



WYAS
**Archaeological
Services**

87 Rochdale Road, Manchester
Greater Manchester

Archaeological Trial Trenching

Report no. INTERIM
February 2023

Client: Lanpro Services Ltd



87 Rochdale Road, Manchester

Greater Manchester

Archaeological Trial Trenching

INTERIM REPORT

Summary

Archaeological Services WYAS were commissioned by Lanpro Ltd on behalf of McGoff Construction Ltd to carry out a programme of archaeological trial trenching. Four trenches were excavated revealing structural remains dating from the 19th and 20th centuries relating to the gasworks and a later weighbridge. Deep made ground deposits were identified across the site, the base of which was not reached in the trenches. This report forms an interim statement on the results of the fieldwork. A full assessment report will be produced following specialist analysis of the artefacts.



Report Information

Client:	Lanpro Services Ltd
Address:	One St Peter's Square, Manchester, M2 3DE
Report Type:	Archaeological Evaluation
Location:	Manchester
County:	Greater Manchester
Grid Reference:	NGR SJ 84699 99133
Period(s) of activity represented:	19th and 20th century
Report Number:	INTERIM
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1 Introduction

Archaeological Services WYAS (ASWYAS) were commissioned by Lanpro Services Ltd (on behalf of McGoff Construction) to carry out a programme of archaeological trial trenching at the former Rochdale Road Gasworks, Manchester. The work was undertaken prior to the redevelopment of the site to fulfil part of the archaeological condition of the approved planning application (131708/FO/2021).

The work was undertaken between the 16th and 27th of January 2023, in accordance with the National Planning Policy Framework (NPPF), and a Written Scheme of Investigation (WSI, Appendix 1) produced by Lanpro Services Ltd and approved by Greater Manchester Archaeological Advisory Services (GMAAS).

Site location, topography and land use

The development site lies adjacent to the A664, Rochdale Road to the north of Manchester City Centre approximately 1.3km to the north-east of Manchester City Centre (centred at NGR SJ 84699 99133; Fig. 1).

The site extends to an area of 0.5ha and includes a concrete hardstanding car park along with several upstanding buildings of various dates. The site itself is level but the surrounding area slopes to the north, and the northern boundary of the site is approximately 6m above the level of the adjacent CCP car park. There are several open and bricked up arches visible from the car park, extending below and into the site. Some of the open arches contain open and blocked doors possibly extending further below the site. It is probable that the area of car park to the north of the site was levelled at the time of the expansion of the gas works and construction of the railway arches, thereby truncating any earlier below ground remains.

The site is bounded by the car park to the north, Gould Street to the west, Clive Street and Back St George's Road to the east and Rochdale Road to the south, including the upstanding buildings and associated car parks of the Marble Arch public house and a convenience store.

Several lengths of brick walls and fragments of former building elevations of varying dates form part of the upstanding boundaries of the site and there are also several upstanding structures of varying dates within the site, the earliest dating to the late 19th century.

Soils and geology

The recorded bedrock geology within the proposed development site consists of the Chester Formation – Sandstone overlaid by superficial deposits of Till, Devensian - Diamicton (BGS 2023). The soils are unrecorded urban deposits (SSEW 1983).

2 Archaeological and Historical Background

The archaeological background below is a summary information from both the desk-based assessment (DBA) and heritage statement (HS) produced by Salford Archaeology (Salford Archaeology 2020, 2021).

Prehistoric, Roman and medieval (c. 9500 BC – c. AD 1540)

There is no known evidence for prehistoric, Roman or medieval activity within the boundaries of the site, as such, the potential for any such remains from these periods is considered to be very low, particularly due to the intensive development of the site since the late 18th century.

Post-medieval and modern (c. 1540 – present)

The onset of rapid industrialisation in Manchester from the 18th century onwards resulted in rapid and extensive expansion of the town's population. From the late 18th to early 19th century, workers' housing formed the most common site-type within the site boundary (Salford Archaeology 2020). Laurent's map from 1793 clearly shows the start of development within the site with streets laid out and houses constructed along Ashley Street and Back Ashley Street (Salford Archaeology 2020, plate 9).

By 1824, Rochdale Road Gas Works had begun operation and Swire's map of 1824 shows two 'gasometers' and a long range of the Works. The map also shows houses along Back St George's Street and at the junctions between Dewhurst Street and Ashley Street (Salford Archaeology 2020, plate 10). Banck's map of 1831 shows a similar arrangement in greater detail (Salford Archaeology 2020, plate 11).

In 1837, Gould Street School was constructed and is shown on the 1851 Ordnance Survey (OS) town plan (Salford Archaeology 2020, plate 12). The map also shows, in great detail, back-to-back housing along Ashley Street, with almost the whole site being occupied by streets and housing. By the time of the 1891 OS town plan, the gas works had expanded into the site, with only a few houses remaining (Salford Archaeology 2020, plate 13). A single large building occupies the site and there are several railway lines and additional structures.

By the 20th century, a joiners shop was added along Gould Street and several photographs dating to the early part of the 20th century (Salford Archaeology 2020, plates 14, 16, 17 and 19) show the arrangement of the buildings. An aerial photograph from 1939 (Salford Archaeology 2020, plate 17) shows the arrangement of buildings at the zenith of the gas works development, including the triple-pile warehouse building.

By the time of the 1951 OS map, the large warehouse building had been partially demolished revealing once internal railway lines (Salford Archaeology 2020, plate 18). The 1970 OS map shows the site to have mostly cleared apart from the very southern end of the west range of the triple-pile warehouse and (now labelled 'Depot') and a further 'Warehouse' structure. A further 'Depot' has been constructed along the south boundary of the site. The 1989 OS map

(Salford Archaeology 2020, plate 21), a further ‘Depot’ has been constructed in the far north-east corner of the site and the ‘Warehouse’ has gone.

3 Aims and Objectives

The overall aim of the archaeological evaluation trenching was to obtain sufficient information to establish the presence/absence, character, extent, state of preservation and date of any archaeological remains relating to the former gas works and potentially, back-to-back terraced housing within the proposed development site. This was to allow reasoned and informed recommendations to be made on the application for development of the site, and any requirements for further archaeological mitigation.

The specific aims were to:

- determine the location, extent, date, character, condition and significance of any archaeological remains within the proposed development site.
- excavate and record identified archaeological features and deposits to a level appropriate to their extent and significance.
- assess vulnerability/sensitivity of any exposed remains.
- assess the impact of previous land use on the site.
- assess the potential for survival of environmental evidence.
- inform a strategy to avoid or mitigate impacts of the proposed development on surviving archaeological remains.
- undertake sufficient post-excavation assessment to confidently interpret identified archaeological features.
- report the results of the investigation and place them in their local, regional or national context and to make this record available by disseminating the results in an appropriate form

The objective of the work was to excavate four trial trenches and assess the resultant areas for their archaeological potential. Any remains were then subject to archaeological excavation. Recovered artefacts were subject to analysis.

Research Framework

The programme of archaeological investigation and recording was to be conducted within the general research parameters and objectives defined by in the regional research agenda, the North West Regional Research Framework for archaeology (NWRF 2021). The previous research agenda The Archaeology of North West England: An Archaeological Research Framework for North West England, Vol 2 Research Agenda and Strategy (Brennand 2007)

will also be considered. The following research questions are considered in the discussion below:

- Excavate areas of now undeveloped and cleared former working class areas regarded as slums;
- Take forward our understanding of the impact of industrialisation on the working class and their living conditions;
- Undertake industry specific studies of those industries that have received little archaeological attention;
- Consider what industrial and modern period type sites need further study;
- How were transport infrastructures improved and how was this related to the developing urban and market hierarchy during the industrial period?

4 Methodology

The work involved the excavation of four trenches of various sizes, positioned to target potential archaeological features identified from historic mapping (Salford Archaeology 2020, 2021) as well as to provide a wide sample across the remaining areas of the site (Fig. 2). The size of each trench is listed below:

- Trench 1 – 8.40m x 7.00m
- Trench 2 – 8.50m x 3.20m
- Trench 3 – 7.00m x 5.00m
- Trench 4 – 9.50m x 6.80m

All work was undertaken in accordance with accepted professional standards and guidelines (Historic England 2008; CIfA 2020), in accordance with the ASWYAS site recording manual (ASWYAS 2020) and in compliance with the WSI (Appendix 1).

All trenches were set out and the limits resurveyed using a Trimble VRS differential GPS accurate to $\pm 0.01\text{m}$. The trenches were opened in a controlled manner using a 360° excavator using a flat-bladed ditching bucket under direct archaeological supervision. All topsoil deposits were removed in level spits (not more than 0.20m) with the topsoil and subsoil being separated to allow for re-instating in reverse order. Machining stopped at the first archaeological horizon or natural deposits, whichever was encountered first. All excavations of archaeological deposits were undertaken manually with the stripped surface being cleaned and investigated for archaeological remains.

