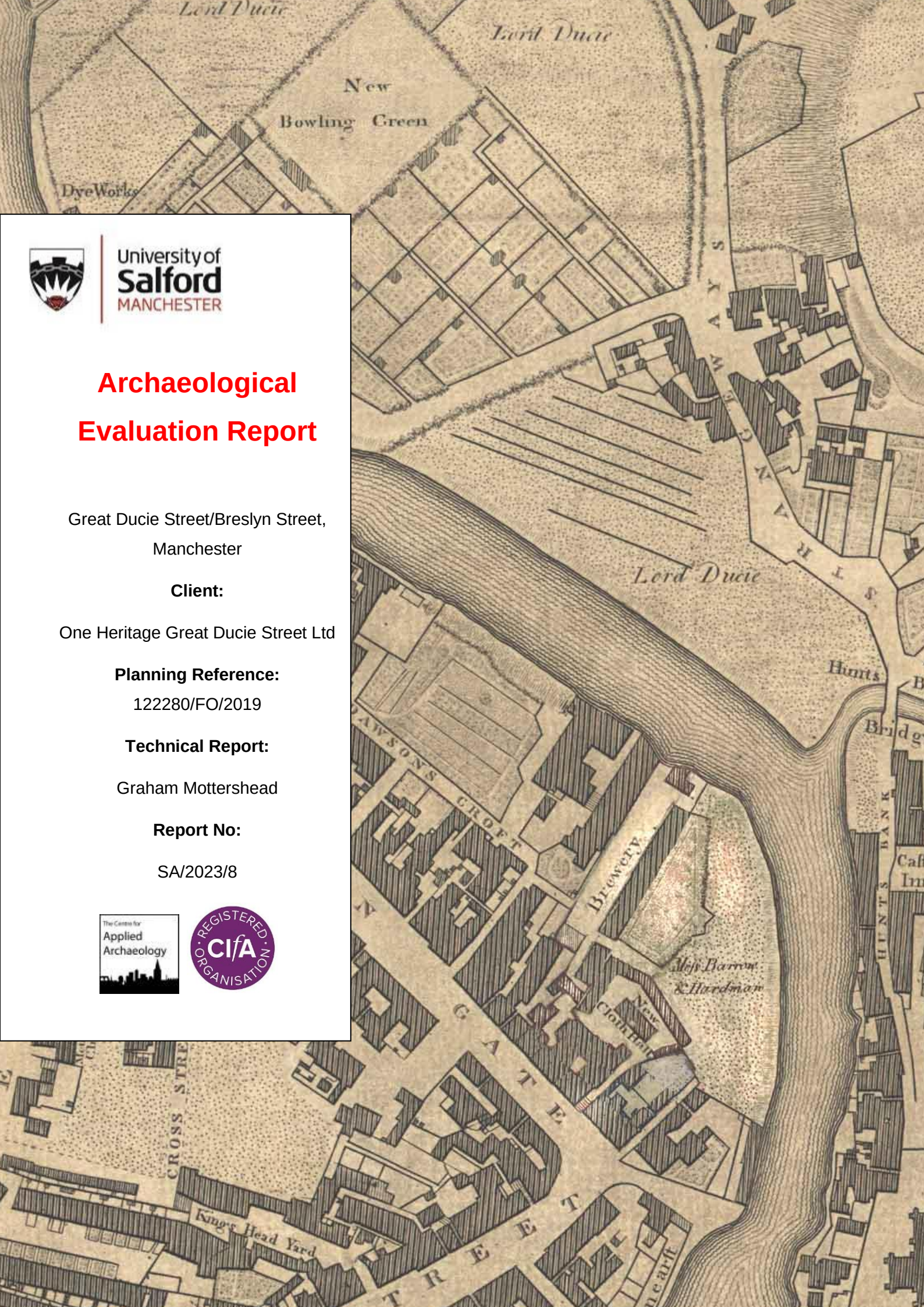
122280/FO/2019

Technical Report:

Graham Mottershead

Report No:

SA/2023/8



Location: The site occupies a former car park between Great Ducie Street and Breslyn Street, Manchester

NGR: Centred on NGR 383802 399024

Project: Great Ducie Street/Breslyn Street, Manchester

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SUMMARY

Salford Archaeology has been commissioned by One Heritage Great Ducie Street Ltd to carry out an archaeological evaluation at Great Ducie Street/Breslyn Street, Manchester (Planning Reference 122280/FO/2019; NGR 383802 399024; Figure 1), herein referred to as 'the site'. The overall proposed scheme will entail the erection of new mixed-use development to comprise of one 10 storey building fronting Mirabel Street and a part 10, part 14 storey building fronting Great Ducie Street together with cycle parking, access, servicing and associated works following demolition of existing building.

These proposals will entail substantial demolition, ground disturbance and remediation across the proposed development, and the excavation of deep foundations, drainage and other services.

An Archaeological Desk-Based Assessment indicated that the study area remained undeveloped until the mid-19th century although the route of a Roman road between Manchester and Ribchester is projected to take a course immediately to the east. The site retained a semi-rural aspect on the fringe of Manchester until the late 18th century, when the surrounding land was subject to urban development. The proposed development area, however, was not developed until the early 1830s when the present streets were laid out, and buildings had been erected by the early 1840s.

In the light of the conclusions drawn from the DBA, and following consultation with Greater Manchester Archaeological Advisory Service in their capacity as archaeological advisors to Manchester City Council, it was advised that a scheme of intrusive archaeological investigation would need to be carried out, in advance of construction work. A Written Scheme of Investigation was subsequently produced (Mottershead 2022) detailing the methodology for an evaluation.

Salford Archaeology carried out the evaluation trenching in December 2022. Upon completion it was established that some remains of early 20th-century walls survived at the northwestern side of the site but that the early 19th-century buildings had been replaced. The southeast side of the site had been reduced by over 3.2m during the late 20th-century and levelled with aggregate. For this reason it is recommended that no further investigation is required.

1 INTRODUCTION

1.1 Planning Background

Salford Archaeology has been commissioned by One Heritage Great Ducie Street Ltd to carry out an archaeological evaluation at Great Ducie Street/Breslyn Street, Manchester (Planning Reference 122280/FO/2019; NGR 383802 399024; Figure 1), herein referred to as 'the site'. The overall proposed scheme will entail the erection of new mixed-use development to comprise of one 10 storey building fronting Mirabel Street to accommodate 45 no. Use Class C3 residential apartments (9 no. 1-bed studios, 27 no. 2-bed 3 person apartments and 9 no. 2-bed 4 person apartments) and 7 no. residential car parking spaces at ground level and one part 10, part 14 storey building fronting Great Ducie Street to accommodate 84 no. Use Class C3 residential apartments (31 no. 1-bed 2 person apartments, 26 no. 2-bed 3 person apartments, 18 no. 2-bed 4 person apartments and 9 no. 3-bed 5 person apartments) and 345 sq. m of commercial floor space at ground level (flexible use Class A1 shop, Use Class A2 financial and professional services and Use Class A3 cafe/restaurant) together with creation of roof terrace amenity space, cycle parking, access, servicing and associated works following demolition of existing building.

An Archaeological Desk-Based Assessment (DBA) has been produced by Salford Archaeology (Miller 2017). In summary, historical research has indicated that the study area remained undeveloped until the mid-19th century and there is no evidence for any earlier activity on the site, although the route of a Roman road between Manchester and Ribchester is projected to take a course immediately to the east. The site retained a semi-rural aspect on the fringe of Manchester until the late 18th century, when the surrounding land was subject to urban development. The proposed development area, however, was not developed until the early 1830s when the present streets were laid out, and buildings had been erected by the early 1840s. Vestiges of these buildings are incorporated in the fabric of the structure that survives on the eastern side of Mirabel Street, within the area of the proposed development, although the building has been remodelled extensively and is of no archaeological interest.

These proposals will entail substantial demolition, ground disturbance and remediation across the proposed development, and the excavation of deep foundations, drainage and other services.

In the light of the conclusions drawn from the DBA, and following consultation with Greater Manchester Archaeological Advisory Service in their capacity as

archaeological advisors to Manchester City Council, it was advised that a scheme of intrusive archaeological investigation would need to be carried out, in advance of construction work. A Written Scheme of Investigation was subsequently produced (Mottershead 2022) detailing the methodology for an evaluation.

