MOTEL ONE,
34 LONDON ROAD,
PICCADILLY,
MANCHESTER

Archaeological
Excavation

Oxford Archaeology North
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Russells Construction
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SUMMARY

Olympian Homes has obtained planning consent to erect a multi-storey, 330 bedroom hotel on an L-shaped plot at the junction of London Road with Whitworth Street in the Piccadilly area of Manchester (Application Ref: 099250/FO/2012/C2). The development necessitated the demolition of four buildings, including a budget hotel that originated in c 1876 as offices for the Manchester, Sheffield & Lincolnshire Railway Company, two three-storey warehouses dating to the second half of the nineteenth century, and a multi-storey block situated to the rear that had seemingly been built in the early nineteenth century as a cotton mill.

In order to mitigate the loss of these heritage assets, Manchester City Council attached conditions to planning consent that required an appropriate scheme of archaeological investigation in advance of development. In the first instance, a full photographic record of the buildings was compiled between March and May 2013, prior to demolition, followed by the targeted excavation of the steam-power plant for the early nineteenth-century mill.

The precise date at which the mill was erected remains uncertain. The first accurate plans to show the building are those produced by the Ordnance Survey in 1850 and Joseph Adshead in 1851, which present conflicting information regarding the use of the building. The previous detailed survey of the area, published by Bancks & Co in 1831, shows the footprint of the mill to have been occupied by workers’ housing. The physical evidence obtained from the archaeological investigation, however, suggests that the historical mapping is inaccurate, as it seems likely that the mill dates to the early part of the nineteenth century.

The recording work carried out during the initial archaeological survey concluded that the fabric, form and character building was consistent with a late eighteenth- or early nineteenth-century construction date. Further indication for an early construction date was provided by the excavation, which revealed the remains of the flue between the chimney and the boiler house. Whilst fragmentary, the small size and form of the flue appeared to be entirely consistent with a long or wagon-type boiler. Comparable remains have been excavated archaeologically at Waller’s Mill in the New Islington area of Manchester, dating to c 1800, and at Moore’s Mill in Ancoats, where a replacement long or wagon-type boiler was installed in the mid-1820s. This early type of boiler became largely redundant in the second quarter of the nineteenth century. The foundations of the internal engine house were similarly seen to be consistent with an early nineteenth-century construction date.

The programme of archaeological works carried out in advance of the Motel One development has provided a valuable opportunity to investigate the surviving remains of an early nineteenth-century cotton mill in the heart of Manchester. The survival of this mill was not recognised during the comprehensive study of cotton mills in Greater Manchester that was carried out during the 1980s, and the current project has enabled this imbalance to be redressed.
ACKNOWLEDGEMENTS

Oxford Archaeology North (OA North) is grateful to David Gana of Russells Construction for commissioning and supporting the project on behalf of Olympian Homes. Thanks are also expressed to Richard Goodwin of Olympian Homes, and Tom Goldthorpe of Hodder and Partners, for their interest and support. OA North is also grateful to Dr Andrew Myers of the Greater Manchester Archaeological Advisory Service for his advice and guidance.

The building investigation was carried out by Chris Wild and Lewis Stitt, and the excavation was directed by Graham Mottershead, who was assisted by Phil Cooke. The drawings were prepared by Mark Tidmarsh, and the report was edited by Ian Miller, who was also responsible for project management.
1. INTRODUCTION

1.1 CIRCUMSTANCES OF THE PROJECT

1.1.1 Olympian Homes has obtained planning consent to erect a multi-storey, 330 bedroom hotel on an L-shaped plot at the junction of London Road with Whitworth Street in the Piccadilly area of Manchester (Application Ref: 099250/FO/2012/C2). The development necessitated the demolition of four existing buildings, including an L-shaped block that fronted onto London Road and Whitworth Street, which was built in c.1876 as offices for the Manchester, Sheffield & Lincolnshire Railway Company. A multi-storey block that occupied the north-western part of the site is an earlier structure, dating to the early nineteenth century, and represents a survivor from Piccadilly’s former focus as an area of cotton mills.

1.1.2 In order to secure archaeological interests, Manchester City Council recommended that a programme of archaeological investigation was carried out in advance of development, and attached two archaeological conditions to planning consent. The first (Condition 18) required the production of a Written Scheme of Investigation (WSI):

‘No development shall commence until the following have been submitted to and approved in writing by the City Council as local planning authority:

(a) A scheme for digging archaeological trial trenches on site (including timetables and particulars of the persons supervising the digging);

(b) A scheme for investigating, evaluating and archiving any finds and for publishing details thereof.