An appropriate sample was excavated through all archaeological features. These were undertaken to investigate the full depth, profile, and fills, where possible, and to recover dating evidence from the fills. All excavated sections were, where possible, located adjacent

to the trench edge to provide a full stratigraphic sequence. Spoil heaps were visually scanned for artefacts. Modern artefacts were noted but not retained.

All archaeological features were accurately recorded in plan at a scale of 1:20 or 1:50. Feature sections were drawn at a scale of 1:10 or 1:20. All plans, elevations and sections include spot heights that relate to Ordnance Datum in metres.

A full written, drawn, and photographic record was made of all archaeological work undertaken. An inventory of the primary archive is presented in Appendix 2 and a concordance of contexts containing finds is given in Appendix 3. ASWYAS currently hold the site archive in a stable and secure location.

5 Results

Below is a description of each trench containing archaeological remains. Trenches 1 and 2 (Figs 3-4; Plates 1-4) which were devoid of archaeological features are not discussed further but trench tables displaying the depths and widths of each context along with a brief description are shown in Appendix 4.

Trench 3 (Figs 5-6; Plates 5-17)

Trench 3 (Plate 5) was the north-easternmost of the four trenches. The concrete ground level 300 and associated bedding layer 301 were removed by machine revealing archaeological features spanning six broad phases.

- The earliest features identified included brick structures 307 (Plate 6) and 308 (Plates 6-7). Brick structure 313 (Plate 8) may also be included in the earliest phase.
- The second phase included demolished brick vaulting 305 (Plate 9, not seen in plan) and brick buttress 309 (Plate 10).
- The third phase included a possible brick floor surface 304 (Plate 11).
- The fourth phase included a stone sett surface 302 (Plate 12), rails 312 and associated brick structures 310 and 311 (Plate 13).
- The fifth phase included a modern brick structure 317 (Plate 14).
- The sixth, and final phase demonstrates the demolition of structure 317 and the make up to the current ground level.

Brick structure 307 was located towards the southwestern corner of the trench and visibly continued beyond the western limit of the trench. Structure 307 was built from handmade red brick bonded with white lime mortar, a form suggestive of at least a mid-19th-century construction. Structure 307 was solidly built into a block rather than a series of walls surrounding a separate core or in-fill of the internal space, and a course of *bull-nosed* bricks was present on the outer face in the southeast corner of the structure. A course of red brick

308 was visibly laid on face over the upper course of the southern limit of the structure 307, in a form suggestive of the base of a cellar ceiling formed by brick vaulting.

Brick structure 313 may be assigned to the earliest phase of activity due to the overall form of the structure, being built from handmade red brick and bonded with a yellowish lime mortar. The structure was identified below brick rail support 310 at a similar level to the uppermost surviving portions of structure 307.

The second main phase of activity included a brick structure (305) which was built from early 20th-century stamped bricks and was bonded with a hard grey mortar. Structure 305 had the appearance of a demolished arch, presumably for cellaring. Brick structure 309 butted up to the northeast face of structure 307 and was built from handmade red brick bonded with a hard grey mortar. Although potentially built later than structures 307, 308, and 313, it is unclear if these structures were in-use at the same time.

A third broad phase of activity involved an episode of demolition represented by deposits 306 and 316 and the laying of a possible brick surface 304 over the demolition layers. Deposit 306, composed entirely of brick rubble and lime mortar was identified against the south face of structure 307 with the single course of loosely mortared handmade red bricks (304) laid directly above (Plate 15). This possible surface (304) was present at a similar level to the upper portions of structure 307, possibly suggesting a contemporaneity in use, if not date of construction. Deposit 313, a mix of rubble and black clinker rich soil was identified butting up to the east face of structure 307 and was visibly overlying the uppermost surviving course of buttress 309.

The fourth broad phase included an area of stone setts 302, likely a remnant of an external surface. Setts 302 were laid on a tarry bedding layer 303. Deposit 303 was seen in section to have been laid directly over the possible brick surface 304.

Brick structures 310 and 311, and associated metal rail tracks 312 may be part of a fourth phase of use. The height of the rails was similar to the level of setts 302 and a mixture of re-used handmade brick, fire brick and modern brick bonded with a particularly hard grey mortar had been used in the construction of the rail supports 310 and 311. Support 310 was laid directly over the demolished upper portion of 307 and over structure 313.

The fifth phase of activity caused the truncation of the eastern portions of the structures present along the west side of the trench by the digging of construction cut 315 followed by the laying of concrete 318 and building of structure 317. The concrete (318) had been laid in the base of the cut 315 and utilised as a foundation for the wall and the base of the chamber 317. Structure 317 was a large rectangular structure forming a chamber and was built from modern machine made frogged brick bonded with a modern cement type mortar. A series of alcoves were present within the internal face of the structure (Plates 16-17).

The sixth and final broad phase of activity was represented by demolition deposit 320, an episode of mass levelling 301, and the laying of the current concrete ground level 300.

Deposit 320 was entirely composed of brick rubble and concrete and formed a demolition related infill of structure 317. Deposit 301 was predominantly a black clinker deposit utilised as a levelling layer for the reinforced concrete 300.

Trench 4 (Figs 7-8, Plates 18-25)

Trench 4 (Plate 18) was the southeasternmost of the four trenches and was the trench nearest to Rochdale Road. The possibility of surviving elements of tenement housing predating the gasworks was possible in this location, although with a low probability due to truncation by the construction of the gasworks.

The earliest surviving structures in Trench 4 appeared to be a brick wall 402 (Plate 19) and an overlying flagstone surface 403 (Plate 20). Brick wall 402 was aligned broadly northeast to southwest and was built from handmade red brick bonded with black ash mortar. The exposed northeast face of wall 402 was excavated by machine to a depth of c. 3m but the base was not reached, suggesting a large open space had been present to the north of the wall. This space was on a scale too large to have been part of any early slum housing and was clearly part of the use of the site as a gasworks. The flagstone surface (403) was bonded with black ash mortar to the uppermost surviving portion of brick wall 402 and was likely in use at the same time.

The second broad phase in this trench included a large structure formed by ferrous beam 405 (Plate 21), roof/ceiling 406 (Plate 22), and a large stone block 404 (Plate 23). The stone block 404, likely a base for a removed structure and the ferrous beam 405 were later additions which had been built into the northeast face of wall 402. The ferrous beam ran northwest from the wall for the entire length of the trench. A series of brick arches 406 with ferrous beams between each arch was built up to the northeast side of the large beam 405. An open space was identified below the beams and arches (Plate 24). A metal base for a column was present, laid on the upper surface of arches 406 (Plate 25).

It is possible that a clinker deposit 409 and a surviving stone surface gutter 410 (Plate 26) are remnants of a yard area to the southeast of the brick arches in use during the second phase of activity.

The third and final phase in Trench 4 was represented by a deposit of made ground 411, a levelling deposit 401 and the current concrete ground level 400. Deposit 411 filled much of the base of the trench and was present in the space formed by the wall 402 to the south and the arch and beam structures, 405 and 406 to the east and was likely laid down as part of a mass 'levelling up' prior to the laying of the modern concrete. It was largely made up of brick fragments, probably derived from demolished gas works buildings. The most notable inclusion were fragments of Lancashire boiler supports.

6 Artefact and Environmental Record

Samples of brick, other ceramic materials and glass were recovered during the evaluation. These will be reported on fully in a final report following specialist analysis.

No deposits suitable for environmental or industrial sampling were encountered.

7 Recommendations for Final Reporting

Any recommendations following specialist analysis will be included here, but no additional reporting of the archaeological structures and deposits is anticipated. A watching brief will be carried out during enabling works in an area around Trenches 3 and 4. The precise scope of this work is yet to be agreed. The results of the evaluation and watching brief will be incorporated into a final report.

8 Discussion and Conclusions

The trial trenching revealed a series of structures from different phases, seemingly spanning a time period from at least the mid-19th century through to the late 20th century. The structures identified likely relate to the industrial use of the site, with no evidence for earlier use of the site, including tenement housing, surviving.

Structural remains identified along the western side of Trench 3 and in Trench 4 were, almost certainly, located along the eastern edge of the large warehouse seen on historic mapping (Fig. 9; Appendix 5, plan 7, 9, 11, 16-18) and relate to the fabric of the building itself and of the rail turntables also seen on this map. The large chamber seen in Trench 3 is likely related to a weighbridge seen on the 1970 OS Map of Manchester (Fig. 10).

Deep made ground deposits identified in all the trenches demonstrate a significant levelling up off the site from the 19th century into the 20th-century use of the site. This demonstrates the possibility, although of low potential, for earlier features to survive at the level of the true natural, which due to the nature of the site was not reached.