The Written Scheme of Investigation (WSI) proposed an initial programme of archaeological evaluation by trial trenching, followed by the production of an evaluation report and archive. The results of the evaluation will be used to inform any potential requirement for further mitigation. The evaluation comprised the excavation of two evaluation trenches (Figures 2 and 3).

2. PLANNING POLICY

2.1 National Planning Policy

The revised National Planning Policy Framework 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 (Ministry of Housing, Communities and Local Government, revised July 2021). 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 specifically deals with this historic environment (paragraphs 189-208). In accordance with Paragraph 190, local planning authorities should consider in their strategy for conservation and the enjoyment of the historic environment:

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

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

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

Paragraph 205 states that the local planning authorities should 'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.'

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

Policy EN3 states:

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

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

Proposals which enable the re-use of heritage assets will be encourage where they are considered consistent with the significance of the heritage asset.'

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

3. AIMS AND OBJECTIVES

3.1 Project Aim

The main aims of the evaluation, given the commercial nature of the project, was 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.

The location of the evaluation trenches was determined in consultation with GMAAS, in their role as advisors to the Local Planning Authority. Following consultation with GMAAS it was recommended that the site would be subject to evaluation through trial trenching. The evaluation comprised two trial trenches (Figure 2). Trench 1 was targeted to investigate housing visible on the early 19th-century mapping. Trench 2 was targeted to investigate the potential line of the Roman road.

This approach to devising proposals to mitigate the impact of development on the archaeological resource of the development area is in accordance with national guidelines set out in the National Planning Policy Framework: Section 16.

3.2 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.

3.3 Development of Aims

Further, more detailed research aims may be generated and developed from the results of the archaeological evaluation, with specific reference to the North West Regional Research Framework (NWRRF). It is envisaged that the evaluation may potentially improve our understanding of the following research questions:

Ind21: How did industrial period towns affect the pre-existing historic landscape?

Ind30: How have buildings changed in response to planning regulations?

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

4. LOCATION AND SETTING

- 4.1** The site (centred on NGR 383802 399024) is situated within Manchester city centre (Figure 1). The site is bounded by Great Ducie Street to the east, Breslyn Street and Mirabel Street to the west, the World Wide Fancy Goods store to the north and the railway viaduct to the south. The site lies at a height of approximately 36.40m above Ordnance Datum (aOD).
- 4.2** The evaluation area comprises a tarmac car park area.

5. ARCHAEOLOGICAL & HISTORICAL BACKGROUND

5.1 This section of the report is taken from the desk-based assessment (Miller 2017) and summarises the historical background and development of the site using documentary and cartographic evidence.

5.2 Prehistoric Period (Pre 10000 BC to AD 43)

The current understanding of any activity in Manchester during the prehistoric period is very poor, although it is reasonable to suggest that the Castlefield area, situated c 1400m to the south-west of the site area, may have been conducive for late prehistoric settlement on account of the natural topography and its riverside location. However, physical indications for any such settlement are, at best, fragmentary and arguably the best evidence was yielded from an archaeological excavation that was targeted on a plot of land adjacent to Liverpool Road in Castlefield. During the course of this work, two Mesolithic flints, one Neolithic/Bronze Age waste flake, and a single fragment of late Bronze Age/Iron Age pottery were recovered, although none was found in securely stratified deposits (UMAU 2002). Other prehistoric finds have been noted in the general area of the Cathedral (c 300m to the south).

5.3 Roman Period (AD 43 to AD 410)

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). The site of this encampment is marked today by Camp Street in Castlefield, situated c 1400m to the south-west of the site. During the 2nd century AD, 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, Slack and York to the north-east, Wigan to the north-west, Northwich and Chester to the south, and Buxton to the south-east. The Roman road between the forts at Manchester and Ribchester is known to cross the River Irk and continue northwards, approximately along the line of Bury New Road (Margary 1957). The precise route of this road from its bridging point across the river Irk is uncertain, although it is likely to have taken a course followed by Great Ducie Street, immediately to the east of the present study area.

5.4 Medieval Period (AD 410 to AD 1540)

There is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest in the 11th century. The area around Manchester came 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 1908). However, the physical remains of this period are rare in the North West as a region (Newman 1996), and this is certainly the case in Manchester (Walker 1986). One of the few artefacts in the city known to be of an Anglo-Saxon origin is the so-called 'Angel Stone', or effigy of the Archangel Michael, which was unearthed by workmen repairing the South Porch of the cathedral in 1871 (Kidd 1996). Another remnant of the period is a Saxon-style funerary urn of probable 6th-century date, which was found to the north of Red Bank in Cheetham during construction work in c 1850 (Morris 1983).

In AD 919, the Anglo-Saxon king Edward the Elder established a fortified base, or burh, at Manchester, which was then part of Viking Northumbria. It has been suggested that the burh lay within the area around the cathedral, which is known to have become a focus for settlement by the late 11th century.

Following the Norman Conquest of 1066, William I assigned most of the land between the Ribble and Mersey rivers to Roger of Poitou, who retained the manor of Salford demesne (Tupling 1962, 116), but divided his other newly-acquired land into several fiefdoms (Kidd 1996, 13). The largest of these was the landholding centred on Manchester, created by the grant of extensive lands in the hundreds of Salford, Leyland and West Derby to Albert Grelley (Tupling 1962, 116). By the 13th century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk, located over 1km to the north of the site area, and the medieval town grew up around it (Hartwell *et al* 2004, 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*). The distance of the site area from the medieval centre means that it is likely to have remained entirely undeveloped during this period, and was probably used for agricultural purposes.

5.5 Post-medieval (AD 1540 to AD 1750) and Industrial Periods (AD 1750 to AD 1914)

By 1539, John Leland was able to describe Manchester as the ‘finest and busiest town in the whole of Lancashire, with the best buildings and the greatest population’ (Chandler 1993, 263), at a time when the textile industries in south Lancashire were beginning to flourish. From the early seventeenth century, Manchester emerged as a centre for the textile finishing processes, as woollen cloth was brought in from outlying areas for bleaching and dying. Most importantly, however, Manchester expanded its role as a market centre for textiles produced in the region and, by the 1790s, Manchester’s thriving export market was beginning to displace London as a centre of overseas trade in cotton cloth (Edwards 1967, 176).

During the 18th century, south-east Lancashire as a whole was predominantly an agricultural area of isolated settlements and market towns, with the growing town of Manchester at its centre (Williams with Farnie 1992, 3). By the 1780s, the national demand for textiles, particularly cotton, began to rise, resulting in a dramatic increase in mill building that transformed Manchester into a centre of the factory-based cotton manufacturing industry of international repute (Baines 1835).

This process of industrial development was facilitated greatly by the introduction of canals, which provided the first efficient means of transporting bulk loads of goods. The first true industrial canal in Britain was that built by the Duke of Bridgewater, which was completed from his mines at Worsley to Manchester in 1764, the terminus of which was at Castlefield (Hadfield and Biddle 1970).

The extent of the town by the late 18th century is depicted on several maps, included that produced by Tinker in 1772 (Plate 1). This shows the site area to have been undeveloped, although some settlement on the north bank of the River Irk is shown. However, Manchester expanded dramatically from the late 18th century; in 1773, an estimated 22,481 people lived in Manchester, but this figure had tripled to 75,281 by 1801 (Lloyd-Jones and Lewis 1993).



Plate 1: Extract from Tinker's map of Manchester and Salford of 1772, with arrow marking the site

5.6 Development of the Site Area

The development of the study area may be traced reasonably well from the sequence of available historic mapping. The earliest map of Manchester, dating to c 1650, shows the site to have been situated a short distance to the west of a large property marked as 'Knowles House' (Plate 2). Little, if anything, is known about this property, although it was probably a large farmhouse.

Subsequent maps of the area, including Casson and Berry's plan of 1741 and Tinker's map of 1772, show the site area to have been undeveloped land on the northern fringe of the expanding town. Casson and Berry's map of 1741 shows a group of buildings that correspond broadly to the position of Knowles House situated a short distance to the east of the site area, and an east/west-aligned track leading to the River Irwell is shown immediately to the north. The eastern end of this track connected with the main thoroughfare, known as Strangeways, heading north from the bridge over the River Irk. Whilst this road is not shown on the map of c 1650, it was almost certainly in existence at that date.

