



Archaeological Desk-based Assessment

Talbot Mill,
Ellesmere Street,
Manchester

Client:
Capital and Centric
(Adored) Ltd

Technical Report:
Ian Miller

Report No:
2017/20





Site Location: Talbot Mill is bounded by Ellesmere Street, Burton Place, Timber Wharf and a derelict arm of the Bridgewater Canal in the Cornbrook area of Hulme, Manchester

NGR: Centred on 382685 397348

Project: Proposed development of Talbot Mill

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Summary

In January 2017, Salford Archaeology was commissioned by the Capital and Centric (Adored) Ltd to undertake an archaeological desk-based assessment of Talbot Mill on Ellesmere Street in the Hulme area of Manchester (centred on NGR 382685 397348). The assessment aimed to identify, as far as possible, the nature, extent and significance of the below-ground archaeological resource, and was required to inform and support a planning application for the proposed redevelopment of the site; this report provides an assessment solely of the below-ground archaeological resource, as the potential impact on the historic built environment has been subject to detailed consideration in a separate Heritage Impact Assessment.

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 Chester is projected to take a course a short distance to the south. Talbot Mill was established in c 1855, representing the initial development of the study area, and comprises several integrated buildings erected around a central courtyard that were served by a canal basin along the western boundary. It also represents one of the earliest textile mills to have been erected along Ellesmere Street, which evolved as a focus for industrial development during the second half of the 19th century.

The mill complex lies within the Castlefield Conservation Area, but none of the component buildings are listed or otherwise afforded statutory designation. The extant buildings retain much historic fabric, and form a well-preserved example of a mid-19th century textile mill. However, certain aspects of the former textile-manufacturing processes undertaken on the site are not fully understood, although new information could potentially be yielded from buried archaeological remains across the site. Any such remains that do survive *in-situ* would be of high local or borough importance, which would merit an archaeological record prior to any construction works.

The development proposals allow for the conversion of the two existing multi-storey mill buildings, the demolition of several redundant ancillary buildings, the erection of a nine-storey building plus one basement level, and associated works. This will necessitate some earth-moving works with a potential to impact on buried archaeological remains. The requirement for any further archaeological investigation in advance of the proposed development will be decided by the Greater Manchester Archaeological Advisory Service, although it may be anticipated that a programme of such further work will be recommended. This is likely to include an initial programme of intrusive site investigation that will aim to establish the presence, extent and significance of buried archaeological remains. Areas of particular archaeological interest include the mill's former power plant, and the footprint of a building that may have been associated with textile-finishing processes.

1. Introduction

1.1 Planning Background

In January 2017, Salford Archaeology was commissioned by the Capital and Centric (Adored) Ltd to undertake an archaeological desk-based assessment of Talbot Mill on Ellesmere Street in the Cornbrook area of Manchester (referred to herein as the Site Area). The aim of the assessment was to identify as far as possible the nature, extent and significance of the archaeological resource in the Site Area so as to enable informed recommendations to be made for the future treatment of any surviving buried remains; this report provides an assessment solely of the below-ground archaeological resource, as the potential impact on the historic built environment has been subject to detailed consideration in a separate Heritage Impact Assessment.

The archaeological assessment was required in order to inform and support a planning application for the proposed redevelopment of the site. This proposes the conversion of the Talbot Mill complex to create 114 residential apartments (Use Class C3), including rooftop extensions to Mill 1 and 2, and rear extension to Mill 1, demolition of Buildings A, B and C, retrospective application for demolition of Building E, erection of a nine-storey building plus one basement level, to provide 88 residential apartments (Use Class C3), and the creation of new landscaped courtyard, lighting and other associated works (Plate 1). This will necessitate earth-moving works with a potential to damage or destroy any buried archaeological remains that survive *in-situ*.

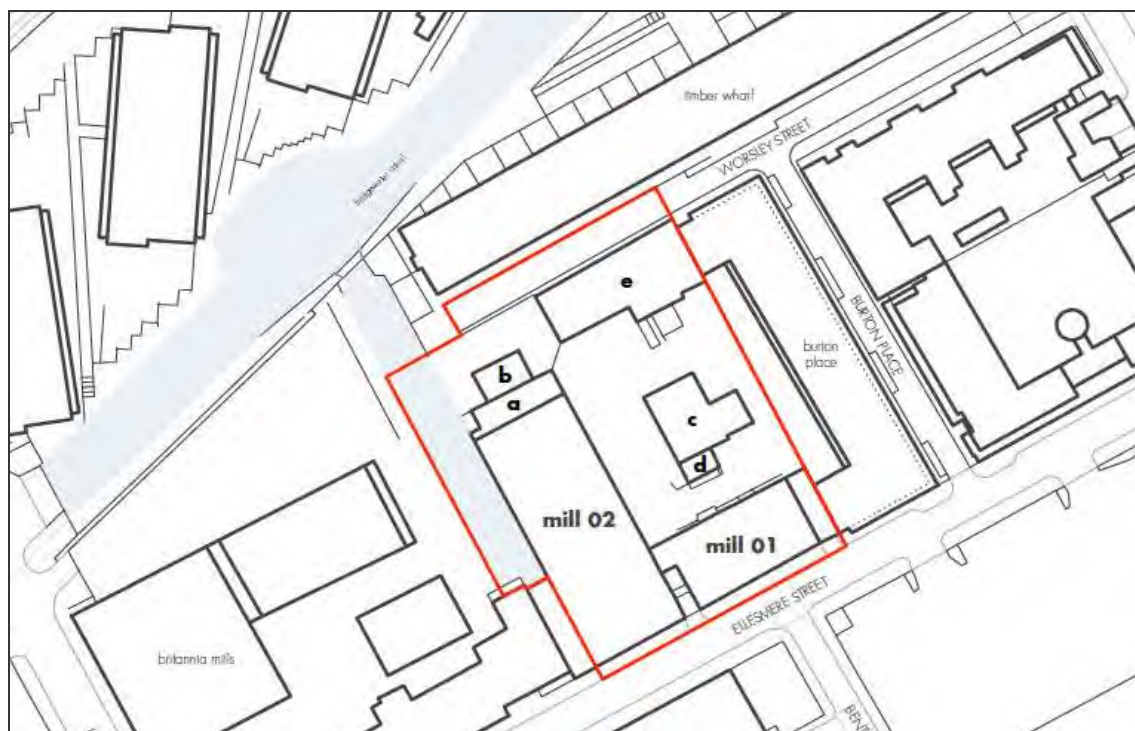


Plate 1: Plan of the component buildings referred to in the application (produced by ShedKM)



1.2 Government and Local Planning Policies

National Planning Policy Framework (NPPF)

The significance of the archaeological resource identified within this report has been assessed as recommended in *National Planning Policy Framework* (Department for Local Communities, March 2012). 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 12 core planning principles underpinning decision making, conserving 'heritage assets in a manner appropriate to the quality of life of this and future generations' is one. Section 12 specifically deals with this historic environment (paragraphs 126-41), and local planning authorities should consider:

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

Paragraph 128 states that local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets. This should be sufficient so as to understand the potential impact on their significance and this should be done using the appropriate expertise where necessary.

Paragraph 135 indicates that the effect of the proposal on non-designated heritage assets (designated assets are covered in paragraphs 132-34) should be taken into account. Paragraph 141 requires developers to record and advance understanding of heritage assets to be lost, in a manner appropriate to their importance and impact.

1.2.2 Local Development Framework

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Manchester adopted a Core Strategy in 2012, which is scheduled until 2027. The heritage strategy is outlined in *Objective 6: Environment*, which 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 Greater Manchester Archaeological Advisory Service (GMAAS), which has been consulted during the preparation of the present assessment.



2. *Method Statement*

2.1 *Research*

The assessment considers the potential impact of the proposed development upon any buried archaeological remains within the Site Area, and comprises a desk-based study and site inspection. The production of the assessment followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (Institute for Archaeologists, *Standard and Guidance for Historic Environment Desk-based Assessment*, 2014).

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;
- Information held by Manchester Archives in Manchester Central Library;
- The National Heritage List for England;
- Salford Archaeology's extensive library of archaeological work carried out in the vicinity of the Site Area.

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 Area since the late 18th century.

2.2 *Site Inspection*

The aim of the site inspection was to relate the findings of the desk-based study to the existing land use of the Site Area, in order to identify any evidence for surviving below-ground remains.

2.3 *The Document*

The following presents the historical and archaeological evidence for the Site Area. A gazetteer (Chapter 5) of sites of potential archaeological interest identified within the Site Area is presented, and this information, along with map regression (*Appendix 1*), is used to assess the significance of the remains (Chapter 6) and potential impact of the development (Chapter 7). A strategy for further investigation is outlined in Chapter 8, based on the assessment presented in the previous chapters.

3. The Setting

3.1 Location, Topography and Land use

Talbot Mill lies in the Cornbrook area of Manchester, which lies adjacent to the Bridgewater Canal on the south-western fringe of the city centre. It is within the parish of St George's, in the district of Hulme, which forms part of the township of Manchester. The mill complex is centred at NGR 382685 397348, occupying a block of land bounded by Hulme Hall Lane, Ellesmere Street and Timber Wharf, and lies c 1.5km to the south-west of Manchester city centre (Plate 2).



Plate 2: Recent aerial view showing the Site Area boundary

3.2 Geology & Topography

Topographically, the Manchester Conurbation as a region is within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north (Countryside Commission 1998, 125). The underlying solid geology of the Site Area, as mapped by the British Geological Survey at 1:50000, is comprised of Chester Pebble Beds Formation - Sandstone. There is no recorded overlying drift geology (<http://www.bgs.ac.uk>).

The study area lies on the southern edge of the floodplain associated with the river Irwell, which takes a course some 200m to the north-west, and a short distance to the south of its confluence with the River Medlock. Ellesmere Street falls gently from the north-east to the south-west, and the level of the Talbot Mills complex dips to the north, following the trend of the natural topography. The site lies at a height of c 30.2m on the Ellesmere Street frontage.

3.3 Designations

The Site Area does not contain any designated heritage assets, although it is located within the south-western edge of the Castlefield Conservation Area. Designated initially on 13th October 1979, the Conservation Area's boundary follows that of the city along the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. In 1985, the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell (<http://www.manchester.gov.uk>).

There are 11 designated within 300m of the Site Area. Ten of the designated heritage assets are Grade II listed buildings, with a further one designated as Grade II*. The designated heritage assets within 300m of the Site Area are listed in the table below:

HER Number	Site Name	Designation	NGR
2013.1.0	Merchants Warehouse	Grade II	SJ 8309 9752
12399.1.0	Worsley Mill, Castlefield	Grade II	SJ 8286 9745
12055.1.0	Former Albert Mill	Grade II	SJ 8258 9720
15483.1.0	Bridgewater Canal Basin at Potato Wharf	Grade II	SJ 8290 9762
11750.1.0	Hulme Lock Branch Canal (Hulme Junction Locks)	Grade II	SJ 8263 9743
11681.1.0	Manchester south Junction and Altrincham Railway Viaduct	Grade II	SJ 8303 9770
8333.1.0	215 to 219 Chester Road	Grade II	SJ 8276 9715
8332.2.0	Churchyard Walls, Gate Piers and Gates of St George's Church	Grade II	SJ 8283 9730
8329.1.0	Middle Warehouse at Former Castlefield Goods Yard	Grade II	SJ 8310 9741
8332.1.0	Church of St George	Grade II*	SJ 8289 9729
8385.1.0	Castlefield Railway Viaduct from Central Station (GMEX) to Dawson Street	Grade II	SJ 8287 9755

Table 1: Designated heritage assets within 300m of the Site Area

In addition, there 55 non-designated heritage assets within 300m of the Site Area that are listed in the Greater Manchester Historic Environment Record (*Appendix 2*). These include Talbot Mill (HER 2072.1.0).

4. Historical Background

This section of the report is based on cartographic and documentary research, and provides a framework to the present study, working chronologically through the periods listed below (Table 1). Each section details evidence of archaeological remains and the potential for their recovery. Key sites are summarized in the Gazetteer of Sites (Chapter 5).

Period		Date Range
Prehistoric	Palaeolithic	Pre-10000 BC
	Mesolithic	10000 – 3500 BC
	Neolithic	3500 – 2200 BC
	Bronze Age	2300 – 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 – AD 1750
Industrial Period		AD 1750 – 1914
Modern		Post- 1914

Table 1: Summary of British archaeological periods and date ranges

4.1 Prehistoric Period

4.1.1 Archaeological Evidence

The current understanding of any human activity in Manchester during the prehistoric period is very poor, although it is reasonable to suggest that the Castlefield area, c 500m to the north-east 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 most convincing evidence was yielded from an archaeological excavation that was targeted on a plot of land adjacent to Liverpool Road in Castlefield (c 500m to the north-east). 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). However, there is no known evidence for prehistoric activity within the boundary of the Site Area.

4.1.2 Archaeological Potential

There are no known prehistoric remains or finds from within Site Area or its immediate vicinity, and the potential for buried archaeological remains deriving from this period is considered to be low.



4.2 Roman Period

4.2.1 Archaeological Evidence

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* 550m to the north-east of the present study area. During the 2nd century, the fort was developed in association with a substantial extramural settlement, or *vicus*, which expanded in both a northerly direction, and along the line of Chester Road to the south (Grealey 1974, 11), around 120m to the south-east of the Site Area. 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.

Based on recent archaeological excavation and the distribution of chance Roman finds, the limits of this settlement appear to have extended northwards from the fort 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, and south-west along Chester Road, terminating somewhere in the vicinity of Great Jackson Street, some 600m to the east of the Site Area.

There have been a number of Roman finds on the south side of the River Medlock, in the vicinity of the Site Area. These include fragments of pottery recorded by Whitaker in the 1770s, and a tomb comprising a wooden coffin in a grave lined with tiles, found in 1832 at a location described by Charles Roeder as ‘evidently near Great Jackson Street’. In 1821, three sculptured stone were found by workmen, one identified as Cautopates, a figure associated with the worship of the Mithras, which may infer that a Mithraeum, or building used for the worship of the god, stood within the area. The exact spot from which these figures were found is not known, but they were described as being found ‘in the line of the Roman road from Manchester to Chester, and only a few hundred yards south-west of the Roman fort’ (Bruton 1909, 35). An altar to the goddess Fortuna Conservatrix was also found in 1612, in the vicinity of Knott Mill, *c* 600m to the east of the Site Area, on the opposite side of Chester Road.

Recent excavations at the junction of Chester Road and Great Jackson Street indicated that temples and mausolea probably lined the Roman road from Chester as it dropped down to the ford across the River Medlock. A Roman altar was also recovered from this excavation.