The schemes approved under (a) and (b) above shall be implemented in accordance with the timetables contained therein and no development shall take place on site until written confirmation of completion of the said schemes has been received by the City Council, unless otherwise agreed in writing by the City Council as local planning authority.’

1.1.3 The second condition (Condition 22) stated:

‘Before development commences, a full photographic record of the site and the building (internally and externally) including all areas where physical changes are proposed, shall be submitted to and approved in writing by the City Council as local planning authority.’

1.1.4 In December 2012, Olympian Homes commissioned Oxford Archaeology North (OA North) to undertake the required archaeological work. Following consultation with the Greater Manchester Archaeological Advisory Service (GMAAS), it was proposed to fulfil Condition 22 in the first instance, and use the data collected from the photographic survey to inform the production of a WSI for a scheme of trial trenching, as required by Condition 18. Following the formal approval of the WSI by GMAAS, the excavation was carried out in September 2013.
1.2 SITE LOCATION AND GEOLOGY

1.2.1 Location: the study area (centred on NGR SJ 58017 06187) is situated within the Piccadilly area, which forms part of the historic township of Manchester, on the southern side of the city centre (Fig 1). The site is bounded by London Road and Whitworth Street to the east and south respectively, with the new Piccadilly Place development to the north and west (Plate 1).

1.2.2 Geology: the solid geology of the area comprises Carboniferous sedimentary material and a series of Permo-Triassic rocks, consisting mainly of New Red Sandstone (Hall et al 1995, 8). The overlying drift incorporates Pleistocene boulder clays of glacial origin, and sands, gravels, and clays of fluviatile/lacustrine origin (Ordnance Survey Geological Survey 1970).

1.2.3 Topography: the Manchester Conurbation as a region lies within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north. The region comprises the Mersey river valley, which is dominated by its heavily-meandering river within a broad flood plain (Countryside Commission 1998, 125). Other river valleys, including those of the Irwell, Irk, Medlock, Tame, and Goyt, form important tributaries, whilst the rivulet of Shooter’s Brook flows through a culvert along the northern boundary of the study area.
1.2.4 **Shooter’s Brook:** once a ‘meandering clear stream teeming with fish and home to numerous wild fowl’, Shooter’s Brook rises in Newton Heath and flows through Miles Platting and Ancoats to join the river Medlock near Charles Street (Ashworth 1987, 22). Although its modern route cannot be followed from the surface, as it flows almost entirely through deeply-buried culverts, the brook forms a boundary between the townships of Ancoats and Newton Heath on the north-eastern side of Manchester.

1.2.5 One of the earliest documented references to the watercourse is provided by burial records for 1589, which refer to a Robert Bowker having drowned in Shooter’s Brook (*ibid*), suggesting that it was more powerful than a small stream, and demonstrating its name to be of some antiquity: it may have derived from ‘shoot’ or ‘shute’, denoting a boundary (Cameron 1988, 205). It was also referred to locally as ‘Snipes Brook’ on account of the wading birds that frequented its marshy banks (Ashworth 1987, 22). During the late eighteenth century, the brook provided a focus for the first powered textile factories in the area, which utilised the brook as a source of power. As demand for land increased during the nineteenth century, the brook was successively diverted through culverts, and the valley infilled as building activity intensified. The culverting of Shooter’s Brook was coupled with its use until 1893 as a receptacle for untreated sewerage from the populous districts of Ancoats and Miles Platting (*ibid*).

1.2.6 Detail provided by Pigot’s map of 1808 appears to indicate that the section of Shooter’s Brook along the northern boundary of the study area had been culverted, and the infilling of the associated valley occurred shortly afterwards. A late nineteenth-century account (Nodal 1879, 29) mentions that the course of brook had been diverted so that its water emptied through the entrance to the Bank Top Tunnel, although it is uncertain when this re-routing took place. Whilst there is no physical evidence for the mill within the study area to have been powered by Shooter’s Brook, it clearly occupied a site close to the banks of this watercourse.
2. METHODOLOGY

2.1 INTRODUCTION

2.1.1 The fieldwork undertaken followed the method statement detailed in the approved Written Scheme of Investigation (Appendix 1), and was consistent with the relevant standards and procedures provided by the Institute for Archaeologists (IfA), and their code of conduct.

2.2 AIMS AND OBJECTIVES

2.2.1 The principal aim of the archaeological investigation was to expose and record the buried remains of archaeological interest within the specified area, and generate a complete record of the remains to mitigate their ultimate loss as part of the ground works necessitated by the proposed development.