In 1794, William Green published his detailed map of Manchester and Salford (Figure 3), which shows buildings to have been erected immediately to the north and east of the site area, reflecting the initial urbanisation of land to the north of the River Irk. The

detail provided by Green's map is replicated on several maps of the area that were published during the first decade of the 19th century, including Aston's plan of 1804, and Swire's survey of 1824, although these were all produced at a small scale, and cannot be relied upon for analysing individual buildings.

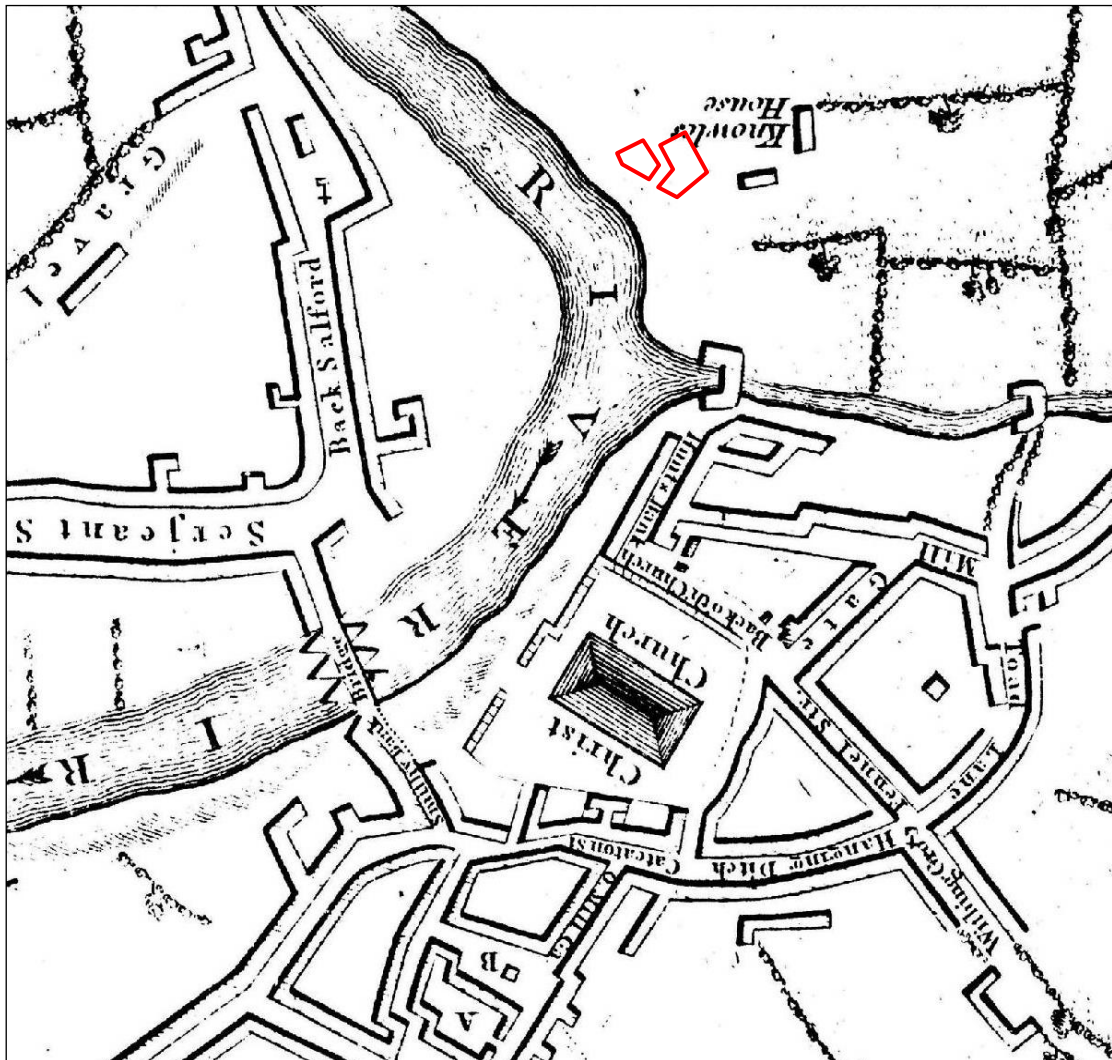


Plate 2: Extract from a plan of c 1650, marking the approximate location of the site area

These early 19th-century maps all show the site area to have remained undeveloped, whilst Green's map identifies Lord Ducie as the landowner. Bancks & Co's *Map of Manchester and Salford*, published in 1831, provides the first detailed 19th-century survey of the site area. This shows that considerable development to the north of the River Irk had been carried out, and Great Ducie Street and New Bridge Street had been laid out. This seemingly necessitated the demolition of the buildings shown on Green's map immediately to the north and east of the site area. Moreton Street, forming the western boundary of the site area, is also shown on Bancks & Co's map to have been laid out, although it is unnamed. The site area remains undeveloped, although the laying

out of the streets implies that planned development was imminent.

Infilling of the plot bounded by New Bridge Street, Great Ducie Street and Moreton Street had certainly commenced by 1841, as buildings are shown in the area on Pigot's map of that year (Plate 3). Pigot's map was produced at a small scale, precluded any detailed assessment of individual structures, although it is clear that a block of buildings had been erected along the Moreton Street frontage of the site area, and another block of slightly larger buildings along the Great Ducie Street frontage. The southern part of the site area, however, had seemingly not been developed by 1841.

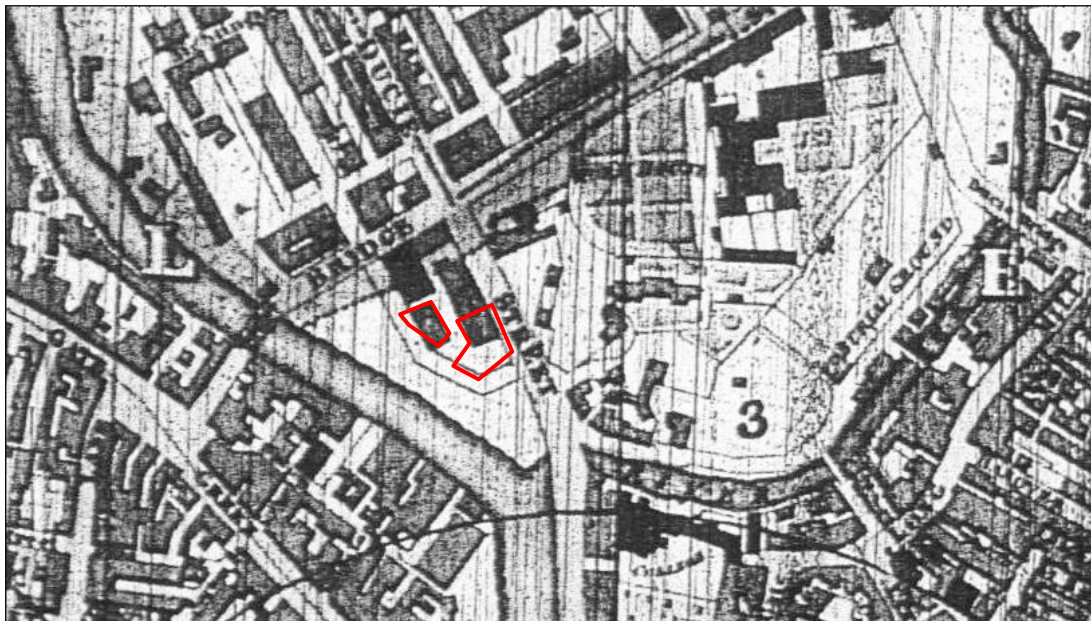


Plate 3: Extract from Pigot's map of 1841, marking the site boundary

The layout of the site area during the mid-19th century is depicted on two detailed plans: the Ordnance Survey 60": 1 mile map of 1850 (Figure 4), and Adshead's *Plan of the Townships of Manchester*, published in 1851. These maps show the site to have been developed entirely, and a new street, known as Sion Hill/Boundary Street, to have been laid out. Four single-depth houses, each incorporating cellars with separate access from the street, had been erected along the eastern side of Sion Hill within the site by 1850. These were situated to the rear of three double-depth properties that fronted Great Ducie Street, which similarly contained cellars, as shown on the Ordnance Survey map of 1850. This map also shows buildings fronting onto Moreton Street, in the western part of the site. These buildings comprised five properties, the central three of which appear to have been double-depth houses. These two-roomed dwellings, with privies and a small yard to the rear, appear to have incorporated cellars, as indicated by the apparent cellar lights shown on the map. A small timber yard

occupied the area to the rear of these properties, infilling the land up to Sion Hill.