4.2.2 Archaeological Potential

Although there have been no reported finds within the Site Area dating to this period, there are significant Roman finds within 500m of the Site. Therefore, although the potential for any Roman remains to survive in the Site Area is considered to be low, there is a possibility of some remains associated with activity along the course of the Roman road to Chester, which lies less than 120m to the south-east of the Site Area.



4.3 Medieval Period

4.3.1 Archaeological Evidence

There is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest. 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).

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, but recent research favours it being at the Roman fort in Castlefield. However, the area of the cathedral had become a new focus for settlement by the late 11th century, and the site occupied presently by Chetham's School is thought to have been the site of a castle founded by Manchester's Norman barons.

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 study area from the medieval centre of Manchester, however, means that is likely to have remained entirely undeveloped until at least the 18th century.

4.3.2 Archaeological Potential

There are no known remains relating to the medieval period within the Site Area, with this area of Manchester lying around 1km away from the known medieval core of the city. The potential for medieval remains to exist within the Site Area is thus considered to be low.



4.4 Post-medieval and Industrial Periods

4.4.1 Archaeological Evidence

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 17th 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). This economic climate was linked to a rapid growth in the town’s population; in 1773, an estimated 22,481 people lived in Manchester, but this figure had more than tripled to 75,281 by 1801 (Lloyd-Jones and Lewis 1993). By the beginning of the 19th century, the industrial sectors of Manchester were developing rapidly, and a commercial boom between 1800 and 1802 saw the number of cotton-spinning firms in the township of Manchester double from 51 in 1799 to 111 in 1802 (Williams with Farnie 1992, 19).

Areas on the fringes of Manchester were earmarked for industrial expansion, and it is against this background that Hulme developed into a considerable industrial and residential suburb by 1830 (Farrer and Brownbill 1911, 335). Hulme was included within the municipal borough of Manchester in 1838 by the first charter, and was merged in the new township of South Manchester in 1896 (*ibid*).

4.4.2 Archaeological Potential

The Site Area appears to have gone through much of its development during the 19th century as a direct result of the industrial growth of Manchester and, in particular, the boom of the textile industry. Consequently, any archaeological remains in the area are likely to derive from this period, and the potential for such remains to survive on the Site Area is considered to be high.

4.5 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 detailed maps of the Site Area were produced by William Green in 1787-94 and Charles Laurent in 1793, which capture the area on the cusp of intensive development. Green's map shows the Ellesmere Street area as undeveloped fields belonging to the Duke of Bridgewater, while Laurent depicts the area divided into a grid of proposed streets, representing individual plots awaiting development. Subsequent maps produced in the early 19th century, such as that produced by William Johnson in 1819-20 and Swire in 1824 (Plate 3). These show Dawson Street/Egerton Street, a turnpike maintained by the Hulme and Eccles Trust, although the Site Area remained undeveloped. Conversely, the land to the south of Chester Road had been subject to intensive development.



Plate 3: Swire's 1824 Map of Manchester, with arrow marking the Site Area

The earliest development in the area was St George's Church, built in 1826-8, as shown on Banks & Co's map of 1831 (Plate 4). However, this appears to have been the only building in the area on the north side of Chester Road, with the Site Area remaining undeveloped. The next detailed map of the area is provided by the Ordnance Survey's 1:1056 plan of 1851 (Figure 2), which was surveyed in the late 1840s. This map shows the block of land bounded by Egerton Street, Chester Road, Hulme Hall Lane and the Bridgewater Canal as still being largely undeveloped. Indeed, all development within the area up to this date appears to have been restricted largely to the south of Chester Road, although two industrial units (a saw mill and Hulme Works) are shown to have been established to the eastern side of Hulme Hall Lane. The map also depicts the canal arm along the western edge of the Site Area to have been built. This was completed in advance of other industrial development in the area, and was perhaps intended to attract industry to the area.



Plate 4: Bancks & Co's 1831 Map of Manchester, with arrow marking the Site Area

Ellesmere Street is not listed in any commercial trade directories until Slater's volume for 1855 was published. Whilst this suggests that Ellesmere Street was not constructed until 1855, it was developed rapidly after that date. Industrial buildings constructed on Ellesmere Street during the second half of the 19th century included Albert Cotton Mill, established in 1869, the Trafford Dye Works, and the Ellesmere Works, a small timber-floored machinery factory (Williams and Hartwell 1989). Other industrial buildings in the vicinity included Hoyle and Howarth's Mill and Worsley Mills on Worsley Street, the Excelsior Printing Works on Hulme Hall Road, and the Canal Flour Mills on Egerton Street, which date to the same period.

Talbot Mill first appears in commercial trade directories for the year 1855, and is listed as being occupied by the firm of J & E Waters & Co (Slater 1855, 484). This firm was founded in 1835 by Joseph and Edwin Waters, who are listed in contemporary trade directories as manufacturers of sewing cottons at Sunnyside Mill in Salford (Pigot 1835). J & E Waters were joined in business by TF Palmer and T Parkinson in c 1855 (*The Drapers' Record* 1897, 616), perhaps when they established Talbot Mill. Once at Talbot Mill, J & E Waters & Co continued to concentrate upon the manufacture of sewing cottons, although they appear to have diversified slightly. Trade directories for the 1860s, for instance, list the firm as being 'merchants, manufacturers of sewing and knitting cottons and smallwares, and general Manchester warehousemen' (Slater 1865). The firm is also listed as having a branch in Longtown, near Carlisle, although their main offices were at 8 Fountain Street, Manchester. Their products were seemingly of some repute, as in 1867 the firm was awarded the Gold Medal for Superior Quality at the Paris Exhibition.

In 1863, Isaac Slater produced an 8": 1 mile map in conjunction with his commercial trade directory for that year, and whilst it is uncertain precisely when the map was surveyed, it provides the first cartographic representation of the Talbot Mill complex. The map is produced at a small scale with a corresponding lack of detail, although the outlines of the main buildings forming the mill complex may be discerned (Plate 5).

The map depicts the two main buildings forming an L-shaped complex, with two detached buildings of differing sizes across the northern edge of the site. A third detached building is shown to occupy the south-eastern quadrant of the central courtyard. The main range along the western boundary of the complex lies immediately adjacent to a short spur off the Bridgewater Canal, which formed a private basin. Whilst detail is faint, a rectangular projection may be discerned against the western elevation of this range, a short distance to the south of the canal arm terminus. The function of this structure is uncertain, although its size and form are characteristic of a toilet tower.

This map also shows the general area during its early stages of development, and demonstrates Talbot Mill to have been one of the earliest industrial complexes to have been erected along Ellesmere Street, presumably sited to take advantage of the canal arm. The plots of land immediately to the east of Talbot Mill and to the west of Hulme Hall Road have yet to be developed.



Plate 5: Slater's map of Manchester and Salford, published in 1863



During the 1870s, J & E Waters continued to concentrate upon the manufacture of sewing and knitting cottons, producing two, three and six fold thread. An advertisement in a trade directory for the mid-1870s stated that Waters' produced sewing cottons in both plain and glaze thread and in 'every variety of spools, balls, cards and bundles, with special quality for sewing machines'. The firm also continued to manufacture smallwares, together with worsted and cotton braids, tapes, webs, fringes and trimmings (Slater 1874). At the Royal Jubilee Exhibition in 1887, J & E Waters & Co gained an accolade for their display of sewing cottons bleached in different colours.

A poor-quality plan of the site deposited with Manchester City Council in 1884 was compiled in support of a proposal to extend part of the complex. This was to comprise a five bay addition, although it is not clear from the plan precisely where this was located. However, it seems probable that this referred to the rectangular block added to the south-western end of the main range.

The next detailed survey of the Site Area is provided by the Ordnance Survey map that was surveyed in 1888 and was published in 1891 (Figure 3). This map shows the two main ranges to be two separate units, linked only by a small square block on the courtyard elevation, which presumably represents a stair tower providing access to both main buildings. It also shows the northern end of the main block to incorporate two narrow rooms across the width of the mill, the purpose of which remains unknown, although may relate to the original steam engine. The rectangular projection against the western elevation of the main block is also shown to have been expanded, suggesting that the buildings proposals that accompanied the 1884 plan had been completed.

The map also demonstrates the range across the northern part of the site to have been expanded with the addition of a contiguous structure along the southern elevation. The mill chimney is also clearly depicted, demonstrating this to have been associated with the original steam plant. The chimney is seemingly incorporated into the new structures appended to the detached building across the northern boundary. Several ancillary buildings are shown along the eastern boundary of the site, and within the central courtyard. The site is labelled as 'Talbot Mills (cotton and braid)', and is encompassed on three sides by other cotton manufactories.

In 1897, J & E Waters & Co were among the first firms to amalgamate with the newly-formed English Sewing Cotton Co Ltd. This combine incorporated 30 different establishments, which agreed to amalgamate 'with a view to secure unity of interest, large economies and harmonious relationship and working between each other...' (*The Drapers' Record* 1897, 611). It was reported at this time that J & E Waters owned spacious mills in Hulme, which covered 5,277 square yards of land, and a bobbin mill at Longtown, Cumbria. It was also reported that the firm 'enjoys a high reputation in the commercial world, their manufacture being second to none in the kingdom' (*ibid*). During this period, the firm moved its main office to 47 Mosley Street, Manchester (Slater 1895, 160).



A deposited building plan produced in 1900 to accompany a proposal to erect a sprinkler tower on top of the stair tower between the two main mill blocks. This tower was designed by Stott & Sons, a leading firm of mill builders during this period.

A detailed early 20th-century plan of the mill complex is provided by Goad's fire insurance plans, produced initially in 1902 and revised in 1911 (Plate 6). This marks the two main ranges to each have been of five storeys, including basements, connected by a stone stair tower topped with a water tank for the sprinkler system. The stair tower is shown to have contained a hoist, which presumably connected with all floors. The larger of the two main ranges (*ie* that aligned north/south along the western part of the site; Mill 02) had brick-arched ceilings on every floor, but this fireproof construction is noted to have been restricted to the second and fourth floors in the smaller second range. Both buildings were fitted throughout with sprinklers. The larger building is shown to have 26 skylights fitted to the roof, and the smaller had nine skylights.

The plan also marks the narrow building at the northern end of the main block as the engine room. The dimensions of the engine house suggest that it contained a vertical steam engine, although no records to confirm this have been found during the course of the assessment. The detached structure to the north is not labelled, but the internal details suggest strongly that it was the boiler house. This is shown to have contained three rectangular structures, of which at least two are likely to have been boilers. The dimensions are broadly consistent with Lancashire-type boilers, a revolutionary boiler design, patented by Fairbairn and Hetherington in 1844, which became widely adopted during the second half of the 19th century (Watkins 1999, 218). It is possible that the third, smaller, rectangular structure within the boiler house was a 'hot well', a common means of providing warm boiler feed water. Alternatively, this structure could represent an economiser, which utilised the waste heat in the gases passing from the boiler.

The building within the north-eastern quadrant of the site appears to be shown as a multi-storey structure, with a single-storey extension appended to the south elevation. The buildings are not labelled as to their function, although the single-storey structure is fitted with louvre vents and skylights along the roof, suggesting that it was used for textile-finishing processes. The buildings along the eastern boundary of the site included a stable, and the structures in the centre of the courtyard comprised a two-storey dwelling, a smithy, a fitters' shop and a carpenter's workshop.

A trade directory for the year 1928 refer to J & E Waters as smallware manufacturers, based at 44 Ellesmere Street, and also list the adjacent properties to have been occupied by Wm Pownall & Sons, quilt manufacturers, and the Union Quilt Co, who were also quilt manufacturers (Kelly 1928, 244). The final reference to J & E Waters within contemporary trade directories is for the year 1930 (Kelly 1930, 257). Directories for the following year do not include an entry for the firm, or the mill, suggesting the premises to have been empty at that time (Kelly 1931, 260). Directories for the year 1932 similarly have no entries for 44 Ellesmere Street (Slater 1932, 262), implying a general decline in the fortunes of the area's textile manufacturers.

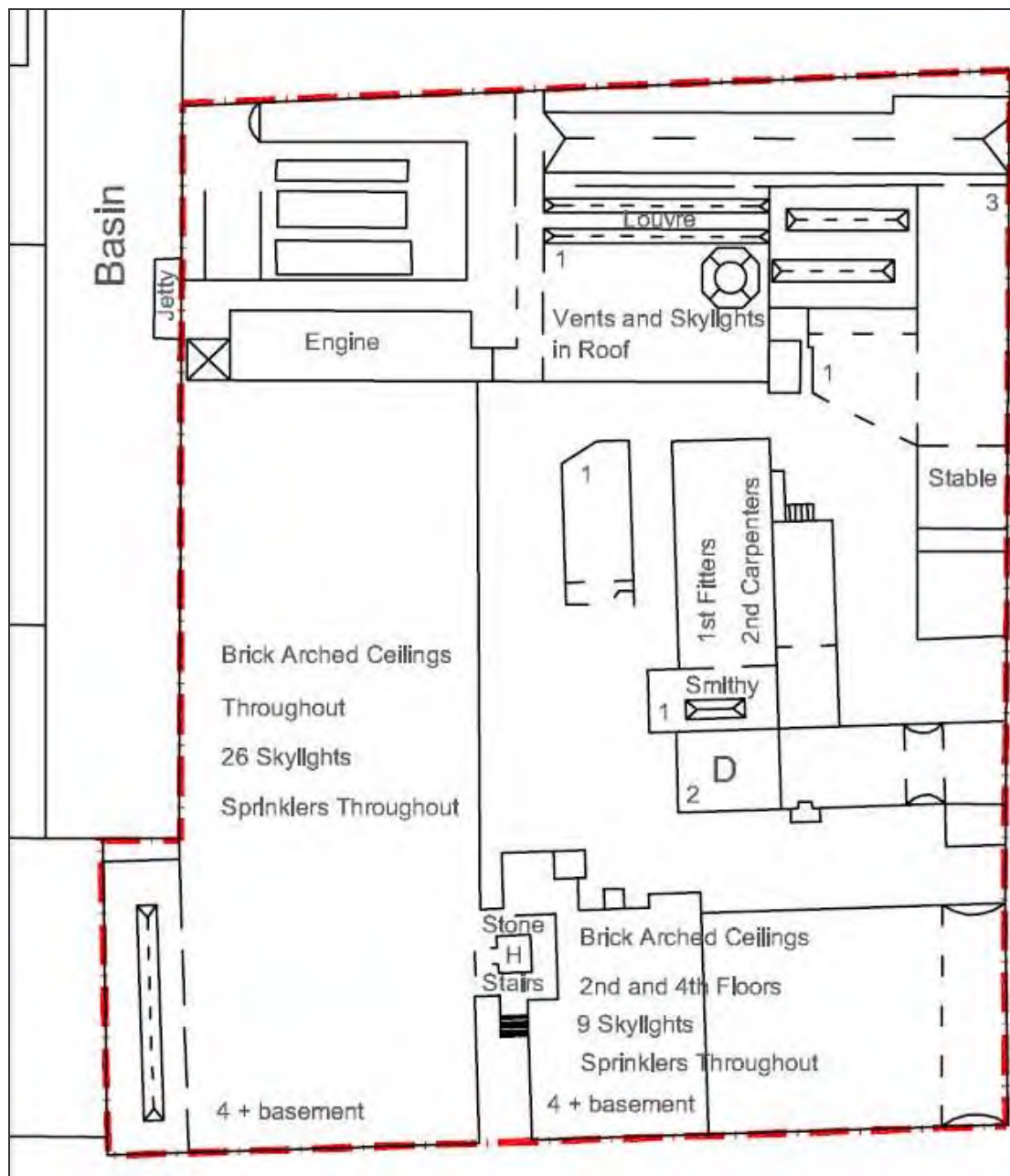


Plate 6: Copy of Goad's Fire Insurance Plan of Talbot Mill, revised in 1911

The next edition of Ordnance Survey mapping, published in 1932, shows the area to have contracted slightly in terms of textile manufacturing. The factory adjacent to the east of Talbot Mills is shown to have been converted into an electrical engineering works, and Worsley Mills to the north-east converted to the manufacture of cardboard boxes. Reflecting the wider situation, Talbot Mills itself is shown to have contracted slightly, but is still labelled as producing cotton and braid. Some of the buildings in the north-western corner of the site, including the presumed boiler house, appear to have been demolished. This may suggest a remodelling of the mill's power systems, probably with a conversion from steam to electrical power, although the chimney is still marked.