2.2.2 Several research objectives of the archaeological investigation were specified in the Written Scheme of Investigation (Appendix 1). These included:
- to determine the presence, character, and extent of the steam-power plant for the industrial building shown on the Ordnance Survey map of 1850 and Adshead’s map of 1851;
- to inform a decision as to whether further archaeological investigation will be required in advance of development ground works;
- to compile an archival record of any archaeological remains within the development area.

2.3 EXCAVATION

2.3.1 The uppermost levels were excavated by a machine fitted with a toothless ditching bucket. The same machine was then used to define carefully the extent of any surviving walls, foundations and other remains, after which all excavations were undertaken manually.

2.3.2 All information was recorded stratigraphically with accompanying documentation (plans, sections and photographs, both of individual contexts and overall site shots from standard viewpoints). Photography was undertaken with high-resolution digital cameras, and records were maintained on special photographic pro-forma sheets.

2.4 FINDS

2.4.1 All finds recovered during the excavations were lifted, cleaned, bagged and boxed in accordance with the United Kingdom Institute for Conservation (UKIC) First Aid For Finds (1998). Recovery and sampling programmes were in accordance with best practice (current IfA guidelines) and subject to expert advice.
2.5 **ARCHIVE**

2.5.1 A full archive of the work has been prepared to a professional standard in accordance with current English Heritage guidelines (1991; 2006) and the *Guidelines for the Preparation of Excavation Archives for Long Term Storage* (UKIC 1990). The archive will be deposited with the Greater Manchester Record Office on completion of the project. In addition, a copy of the report will be forwarded to the Greater Manchester Historic Environment Record (HER).
3. BACKGROUND

3.1 DEVELOPMENT OF THE COTTON MILL

3.1.1 The date at which the cotton mill that formed the focus of the excavation was established is uncertain. The site is shown to have been developed on William Green’s accurate and detailed plan of Manchester that was printed in 1794 (Plate 2). This shows a group of buildings to the rear of the properties fronting onto Pump Street, occupying the southern side of the narrow valley for Shooter’s Brook. The map also marks London Road as Shooters Brow to the north of the brook and Bank Top to the south. Development of the area was clearly advanced by the mid-1790s, and included the substantial cotton factory known as Piccadilly Mill between Auburn Street and Upton Street, situated to the north of Shooters Brook. This was built by Peter Drinkwater, a successful fustian manufacturer and merchant, for the spinning of cotton using mules, and was put into production in 1790.

Plate 2: Extract from Green’s map of 1794, showing boundary of the development site and arrow marking the position of the excavation area
3.1.2 Cole and Roper’s map of 1801 shows Shooter’s Brook as an open watercourse, flowing along the northern boundary of the study area. However, the next available mapping of the area, provided by Pigot in 1808, does not mark the route of the brook along the northern boundary of the study area, suggesting that it had been culverted by that date.

3.1.3 By 1820, infilling had begun to the rear of the streets shown on earlier mapping, probably encouraged by the culverting of Shooter’s Brook. This is captured on Pigot’s map of 1819, Johnson’s map of 1820, and Swire’s map of 1824 (Plate 3), although these maps were all produced at a scale that does not permit individual buildings to be identified easily. It seems from the detail provided by Swire’s map, however, that the site of the cotton mill was undeveloped (Plate 3). Similarly, the mill is not included in the ‘Plans of all the Cotton Spinning Mills in Manchester’, which was produced in c 1822.

3.1.4 Other sources of primary documentation do not provide detailed information on the nature of the buildings in the study area for the early nineteenth century, although entries in a trade directory for 1821-2 refer to John Marshall, a spinner on Lower Brook Street (Pigot and Dean 1821, 108). John Lard and Robert Large are similarly listed as cotton spinners, residing at 11 and 4 Lower Brook Street respectively (op cit, 96). However, there is no firm evidence to demonstrate that the mill had been built by that date.

Plate 3: Extract from the Swire’s map of 1824, showing the site of the cotton mill
3.1.5 The earliest detailed plan of the buildings in the study area is provided Bancks & Co’s *Map of Manchester and Salford*, which was published in 1831 (Plate 4). This map shows the present development area to have been densely developed, with narrow courts to the rear of the street ranges.