The work carried out allowed some of the research questions outlined in the previously stated project aims to be addressed, including *How can we take forward our understanding of the impact of industrialisation on the working class and their living conditions?* The presence of slum housing predating the gasworks at the site is identified on historic maps. It is likely that the housing was demolished wholesale to develop the site into the gasworks, as no sign of the housing was seen within the trial trenches. This would have had an impact in the sense that an area of poor-quality housing had been cleared with the occupants of the dwellings presumably moved on to different housing. Newer suburbs may have led to improved living conditions for the working class people of this area as the slum housing originally at this site would likely have been of poor quality with little sanitation. If moved into newer housing

stock, the inhabitants may have had access to amenities such as outside toilets and better proximity to running water.

Another research question that is relevant is *What industrial and modern period type sites need further study?* It is apparent that sites such as these require further study in the form of archaeological investigation in the future as, although a number of structures were identified, it is difficult to say with certainty what the function of these structures were. Structures internal to an industrial building are of key importance as they can best demonstrate the type of activity that was taking place within the industrial buildings or work areas. Often, historic mapping merely shows the limits of industrial buildings with little hint as to the exact processes or techniques being employed within. It is hoped that a combination of archaeological recording and historic plans of the site (Appendix 5, plans 7, 9, 11, 16-18) will help to improve our understanding of this area of the gasworks site following a watching brief which is planned to cover an Area around Trench 3 and 4.

The question *How were transport infrastructures improved and how was this related to the developing urban and market hierarchy during the industrial period?* has some relevance to the evaluation in that the site covered the area of the gasworks where coal was delivered to the gasworks and in the wider expansion of the movement of goods by rail in Manchester. on Historic mapping suggests railway lines and a turntable were close to Trench 3 and the brick arches in Trench 4 appear to have supported a railway line Appendix 5, plans 7, 9, 11). It is possible that the forthcoming watching brief will encounter further features of the railway.

The work at this site demonstrated a continuity of use as an industrial site from the 19th century into the 20th century and adds to the wider body of knowledge about Manchester during the Industrial period. This site provided an interesting view into the use and reuse of the site throughout its life as an industrial area, demonstrating a reuse and repurposing of structures together with a reuse of materials and of spaces. Further work on sites such as this can focus on the original uses and repurposing of buildings and spaces and attempt to link these changes to specific industrial activities.