Some of the ancillary buildings along the eastern boundary of the site also appear to have been demolished, including the stable block. Similarly, a single detached building within the central courtyard is no longer shown. The main mill buildings, however, appear to have remained unaltered.

A directory for 1933 lists numerous businesses to have been based at 44 Ellesmere Street, indicating Talbot Mills to have been sub-let to several occupants. Many of these were textile-finishing industries, which covered a range of trades, but also included non-textile occupations.

The Ordnance Survey map of 1950 (Figure 6) reproduces much of the detail shown on the previous revision, although the buildings within the central courtyard appear to have been remodelled slightly, with some components seemingly having been demolished. The chimney is no longer shown on this map, suggesting that it was certainly out of use by this date, and had probably been reduced in height.

The next edition of Ordnance Survey mapping, published in 1954, shows some very slight changes to the mill complex, which again are focused upon the buildings within the central courtyard. The changes include an expansion of the ancillary buildings along the eastern boundary of the site, and some remodelling of the engine house, which appears to have comprised the erection of a new structure against the northern elevation. The south-western part of the building across the northern part of the site has also been demolished. The mill is labelled as ‘Talbot Mills (textiles etc)’, implying that the complex had been converted to a more diverse range of uses than the production of sewing cotton, confirming the entries within trades directories for this period.

A deposited building plan produced in 1958 to accompany a proposal to undertake modifications to the workshops within the central courtyard marks one of the buildings in the north-western corner of the site as an air-raid shelter. It also labels the building in the centre of the courtyard as a ‘cottage’, confirming its use as a dwelling.

The Ordnance Survey map of 1977 map shows the main buildings to have remained unaltered, although the ancillary buildings along the eastern boundary of the site have been demolished. The towpath footbridge over the entrance to the canal basin has also seemingly been removed, implying that the canal link to the site was redundant by this time.

The condition of the ancillary building occupying the north-western corner of the mill complex (Building 3) deteriorated during the late 20th century, and was ultimately demolished under Section 81 of the Building Act 1984, which deals with defective and dangerous buildings and Schedule 17 part 6 of the Enterprise and Regulatory Reform Act 2013. Manchester City Council Building Control issued consent for this demolition on 15 December 2016. However for completeness, the current planning application seeks retrospective planning permission for this demolition.

4.6 Site Visit

A site visit was carried out in February 2017 to relate the findings of the desk-based study to the existing buildings, and establish the potential for buried archaeological remains.



Plate 7: View of Mill 02 (Site 1) from the central courtyard



Plate 8: Mill 01 (Site 2) from the central courtyard, showing the covered entrance from Ellesmere Street



Plate 9: View across the northern part of the Site Area, across the site of the Buildings 3 and 4



Plate 10: View of the engine house (Building 5), and modern structure on the site of the boiler house (Site 6)



Plate 11: The former lodge/dwelling in the central courtyard



Plate 12: View of the canal arm that forms the western boundary of the Site Area



5. Gazetteer of Sites

The following gazetteer provides a list of the component buildings that cumulatively formed the historic Talbot Mill complex; gazetteer numbers have not been allocated to three buildings that were erected in the central courtyard during the mid-20th century, as these are of no archaeological interest. The planning application boundary encroaches very slightly onto the footprint of the weaving shed of the former Worsley Street Mill, although any buried remains will almost certainly have been removed during the construction of Timber Wharf/ Worsley Street. This gazetteer has been compiled largely from a study of the historical map sequence, and the location of each site listed is shown on Plate 13.

Site Number:	1
Site Name:	Talbot Mill
HER No:	2072.1.0
NGR:	382683 397272
Designation:	Castlefield Conservation Area
Site Type:	Textile Mill (Extant multi-story block)
Period:	Mid-19 th century
Description:	The largest of the main multi-storey blocks, referred to as Mill 02 in the development proposals, is aligned broadly north/south along the western edge of the mill complex with the southern elevation facing onto Ellesmere Street. Constructed largely of brick, the building is of five storeys (including a basement), which are each 12 bays long and five bays wide (Plate 7). Each floor has fireproof brick-arched ceilings, and the flat roof incorporates 26 small north-facing skylights. A small rectangular projection against the northern elevation, and to the west of the engine house, is likely to represent a toilet tower. A similar feature set against the western elevation has been incorporated into an extension to the building. The original steam engine for the mill complex may have been an internal beam engine, situated across the northern end of the building, although this awaits confirmation.
Assessment:	The principal below-ground archaeological interest in the main mill block is likely to be any physical remains of the foundations beds for the original steam engine. The location of this putative engine is currently uncertain, although it is likely to have been placed across the building at its northern end. Any construction works involving ground disturbance beneath the modern floor surface at the northern end of the building may impact on buried archaeological remains.



Site Number: 2
Site Name: Talbot Mill
HER No: 2072.1.0
NGR: 382719 397270
Designation: Castlefield Conservation Area
Site Type: Textile Mill (Extant multi-storey block)
Period: Mid-19th century
Description: The second main block, referred to as Mill 01 in the development proposals, is of slightly smaller dimensions than the first block, and placed parallel and adjacent to Ellesmere Street. It is five storeys (including a basement) in height, each of ten bays long by five bays wide (Plate 8). However, an internal partition wall divides each floor into areas of seven and three bays. Fireproof brick-arched ceilings are present on most, but not all floors. The building incorporates a covered entranceway from Ellesmere Street at its eastern end, which is framed by ironwork that has some decorative detail. The mill block also incorporates a stair tower in its north-western corner, which provided access to each floor of both main buildings, and was increased in height to form a sprinkler tower in c 1900.
Assessment: The present assessment has not identified any potential for significant archaeological remains to survive beneath the existing floor of the extant building.

Site Number: 3
Site Name: Talbot Mill
HER No: 2072.1.0
NGR: 382692 397320
Designation: Castlefield Conservation Area
Site Type: Textile Mill Ancillary Building (Site of)
Period: Mid-19th century
Description: A former brick-built structure with a ridged, slate roof situated along the northern boundary of the site. It was nine bays long and three bays wide with a central louvre along the length of its roof. It was probably a high single-storey structure, perhaps fitted with a mezzanine floor level, with some evidence for power transmission in the form of bearing boxes. It was possibly intended for bleaching and dressing operations, although part of the building was utilised subsequently as an air-raid shelter (Plate 9). The condition of the building deteriorated thereafter, and was ultimately demolished under Section 81 of the Building Act 1984; Manchester City Council Building Control issued consent for this demolition on 15 December 2016.
Assessment: The footprint of the building lies within the Site Area, and buried remains of archaeological interest may be damaged by development.

Site Number: 4

Site Name: Talbot Mill

HER No: 2072.1.0

NGR: 382690 397308

Designation: Castlefield Conservation Area

Site Type: Textile Mill Ancillary Building (Site of)

Period: Mid-19th century

Description: An irregular-shaped building, incorporating the mill chimney, abutting Building 3 across the northern part of the mill complex. The intended function of this building is uncertain, although its location within the mill complex suggests that it may have been associated with the textile-finishing processes. Demolished in the mid-20th century, and the area used for car-parking purposes (Plate 9).

Assessment: The footprint of the building lies within the Site Area, and buried remains of archaeological interest may be damaged or destroyed by the proposed development.

Site Number: 5

Site Name: Talbot Mill

HER No: 2072.1.0

NGR: 382675 397290

Designation: Castlefield Conservation Area

Site Type: Textile Mill Engine House (Extant)

Period: Mid-19th century

Description: A narrow building of brick construction aligned broadly east/west against the northern elevation of Mill 02 (Site 1, referred to as Building a in the design proposals), forming the main engine house for the mill complex (Plate 10). Cartographic and surviving physical evidence demonstrate that this structure was an addition to the mill complex, whilst a date stone built into the eastern gable indicates 1890 to have been the date of erection. The dimensions of the building imply that it housed a vertical rotative beam engine, whilst two large bearing boxes in the southern wall suggest that the power transmission was via spur gearing mounted on the internal elevation of Site 1. The ground-level façade on the east-facing elevation of the engine house has been remodelled with the insertion of a modern roller-shutter door, although an original tall arched window survives immediately above.

Assessment: The building survives extant, although will be demolished to enable the proposed development, and the foundation beds for the original steam engine are likely to survive *in-situ* as buried remains.



Site Number: 6
Site Name: Talbot Mill
HER No: 2072.1.0
NGR: 382667 397302
Designation: Castlefield Conservation Area
Site Type: Textile Mill Boiler House (Site of)
Period: Mid-19th century
Description: A rectangular building situated immediately to the north of the engine house (Site 5) in the north-western corner of the mill complex, almost certainly housing the steam-raising plant. This boiler house was demolished in the mid-20th century, and a single-storey structure erected across part of its footprint (Plate 10). This late structure survives extant, but is of no archaeological or historical interest.
Assessment: The footprint of the boiler house lies within the Site Area, and may retain structural remains of the boiler housings and associated flue system. Any such buried remains are of archaeological interest, and may be damaged or destroyed by the proposed development.

Site Number: 7
Site Name: Talbot Mill
HER No: 2072.1.0
NGR: 382707 397283
Designation: Castlefield Conservation Area
Site Type: Textile Mill Lodge / Dwelling (Extant)
Period: Mid-19th century
Description: A rectangular, two-storey building of brick construction with a ridged, slate roof (Plate 11), referred to as Building d in the design proposals.. The number and positioning of the windows suggests that the interior was divided into several small rooms, most furnished with a fireplace. These features suggest that the building was used as an office, whilst census records for 1871 (RG 10) indicate that the building was also used for residential purposes; the census list one inhabited house at Talbot Mills, which was occupied by James Tatton, his wife Alice and daughter Hannah. James' occupation is listed as a 'lodge time keeper'. The building is identified as a two-storey dwelling on Goad's Insurance Plan of 1911 (Plate 6).
Assessment: The present assessment has not identified any potential for significant archaeological remains to survive beneath the existing floor of the extant building, which will be retained as part of the proposed development.



Site Number: 8
Site Name: Talbot Mill
HER No: 2072.1.0
NGR: 382702 397292
Designation: Castlefield Conservation Area
Site Type: Textile Mill Workshops (Site of)
Period: Mid-19th century
Description: An L-shaped range of buildings in the centre of the mill yard, situated immediately to the north of the lodge/dwelling (Site 7), referred to as Building c in the design proposals. The north/south-aligned component is identified on Goad's Insurance Plan of 1911 as a two-storey structure, with the ground floor in use as a fitters' workshop and the first floor as a carpenter's shop. A single-storey smithy formed the short east/west-aligned range, abutting the two-storey lodge/dwelling. The workshop range was Demolished in the mid-20th century, and replaced with a modern structure.
Assessment: The footprint of the workshops lies within the Site Area, and may retain structural remains of the smithy. Any such buried remains of are potentially of some archaeological interest, and may be damaged or destroyed by the proposed development.

Site Number: 9
Site Name: Talbot Mill
HER No: 2072.1.0
NGR: 382715 397301
Designation: Castlefield Conservation Area
Site Type: Textile Mill Stables (Site of)
Period: Mid-19th century
Description: A rectangular range of buildings aligned north/south along the eastern site of the mill complex. Identified on Goad's Insurance Plan of 1911 as a three-storey stable block. The buildings were demolished in the mid-20th century.
Assessment: The footprint of the stables lies within the Site Area, although is unlikely to retain buried remains of archaeological interest.