![Plate 4: Extract from Bancks & Co’s map of 1831, showing the site of the cotton mill](image)

3.1.6 The development area is similarly shown to have been developed entirely on the next available detailed maps, which comprise the Ordnance Survey map of 1850 (Plate 5) and Adshead’s map of 1851 (Plate 6). These maps depict essentially the same layout of buildings, although there is some variation in the detail shown. The Ordnance Survey map identifies the building that was targeted for excavation as a ‘smithy’ (Plate 5), implying that this replaced the housing shown on the Bancks’ map of 1831. However, Adshead’s map of 1851 (Plate 6) marks this site as a cotton mill, raising the possibility that the building was dual-function. An industrial-type chimney in the south-western corner of the building appears to be marked on the Ordnance Survey map of 1850, which may have been associated with a furnace in the smithy, or the steam-power plant for the cotton manufacturers. It is likely that the cotton business was that run by Samuel Hollins & Co, named in trade directories of the 1850s as cotton spinners at No 8 Pump Street (*eg* Slater 1852). However, neither Samuel Hollins & Co nor 8 Pump Street are listed in trade directories for the late 1860s (*eg* Slater 1869), suggesting that the mill was not longer in use, or that the site was being redeveloped.
Plate 5: Extract from the Ordnance Survey map of 1850, with arrow marking the excavation area

Plate 6: Extract from Adshead’s map of 1851, with arrow marking the excavation area
3.1.7 By 1888, Pump Street had become the eastern end of Whitworth Street, a new thoroughfare between London Road and Oxford Road. The layout of the buildings in the study area at that date was captured by the Ordnance Survey in 1888-9, and reproduced on mapping printed in 1891 and 1893. This indicates that the cotton mill had been subsumed by the offices for the Manchester, Sheffield & Lincolnshire Railway Company offices at 28 London Road. Further detail is provided by the first edition of Goad’s detailed insurance plans, which were produced in 1893. This identifies the building as a five-storey warehouse with a basement.
4. SUMMARY OF BUILDING INVESTIGATION

4.1 THE COTTON MILL

4.1.1 Whilst the conditions of the planning consent for the redevelopment of the site only required a photographic record of the building prior to its demolition, a more detailed level of archaeological survey was actually undertaken in view of the apparent historic significance of the former mill. The following section provides a description of the historic fabric that was carried out prior to demolition.

4.1.2 The extant fabric of the former cotton mill comprised a five-storey, six by two bay structure (Plate 7), with walls of two-brick thickness to the lower three floors, and 1½ brick-thickness to the upper two floors. It was built in irregular four-to-six-stretcher English Garden Wall bond, of hand-made brick. The upper four storeys had camber-arched windows with lintels externally formed of end-set and header bricks (Plate 8). Those on the north elevation had replaced 12-light casement windows, but an externally blocked window of the south elevation retained a 16-light timber casement (Plate 9), which represented an earlier, possibly original fenestration. The first floor of the structure was significantly taller than those above, but had similar-sized windows, whilst the ground floor had taller windows in its eastern four bays. The penultimate bay of the ground floor housed an entrance doorway, with flat sandstone lintel, whilst the adjacent bay had a blocked tall round-headed window, indicative of an internal engine house (Plate 10). Above the ground floor doorway, the wall below the windows of the penultimate bay of the north wall were all rebuilt, suggesting that the bay originally housed a loading loophole, with this being moved to the penultimate eastern bay of the south elevation following the addition of new structures to the south and east.

4.1.3 The mill retained a 4'3" x 4' (1.22 x 1.30m) internal rectangular-section chimney in its south-western corner (Plate 11). This survived intact to attic level, although there was no access to the ground floor at the time of the survey to inspect its survival, or relationship with the apparent internal engine house in the northern part of the same bay. Given the narrow width of the mill, and the placement of these two features, it is likely that the associated boiler would have either been of a haystack type, or possibly housed in an adjacent external boiler house, to reduce the risk of fire within the mill.

4.1.4 Internally, the mill was of non-fireproof construction, with timber floors comprising 11" (0.27m) timber boards over 14 x 6" (0.35 x 0.15m) large-scantling rectangular-section timber beams (Plate 12), several of which displayed Baltic shipping marks (Plates 13 and 14). The beams were supported at their mid-point by hollow, cylindrical cast-iron columns of 4" (0.10m) diameter with a simple astragal and roll below an 8" (0.20m) square cap (Plate 15). Each column also had a square base-plate of a similar size to the cap, beneath which a bifurcated foot spanned the beam below in an attempt to reduce the crush forces through the beam.
Plate 7: The north-facing elevation of the mill
4.1.5 Adjacent to the north side of each column, each beam had a pair of bolt holes, 9" (0.23m) apart, for a line shaft bracket, many having associated cut-outs in the soffit to house a line shaft hanger (Plate 16). However, those on the second floor were cut much deeper than above, suggesting that the original shaft at this level was placed much closer to the beam (Plate 17).