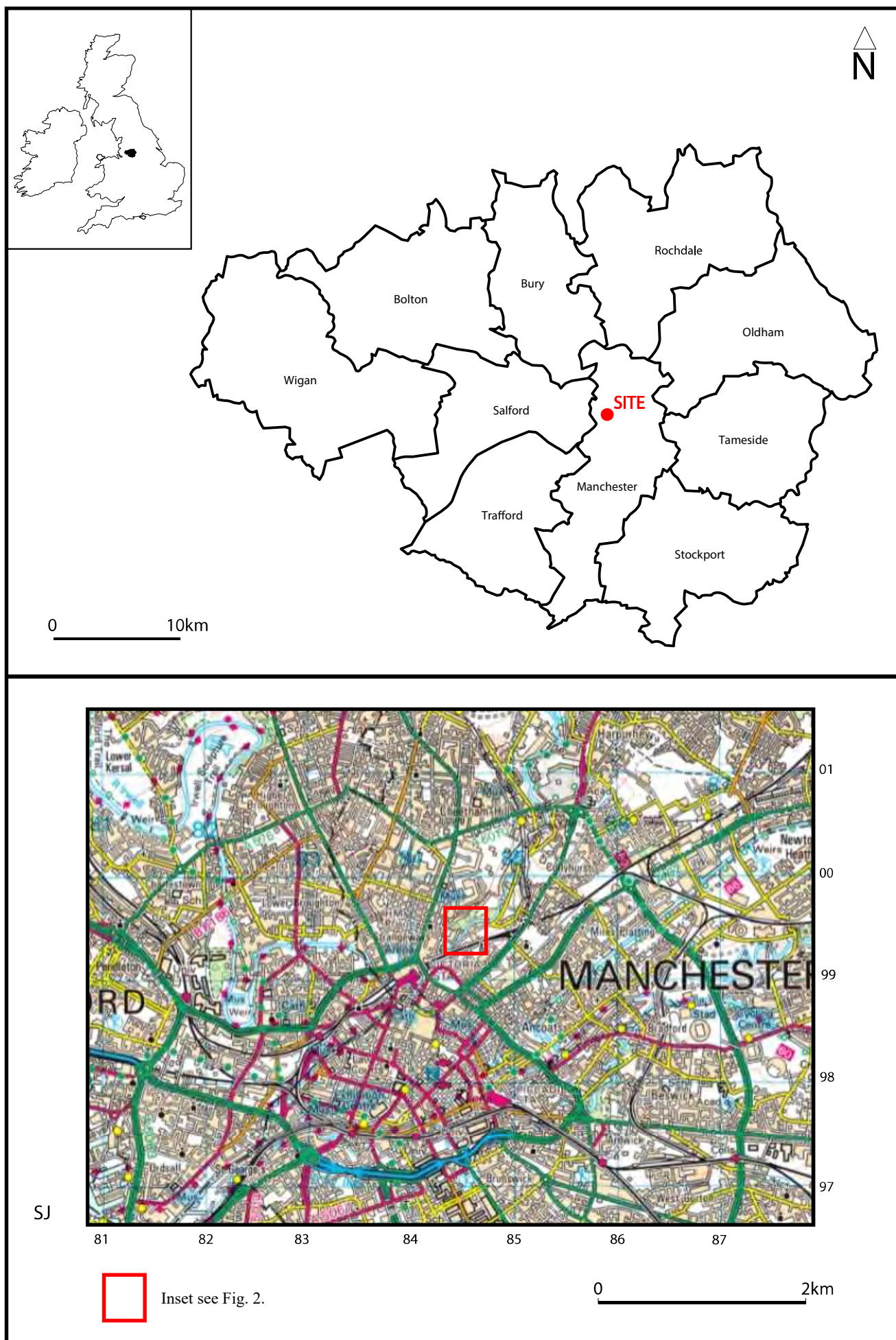
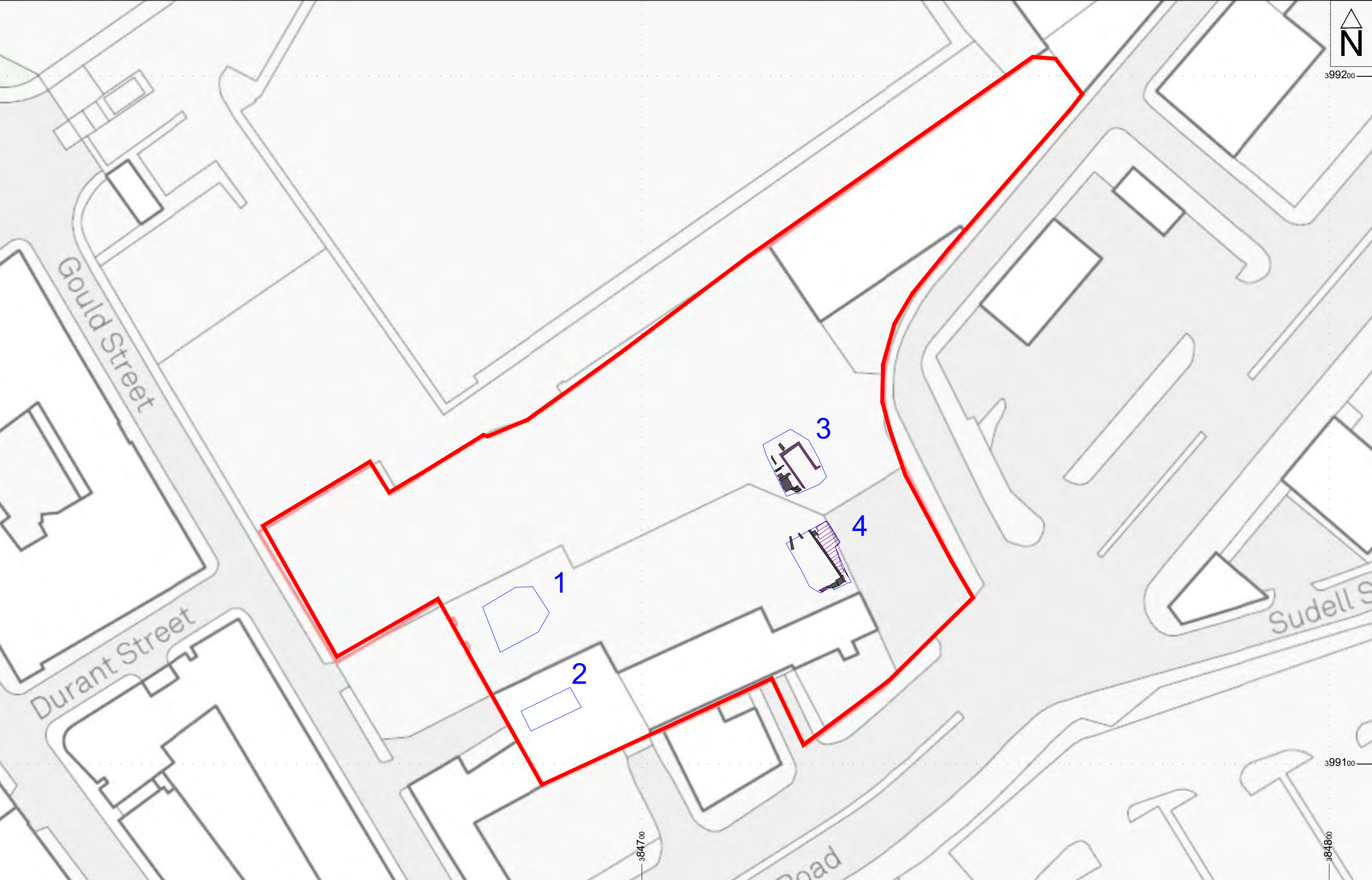
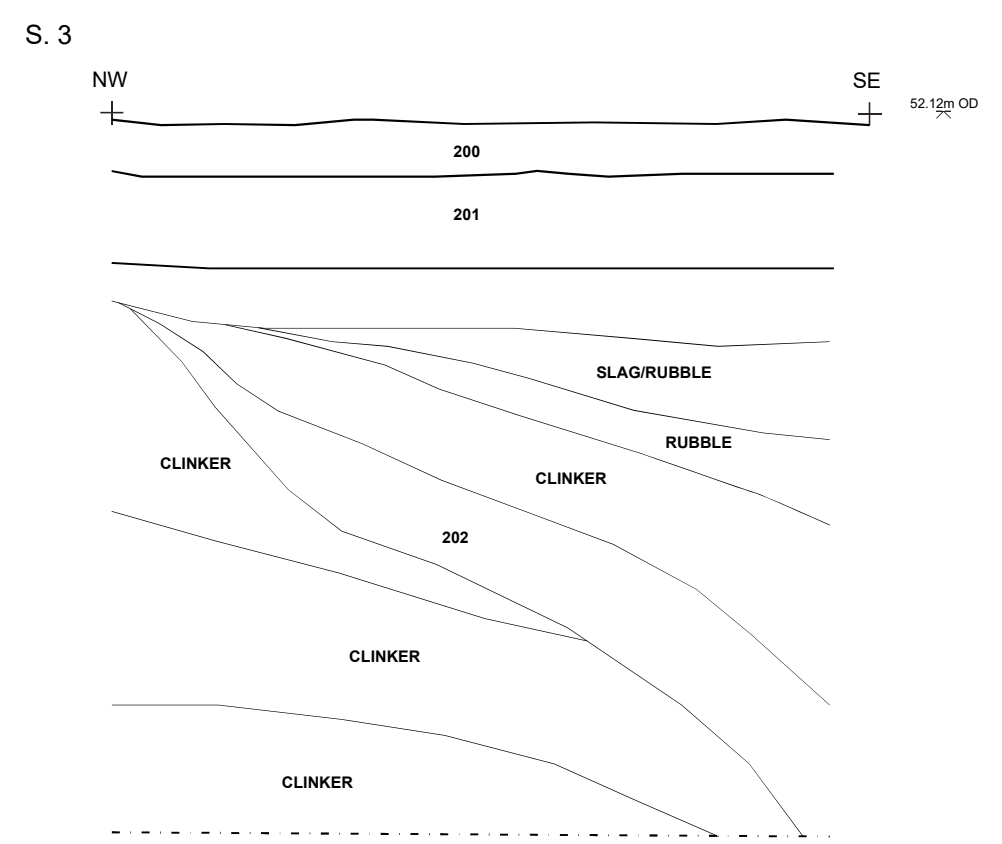
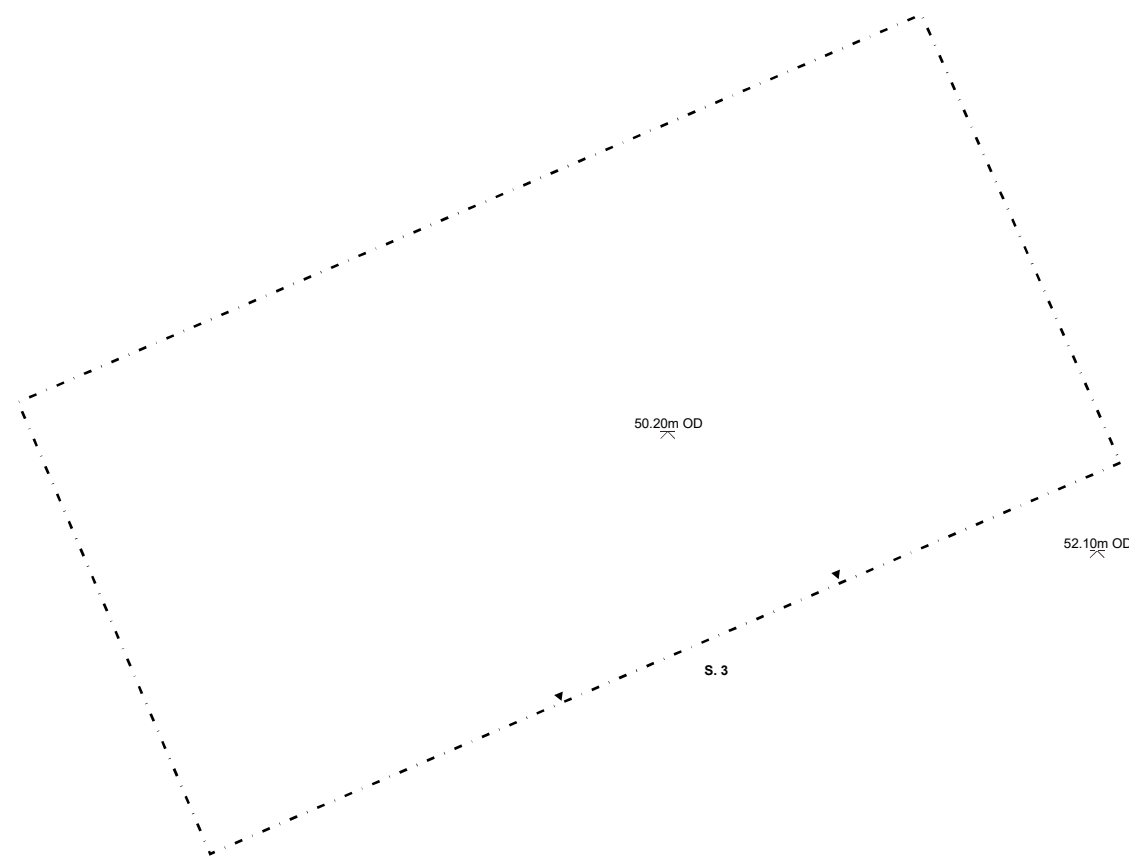


Fig. 1. Site location



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	Fig. 2.	 TRIAL TRENCH					
	Site plan	 ARCHAEOLOGICAL FEATURE					