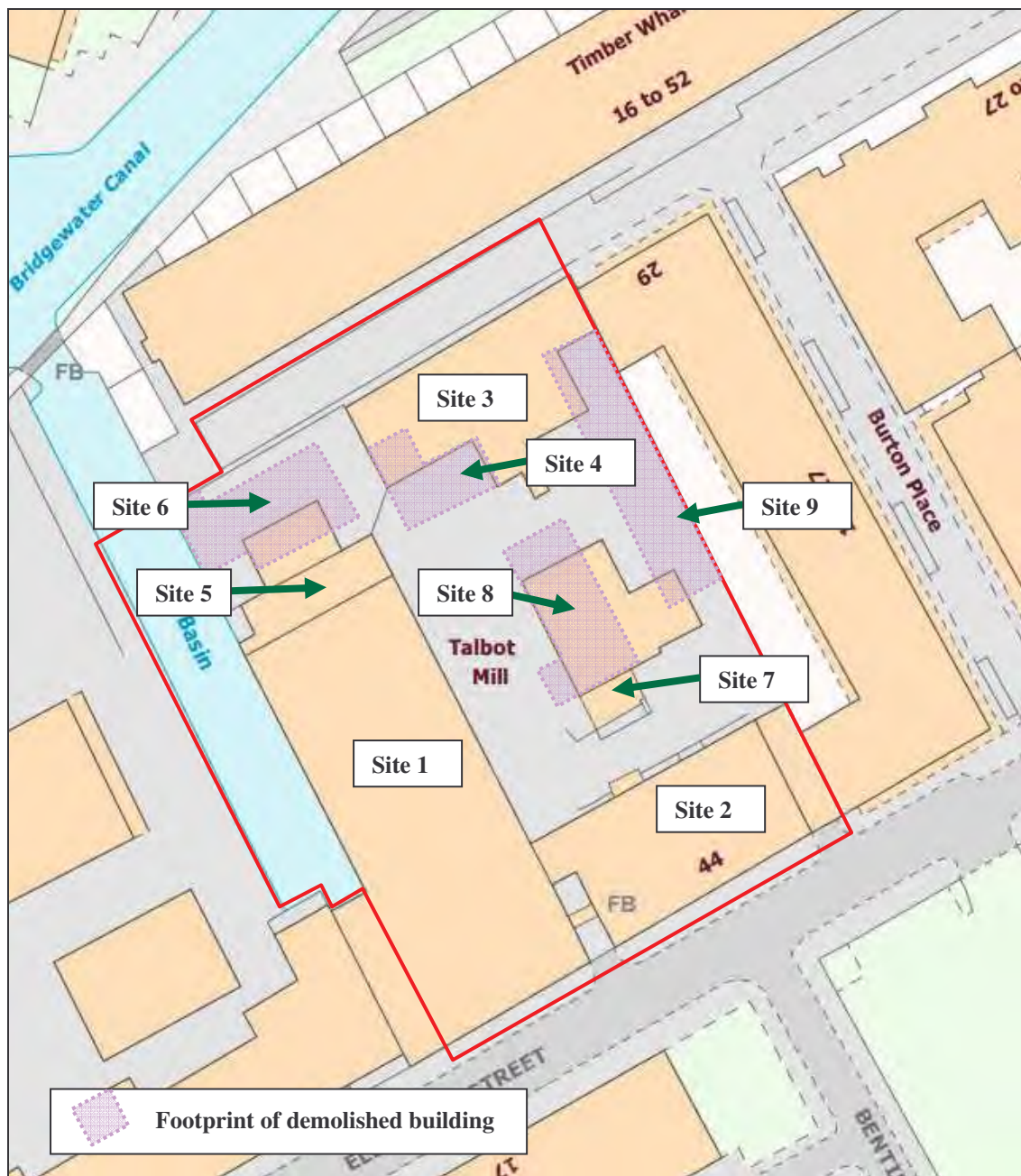


Plate 13: Location of the gazetteer sites



6. Significance of the Remains

6.1 The Policy Context of Heritage Assets

The archaeological resource of an area can encompass a range of assets, including below-ground remains, earthworks, and standing buildings and other structures. Some of these remains may have statutory protection, 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 (National Planning Policy Framework, March 2012) sets out the Secretary of State's policy on planning and includes a section on the conservation of the historic environment (including historic, archaeological, architectural and artistic heritage assets, NPPF paras 126-141), and its wider economic, environmental and social benefits. The NPPF emphasises the significance of an individual heritage asset within the historic environment and the value that it holds for this and future generations in order to minimise or avoid conflict between the heritage asset's conservation and any aspect of the planning proposals. The NPPF draws a distinction between designated heritage assets of national importance and heritage assets that are not designated but which are of heritage interest and are thus of a material planning consideration (paras 134 and 135). In the case of the former, the presumption should be in favour of conservation; in the case of the latter, where this is warranted by its significance, the developer is required to record and understand the significance of the heritage asset before it is lost, in a way that is proportionate to the nature and level of the asset's significance, by the use of survey, photography, excavation or other methods.

The NPPF states that non-designated assets of archaeological interest that are demonstrably of equivalent significance to Scheduled Monuments should be considered in the same manner as designated sites (NPPF para 139). Regarding this policy a lack of formal designation does not itself indicate a lower level of significance; in this instance the lack of designation reflects that the site was previously unknown and therefore never considered for formal designation. Wherever possible, development should be located and designed so as to avoid damage to archaeological remains, ensuring that they are preserved *in-situ*. Where this is not possible, or appropriate, the developer will be required to make suitable provision to ensure that the archaeological information is not lost, and in many cases to secure the preservation of the remains.

The Greater Manchester Archaeological Advisory Service (GMAAS) act as archaeological curator for the Greater Manchester Region and provide archaeological advice to Manchester City Council.



6.2 *Assessment Methodology and Significance Criteria*

One accepted methodology for assessing archaeological significance is the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of *Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979* (DCMS March 2010). These criteria have all been utilised in this assessment and are listed below:

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

6.3 *Baseline Significance Conditions for the land within the Site Area*

Period

The development of the Site Area dates to the mid-19th century, and represents one of the earliest industrial complexes to have been established within this part of Hulme. The earliest known remains of that period in the study area are represented by the short canal arm along the western boundary of the site, which was constructed during the first half of the 19th century.

The key components of the mill complex were erected c 1855, with other elements added during the late 19th century. The number of cotton mills in Manchester reached a peak of 108 in 1853, and the construction of Talbot Mills may be attributed broadly to this period. Three ancillary buildings within the central courtyard are mid-20th century additions of little historical interest.

There is very little potential for archaeological remains dating to any other periods, although the possibility for Roman remains to survive in undisturbed areas of the central courtyard cannot be discounted entirely.

Rarity

In general terms the mill complex is a fairly typical example of a mid-19th century textile mill, although the inclusion of what appears to have been a finishing department is a rare feature amongst surviving mills. Talbot Mill appears to represent an early use of an octagonal cross-section, free-standing chimney, which became commonplace during the later 19th century. The transition period is often characterised by chimneys mounted on a tall square plinth which, from the evidence available, appears to be absent from Talbot Mill.



Documentation

The development of the Site Area can be traced reasonably well from the late 18th century onwards through cartographic sources. The occupants and uses of the mill have been identified from the sequence of available trade directories, although only limited primary documentation pertaining to the actual operation of the mill has been identified during the course of the assessment.

Group Value

The surviving structures represent the main components associated with sewing cotton manufacture, and therefore the mill complex has a high group value. These structures include the two main spinning blocks (Sites 1 and 2), the site of a putative bleaching plant (Sites 3 and 4), an engine house and boiler house (Sites 5 and 6) and, unusually, a dwelling within the central courtyard (Site 7). It also retains a canal arm, which provided water for the mill's steam plant and processes associated with the bleaching process.

Survival / Condition

In broad terms, the bulk of the mill complex survives. The two main blocks retain many original features, such as the fireproof brick-arched ceilings, and contain considerable physical evidence for power transmission systems and the sprinkler installation. The basement of the largest block (Site 1) may contain physical evidence for the original engine.

The late engine house has been modified at its lower level, but retains physical evidence for power systems. The associated boiler house and chimney have been demolished, although structural elements of this steam-raising plant may survive as buried remains.

Diversity

The mill complex was concerned exclusively with specific branches of the textile finishing trades from its inception until 1930. Since that date, its uses have diversified into a larger range of manufacturing processes, although textile finishing continued to be the primary occupation until recent years. None of the sites within the Site Area are considered to be significant due to diversity.

Potential

There are no known prehistoric sites within the Site Area, and the potential for remains derived from this period is considered to be very low. The potential for Roman remains to survive *in-situ* is similarly considered to be low, given the intensity of 19th-century development, although the possibility cannot be discounted entirely. There are no known remains from the post-Roman period through to the mid-19th century, and the potential for significant remains from these historical periods is considered to be low. The greatest potential for buried archaeological remains lies in the industrial period, and specifically elements of a mid-19th-century textile mill.



6.4 *Significance*

Using the above criteria, and particularly rarity, group value and survival/condition, the study area contains non-statutory remains of a high local, or even borough, significance. In particular, any buried remains pertaining to the original steam engine, perhaps located in one of the main multi-storey blocks (Site 1), the foundation beds for a later steam engine and its associated steam-raising plant (Sites 5 and 6), and elements of the textile-finishing process infrastructure, which incorporated the mill chimney (Sites 3 and 4), would be of archaeological significance.



7. Impact of Development

7.1 Impact of Development on Below-Ground remains

Groundworks for the proposed redevelopment of the Site Area, including the reduction or other disturbance of ground levels, the digging of foundations and service trenches, have the potential for having a direct impact by damaging or destroying any below-ground archaeological remains that survive *in-situ*.

Following on from the above considerations, the scale of impact on buried archaeological remains within the Site Area considered to be of local or potentially borough importance has been determined as substantial, based on an assumption that there will be significant ground-breaking works associated with the proposed development.

None of the sites of archaeological interest identified within the Site Area are afforded statutory designation, and are thus not considered to necessarily merit preservation *in-situ*. Several of these non-designated heritage assets have been determined to be of at least local, and possibly borough significance. Should well-preserved remains of these heritage assets survive as buried remains, then they may merit preservation by record, where they will be directly affected by development. This is in line with the guidance provided by the NPPF, which advises that ‘where the loss of the whole or a material part of a 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’ (NPPF para 141).



8. *Further Investigation*

8.1 *Further Investigation*

The potential impact of development can be seen to be major, as any redevelopment occurring within the Site Area would involve the loss and disturbance of the below-ground archaeological remains identified within this report. Where appropriate because of their significance, mitigation will need to be undertaken through an archaeological record (NPPF 2012, paras 141).

The requirement for any further archaeological investigation of the Site Area in advance of development will be decided by the Greater Manchester Archaeological Advisory Service, in their capacity of archaeological advisors to Manchester City Council. It may be anticipated, however, that an initial programme of further investigation will be required, and this is likely to comprise a programme of evaluation trenching. This would most usefully be targeted on the footprint of the former boiler house (Site 6), the mill chimney and the footprint of the ancillary buildings that are likely to have been associated with textile-finishing processes (Sites 3 and 4), and would be intended to establish whether any buried remains survive *in-situ*. In addition, areas of the central courtyard that have not been subject to development as part of the mill complex should also be tested for the potential to contain buried remains of Roman date. Should the evaluation reveal significant, intact archaeological remains, further targeted archaeological works in the form of an open-area excavation is likely to be required.

Any archaeological works will require a Written Scheme of Investigation (WSI) to be produced in consultation with GMAAS and should be concluded at the earliest possible opportunity.



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The report was compiled by Ian Miller, and the illustrations were prepared by Richard Ker.