The layout of the buildings shown on the Ordnance Survey map is largely confirmed by Adshead's map of 1851. The annotation on Adshead's map, however, marks all of the properties fronting onto Moreton Street, and the single-roomed properties on the eastern side of Sion Hill, as private residences. The larger buildings lining the western side of Great Ducie Street are marked as 'places of business'. Further details on the types of business carried out in these properties are provided by the entries in contemporary trade directories (eg Slater 1863; Slater 1879).

A trade directory for 1879 identifies the three double-depth properties on Great Ducie Street as the Commercial Hotel (No 11), a telegraph engineer (No 13) and a shoe and clog maker (No 15). The same directory lists the Crown Hotel and Restaurant at No 7 Great Ducie Street, and identifies the properties fronting the east side of Moreton Street to have been occupied by an optician, a householder and a fitter, with one of the buildings in use as a boarding house (Slater 1879, 152).

In 1892, the Ordnance Survey published the first edition 25": 1 mile map of the area, which was surveyed in 1888; the survey was also published in 1891 at a more detailed scale of 10": 1 mile (Figure 5). These maps show little change to the configuration of the buildings in the site during the second half of the 19th century, although a smithy had been established at the southern end of Boundary Street (formerly Sion Hill) and the timber yard to the rear of the properties on Moreton Street had also been developed. The detail shown on the 10": 1 mile map confirms that the buildings fronting onto Moreton Street, and those on the eastern side of Boundary Street, all had cellars. New buildings had also been erected along Great Ducie Street

The next available map of the area is that published by the Ordnance Survey at a scale of 25": 1 mile in 1908. A significant addition to the local townscape was a new railway viaduct leading to Victoria Station, the construction of which evidently necessitated the demolition of the Victoria Hotel, the adjacent double-depth building to the north, and a building immediately to the south of the smithy on Moreton Street. The layout of the other properties within the site remain unaltered, although the buildings fronting onto the south side of New Bridge Street (outside the site area) have evidently been replaced by a motor works.

Useful details of the buildings in the study area are provided by Goad's insurance plan, produced in 1901 and subject to several revisions. The revision of 1913 shows all the buildings occupying the block of land between Moreton Street and Boundary Street to

have been of two storeys, although those in the southern part of the block have three-storey outshuts. The buildings fronting onto Great Ducie Street comprised a combination of two- and three-storey structures. The four single-roomed dwellings on the eastern side of Boundary Street are all shown to have been of three storeys.

The same layout of buildings is shown on the Ordnance Survey map of 1922 (Figure 6). Entries in trade directories for this period, however, indicate that the single-roomed dwellings on the eastern side of Boundary Street had been converted for use as commercial premises; the properties are all listed as being occupied by Klepper, Small & Co, waterproof garments makers (eg Slater 1920).

During the second half of the 20th century, Boundary Street was re-named Breslyn Street, and Moreton Street was re-named Mirabel Street. Most of the buildings on the Great Ducie Street frontage, and on the eastern side of Mirabel Street were demolished during this period, the latter most recently being replaced by a multi-storey block.

6. METHODOLOGY

6.1 Archaeological Evaluation

The principal aim of the archaeological evaluation was 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 was achieved by the excavation of two archaeological evaluation trenches.

General Methodology: all archaeological work was conducted following the ClfA Standards and Guidance for archaeological field evaluation (ClfA 2020). Prior to the commencement of any excavation works, the location of the area targeted for archaeological investigation was laid out accurately with respect to the Ordnance Survey national grid. The trench locations were then be scanned for any live services using a cable avoidance tool.

Archaeological Excavation: machine excavation was used to carefully define the extent of any surviving structures, features, and other remains. This was carried out using a mechanical excavator under the supervision of an experienced archaeologist. Where necessary thereafter, remains were cleaned manually to define their extent, nature, form and, where possible, date. Where hand excavation was required it was undertaken by trained professional archaeologists.

All information identified in the course of the site works was recorded stratigraphically. Results of the evaluation were recorded on *pro-forma* trench record sheets, accompanied with sufficient pictorial record (plans, sections and high-resolution digital photographs) to identify and illustrate individual features.

Photography: a full and detailed photographic record of features was maintained. 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.

Planning: the precise location of all archaeological remains encountered was surveyed using GPS survey. 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, but can be output at any scale required. All information is georectified to the Ordnance Survey National Grid and all levels tied into the Ordnance Datum.

Finds policy: finds recovery and sampling programmes was in accordance with best practice (following current Chartered Institute for Archaeologists' guidelines, *Standard and guidance for the collection, documentation, conservation and research of archaeological materials* (CIfA 2020) and subject to expert advice in order to minimise deterioration. Finds storage during fieldwork and any site archive preparation followed professional guidelines (UKIC).

7. EVALUATION RESULTS

7.1 Two trial trenches were excavated, each measuring 15m by 1.7m. Trench 1 was located at the northwest side of the car park parallel to Breslyn Street, and trench 2 at the southeast side of the car park (Figure 2).

7.2 Trench 1

Trench 1 measured 15m by 1.7m and was excavated to a maximum depth of 2.3m. It located on the northwest side of the car park, aligned southeast/northwest and was targeted across the footprint of housing visible on early 19th century mapping (Figures 2 to 6).

Three brick walls were observed within the trench (Plate 4). Wall 103 lay at the northwest end of the trench, crossing it at right angles, and was a substantial five course wide wall built from machine made bricks bonded with a hard grey cement (Plate 5). Wall 104 lay close to the centre of the trench and wall 105 towards the southeast end. Both ran southwest/northeast and ended part way into the trench. They were both built with two courses of machine made bricks bonded with hard grey cement (Plate 4).



Plate 4: Trench 1, looking northwest, walls 104 and 105 on the left, wall 103 rear centre



Plate 5: Wall 103 in trench1, looking north

At the northwest side of wall 103 a void was observed. This was formed by wall 103 and another wall, 106, which lay below the tarmac to the northwest. The void formed a passage, c 1m wide and 1.8m deep, which ran southwest/northeast along the northwest side of the site. Wall 106 appeared to be built with hand made bricks bonded with lime mortar (Plate 6). This lay immediately below the currently standing above ground wall separating the car park from the rear yard of the World Wide Fancy Goods store.

The rest of the trench, to the southeast of wall 103, was filled with mixed loose demolition rubble 102. The rubble was predominantly brick and ash but also contained metal fixings, wood, slate and strips of textiles. A number of the bricks in the rubble were labelled 'BC' (Plate 7). These bricks were manufactured at Bradford Colliery on Pottery Lane/Alan Turing Way, which produced bricks between 1874 and 1903.

The trench was capped with a tarmac and stone bedding 101.



Plate 6: Wall 106 and associated void, looking northwest



Plate 7: Bradford Colliery brick within rubble layer 102

7.3 Trench 2

Trench 2 measured 15m by 1.7m and was excavated to a maximum depth of 3.2. It was located at the southeast side of the car park and aligned northeast/southwest (Figures 2 to 6). The trench was located in order to investigate the possible line of the Roman road.

The trench was not bottomed at a maximum depth of 3.2m. From a depth of 2.5m the trench was filled with a uniform grey stone aggregate MoT-type infill 203 (Plate 8). The depth of this was tested at the southwest end of the trench but was abandoned at 3.2m due to the instability of the trench edges (Plate 9).