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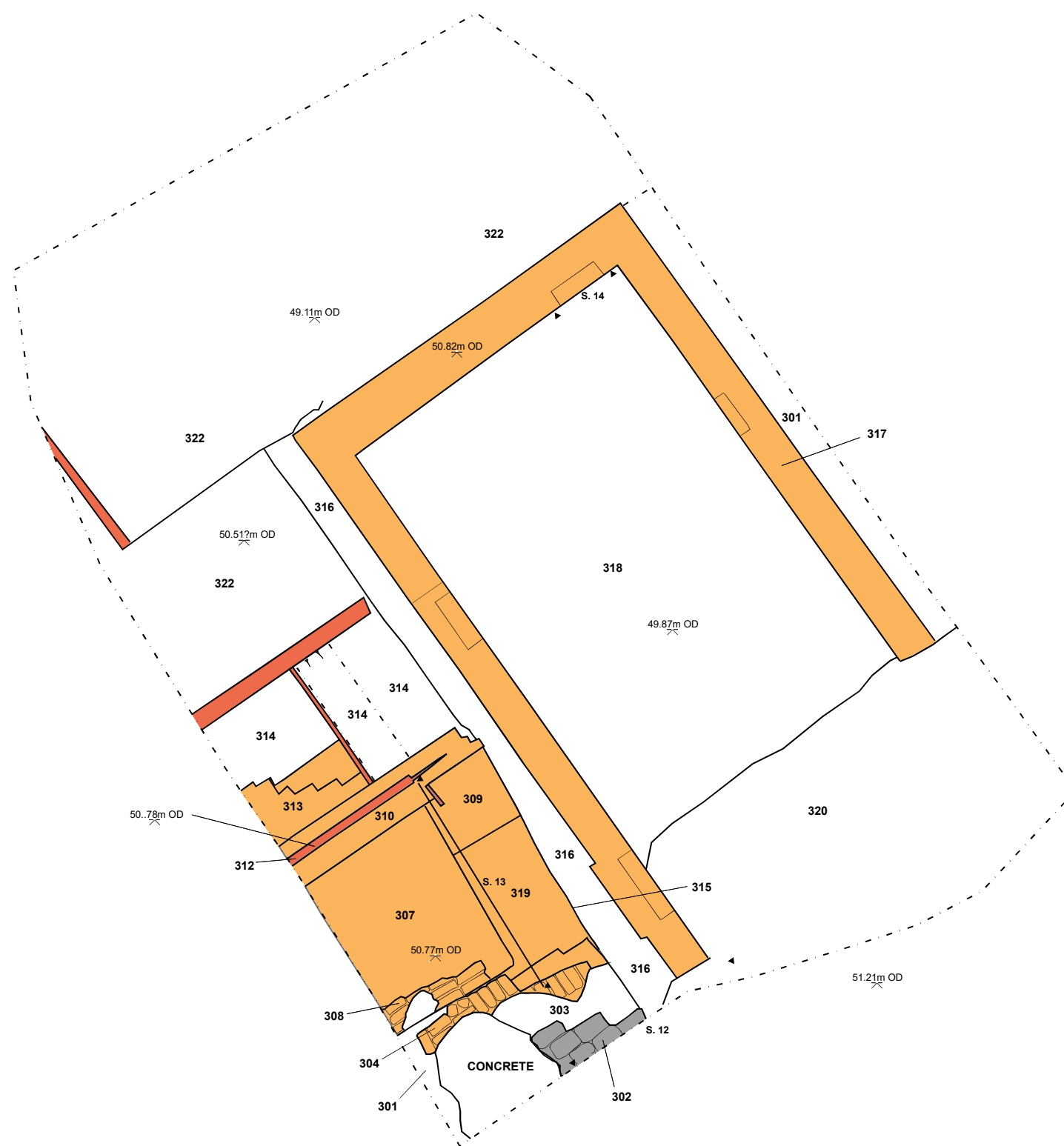
Key

Fig. 4

Trench 2 - plan and section

Plans 0 2m (1:50)

Sections 0 1m (1:20)



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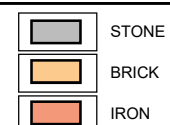
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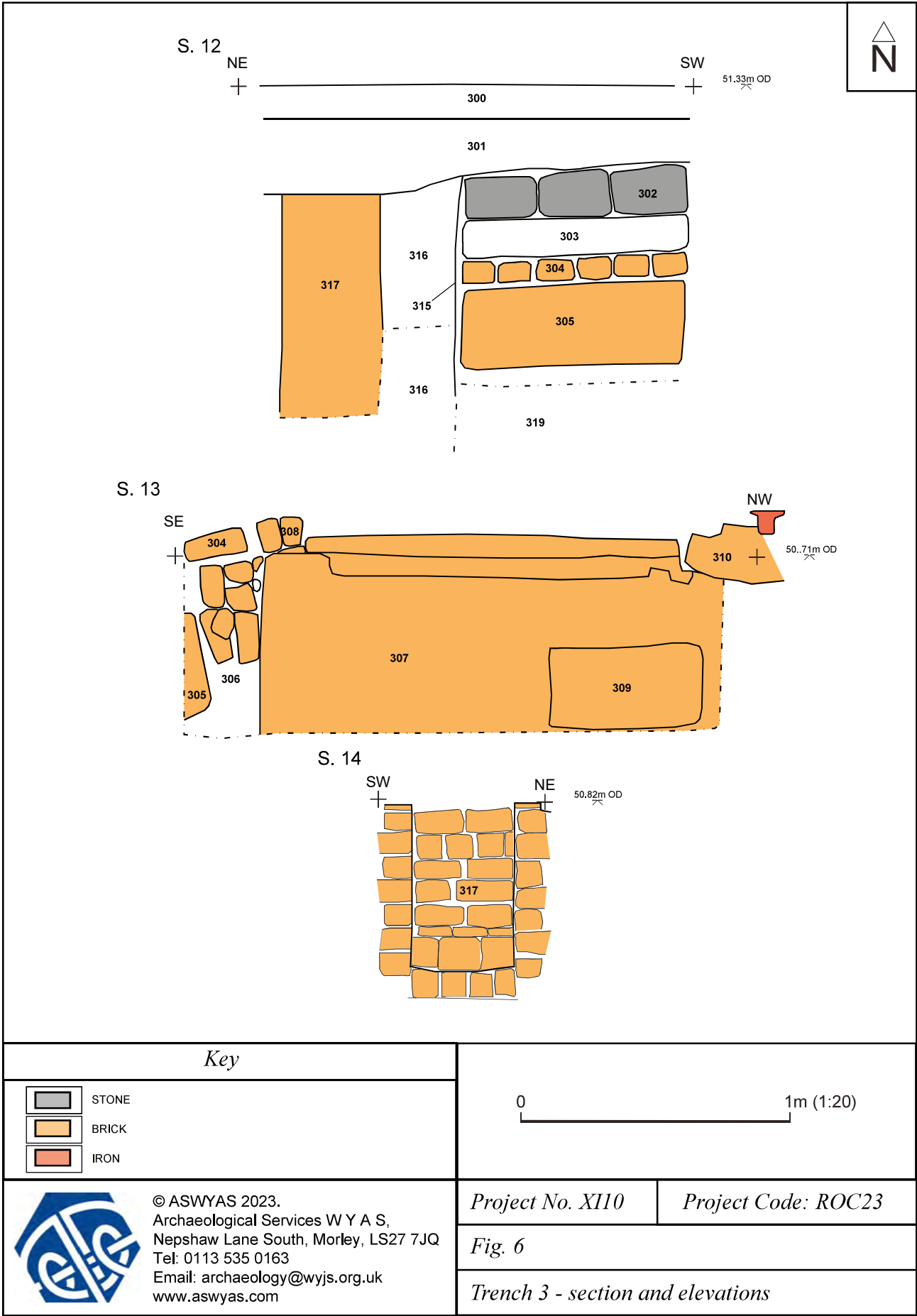
Fig. 5

Trench 3 - plan

Key



0 2m (1:50)



STONE

BRICK

IRON

0

1m (1:20)

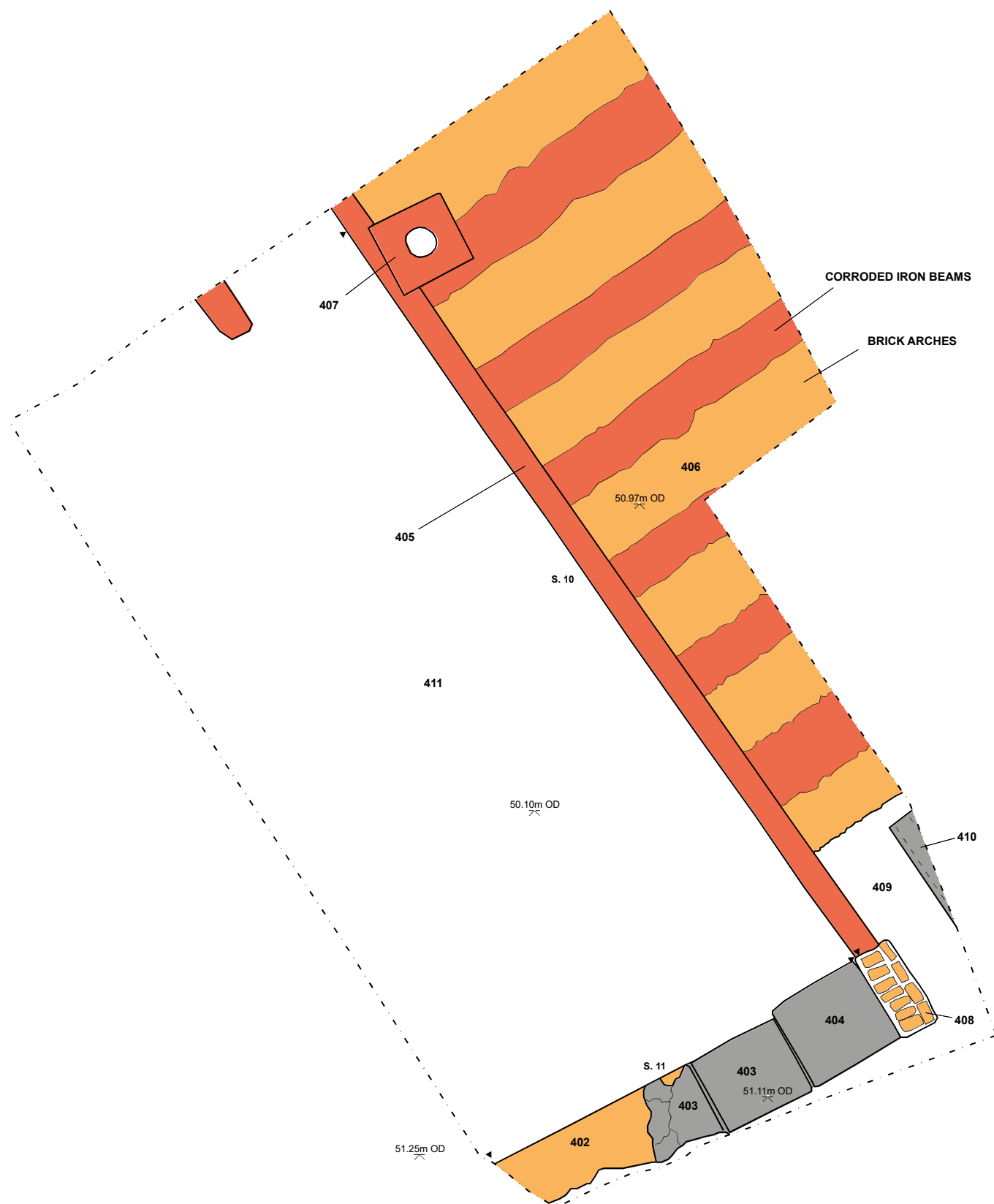
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Fig. 6