Appendix 1: Figures



Figure 1: Site Area boundary superimposed on modern mapping

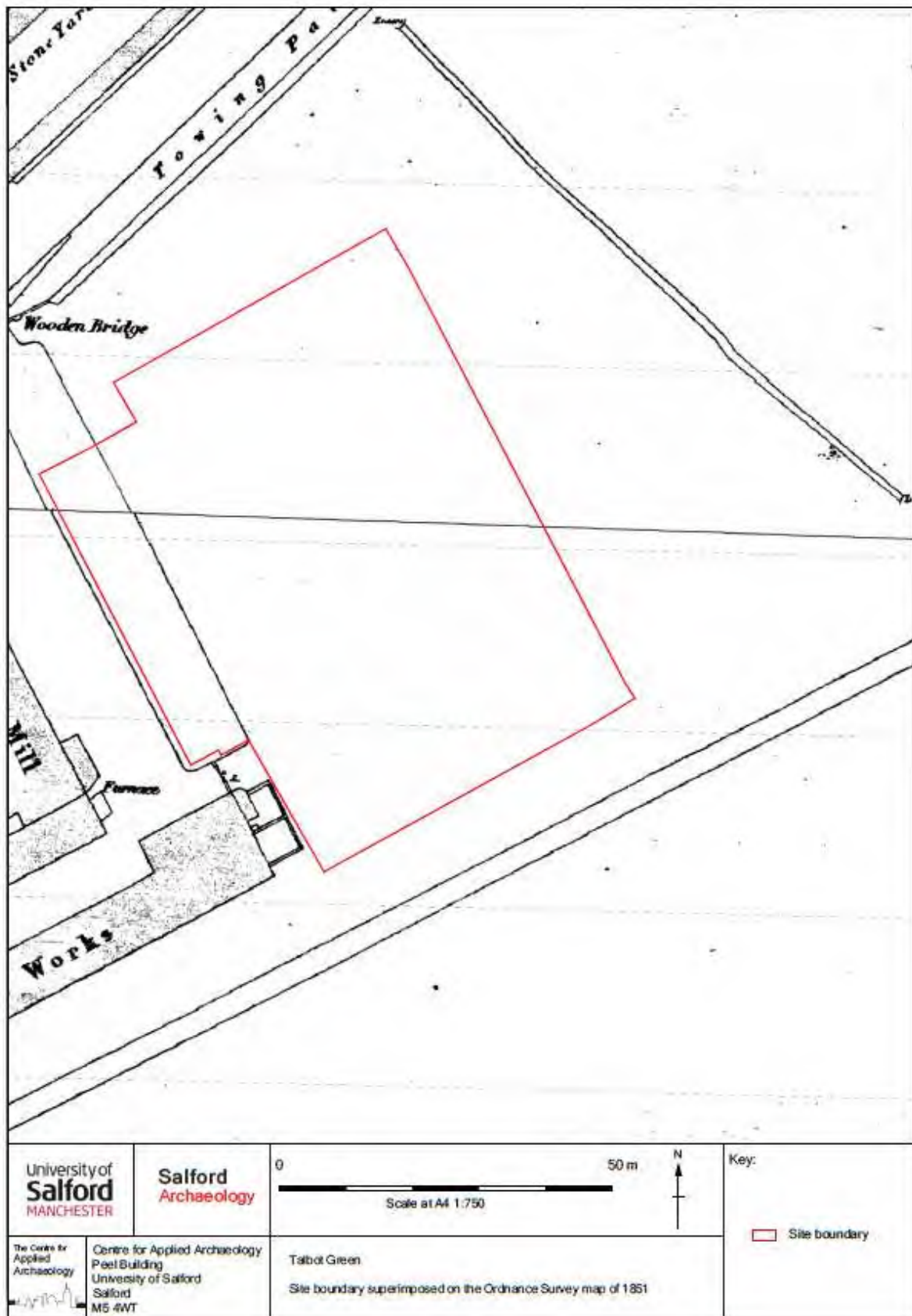


Figure 2: The Site Area boundary superimposed on the Ordnance Survey map of 1851

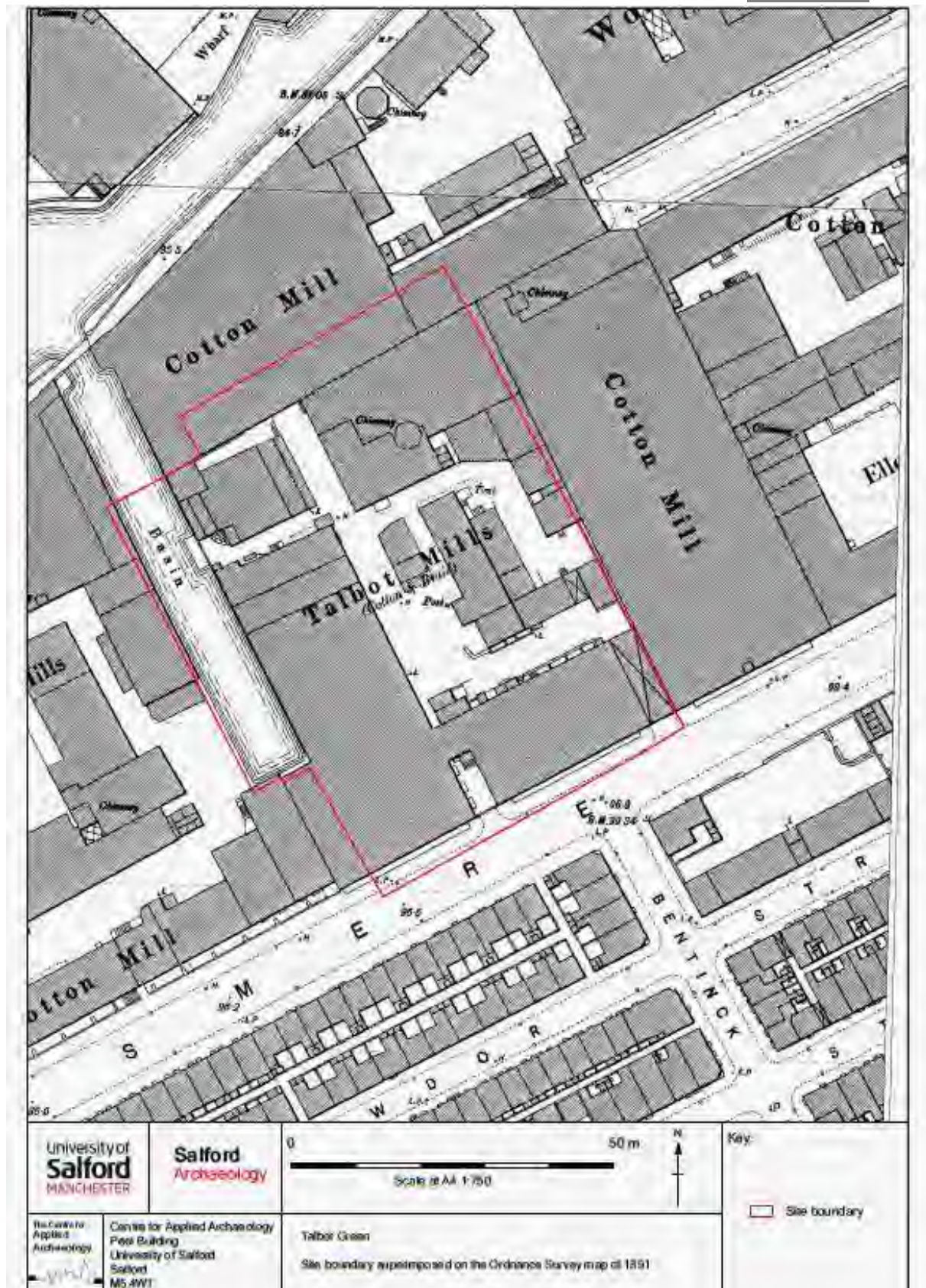


Figure 3: The Site Area boundary superimposed on the Ordnance Survey map of 1891

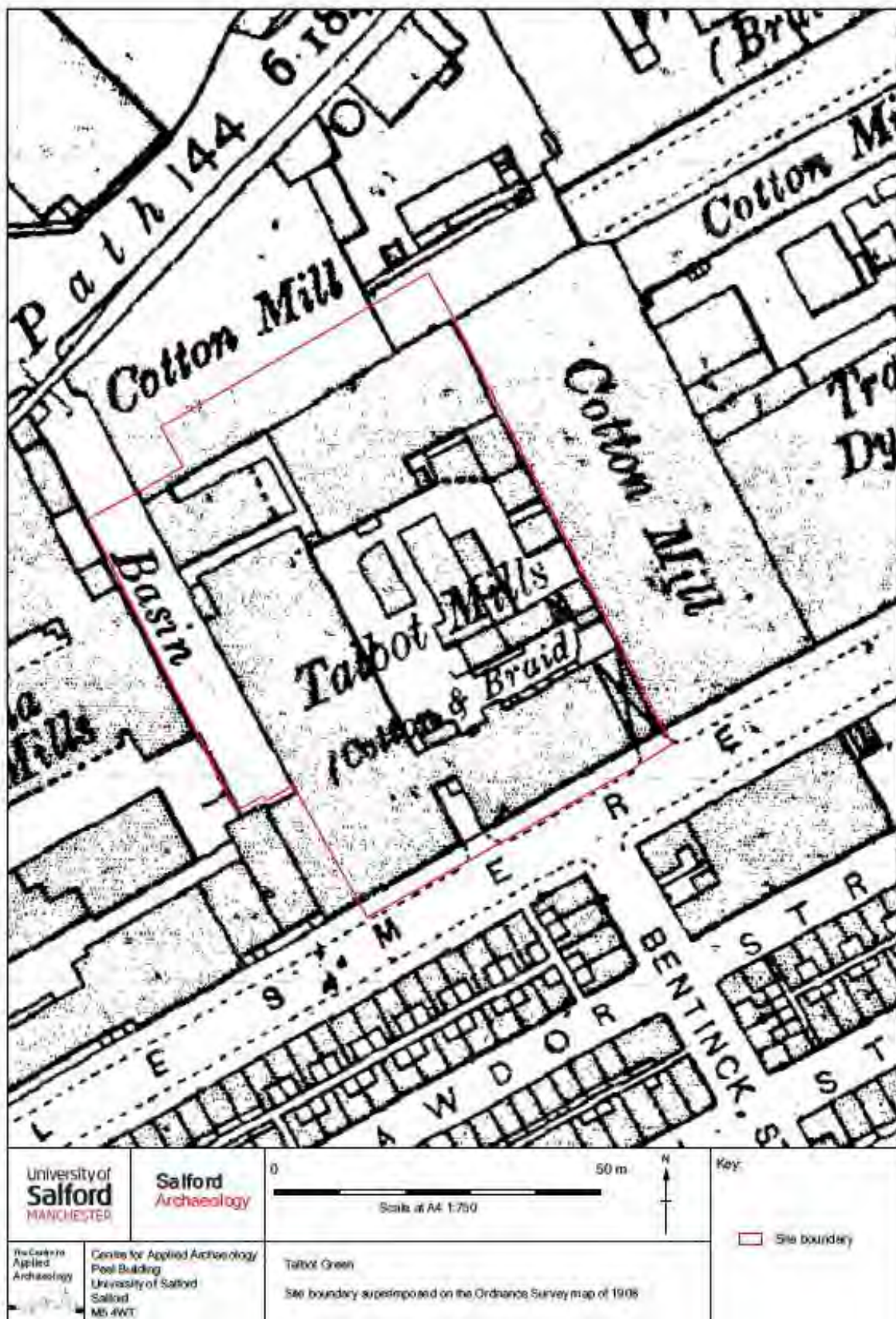


Figure 4: The Site Area boundary superimposed on the Ordnance Survey map of 1908

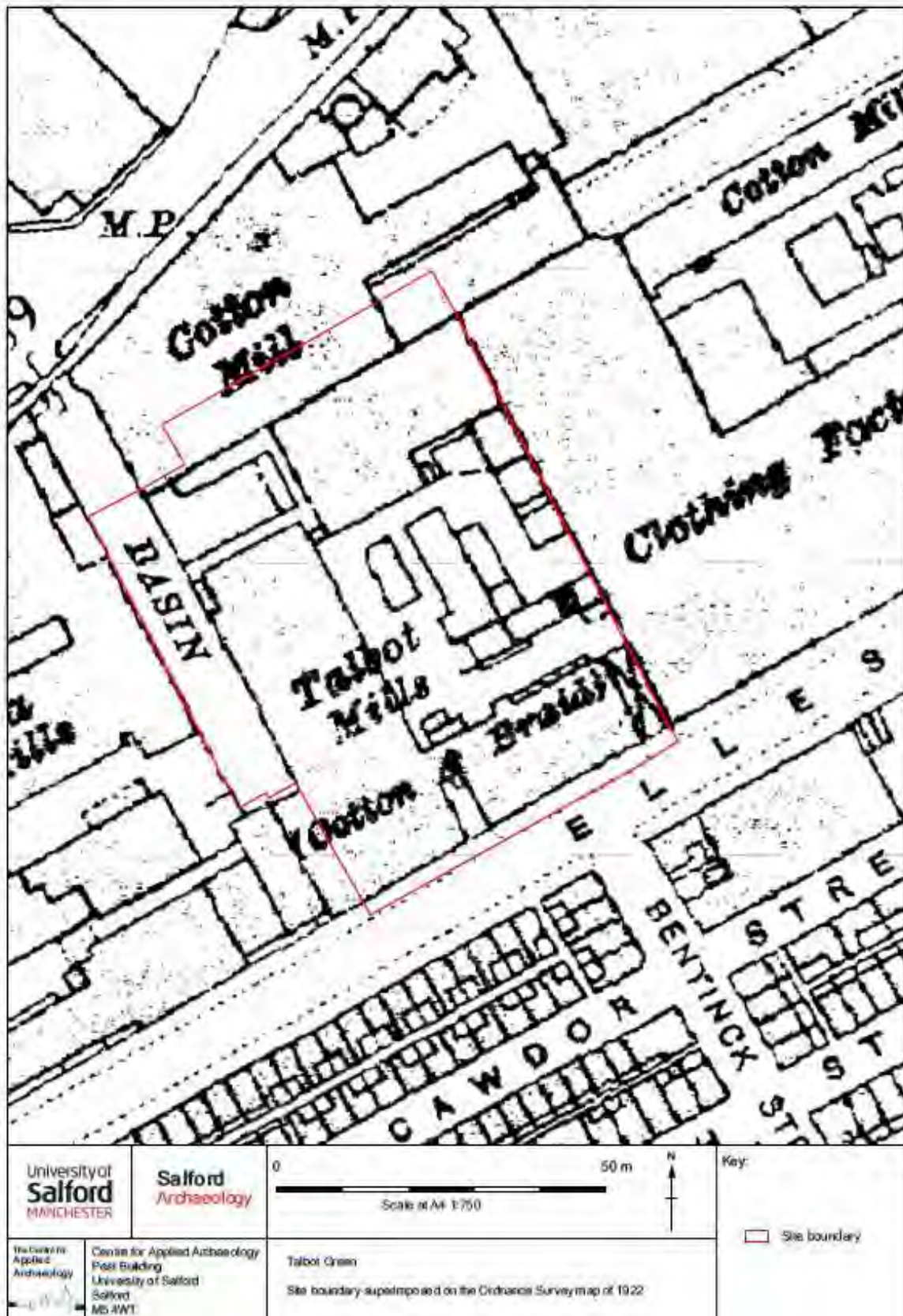


Figure 5: The Site Area boundary superimposed on the Ordnance Survey map of 1922

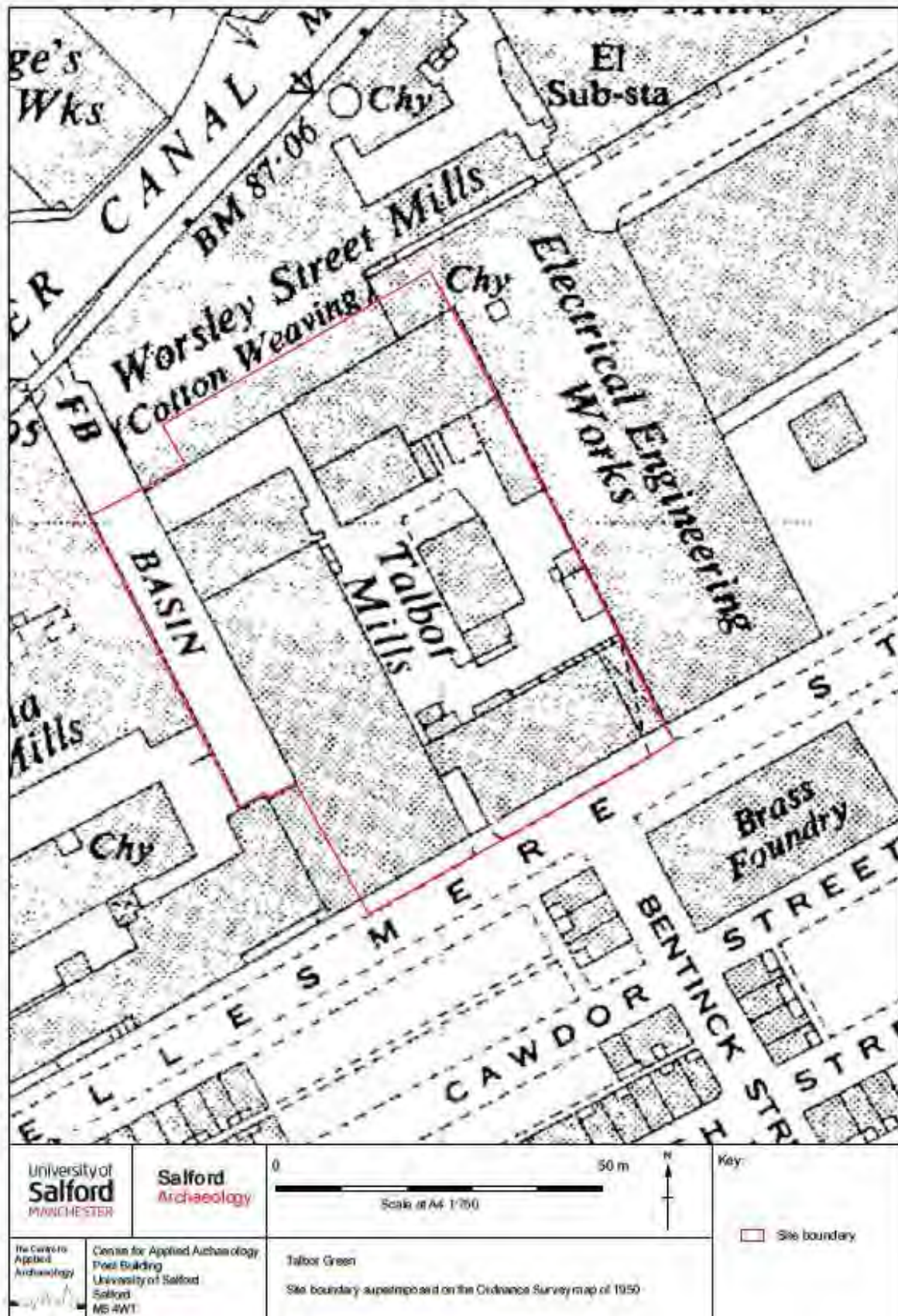


Figure 6: The Site Area boundary superimposed on the Ordnance Survey map of 1950

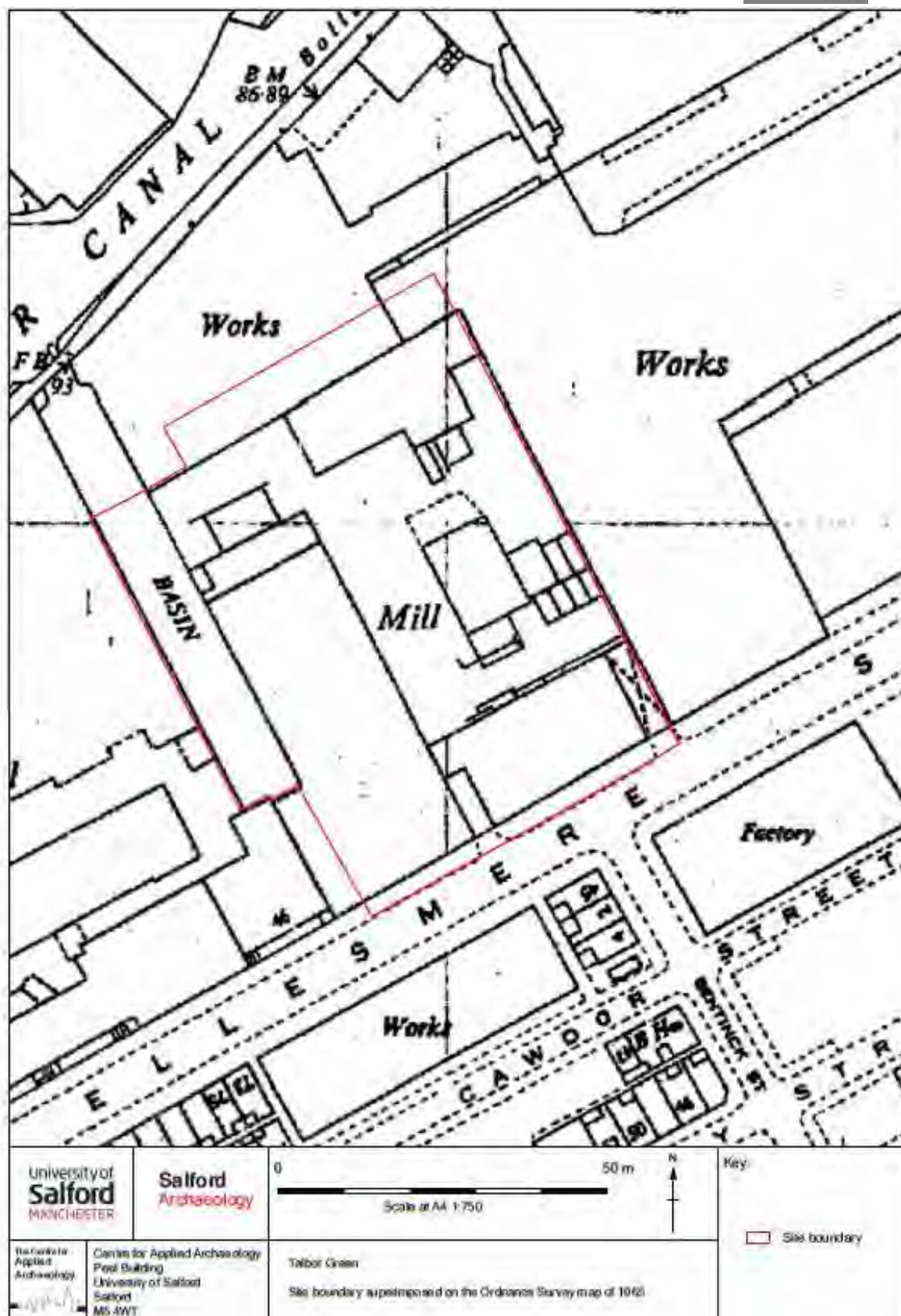


Figure 7: The Site Area boundary superimposed on the Ordnance Survey map of 1965

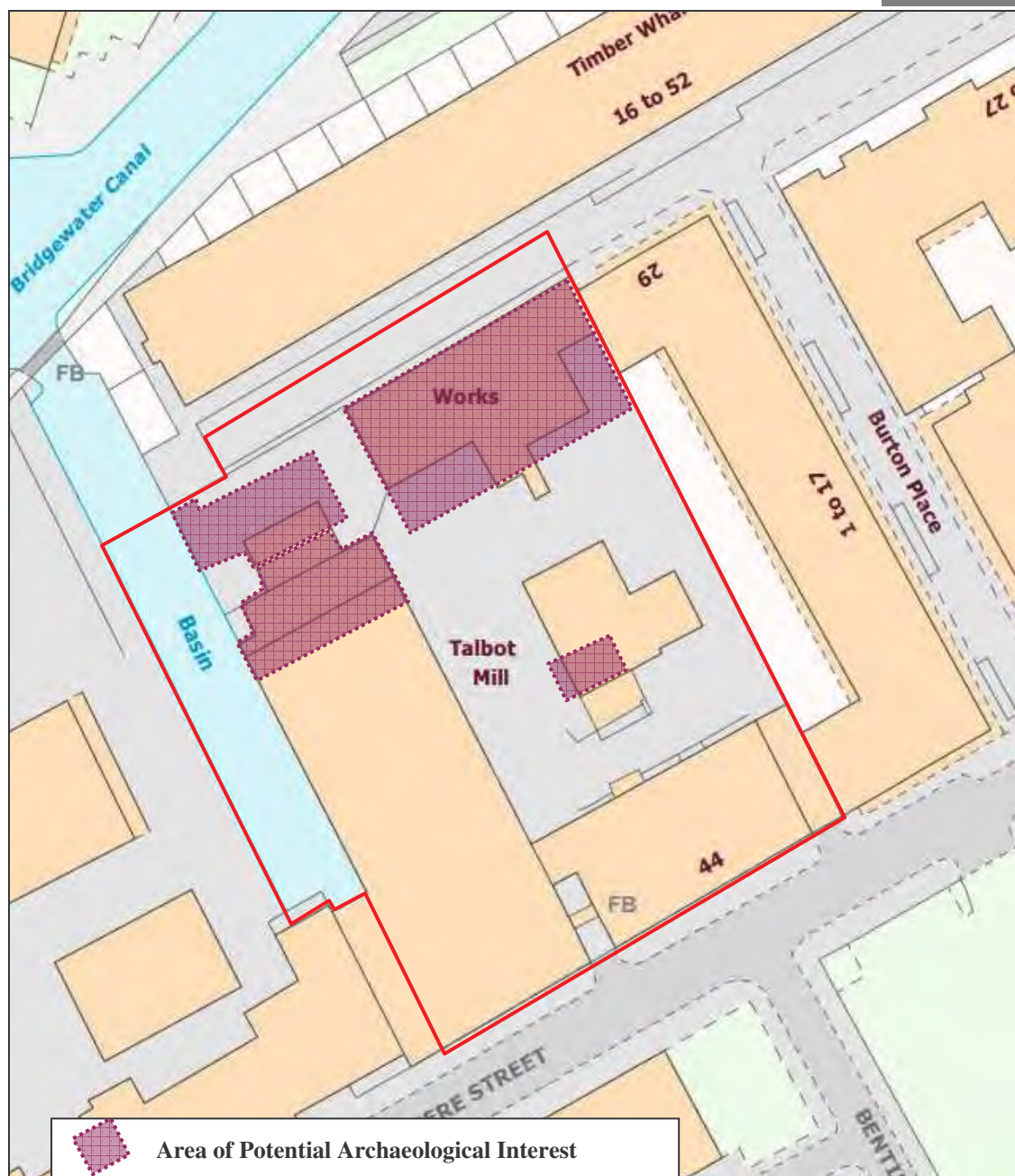


Figure 8: Areas of potential archaeological interest



Appendix 2: HER Data

HER (PRN) ID	Name	Site Type	Location	Description
Buildings				
12373.1.0	Cottage and Warehouse	House, Warehouse	SJ 8288 9760	Two-storey cottage and small warehouse on the western arm of Potato Wharf. Now used by H J Hambley Ltd, hauliers. The HER entry dates the building to the 18th century, although it is first shown in its current format on the Ordnance Survey map of 1922. As such, it may represent a late phase in the evolution of the Castlefield canal terminus and its warehousing facilities.
2072.1.0	Talbot Mill	Building, Textile Mill, Warehouse, Spinning Mill, Engine House	SJ 8269 9727	Talbot Mills comprise several integrated buildings erected around a central courtyard, and served by a canal basin along the western boundary. The mill complex was established c.1855, seemingly purpose-built to serve a specific branch of the textile finishing industry. It represents one of the earliest textile mills to have been erected along Ellesmere Street, which evolved as a focus for industrial development during the second half of the 19th century. The Talbot Mills complex was occupied between 1855 and 1930 by the firm of J & E Waters Co, who specialised in the production of sewing cotton. In 1897 the firm amalgamated with the English Sewing Cotton Co Ltd, although the original name of J & E Waters was retained, and continued to produce sewing cotton until 1930. After that, the English Sewing Cotton Co Ltd retained ownership of the site, although it was rented to numerous small businesses of various trades. The mill complex lies within the Castlefield Conservation Areas, but none of the component buildings are listed or otherwise designated. Nevertheless, the complex incorporates much historic fabric, and is a well-preserved example of a mid-C19 textile mill. More specifically, it is a largely intact textile finishing works, a branch of the cotton industry that is poorly represented in the archaeological record for the area. As such, the site is clearly of local, and probably regional, significance.





HER (PRN) ID	Name	Site Type	Location	Description
Listed Buildings				
2013.1.0	Merchant's Warehouse	Canal Warehouse, Office, Building, Warehouse, Hoist	SJ 8309 9752	The Merchants' Company Warehouse is the oldest surviving warehouse on the Bridgewater Canal in Manchester. Its precise date of construction is unknown but it does not appear on any maps until Pigot's of 1829, which suggests a construction date of sometime in the period 1827-1828. The warehouse played an integral part in the life of the Castlefield Basin during the 19th century, receiving and shipping goods on both the Bridgewater and Rochdale Canals. The building was taken over in the 20th century by the Manchester Ship Canal Company, who took over the whole of the Bridgewater Canal. Their records show that in 1941 the warehouse suffered war damage: many windows and doors were broken, the former being replaced and some of the latter bricked up. In 1971 the northern end of the warehouse was badly damaged by fire, leaving half the building all but gutted. The rest of the building was saved by a brick wall much thicker than some of the others and built specifically for that purpose. It is a brick building, three-storeys high on the Castle Street frontage. It originally had six vertical loading bays of 'loopholes', each crowned by a wooden hood or 'cat head' containing the hoist. On the canal frontage the warehouse steps down to a lower ground floor, where there are two shipping holes centrally located. These extend for a short distance both beyond the wall of the building and under Castle Street. There are also four more 'loopholes' facing the canal and a further one on the northern side facing the towpath. Internally the building is divided into units by transverse brick walls at 23ft (7m) intervals, which also support the floor joists. One of the few remaining fittings in the warehouse is the hoist, situated on the top floor and running the length of the building. It was originally a gravity friction hoist, which employed the friction between the driving and the driven wheels, as opposed to using cogs. It powered all the hoists at the top of the 11 loopholes, as well as two that went down through trapdoors in the floors, enabling goods to be unloaded under cover from barges in the shipping holes.