Plate 8: Trench 2 looking south, cracked and collapsing trench edge visible on right

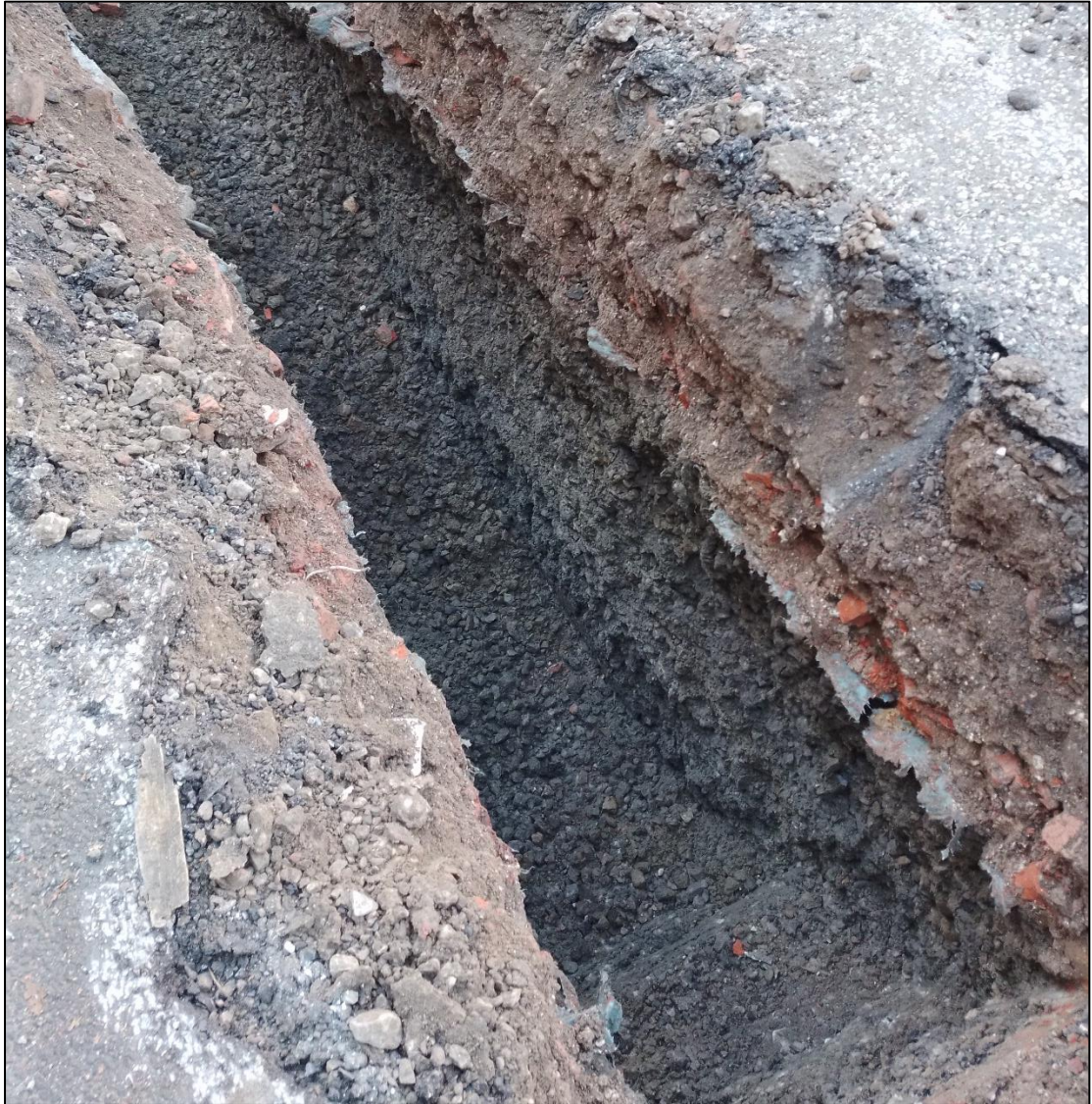


Plate 9: Deeper sondage at southwest end of trench 2

Immediately above the aggregate was plastic sheeting sealing the aggregate ground levelling. Above this was c 2.2m of loose mixed demolition material 202, which lay immediately below 0.m of stone bedding and tarmac surface 201.

8. DISCUSSION

The brick walls encountered were all constructed from machine made bricks and a very hard grey cement of an earlier 20th century, rather than late 19th century, date. This suggests that the houses, which appear to have been demolished between 1922 and 1952, had been heavily re-modelled when the buildings were re-purposed for commercial premises. The presence of the 'BC' bricks in the infilling rubble suggests that some of the later 19th-century phasing remained immediately prior to demolition, although these could have been re-used. There is also a possibility that they may have been demolished in the 1940s due to bomb damage, as the site of the current World Wide Fancy Goods store is labelled 'Ruin' on the 1952 mapping.

Wall 106, observed within the void at the end of trench 1, may represent to only original early 19th-century element, being made using hand made bricks and lime mortar. The standing wall above it had clearly been replaced with modern brick but the lower cellar level section may have survived. That this wall survived when those within the site did not may be due to the fact that the associated building was a 'Ruin', and possibly bomb damaged. Therefore when the original houses within the site were re-purposed as commercial properties the ruined building immediately to the northwest was not, allowing its cellar level structures to survive. This may also account for the width of wall 103, possibly strengthened due to the presence of the more unstable earlier structure to the northwest.

The southeast area of the site had clearly been excavated to a great depth and levelled, first with aggregate and then with loose rubble. The type of aggregate, and the plastic sheeting, suggests that this was carried out in the latter half of the 20th-century. No evidence for the line of Roman road had survived these groundworks.

9. CONCLUSIONS

9.1 Impact

The archaeological evaluation has demonstrated that 20th century development, has removed any remains of archaeological significance within the development area. It must be noted that there is a possibility that below ground remains survive to the northwest of the site, beyond the site boundary.

9.2 Research Potential

The lack of any remains of archaeological significance means there is no potential to address research initiatives stated in the current research agenda presented in the *North West Regional Research Framework*.

9.3 Mitigation

In the light of the results obtained from the archaeological evaluation, it is considered no further archaeological investigation will be required within the site boundary. Any development to the immediate northwest should consider the possible survival of remains in that area.

10. ARCHIVE

- 10.1** 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.
- 10.2** The site archive will be so organised as to be compatible with the other archaeological archives produced in the Northwest of 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 Manchester Museum of Science and Industry (subject to their agreement) for long-term deposition. A copy of this report will be lodged with the Greater Manchester Historic Environment Record, and the on-line OASIS (On-line Access to Index of Archaeological Investigations) form will be completed.
- 10.3** 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.

11. ACKNOWLEDGEMENTS

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The evaluation was carried out and the report written by Graham Mottershead, and the illustrations were compiled by Sarah Mottershead. The project was managed by Graham Mottershead.

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13. APPENDIX 1: FIGURES

Figure 1: Site location

Figure 2: Location of the archaeological evaluation trenches with contexts and levels annotated

Figure 3: Archaeological evaluation trenches superimposed onto Green's map of 1787-94

Figure 4: Archaeological evaluation trenches superimposed onto OS 60" to 1 mile Town Plan 1850

Figure 5: Archaeological evaluation trenches superimposed onto OS 10" to 1 mile Town Plan 1891

Figure 6: Archaeological evaluation trenches superimposed onto OS 1:2500 National Grid Series map 1952