Trench 3 - section and elevations



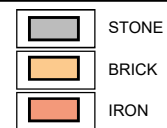
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Fig. 7

Trench 4 - plan



STONE

BRICK

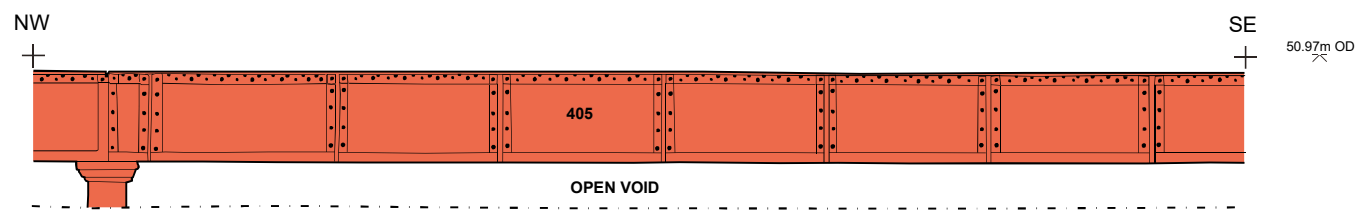
IRON

Key

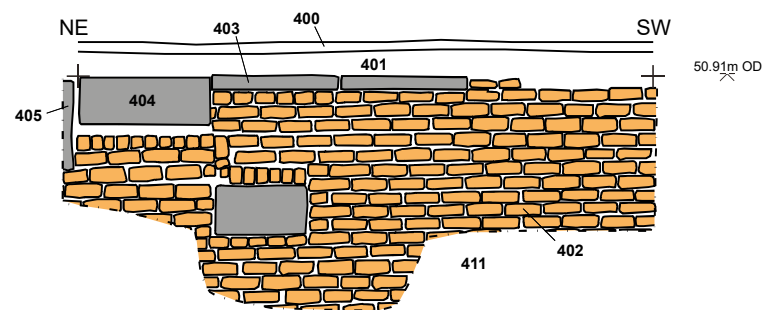
0 2m (1:50)



S. 10



S. 11



Key

-  STONE
-  BRICK
-  IRON



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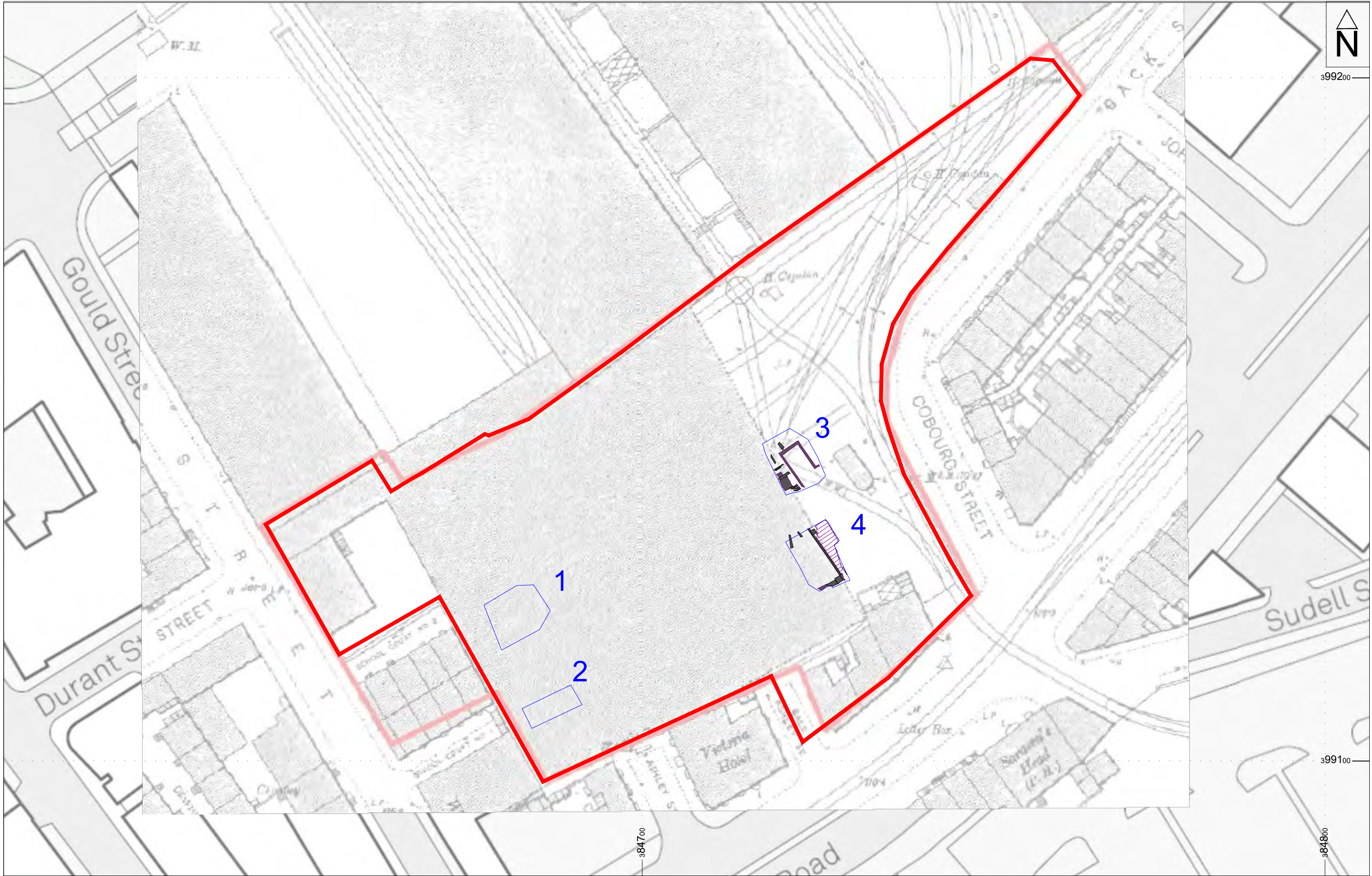
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Fig. 8

Trench 4 - elevations

0 2m (1:50)



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	Fig. 9.	 TRIAL TRENCH					
	Trenches overlaid on 1891 OS map	 ARCHAEOLOGICAL FEATURE					