4.1.6 The beams of the upper floor formed tie beams to timber king post trusses, with metal stirrups supporting the joint between the two (Plate 18). The king post clasped the ridge board, with each truss also having angled braces to the principal rafters, positioned between the two butt-ended purlins of each pitch. The majority of the attic was partitioned from the fourth floor below, by a lath and plaster ceiling, with the fourth floor being devoid of columns, the trusses spreading the weight of the ceiling beams onto the outer walls.

4.1.7 The second floor retained a hoist in the penultimate eastern bay of the south elevation, which was carried on a crude frame of re-used and new timber. One of the timbers was circular-sawn demonstrating the hoist to be a later addition to the structure.

*Plate 8: The camber-arched windows in the north-facing elevation of the mill*
Plate 9: Blocked 16-light timber window casement in the south-facing elevation of the mill, perhaps represent surviving original fenestration.
Plate 10: Blocked, tall round-headed window in the north-facing elevation of the mill
Plate 11: Chimney in the south-west corner of the mill
Plate 12: Large-scantling rectangular-section timber beams

Plate 13: Baltic timber marks on one of the timber beams
Plate 14: Baltic timber marks on another timber beam

Plate 15: Cap of a cast-iron cylindrical column
Plate 16: Bolt holes in beam for line shaft bracket

Plate 17: Cut-out for line shaft bracket on the second floor of the mill
Plate 18: King post roof structure
Plate 19: Stair scar on the first floor
Plate 20: View across the second floor
Plate 21: View across the third floor

Plate 22: View across the third floor
Plate 23: Blocked windows on the third floor

Plate 24: Detail of column head on the third floor
Plate 25: View across the fourth floor

Plate 26: View across the fourth floor
5. SUMMARY OF EXCAVATION RESULTS

5.1 INTRODUCTION

5.1.1 The excavation area was targeted on the projected position of the engine house for the early nineteenth-century mill, which had occupied the north-western corner of the building, in the north-western part of the development site (Fig 2). The excavated trench measured 10.2m and up to 4.8m wide, with in-situ remains of the foundation blocks for a beam engine being exposed at a depth of c 4m below the modern level of Whitworth Street (Plate 27). A double-depth basement immediately to the south-east of the excavated area had removed all archaeological remains, whilst Health and Safety considerations precluded further excavation to the north-east. The culverted route of Shooter’s Brook lay some 6m to the north-east.

Plate 27: General view across the excavation area, looking north
5.2 **EXCAVATION RESULTS**

5.2.1 Part of the original hand-made brick walling survived immediately adjacent to the engine bed, aligned north-east/south-west, and standing to a height of 1.8m. Built within the remains of this wall was a bricked-up archway, which was visible parallel and adjacent to the north-eastern 3.5m of the engine bed. At the south-western end of the engine bed, the foundations of a small square-section chimney, measuring 1.6 x 1.1m, was built into the wall, appearing contemporary with the wall construction (Plate 28).

5.2.2 Elements of the original engine house wall were exposed continuing east-south-east from the chimney (Plate 29). In total, a length of 3m of the engine house wall was exposed within the excavated trench. The wall was 0.54m wide, and comprised hand-made bricks bonded with a white lime-based mortar. Another wall was identified continuing north-north-eastwards, along the south-eastern side of the engine bed. This wall was a single header-course wide, and comprised hand-made bricks wall bonded in lime-based mortar, and was almost certainly of a contemporary construction date to the engine house wall. The single-course wall appeared to have been intended to provide a partition between the engine housing and a flue that was situated immediately to the south-east (Fig 3). This flue sloped downwards from the north-east to the south-west (Plate 30), and comprised hand-made bricks with a stone-flagged capping. It continued beneath the outer wall of the engine house, and below the stone-flagged floor of the mill to the south-west. The fragmentary remains of heat-affected brick discovered beneath the floor suggested that the flue wrapped around the engine house wall and chimney, before entering the base of the chimney from the south-western side (Plate 31).
Plate 29: Engine house wall looking north-west

Plate 30: Wall at south-east edge of engine bed and sloping flue, looking south-west
Plate 31: Line of flue visible in rubble on left, looking west

Plate 32: Brick structure at south-west end of engine bed looking south-west
5.2.3 The engine bed was mainly built from sandstone blocks, and measured 5.6 x by 2.4m (Fig 3). At its south-western end was a 0.86 x 0.54m and 0.58m deep rectangular brick structure built onto a stone block and recessed so its top was flush with the rest of the blocks (Plates 32 and 33). The fabric of the structure comprised hand-made bricks bonded with lime-based mortar, and was hollow inside, filled with ash and burnt brick. The inner, north-eastern row of bricks, comprised firebricks, which were angled upwards at c 30 degrees. At the south corner, was a narrow 20mm long notch in the top of the stone block. This same block also had its north corner recessed slightly down in a rectangle with a 25mm round iron bolt set into its south-western side, an 80mm hole drilled into its centre, and a 140 x 40mm wide groove cut into its north-eastern side (Plate 33).