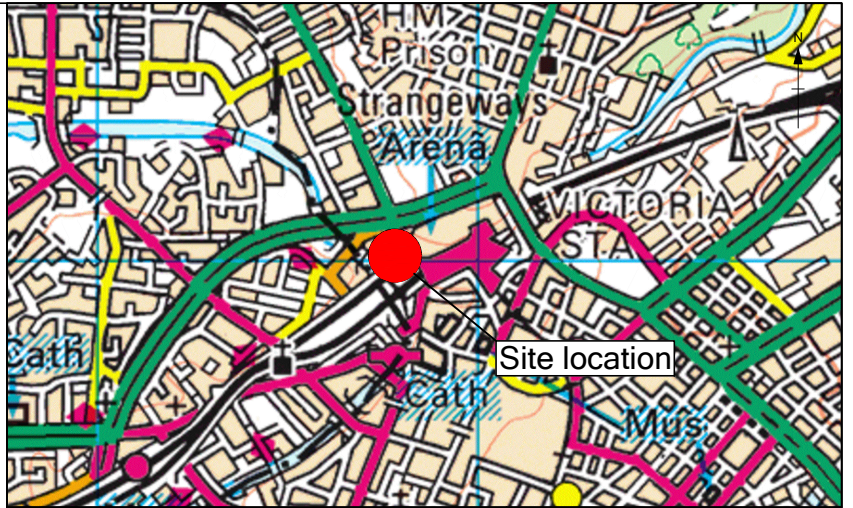


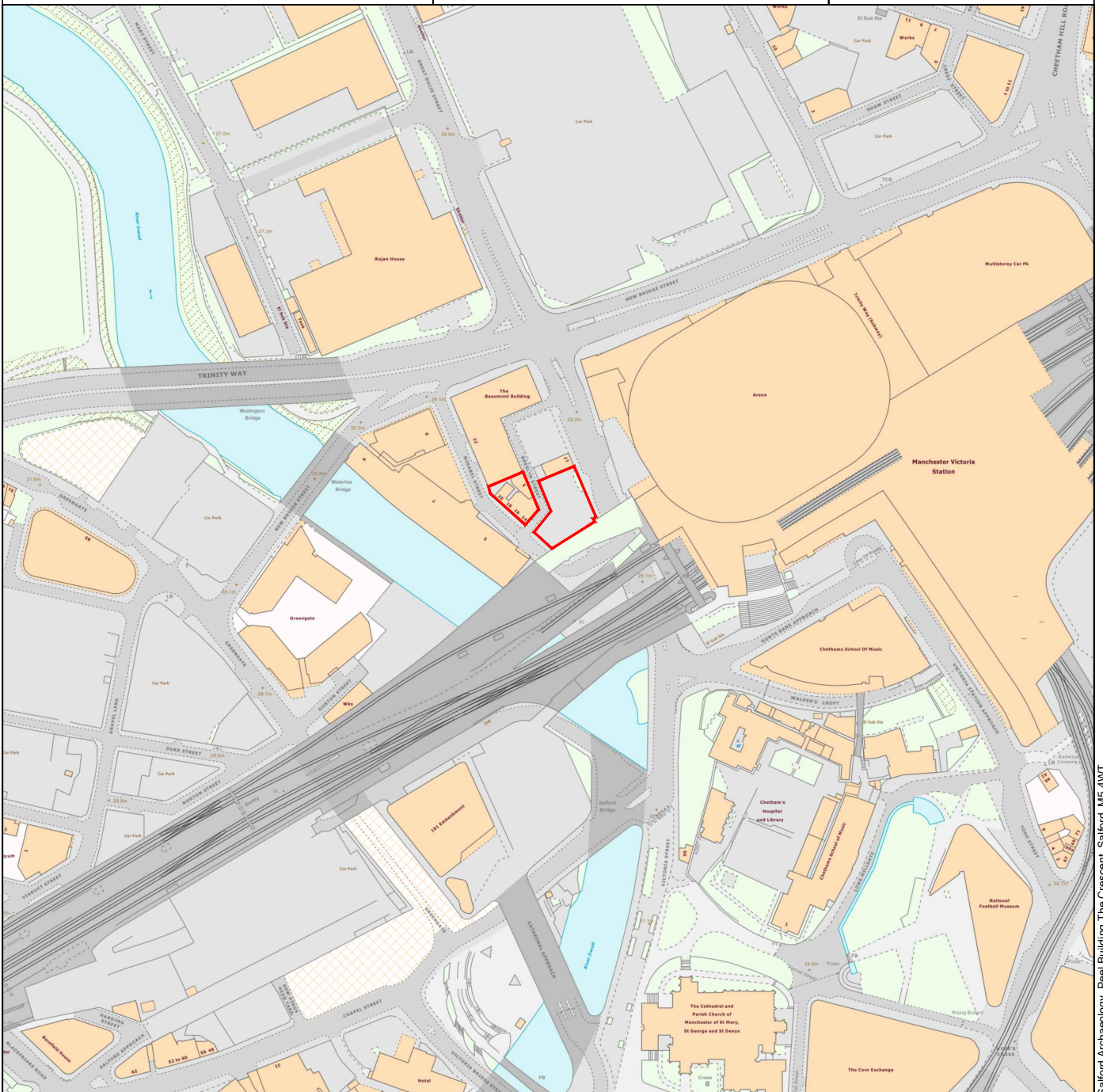
Figure 1:

Site Location

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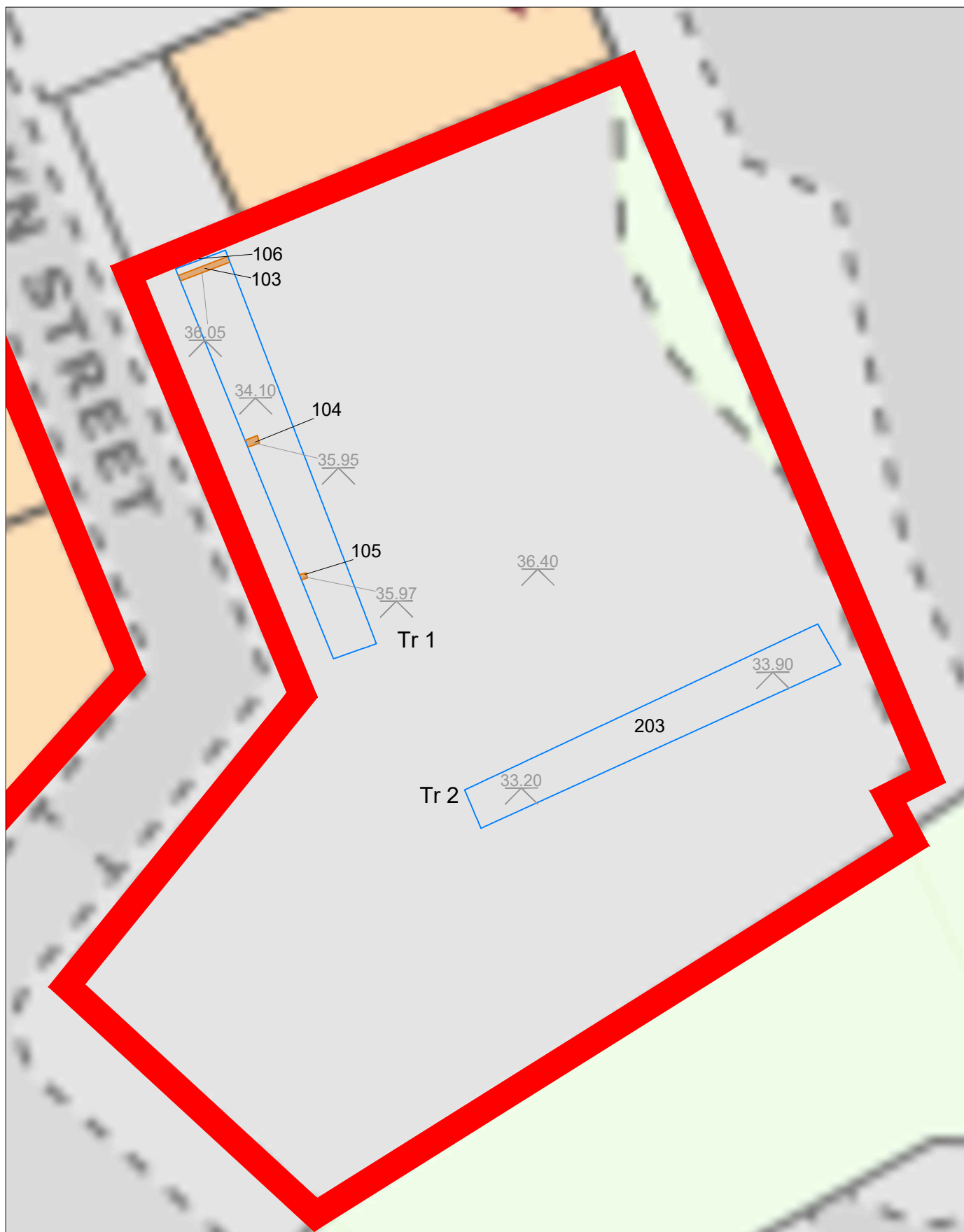