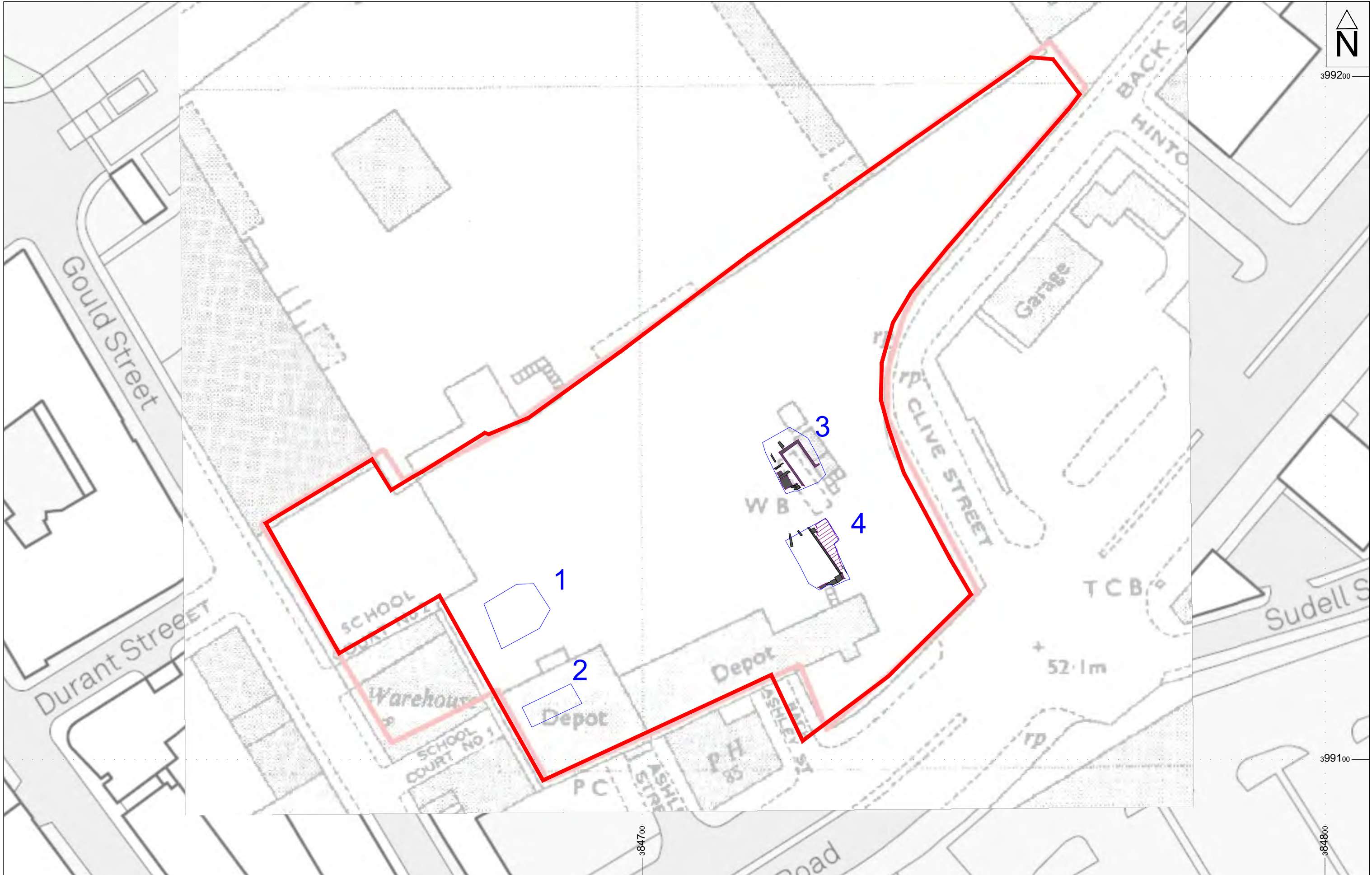




Plate 1. Trench 1, facing southwest



Plate 2. Trench 1, northeast facing section



Plate 3. Trench 2, facing southwest



Plate 4. Trench 2, northwest facing section



Plate 5. Trench 3, facing northwest



Plate 6. Structure 307, facing southwest



Plate 7. Structure 308, facing northwest



Plate 8. Possible surface 313, facing southwest



Plate 9. Trench 3, northwest facing section showing vaulting 305



Plate 10. Buttress 309, facing northwest



Plate 11. Brick surface 304, facing southeast



Plate 12. Stone sett surface 302, facing southwest



Plate 13. Brick supports 310 and 311 and rails 312, facing southwest



Plate 14. Modern chamber 317, facing northeast



Plate 15. Northeast facing elevation showing 304, 305, 306, 307, 308, facing southwest



Plate 16. Example of alcove in southeast interior face of wall 317, facing northeast



Plate 17. Example of alcove in northeast interior face of wall 317, facing southwest



Plate 18. Trench 4, facing southeast



Plate 19. Northwest face of wall 402, facing southeast



Plate 20. Flagstones 403, facing southwest



Plate 21. Large beam 405, facing north



Plate 22. Brick arches 406, facing southeast



Plate 23. Stone block 404, facing northeast



Plate 24. Open void beneath beam, looking northeast



Plate 25. Metal base 407



Plate 26. Stone gutter 410 and clinker 409, facing southeast

Appendix 1: Written Scheme of Investigation

Appendix 2: Inventory of primary archive

Phase	File/Box No	Description	Quantity
Evaluation	File no.1	Context register sheets	43
		Drawing register sheets	2
		Sample register sheets	1
		Photo register sheets	2
		Context register sheets	2
		Trench record sheets	4

Appendix 3: Concordance of contexts containing artefacts

Context	Trench	Description	Artefacts
319	3	Rubble backfill	Pottery, Bakelite?
409	4	Clinker levelling deposit	Pottery, Glass, Mussel shell

Appendix 4: Trench tables

Trench 1					
General Description				Orientation	NE-SW
Trench was devoid of any archaeological features.				Average Depth (m)	1.80
				Width (m)	7.00
				Length (m)	8.40
Contexts					
Context	Type	Length (m)	Width (m)	Depth (m)	Description
100	Deposit	-	-	0.20	Concrete ground level
101	Deposit	-	-	0.30	Black, clinker-rich bedding layer for 100
102	Deposit	-		1.50	Mixed brick and stone rubble made ground, was checked to a depth of 3.0m by machine but the base of the deposit was not reached.

Trench 2					
General Description				Orientation	NE-SW
Trench was located within a standing building in the southwest corner of the site and was devoid of any archaeological features.				Average Depth (m)	2.00
				Width (m)	3.20
				Length (m)	8.50
Contexts					
Context	Type	Length (m)	Width (m)	Depth (m)	Description
200	Layer	-	-	0.20	Concrete ground level
201	Layer	-	-	0.30	Black, clinker-rich bedding layer for 200
203	Layer	-	-	1.50	Mixed, tipped layers of sand, clinker and rubble forming a deep made ground deposit below the current ground level within the standing building.

Trench 3						
General Description				Orientation		NE-SW
Trench contained a variety of archaeological remains including 19th and 20th-century structures and deposits.				Average Depth (m)		1.00
				Width (m)		5.00
				Length (m)		7.00
Contexts						
Context	Type	Length (m)	Width (m)	Depth (m)	Description	
300	Deposit	-	-	0.20	Concrete	
301	Deposit	-	-	0.30	Black, clinker-rich bedding layer for 300	
302	Structure	0.92	0.40	0.15	Remnant of stone sett surface. Laid over a tarry bedding layer 303 and truncated to the east by 315.	
303	Deposit	0.92	0.60	0.15	Black tarry bedding layer for surface 302	
304	Structure	1.80	0.56	0.11	Possible surface built from handmade red bricks laid on-bed and bonded with a sandy light brown mortar. Identified below deposit 303.	
305	Structure	0.73	0.22	0.32 exc	Possible demolished cellar vaulting built mainly from fire brick bonded with hard dark grey mortar. Identified below possible surface 304. Broadly E-W aligned.	
306	Deposit	-	0.30	0.40	Brick rubble identified between structures 305 and 306, and below surface 304. Likely demolition infill following disuse of 307.	
307	Structure	1.70	1.20	0.73 exc	Brick structure identified towards the southwest corner of the trench. Built from handmade red brick bonded with white lime mortar. East face butted by 309, vaulting 308 built onto upper portion of structure at south end, overlain by rail support 310.	
308	Structure	0.98	0.23	0.11	Possible remnant of brick vaulting. Built from handmade red brick bonded with white lime mortar. Built on top of 307	

					and partially overlain by surface 304. Broadly E-W aligned.
309	Structure	0.69	0.65	0.20 exc	Abutment to east face of structure 307. Built from handmade red brick bonded with dark grey mortar.
310	Structure	1.76	0.43	0.52	Southern of two supports for rails 312. Built from a mix of likely reused red brick and fire brick bonded with very hard dark grey mortar. Broadly E-W aligned.
311	Structure	1.50	0.30	0.35	Northern of two supports for rails 312. Built from a mix of likely reused red brick and fire brick bonded with very hard dark grey mortar. Broadly E-W aligned.
312	Structure	1.65	0.15	0.12	A pair of broadly E-W ferrous rails forming a remnant of a rail track. Laid on top of supports 310 and 311.
313	Structure	0.92	0.60	0.23	Brick structure identified between rails 312, possibly a surface. Built from handmade red brick bonded with white lime mortar.
314	Deposit	1.52	1.17	0.30 exc	Black, clinker-type deposit identified between rails 312 and surrounding brick surface 313. Made ground associated with the construction of the rail track.
315	Cut	6.00	0.30	1.20 exc	Vertical sided construction cut for modern structure 317. Filled by backfill 316. Cut truncates all identified structures and deposits to the west.
316	Deposit	6.00	0.30	1.20 exc	Black gritty clinker deposit, loosely compacted with rare pieces of crushed brick. Backfill of construction cut 315.
317	Structure	5.90	3.16	0.46	Modern brick-built structure. Built from machine made, frogged red brick bonded with modern cement type mortar. 3 sides visible forming a chamber with a concrete floor 318 present between the walls. Likely part of a weighbridge seen on 1970 OS map.
318	Structure	5.90	3.16	-	Concrete. Forms foundation of and floor surface within structure 317.