5.2.4 In the centre of the engine bed was a 2.54 x 1m flywheel pit, which was filled with demolition rubble. This was excavated to a depth of 2.2m, although the base was not exposed, and further excavation was precluded for Health & Safety considerations. Three 80mm diameter holes had been drilled into the north-western side of the stone-built engine bed, one of which retained a 25mm iron bolt, with a 20mm-wide notch immediately to the north-west. Another three drilled holes were present on the south-eastern side of the engine bed, each retaining iron bolts. The central bolt was identical to those in the north-western side, whilst that to the south-west was damaged, and the hole to the north-east comprised a ‘U’-shaped notch within a shallow rectangular recess in the top of the block. These holes and their associated bolts almost certainly represented fixing for the frame supporting the engine flywheel.
5.2.5  A narrow groove, aligned broadly south-west/north-east, had been cut along the centre the south-east blocks. A 320 x 60mm notch had been cut into the top edge of some of the south-eastern blocks, and next to this a row of seven hand-made bricks had been inserted, possibly as a repair. Several cast-iron pegs had been inserted into the flywheel pit walls, and the block at the north-eastern end had a damaged notch cut into it running down its face for c 0.25m.

5.2.6  At the north-eastern end of the flywheel pit were three blocks with a complicated series of settings cut into them. The north-western block had four drilled holes, each of c 80-90mm diameter, forming a rectangle and set within a series of shallow recesses and raised squares. One of these holes retained a 25mm-diameter bolt. A 20mm notch had also been cut into the upper surface, slightly off-centre, and a channel cut between the two south-eastern holes. The central block had a 1.12 x 0.38m hole cut into it to a depth of 0.39m. This was probably represented a small pit for the flywheel crank or a pinion gear (Plate 34). Two 80mm-diameter holes were drilled to the immediate north-west, and one to the south-east (Plate 34). A curved groove was revealed at the north-western edge of this block, which had been packed with wood. The south-eastern edge of the block curved out at its southern corner, mirroring the shape of the next block to the south-east, and creating a curving channel. The south-eastern block had a narrow groove cut across it, which joined the curving channel and ran into a curving recess heading to the south-western edge of the block. The south-eastern edge of this block, and the next end block to the north-east, was slightly raised in a 240mm-wide lip running south-west from the eastern corner of the engine bed.

Plate 34: Stone blocks at the north-eastern end of the flywheel pit, showing the recess for the flywheel crank or pinion gear
5.2.7 The three blocks at the north-eastern end of the engine bed were relatively plain compared to the rest of the bed. Other than the raised lip on the eastern corner block, which extended from the block to the south-west, the only other feature was a 320 x 300mm square cut-out at the north-eastern edge of the north corner block, which contained a round-headed 32mm-diameter iron bolt (Plate 35).

![Plate 35: The north-eastern end blocks of the engine bed](image)

5.2.8 The engine bed was set within a matrix of crushed brick, cinders and ash to the north-west and north-east. Brick rubble was exposed beneath the flagged mill floor to the south-west of the engine house wall, presumably representing the original levelling material. The wall to the south-east, and the surviving remnants of the flue, were set within a deposit of sandy gravel that contained crushed brick. Beyond this, the double basement had removed any further remains, presumably including those of the boiler.
6. DISCUSSION

6.1 DISCUSSION

6.1.1 The programme of archaeological works carried out in advance of the Motel One development has provided a valuable opportunity to investigate the surviving remains of an early nineteenth-century cotton mill in the heart of Manchester. The survival of this mill was not recognised during the comprehensive study of cotton mills in Greater Manchester that was carried out during the 1980s (Williams with Farnie 1992), and the current project has enabled this imbalance to be redressed.

6.1.2 The precise date at which the mill was erected remains uncertain. The first accurate plans to show the building are those produced by the Ordnance Survey in 1850 and Joseph Adshead in 1851, which present conflicting information regarding the use of the building (Plates 5 and 6). The previous detailed survey of the area, published by Bancks & Co in 1831, shows the footprint of the mill to have been occupied by workers’ housing. A few entries in trade directories provide tantalising hints of the site having been used by cotton spinners in the 1820s, although firm evidence is lacking; further research of the relevant rate books and land tax assessment may furnish additional details, although these documents were unavailable at the time of the archaeological investigation due to Manchester Archives being temporarily closed to public access.