Figure 2:

Location of archaeological evaluation trenches with contexts and levels annotated

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Key:

- Site boundary
- Trench
- Brick wall



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0 10 m
Scale at A4 1:200

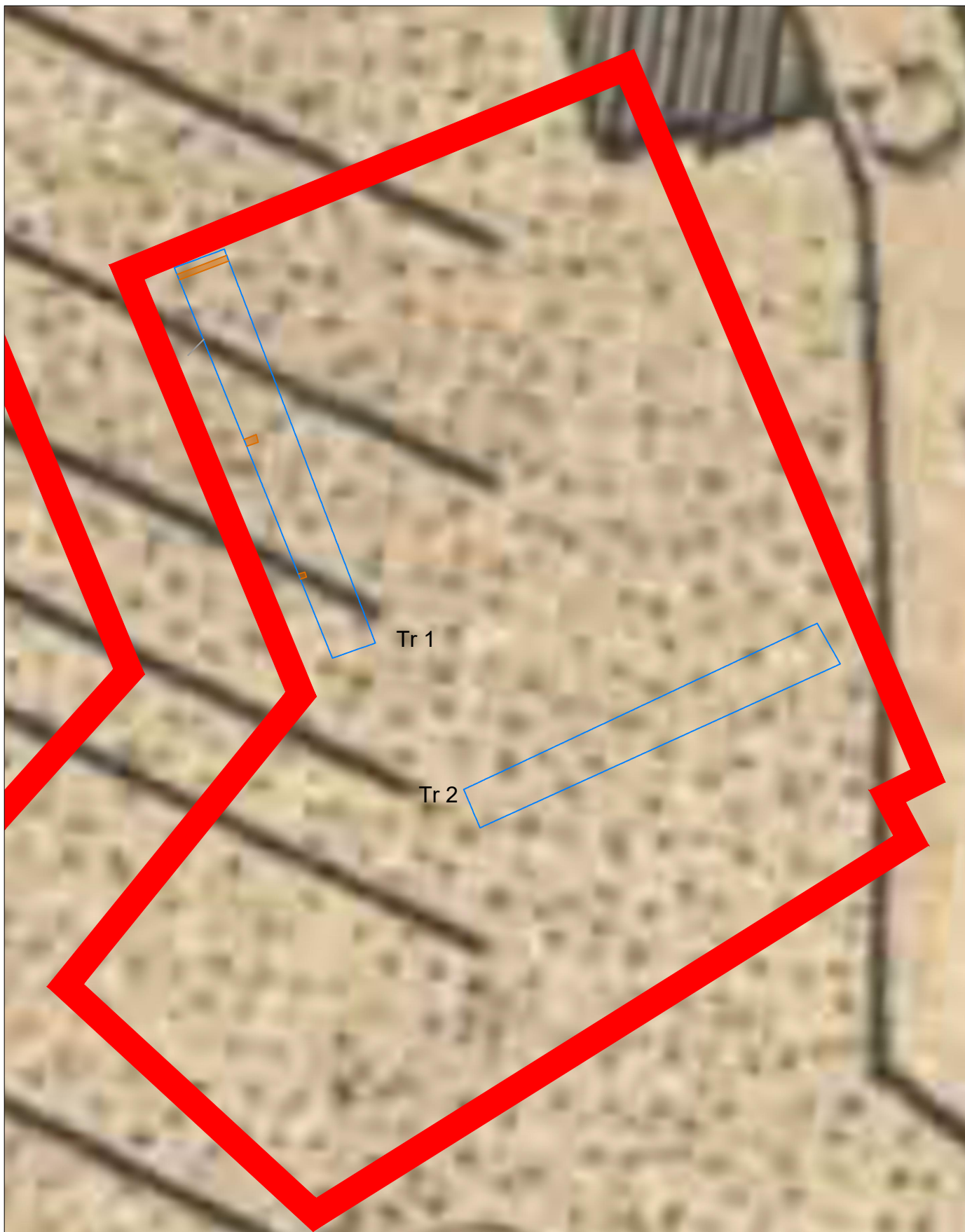


Figure 3:

Archaeological evaluation trenches superimposed onto Green's map of 1787-94



Key:

- █ Site boundary
- █ Trench
- █ Brick wall



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0 10 m
Scale at A4 1:200

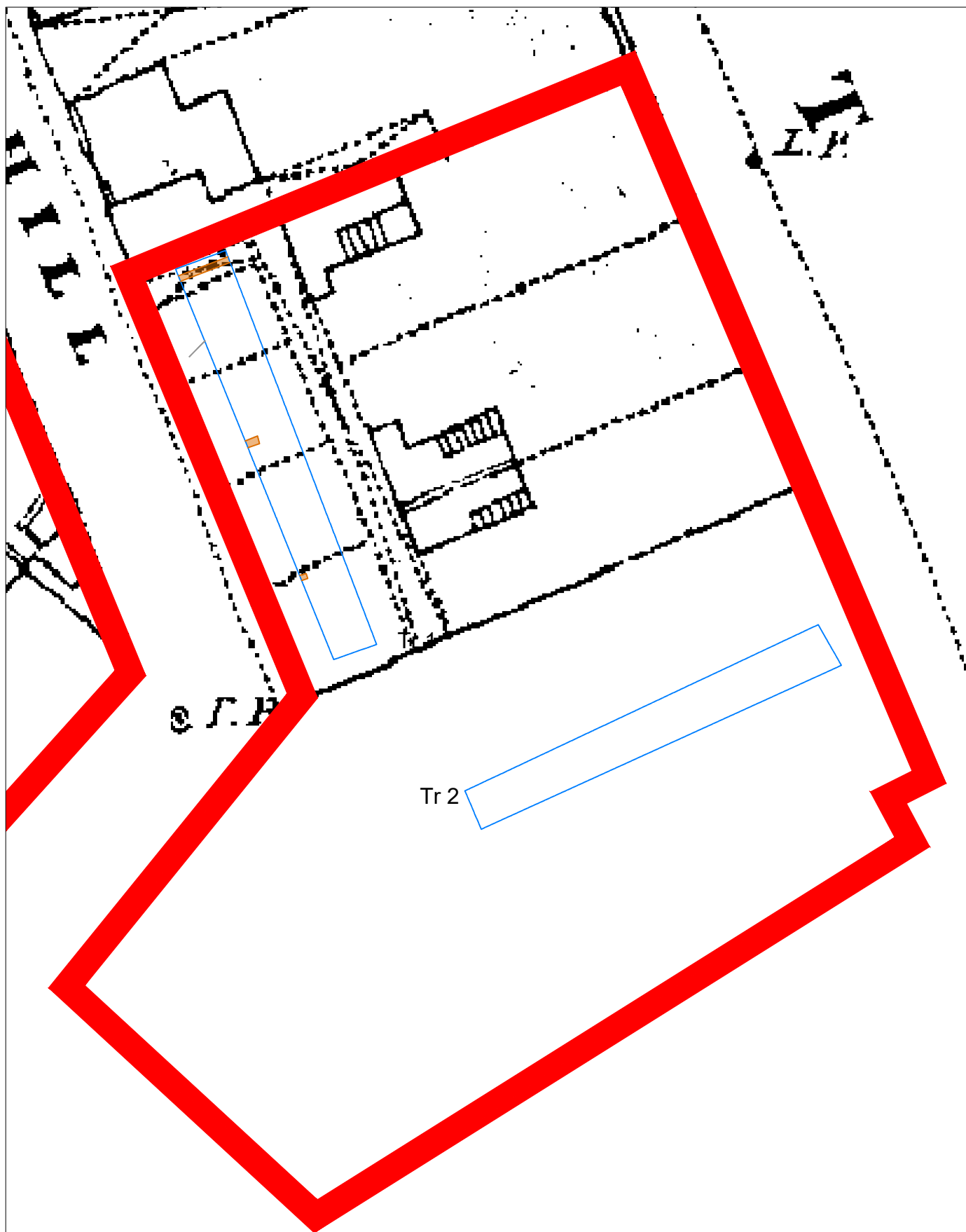


Figure 4:

Archaeological evaluation trenches superimposed onto OS 60" to 1 mile Town Plan 1850



Key:

- Site boundary
- Trench
- Brick wall



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Scale at A4 1:200

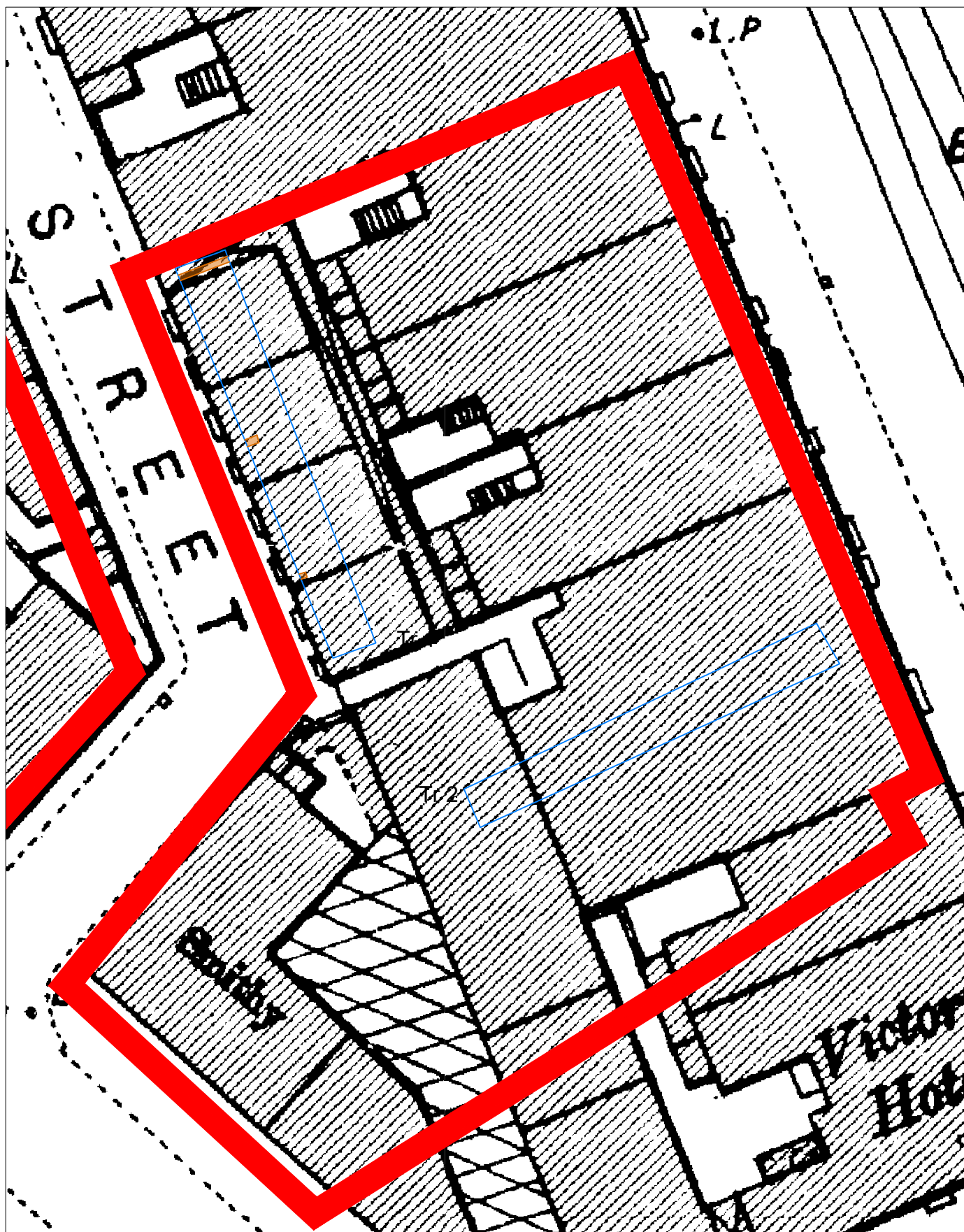


Figure 5:
Archaeological evaluation trenches superimposed onto OS 10" to 1 mile Town Plan 1891



Key:

- Site boundary
- Trench
- Brick wall



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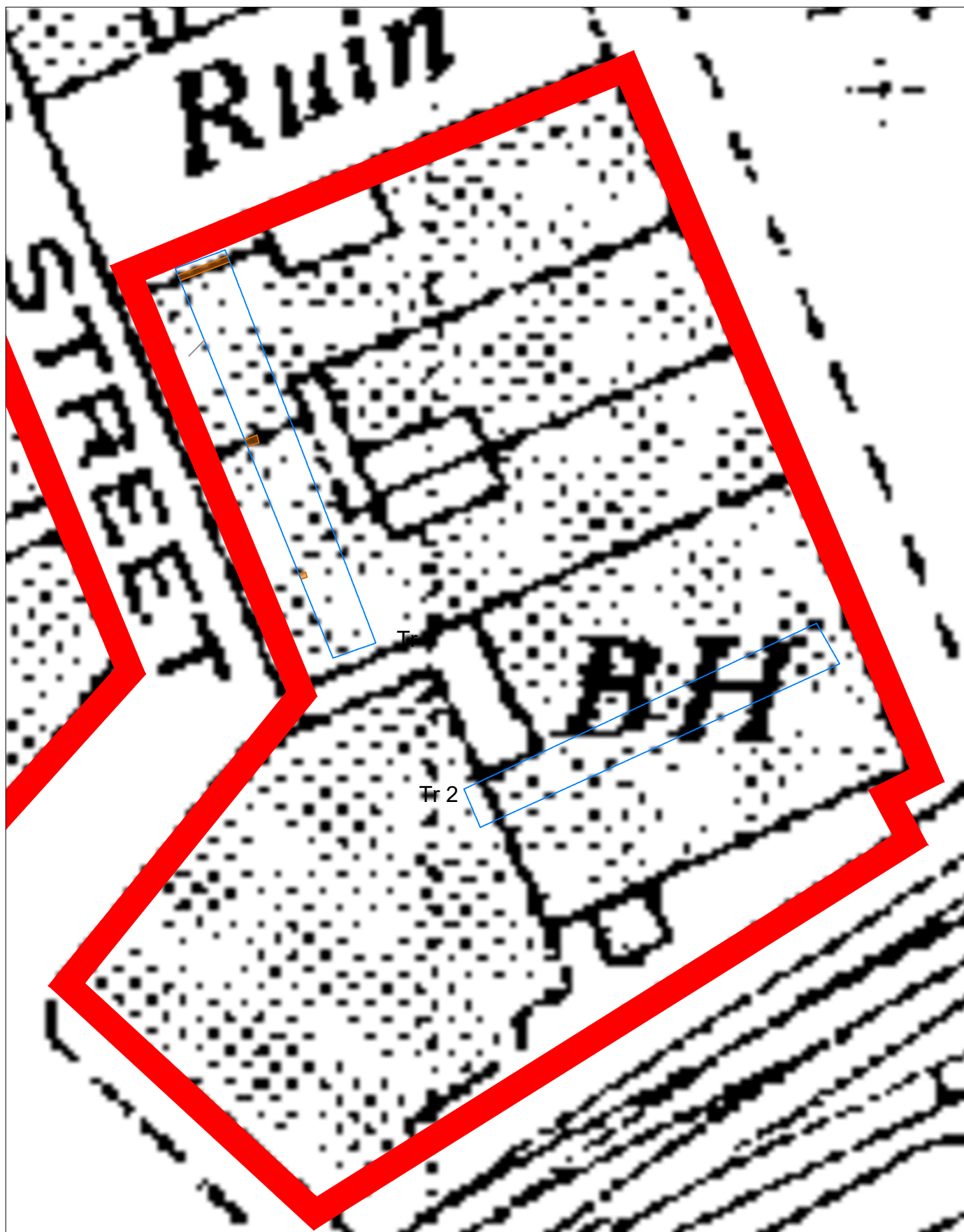


Figure 6:

Archaeological evaluation trenches superimposed onto OS 1:2500 National Grid Series map 1952



Key:

- Site boundary
- Trench
- Brick wall



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0 10 m
Scale at A4 1:200