319	Deposit	1.80	0.67	1.50 exc	Mixed rubble, clinker and dark brown sandy soil. Identified in space between structures 305, 307 & 308. Truncated to E by construction cut 315. Likely infill of a deep, possible cellar space following demolition of aforementioned structures.
320	Deposit	5.90	3.16	1.20	Mixture of brick rubble and concrete. Bricks were modern frogged brick as used in fabric of structure 317. Demolition infill of 317 following disuse prior to creation of current concrete ground level 300.
321	Structure	1.20 exc	0.40	1.00	Large ferrous support beam, located in unstable deeper portion of excavation at N end of trench. Seemingly resting on 318 as a foundation at S end. Function unknown
322	Deposit				Black clinker type deposit with occasional red brick present throughout. Possibly laid down following disuse of beam 321. Located in deep, unstable portion of trench at N end.

Trench 4						
General Description				Orientation		NE-SW
Trench contained remains of a probable late 19th-century wall, flagstone surfacing and a large ferrous support beam with vaulted brickwork present on east side of the beam. A large void was identified beneath the vaulted brickwork.				Average Depth (m)		1.00
				Width (m)		6.80
				Length (m)		9.50
Contexts						
Context	Type	Length (m)	Width (m)	Depth (m)	Description	
400	Deposit	-	-	0.20	Concrete	
401	Deposit	-	-	0.30	Black, clinker-rich bedding layer for 400	
402	Structure	3.70	0.60	<3.00	Brick wall. Built from handmade red brick bonded with black ash mortar. Broadly E-W aligned. Flagstone surface 403 bonded to uppermost surviving course, stone block 404 built into fabric of wall at E end. Iron support beam 405 also keyed into N face of wall at E end. Foundation/base of wall not reached despite machine excavation to a depth of over 3.0 m.	
403	Structure	1.60	0.73	0.09	Two sandstone flagstones bonded to uppermost course of wall 402. Probable late 19th century yard surface.	
404	Structure	0.87	0.87	0.30	Large sandstone block, built into fabric of wall 402 and bonded to wall with black ash mortar. Function unknown but possibly a support or base for a since removed overlying structure or machine.	
405	Structure	<8.00	0.23	0.68	Large ferrous support beam, seemingly made from a series of riveted plates and a main beam. Keyed into N face of wall 402. Brick arches 406 butt up to E side of beam.	
406	Structure				Series of fairly small brick arches built between ferrous beams and butting up to E side of main beam 405. Built from red brick bonded with a hard dark grey mortar. Open space present below arches. Likely part of roof for a large	

					cellar space. Date unclear but probably late 19th or early 20th century.
407	Structure	0.72	0.72	0.20 visible	Square iron support likely used as a base for a since removed pillar or column. Built on top of arches 406.
408	Structure	1.05	0.30	0.09	Single course of bricks laid on a bed of sand. Mostly fire brick, likely reused. Modern, capping a disused cable.
409	Deposit	1.80	0.70	-	Black clinker deposit identified in southeast corner of trench. Likely a bedding layer for a since removed floor surface. Underlies stone gutter 410.
410	Structure	1.30	0.22	0.11	Sandstone gutter, laid over bedding layer 409. Likely surface drain associated with the same yard surface as flagstones 403.
411	Deposit			<3.00	Mixed brick rubble and stone deposit, present on N side of wall 402 and W side of beam 405. Also partially fills space below arches 406. Excavated by machine to a depth of over 3.0m but base of deposit not reached. Likely demolition infill/made ground created following disuse of late 19th century buildings.

Appendix 5: Catalogue of consulted historic maps and plans

Ordnance Survey

Description	Date
Town Plan of 1850 (1:1056)	1851
Town Plan of 1891 (1:500)	1891
County Series Map of 1922 (25")	1922
County Series Map of 1951 (25")	1951
National Grid Map of 1970 (1:1250)	1970

National Gas Archive

Plan No.	Title	Description	Ref. No.	Date
1	Manchester - Rochdale Road - Elevation and Plan of Valve House to Mains	Rochdale Road Station Elevation and plan of Valve House to Inlet and Outlet Main of Gasholders. [set 6, no.9]; dated 21 March 1898	NW/MAC/RDR/E/A/1	1898
2	Manchester - Rochdale Road - Plan of Site, Buildings and Gas Mains	Rochdale Road Station, Charlotte Street Plan of site, buildings and gas mains. No.1 of 5, tar tank	NW/MAC/RDR/E/E/1	n.d.
3	Manchester - Rochdale Road - Plan of Tar and Liquor Tank, Gas Mains amd Holders	Rochdale Road Station, Charlotte Street Plan shows, tar and liquor tank and gas mains, holders No.2 of 1.	NW/MAC/RDR/E/E/2	n.d.
4	Manchester - Rochdale Road - Plan of Works	Rochdale Road Station Plan of works, buildings and gas mains, holder No.5, tar tank, tar wells, purifiers, benzole plant, pump house, exhaustor house, mortar mill, retort house, purifiers.	NW/MAC/RDR/E/E/3	n.d.

Plan No.	Title	Description	Ref. No.	Date
5	Manchester - Rochdale Road - Plan of Works	Rochdale Road Works, Lower Tebbutt Street Plan shows, liquor tank, section purifiers, condensers, boiler house, exhaustor house and gas mains.	NW/MAC/RDR/E/E/4	n.d.
6	Manchester - Rochdale Road - Plan of Works	Rochdale Road Works, Lower Tebbutt Street Plan shows, liquor tank, section purifiers, condensers, boiler house, exhaustor house and gas mains.	NW/MAC/RDR/E/E/4B	n.d.
7	Manchester - Rochdale Road - Plan of Site	Rochdale Road Works, Gould Street Plan of site, shows detailed gas mains.	NW/MAC/RDR/E/E/5	n.d.
8	Manchester - Rochdale Road - Plan of Retort House and Mains	Rochdale Road Works, Lower Tebbutt Street, Coburg Street Plan shows C and D retort house, mains.	NW/MAC/RDR/E/E/6	n.d.
9	Manchester - Rochdale Road - Plan of Turntables	Rochdale Road Works, Gould Street Plan shows turntables.	NW/MAC/RDR/E/E/7	n.d.
10	Manchester - Rochdale Road - Plan of Works	Rochdale Road Works, Portland Street, Coburg Street, Water Street Plan of holders no6 & 7, tank, governor house, boiler house, mains.	NW/MAC/RDR/E/E/8	n.d.
11	Manchester - Rochdale Road - Plan of Holder Station	Rochdale Road Station, Portland Street, Lower Tebbutt Street, Gould Street, plan shows holders, previous tar wells, purifiers, scrubbers, exhausters, retort houses, outbuildings, mains.	NW/MAC/RDR/E/E/10 A	n.d.
12	Manchester - Rochdale Road - Plan of Holder Station	Rochdale Road Station, Portland Street, Lower Tebbutt Street, Gould Street, plan shows holders, previous tar wells, purifiers, scrubbers, exhausters, retort houses, outbuildings, mains.	NW/MAC/RDR/E/E/10 B	n.d.
13	Manchester - Rochdale Road - Site Plan of Works and Drains	Rochdale Road Works, Gould Street Detail of part of site plan showing works drains.	NW/MAC/RDR/E/E/11	n.d.
14	Manchester - Rochdale Road - Site Plan of Works Drains	Rochdale Road Works Detail of part of site plan of works drains	NW/MAC/RDR/E/E/12	n.d.

Plan No.	Title	Description	Ref. No.	Date
15	Manchester - Rochdale Road - Plan and Section of Gas Holder Tank Covering	Rochdale Road Station Copy of plan and section of covering over gas holder tank.	NW/MAC/RDR/E/T/1	n.d.

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Plans

Plan No.	Title	Ref. No.	Date
16	Plan of: Gas Works, Rochdale Road	GB127.M900/1/1/2/5/7189	1906
17	Plan of: Rochdale Road, City	GB127.M900/1/1/2/4/6307	n.d.
18	Plan of: Gould Street, Rochdale Road	GB127.M900/1/1/2/6/8402	1909

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