12399.1.0	Worsley Mill, Castlefield	Flour Mill, Stable	SJ 8286 9745	The earliest part of the building was constructed in the period 1895-98 to designs by the architects William Waddington & Son as a purpose-built flour mill for William Sutcliffe & Son Ltd, corn millers. It had a pump for supplying water from an artesian well, a water tower with sprinkler tank and a chimney, all of which survive. It was originally known as 'Canal Flour Mills' and was served by a basin with access directly from the Bridgewater Canal. It had a stables on the north side, which were demolished and replaced in the period 1915-32, during which time an extension was added on the east side of the main building and three silos were built to the north of this addition. It continued to be used by the same family firm of flour millers at least until 1957. It had ceased operation by 1963, since when it has been used for a variety of purposes and the silos have been removed. The name has recently been changed to Worsley Mill, presumably after the street in which it is located.





HER (PRN) ID	Name	Site Type	Location	Description
12055.1.0	Former Albert Mill	Warehouse, Cotton Mill	SJ 8258 9720	Cotton mill, now warehouses. Dated 1869 on upstand of parapet; extended and altered. Red brick with sandstone dressings (roof not visible). Trapeziform plan on corner site. Four storeys over basement, with five-window façade to Hulme Hall Road and 1:6:1 bay façade to Ellesmere Street. Sill-bands to all floors, impost band to third floor, stylised Lombard frieze, coped parapet with central upstand inscribed "1869". Segmental-headed openings including coupled doorways to left end of ground floor, and small-paned metal-framed windows. Long left return façade to Ellesmere Street with projecting staircase/hoist/latrine tower at each end, single windows to these (those in east tower blind), and mostly paired windows to the main range. Three-bay addition at west end. Timber-floored construction (at this date) suggests use for one of the specialised minor branches of the textile industry. Internally the building has timber floors supported by cast-iron columns suggesting that it was used by one of the minor branches of the textile industry. There is a range of buildings to the rear of the site which include single-storey structures thought to have been used as weaving sheds. It was latterly used as a warehouse.
15483.1.0	Bridgewater Canal Basin at Potato Wharf	Canal Basin	SJ 8290 9762	Canal basin. Probably c 1760-5, by James Brindley, for Duke of Bridgewater. Branches off north side of Bridgewater canal near Castlefield terminus. Lined with stone blocks. Forms group with the circular overflow basin slightly to the east and with Castlefield Railway Viaduct.
11750.1.0	Hulme Lock Branch Canal (Hulme Junction Locks)	Lock, Canal, Junction Lock	SJ 8263 9743	A short junction between the Bridgewater Canal and the River Irwell, built in 1838 as a response to the Manchester & Salford Junction Canal. Wooden lock gates survive only at the Bridgewater Canal end. The lock is defined by coursed sandstone blocks. A branch canal of 1838 with modifications of 1962, comprising a canal arm and lock constructed in a combination of coursed sandstone masonry and brick with mass concrete.
11681.1.0	Manchester South Junction and Altrincham Railway Viaduct	Railway Viaduct	SJ 8303 9770	Railway viaduct over street. Later C19. Wrought-iron and cast-iron. Segmental arch with latticed spandrels; Greek key frieze, pilastered and panelled parapet. The List Entry for the viaduct was expanded considerably in February 2013. Two sections of the viaduct and a brick bridge had previously all been Listed separately at Grade II in 1998. These structures, along with previously unlisted sections of the viaduct, were included in a single amended List Entry for the length of the viaduct from west of Knott Mill and Deansgate Station to Piccadilly Station.
8333.1.0	215 to 219, Chester Road	Town House	SJ 8276 9715	Terraced row of three town houses, c 1800, probably in two builds. Red brick in Flemish bond, hipped slate roof. Doubled depth plan, rectangular except for rear wing to No.219, Nos. 215 and 219 double-fronted and No.217 between them singlefronted. Two storeys over cellars, 5+3+5 windows, No.219 to the right breaking forwards slightly; rendered plinth, modillioned wooden eaves cornice, sill-band to No.219. Nos. 215 and 217 have round-headed doorways up 3 rebuilt steps, open pedimented doorcases of engaged Tuscan columns with fluted caps and entablatures with urn decoration; No.219 has a wide round-headed doorway with plain reveal, up 3 steps; all have low segmental-headed cellar windows, and tall windows on the main floors, those at ground floor with flat-arched heads.