6.1.3 The physical evidence obtained from the archaeological investigation suggests that the historical mapping, and specifically Bancks & Co’s map, is inaccurate, as it seems likely that the mill dates to the early part of the nineteenth century. The recording work carried out during the initial archaeological survey concluded that the building was approximately 30’ wide externally, which is entirely consistent with late eighteenth- and early nineteenth-century textile mills, this being a very suitable span for the available lengths of timber. The Baltic shipping marks noted in the mill are common in buildings of late eighteenth- to early nineteenth-century date, and the size of the bricks is also commensurate, being larger than those typical of the Victorian period.

6.1.4 The very simple form of the columns would also point to an early date of construction, although the earliest identified use of cylindrical, rather than cruciform-section cast-iron columns in Manchester was at Salford Twist Mill in 1799 (Giles and Goodall 1992). The use of bifurcated feet to the columns was also unusual, with channel-section open heads to columns being the more common, and simpler approach to avoiding compression of the beam, replacing cast one-piece crush boxes which formed an independent member between vertical columns, but which required sliding onto the beam before it was placed in position within the building. Not only are bifurcated column feet unusual, these were particularly crude, not actually reaching a base-plate set wider than the beam.
6.1.5 It is also possible that the deep cut-outs of varying depth in the beams soffit, associated with a single approximately centrally-placed line shaft, may indicate that these were originally of larger, but diminishing diameter timber construction. This form of power transmission became largely obsolete before 1830, when lightweight lineshafts were commonly employed in mills in the Manchester area (Williams with Farnie 1992; Miller and Wild 2007).

6.1.6 The placement of the chimney inside the building is also consistent with an early date of construction, particularly when coupled with the square-section tapering form of the chimney, which was typical of textile mills erected prior to c. 1830 (Giles and Goodall 1992). Further indication for an early construction date was provided by the excavation, which revealed the remains of the flue between the chimney and the boiler house. Whilst fragmentary, the small size and form of the flue appeared to be entirely consistent with a long or wagon-type boiler. Comparable remains have been excavated archaeologically at Waller’s Mill in the New Islington area of Manchester, dating to c. 1800, and at Moore’s Mill in Ancoats, where a replacement long or wagon-type boiler was installed in the mid-1820s (Miller and Wild 2007, 56-8). This early type of boiler became largely redundant in the second quarter of the nineteenth century as working steam pressures increased above the capability of the boiler design (Giles and Goodall 1992, 146-7). They were superseded in textile mills by Cornish and Lancashire boilers, the latter design being patented in 1844 and was rapidly widely adopted.

6.1.7 Whilst the above-ground remains of the mill’s internal engine house had been remodelled extensively during the twentieth century, the layout of the excavated stone foundation beds were consistent with those required by a single-cylinder beam engine. The engine and its associated boiler had been placed transversely across the western end of the mill. This type of engine was almost universal amongst early nineteenth-century cotton mills in Manchester, with many examples remaining in use into the second half of the century.

6.1.8 In conclusion, the precise date and chronology of the former cotton mill in the study area remains unclear. However, whilst the available cartographic sources indicate that it was erected during the 1830s/early 1840s, the physical evidence suggest that it may actually have dated to the earlier part of the nineteenth century.
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ARCHAEOLOGICAL EVALUATION
WRITTEN SCHEME OF INVESTIGATION

Proposals
The following Written Scheme of Investigation is offered in response to a request from Mr T Goldthorpe of Hodder & Partners, acting on behalf of Olympian Homes, for an archaeological evaluation in advance of the proposed development of land at 34 London Road, in the Piccadilly area of Manchester.
1 BACKGROUND

1.1 CIRCUMSTANCES OF PROJECT

1.1.1 Olympian Homes has obtained planning consent to erect a multi-storey, 330 bedroom hotel over an existing basement on an L-shaped plot at the junction of London Road with Whitworth Street in the Piccadilly area of Manchester (Application Ref: 099250/FO/2012/C2). The development will necessitate the demolition of four existing buildings. These include an L-shaped block that fronts onto London Road and Whitworth Street, which was built in c 1876 as offices for the Manchester, Sheffield & Lincolnshire Railway Company; it was used most recently as a budget hotel. A multi-storey block that occupies the north-western part of the site is an earlier structure, dating to the second quarter of the nineteenth century, and seemingly represents a survivor from Piccadilly’s former focus as an area of cotton mills. The other buildings to be demolished are Nos 4 and 6 Whitworth Street, which both comprise three-storey warehouses blocks that date to the second half of the nineteenth century.