HER (PRN) ID	Name	Site Type	Location	Description
8332.2.0	Churchyard Walls, Gate Piers and Gates of St. George's Church	Wall, Churchyard, Boundary, Gate	SJ 8283 9730	Churchyard walls, gate piers and gates. Probably 1826-8, by Francis Goodwin. Sandstone ashlar walls and piers, cast-iron gates. Dwarf stone walls on north, west and south sides, and part of east side of churchyard; in each side, a pair of octagonal gate piers with chamfered plinths, buttressed angles and traceried Gothic panels, and caps with carved shields in the sides, and cast-iron bar-railing gates with Perpendicular-traceried top panels.
8329.1.0	Middle Warehouse at Former Castlefield Goods Yard	Canal Warehouse, Warehouse	SJ 8310 9741	Canal warehouse, 1828-31; altered C20. Red brick, sandstone dressings (& concrete). Roof probably modern asphalt. Large rectangular plan except for central rear projection. 5 storeys, 26 window range, symmetrical, 10 window centre dominated by giant segmental blank arch containing pair of segmental arched shipping holes, low sandstone central pier with responds at sides. Blank medallion in centre of blank arch & keystones to all arches. Windows mostly small & round-headed with raised sills; outer range windows arranged in pairs between former 5-stage loading slots, altered as windows. Plain stone band over top storey. Parapet. Concrete hoppers to rear. Loading hoists. Similar to Duke's Warehouse.
8332.1.0	Church of St George	Church, Commemorative Monument	SJ 8289 9729	Church dating to 1826-8 by architect Francis Goodwin. Gothic style. Stone with slate roof. Nave with high polygonal apse, north aisle and west tower with large crocketed pinnacle. The church was restored in 1884 by JS Crowther. Sandstone ashlar, slate roofs. Gothick Perpendicular style. Nave with west tower, north and south aisles under parallel roofs, diagonal porches at west ends of these, and high polygonal apse. Tall west tower of 4 unequal stages, with set-back buttresses completed as tall octagonal traceried pinnacles with embattled tops and crocketed spirelets; 2-centred arched west doorway with set-in shafts and three orders of moulding, double doors with Perpendicular tracery, traceried 2-light west window, clock-face over this, coupled traceried 2-light windows to the 3rd stage, tall set-back 4th stage with slender louvred and traceried belfry window, open-work parapet and much carved ornament. Plaster tierceron vault.
8385.1.0	Castlefield Railway Viaduct, from Central Station (GMEX) to Dawson Street	Railway, Viaduct	SJ 8287 9755	Railway viaduct, c 1880. Cast iron and wrought iron; red brick to east of Duke Street. Runs south-west from former Central Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock. Cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways. To east of Duke Street viaduct is of brick with segmental arches and castellated brick piers. At western end a blue brick bridge over Dawson Street.





HER (PRN) ID	Name	Site Type	Location	Description
Monuments				
13956.1.0	Buildings on Bradshaw Street, Crowngate (site of)	Terraced House	SJ 83087 97274	Green's map of 1787-94 plots a small range of double-depth housing fronting Bradshaw Street. By 1818-19 the range had been extended southwards to the junction of Bradshaw Street and Silver Street. These houses had been demolished by 1965.
13876.1.0	Slate Wharf, former Blacksmiths Workshop (site of)	Blacksmiths Workshop	SJ 83045 97514	Within the area of wharfage known as Castle Quay Slate Wharf on the 1840 map was a new rectangular range, marked on the 1849 map as a smithy. No longer present on the 1888 map, leaving the area as part of the open space of the timber wharf. On the maps of 1888 and 1894 Slate Wharf is named as a timber wharf served by a travelling crane situated to the south of the study area and another to the north.
13877.1.0	Slate Wharf, former Canal Warehouse (site of)	Canal Warehouse	SJ 83047 97503	From the 1760s onwards, with the advent of the Bridgewater Canal, the Castlefield area became a centre of industrial activity. Between 1950 and 1965 three new warehouse buildings were erected on the former timber wharf. By 1985 this building had been expanded.
13949.1.0	Merchants Bridge	Bridge	SJ 83052 97566	Competition-winning bridge which represented state of the art technology when it was built in 1995 at a cost of £416,000. The bridge subsequently won several awards and was the inspiration for opening "Blinking Eye" footbridges. Designed by consulting engineers Whitbybird, the bridge has a span of 70m and utilises counterbalanced curves to support the pedestrian walkway, suggesting to its users that they should take their time to enjoy the panorama of transportation heritage that surrounds the location. The contractors were P. Casey Ltd and Watson Steel structures.
13957.1.0	Buildings on Paradise Court, Silver Street, Crowngate (site of)	Gymnasium (Sports), Back To Back House	SJ 83154 97264	Green's map of 1787-94 depicts a range of probable double-depth housing fronting Hulme Place (later renamed as Silver Street) with outshoots to the rear. To the rear of these buildings Green's map also plots a square building of unknown function. By 1818-19 Johnson's map indicates that these buildings had either been extended or more [likely] replaced. The form of these later buildings is visible on Swire's 1824 and Bancks & Co's 1831 maps. These maps suggest that a row of back-to-back houses formed a block fronting Silver Street and Southam Street.
13955.1.0	Buildings on Pryme Street, Crowngate (site of)	Terraced House	SJ 83112 97288	A range of double-depth houses with outshoots fronting Pryme Street, first plotted on Green's map of 1787-94.





HER (PRN) ID	Name	Site Type	Location	Description
13964.1.0	Buildings on Crown Street, Crowngate (site of)	Terraced House, Building	SJ 83163 97336	Site of a narrow range of buildings fronting Crown Street, first plotted on Bancks & Co's map of 1831. By 1845 these had been replaced by a row of double-depth houses with outshoots.
12358.1.0	Dacca Mills/Warehouse (site of)	Building, Warehouse, Cotton Mill	SJ 8265 9750	In 1848 this area was called Victoria Quay but by the 1891 map it was occupied by a large irregular-shaped building, 100 x 40m, called 'Dacca Mills (Cotton)'. Shown on 1916 to 1994 maps as warehouses. Site currently occupied by a variety of late 19th and 20th century single- and multi-storey brick buildings.
13963.1.0	Buildings on Little Street, Crowngate (site of)	Industrial Building, Terraced House	SJ 83118 97329	Site of a square industrial or commercial building first plotted on Swire's 1824 map of Manchester, and extant until at least 1932.
13962.1.0	Buildings on Southam Street, Crowngate (site of)	Industrial Building, Blacksmiths Workshop, Mill	SJ 83155 97325	A complex of buildings first plotted on Bancks & Co's 1831 map, fronting Southam Street and denoted on the 1849 OS map as a "Smithy". By 1881 the buildings had been extended to the south and appeared to form part of the "Southern Street Mill" complex. These buildings were upstanding until at least 1932 but had been replaced by an industrial unit by 1965.
13953.1.0	Former Bridgewater Arms and buildings on Crowngate (site of)	Terraced House, Public House	SJ 83091 97317	Green's map of 1787-94 depicts a square building positioned at the junction of Pryme Street and Chester Road. This building is denoted as the 'Bridgewater Arms' public house on the 1849 OS map and appears to have been standing until at least 1965. Documentary evidence suggests that the Bridgewater Arms was licensed in 1799.
13875.1.0	Slate Wharf, former Timber Wharf (site of)	River Wharf	SJ 83062 97495	Site lay on the opposite bank of the River Medlock to the Roman fort at Manchester. From the 1760s onwards, with the advent of the Bridgewater Canal, the Castlefield area became a centre of industrial activity. The OS map of 1849 shows that an extensive area of wharfage had been created here. This is identified as "Castle Quay Slate Wharf", a name presumably derived from particular use of this wharf for unloading slate for use on the roofs of the expanding industrial city.
12590.1.0	Alberts Shed (site of)	Shed	SJ 83130 97523	Floor level of shed made up of cut limestone blocks tightly laid and surrounded by a double row of red bricks five courses in depth. This rectangular structure was surrounded by an area of packed rounded cobbles 2m in width and enclosed by a row of cut limestone curb stones.





HER (PRN) ID	Name	Site Type	Location	Description
13965.1.0	Hulme Mill, Crowngate (site of)	Cotton Mill	SJ 83127 97302	Site of a cotton mill, first plotted on Johnson's 1818-19 map of Manchester; trade directories suggest it was constructed in 1818. Marked on 1824 (Swire's) and 1831 (Bancks & Co's) maps as "Hulme Mill, Pryme Street". Marked as "Southam's Cotton Mills" with associated reservoir on 1849 map and by 1888 as "Pryme Street Mill (Cotton)". By 1881 it had been further extended to cover the whole of the area. By 1905 the building had changed function and was denoted as "Pryme Street Mills (Cattle Food)". The mill was demolished after 1932 and the site is now occupied by a 2-storey brick-built building which originally functioned as a warehouse.
12360.1.0	Goudsby's Dye Works/Hide Skin & Fat Market (site of), Regent Road	Dye Works, Leather Market, Market, Warehouse	SJ 8265 9762	Dye works shown on the eastern bank of the Irwell south of Regent Bridge on Green's map of 1794, built on land owned by Henry Atherton. Also shown on Swire's map of 1824 and on 1831 and 1848 maps when it was known as Goudsby's Dyeworks. By 1891 map the site was occupied by a warehouse and the Hide, Skin & Fat Market. These buildings were demolished between 1965 and 1994.
13970.1.0	Buildings on Silver Street (site of)	Terraced House, Terrace	SJ 83085 97255	Site of a range of double-depth houses with outshoots, first plotted on Swire's 1824 map of Manchester. This housing was extant until at least 1932, but had been demolished by 1965.
12355.1.0	MSJ & A Railway Viaduct	Railway, Viaduct	SJ 8257 9739	Manchester South Junction & Altrincham Railway viaduct was built in brick in 1848-9.
12208.1.0	Blantyre Street Development "City Gate", Castlefield (watching brief)	Drain, Terrace	SJ 8299 9739	Archaeological watching brief conducted by UMAU at the site of the new "City Gate" residential development. Although the site is on land owned by the Duke of Bridgewater in the 18th century and is situated close to the Roman settlement and fort of Mamucium, there was little evidence to be found which may have an archaeological implication. This was partly due to the terraced housing which was erected across the whole site in the late 19th century.
11756.1.0	2, Lower Moss Lane (site of)	House	SJ 827 971	Late C18. Brick; 2 storeys; 3 sash windows with stone sills; plain wood doorcase with rectangular fanlight and 4-panelled door; dentilled wood eaves; slates. No 2 forms a group with Nos 215 to 219 (odd) Chester Road.
11269.1.0	Castlegate (Area of Roman Manchester)	Stable, Industrial Site, Settlement, Canal, Warehouse, Shed	SJ 8317 9743	Castle Gate area lies on the south bank of the River Medlock opposite the site of the Roman fort. Chester Road to the south of the site is believed to follow the Manchester to Chester Roman road. Roman finds are recorded from this south side of the river. During the 1980s GMAU excavated several trenches within the eastern half of the development area. Roman pottery was found, but only from known or likely later redeposited levels, i.e. dating from the development of Castlefield in the industrial period following the advent of the Bridgewater Canal. That later activity, beginning in the C18, saw stable blocks and other buildings being built. Part of the area was used as a quay. C18 & C19 activity has caused considerable disturbance to the area; any Roman remains are likely to be limited to localized areas.





HER (PRN) ID	Name	Site Type	Location	Description
49.1.0	Wodens Ford (site of)	Ford, Road, Causeway	SJ 8260 9760	This ford was said to be on the Roman road from Castlefield to Wigan. It was described by Thomas Barrit in the C18 as "a paved causeway across the river Irwell". The earliest known mention of the name is in a charter of 1292 preserved at Agecroft Hall. Woden's Den & Ford were named after a man Called "Wodarne". The Saxon god Woden/Wodan has no link with the site. Yates marked 'Wodens Ford' on his 1786 map of Lancashire, which suggested that it was still a well-known local feature, even if it was no longer in use. In 1808, Aston noted: 'Woden's Ford, an ancient name for a part of the river Irwell, near Hulme hall, where the new bridge is situated'. The new bridge would have been Regent Bridge (HER 16926.1.0).
9724.1.0	Saw Mill (site of)	Industrial Site, Saw Mill	SJ 8263 9724	Shown as a small building next to the Bridgewater Canal on the OS 1st edition map. Not shown on the OS 2nd edition map.
40.2.0	Hulme Bridge (site of)	Bridge	SJ 8274 9751	In 1292 called "Wodarne Forde" (cf. Manchester Guardian, February 15, 1887. JP Earwaker; SMR 1884 Salford [?]). Hulme bridge shown on Green's map of 1793. There was a small bridge close to the tributary with the River Irwell, which carried the passage from Hulme Hall to the south across the River Medlock into Manchester. 19th century canalization of the Medlock path destroyed the bridge.
12372.1.0	Potato Wharf, Castlefield	Timber Yard, Weir, Findspot, Blacksmiths Workshop, Canal, Boiler House, Shed	SJ 8291 9759	Potato Wharf first occurs on the 1848 map. This complex comprises two canal arms flanked by single-storey open sheds. The sheds were demolished in the 1970s. Origin of Potato Wharf lies in construction of Bridgewater Canal 1761, although there had been schemes to make the River Irwell navigable earlier in the century. First depiction of area of assessment site, Arthur Young's plan of Castlefield (1771), shows large lobate weir constructed to control water levels in new canal via adjacent River Medlock. Weir did not provide adequate control to water levels and two further canal basins had been constructed by 1790. Site remained relatively undeveloped apart from graving (boat building) yard shown on 1831 map. Name Potato Wharf presumably originates from unloading and storage of staple of 19th century workers' diet within the area, although no direct evidence found.
16841.1.0	Potato Wharf Canal Basin – timber structures at (site of)	Structure, Canal Basin	SJ 8288 9758	Open-sided, timber-built rectangular structures flanking both sides of the [former] canal basin [HER 16840.1.0]. These were probably used initially for the temporary storage of potatoes unloaded from canal boats, but were in use for the storage of coal by the end of the C19.
3084.1.0	Hulton's Paper Store (site of)	Industrial Site, Warehouse	SJ 8281 9745	Built as a paper store for E Hulton & Co. Ltd, presumably for newsprint as the building carries the names of newspapers picked out in brick which are now obscured by white paint. Building plans dated 1912. Architect: Sidney Stott of Oldham, designer of cotton mills. Demolished January 1998 for road improvements.
2236.1.0	Visions Centre – Watching Brief	Weir, Wharf, Canal	SJ 8299 9766	UMAU commissioned by Community Regeneration to undertake a watching brief. It was possible that remains of Brindley's clover-leaf-shaped weir could exist below the make-up of the old wharf.





HER (PRN) ID	Name	Site Type	Location	Description
2160.1.0	Christ's Church and Burial Ground (site of)	Church, Cemetery	SJ 8279 9706	The graveyard at Christ's Church was in use for 51 years from 1805 (the earliest recorded burial) to 1856 (the latest) and contained 484 sold grave plots with stone grave slabs. The church, and its church school, was demolished around 1897, at which time an accurate plan of the graveyard was made by the City Surveyor of Manchester. As well as catering for the local community in Hulme, the graveyard also catered for the nearby 2nd Dragoons cavalry barracks [HER 9852.1.0]. In 1904 the graveyard was partially hardcored and tarmaced for use as a school playground. In early 1996 an evaluation was undertaken to assess the extent of the boundaries of the cemetery and the relative levels of the graves, in order to inform proposed housing development. This demonstrated that the graves survived in situ, lying within the original lines of the grave plots. The hardcore and tarmac for the playground had been laid directly on the graves and the remains of the church foundations, which had possibly been slightly levelled in the south. Using grave plot 17 as a case study, it can be assumed that the graves survive intact, and will consist of human remains in a wooden coffin situated about 1.4m below the corresponding grave slab.
2095.1.0	Chester Road/Regent Road Roundabout – Evaluation	House, Road, Warehouse	SJ 8305 9730	Chester Road approximately follows the line of the Roman road linking the forts at Manchester and Northwich. The evaluation comprised two test trenches but was very limited by major service trenches running underneath the modern main road. No evidence of a Roman road was found during the excavation.
120.1.1	Castlefield Canal Basin Buildings (Area of Roman Manchester)	Canal Warehouse, House, Office, Warehouse	SJ 8310 9749	The earliest warehouse at Castlefield Canal Basin, the Duke's warehouse, was built by 1789 and was situated between the present Bridgewater viaduct, built in 1841, and the old Chester Road. Immediately west of the Bridgewater viaduct is the site of Gilbert & Henshall's (the Grocers') Warehouse [HER 9848.1.0], which was demolished by 1963.
120.1.0	Castlefield Canal Terminus (Area of Roman Manchester)	Wharf, Canal, Canal Basin	SJ 8310 9750	The Castlefield terminus of the Bridgewater Canal in Manchester demonstrates the development of a canal basin. Its construction followed the purchase of the Hulme Hall estate in 1764 and it is sited just below the sandstone bluff on the north bank of the River Medlock.
16932.1.0	Dwellings (site of)	House, Terrace, Back To Back Terrace	SJ 8269 9759	Before 1831, as part of the original Atherton/Byrom proposals, a number of dwellings were erected within the angle between Water Street and Dawson Street. By 1850, this development had been expanded so that the whole area enclosed by Water Street, Dawson Street and Hulme Street had been taken up by dwellings and gardens, with 'St George's Terrace' and 'The Bowling Green Inn' being erected on the east side of Dawson Street. This miniature suburb apparently contained a social mixture, from several back-to-back courts to large dwellings on Dawson Street with front and back gardens.





HER (PRN) ID	Name	Site Type	Location	Description
16931.1.0	Building (site of)	Counting House, Building, Gatehouse	SJ 8270 9765	A narrow rectangular building was located on the Water Street frontage in the NE part of the site, possibly a gatehouse or counting house related to the dye works (HER 12360.1.0), as it was by the site gate. The site of this building is now largely occupied by Regent Road.
12360.1.1	Reservoir (site of)	Reservoir	SJ 8266 9764	A circular reservoir was located in the centre of the northern part of the Water Street Dye Works. This was first shown on Bancks & Co's plan of 1831, and was probably utilised for the dyeing process, which required large amounts of clean water, or for engine condenser water and boiler feed water for the steam plant at the site. It had a diameter of about 17.5m.
16929.1.0	Small Ware Manufactory (Silk, Cotton & Worsted) (site of)	Clothing Factory, Chimney, Boiler House, Engine House	SJ 8268 9763	This building was also erected on Water Street, being butted against the north wall of an earlier dwelling between 1794 and 1831. A boiler house, engine house and chimney were located against the north gable.
16928.1.0	Small Ware Manufactory (Silk & Cotton) (site of)	Clothing Factory	SJ 8265 9759	This building was erected on the Water Street frontage, over the west part of an earlier garden, sometime between 1831 and 1850. It had a boiler against its west external wall, and a pump against the south wall. On the 1896 OS plan this building was still standing, possibly as an annexe to the Dacca Mills to the south,
13968.1.0	Pryme Street Coalyard (site of)	Yard	SJ 83131 97237	Former site of a yard area on Pryme Street, first plotted on Johnson's 1818-19 map of Manchester. By 1849, the site is denoted as "Coal yard" and contained a single rectangular building.
14.1.0	Manchester to Ribchester Roman Road	Road	SJ 8369 9840	This forms part of the Roman road from Manchester to Ribchester. The road leaves the fort in Manchester heading north. It passes Strangeways Prison and on toward Radcliffe following the Bury New Road.
13981.1.0	Jacksons Wharf (former buildings on)	Timber Yard, Brass Foundry, Terraced House, Terrace	SJ 83086 97376	Blantyre Street had been laid out by 1894, providing the western boundary to the present study area. On the southern boundary of the study area a row of properties extended eastwards from Blantyre Street along Chester Road. OS mapping shows most to have comprised terraced housing. To their rear was a more irregular group of buildings, which partly extended along Blantyre Street. On the east they included the Bridgewater Foundry (Brass and Copper), which also fronted onto Chester Road with housing to either side, while on the west was a timber yard, accessed from Blantyre Street.
13967.1.0	Buildings on Pryme Street (site of)	Terraced House, Terrace	SJ 83135 97226	Site of a range of double-depth housing with outshoots, first plotted on Johnson's 1818-19 map of Manchester. This housing was extant until at least 1932, but had been demolished by 1965.





HER (PRN) ID	Name	Site Type	Location	Description
40.1.0	Hulme Hall (site of)	Hall, Garden, Great House, Settlement, Timber Framed Building, Cave	SJ 8253 9735	Described in 1795 as an 'old half-timbered house'. It overlooked the River Irwell and was famous in the C18 for its beautiful gardens which included Roman artefacts found in the Castlefield area. The 2-storey building was built around a quadrangle. Originally the seat of the Prestwich family, it was sold to Sir Oswald Mosley during the civil wars. By 1807 the hall was in decay. It came to be let out to poor families in tenements. Several carved oak timbers were removed to Worsley Old Hall. The hall was demolished in 1840 to make way for new buildings associated with the Bridgewater canal, and by 1911 the site was covered by workshops and mills.
13969.1.0	Buildings on Bradshaw Street, Crowngate (site of)	Terraced House, Terrace	SJ 83109 97241	Site of a range of double-depth houses with privies to the rear, first plotted on Johnson's 1818-19 map of Manchester. These were extant until at least 1932 but had been demolished by 1965.
13971.1.0	Houses at Union Place, Crowngate (site of)	Back To Back House	SJ 83080 97266	Site of a range of back-to-back houses, which are first plotted on Bancks & Co's 1831 map of Manchester. This housing was extant until at least 1932, but had been demolished by 1965.
16927.1.0	Dye Works (site of)	Dye Works	SJ 8263 9762	This building originated as part of HER 12360.1.0, and was a relatively small rectangular structure on Green's plan of 1794. Between 1794 and 1831 it had been extended northward and southward, to become the principal part of the dyeworks on the OS 1850 plan. The eastern side of this building included a pair of boilers and a pair of cisterns on the latter plan.
13980.1.0	Jacksons Wharf (former buildings on)	Stable, Travelling Crane, Timber Yard	SJ 83050 97463	Green's map of 1787-94 shows that by this date an arm led off the south side of the canal and intruded into the north-east of the study area. This was the forerunner of the broader canal arm leading to the Middle Warehouse [HER 8329.1.0], and served a group of lime kilns set into the natural slope at the southern end of the arm.
13966.1.0	Prince of Wales public house, Crowngate (site of)	Public House	SJ 83126 97266	Former site of a public house, positioned at the junction of Pryme Street and Silver Street, first plotted on Johnson's 1818-19 map of Manchester. Denoted as "The Prince of Wales" on the 1849 OS map. Documentary evidence indicates that it was licensed in 1801. The building was extant until at least 1932 but had been demolished by 1965.
13983.1.0	Jacksons Wharf (former building on)	Building	SJ 83048 97394	To the north of buildings fronting onto Chester Road [see HER 13981.1.0] the ground level sloped down from Blantyre Street to the study area, as now. By 1905 an elongated building had been built along the foot of this slope. The remains of a stone wall running along the base of the slope to the rear of this building are still extant, with two visible rows of courses. The southern part of this wall is built of relatively well-cut large blocks, but the northern part is of rougher small blocks with herringbone tooling, which may have been reused from an earlier structure.





HER (PRN) ID	Name	Site Type	Location	Description
13982.1.0	New Warehouse (site of)	Warehouse	SJ 83001 97469	By 1845 the north-east corner of the study area was crossed by the site of the New Warehouse; at six storeys high, about 80m long and 25m wide, this was the largest warehouse constructed in Castlefield. No longer extant. The building was still shown on mapping in the 1950s but had been demolished and the site cleared by about 1980.
13992.1.0	Waterloo Brewery, Crowngate (site of)	Brewery, Mill	SJ 83162 97330	A rectangular brewery which is first plotted on the 1844 OS map and denoted on the 1849 OS edition as 'Waterloo Brewery'. By 1888 the brewery building had either been extended or rebuilt and formed part of the 'Southern Street Mill'. To the north of this building another rectangular building had been constructed by 1888 and this too formed part of the 'Southern Street Mill'. By 1894 this building was linked to the range of buildings to the west by an open-sided 'shed', which was later replaced by a more substantial building that is plotted on the 1905 OS map.
13962.2.0	Buildings on Southam Street (site of)	Industrial Site, Building, Boiler House	SJ 83175 97307	Site of two possible industrial buildings which are first plotted at the corner of Southam Street on Bancks & Co's 1831 map. By 1888 these had been converted into a single building and formed part of 'Southam Street Mill'.
16217.1.0	Cobbled surface (site of), Slate Wharf	Feature	SJ 8304 9745	A watching brief was carried out on groundworks for a public house and restaurant development at Slate Wharf in late 1997/early 1998.
16840.1.0	Potato Wharf Canal Basin	Canal Basin	SJ 8287 9757	One of two canal basins serving the potato wharves, shown on the Ordnance Survey map of 1851 but absent from Bancks & Co's map of 1831. Infilled during the second half of the C20 and its site used subsequently as a yard area for Hanson's cement works.
13972.1.0	Anderson's Building (site of)	Blind Back House	SJ 83074 97281	Site of a range of blind-back houses, which are first plotted on Swire's 1824 map of Manchester. This housing was extant until at least 1932, but had been demolished by 1965.
Place				
415.2.0	Castlefield Roman Vicus (site of) (Area of Roman Manchester)	Town, Vicus, Building	SJ 8334 9768	Early activity in the area outside of the fort began with the first timber fort (see HER 415.1.2). Part of the vicus was excavated in 1972 and 1981. It was found that the ditch system surrounding the fort was abandoned during the Flavian period and covered by timber shops and houses. A road and associated buildings were built in the Hadrianic period. A hostelry, of timber structure, was uncovered, its function ascertained from large quantities of glass and gaming chips. After AD 250 the vicus experienced considerable decline, paralleling the decline of the fort.





Conservation Area				
DGM1554	Castlefield	Conservation Area	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.	



CONSULTANCY



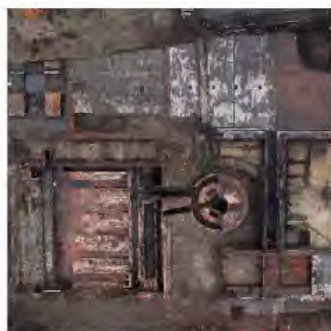
DESK BASED ASSESMENTS



WATCHING BRIEF & EVALUATION



EXCAVATION



BUILDING SURVEY



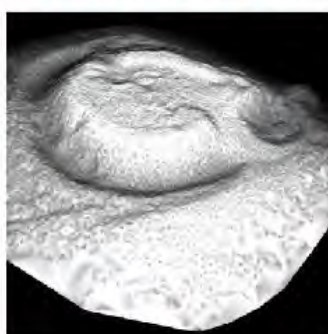
3D LASER SCANNING



COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



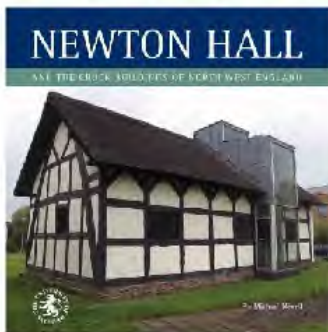
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