1.1.2 An archaeological assessment of the site was compiled in 2012 as part of the documentation submitted in support of the planning application (OA North 2012). This concluded that the standing buildings merited preservation by record prior to their ultimate loss. The assessment also identified some potential for historic fabric of former buildings to survive as buried remains, which would similarly merit preservation by record prior to their ultimate loss.

1.1.3 In order to secure archaeological interests, the Greater Manchester Archaeology Advisory Service (GMAAS), which provides planning advice on archaeological issues to Manchester City Council, recommended that a programme of archaeological investigation is carried out in advance of development. In the light of this advice, Manchester City Council attached two archaeological conditions to planning consent. The first (Condition 18) required the production of a Written Scheme of Investigation (WSI):

‘No development shall commence until the following have been submitted to and approved in writing by the City Council as local planning authority:

(a) A scheme for digging archaeological trial trenches on site (including timetables and particulars of the persons supervising the digging);
(b) A scheme for investigating, evaluating and archiving any finds and for publishing details thereof (including timetables and particulars of the persons who will carry out said tasks).

The schemes approved under (a) and (b) above shall be implemented in accordance with the timetables contained therein and no development shall take place on site until written confirmation of completion of the said schemes has been received by the City Council, unless otherwise agreed in writing by the City Council as local planning authority.’
1.1.4 The second condition (Condition 22) states:

‘Before development commences, a full photographic record of the site and the building (internally and externally) including all areas where physical changes are proposed, shall be submitted to and approved in writing by the City Council as local planning authority.’

1.1.5 In December 2012, Olympian Homes commissioned Oxford Archaeology North (OA North) to undertake the required archaeological work. Following consultation with GMAAS, it was proposed to fulfil Condition 22 in the first instance, and use the data collected from the photographic survey to inform the production a WSI for a scheme of trial trenching, as required by Condition 18.

1.1.6 An initial inspection of 34 London Road (formerly the International Hotel) has concluded that the modern partitioning, fixtures and loose fittings/furniture should be removed prior to the completion of the photographic survey to enable the original fabric of the building to be recorded. Similarly, whilst much of the historic fabric of the former mill block to the rear has not been hidden behind modern finishings, it is nevertheless obscured presently by materials abandoned by the previous owner.

1.1.7 The initial inspection also allowed consideration to be afforded to the most appropriate location for the trial trenches. Any buried structural remains of the buildings on Whitworth Street that preceded those that occupy the site today would be of particular archaeological interest. However, the present buildings have a common basement that was remodelled extensively in the later twentieth century to enable a conversion to a nightclub. Whilst some historic fabric may survive behind modern wall finishings, this will be recorded by the photographic survey following a ‘soft strip’ of the buildings. However, there is little potential for buried remains of archaeological interest to survive beneath the modern floor levels. The excavation of trial trenches along the Whitworth Street frontage is thus unlikely to be of value.

1.1.8 Conversely, the north-facing elevation of the mid-nineteenth-century block at the rear of the site retains evidence for developmental phases in the form of several brick-blocked apertures. Of particular interest is a tall arched window, of a type frequently associated with an engine house in an early nineteenth-century textile mill (Plate 1). This arched window occupies the north-western corner of the multi-storey block, which would have been a logical position for a beam engine. The early history of the building remains unclear; it is annotated as a smithy on the Ordnance Survey map of 1850, whilst Joseph Adshead’s map of 1851 identifies the building as a cotton mill (Plate 2).

1.1.9 Further investigation of this part of the site via trial trenching is merited, and should aim to establish the presence, date, and significance of any buried archaeological remains. In the event of significant archaeological remains being discovered in the trenches, further archaeological investigation is likely to be required. Any such additional works will be carried out in accordance with an Updated WSI.
Plate 1: The north-west corner of the multi-storey block at the rear of the development site, showing the brick-blocked tall arched window.
Plate 2: Extract from Joseph Adshead’s map of 1851, with arrow marking the approximate position of the tall arched window
1.2 **OXFORD ARCHAEOLOGY**

1.2.1 Oxford Archaeology is an educational charity under the guidance of a board of trustees with over 35 years of experience in archaeology, and can provide a professional and cost-effective service. We are the largest employer of archaeologists in the country (we currently have more than 300 members of staff), and can thus deploy considerable resources with extensive experience to deal with any archaeological obligations you or your clients may have. OA is an Institute for Archaeologists Registered Organisation (No 17). We have offices in Lancaster and Oxford, trading as Oxford Archaeology North (OA North) and Oxford Archaeology South (OA South) respectively, enabling us to provide a truly nationwide service. All work on the project will be undertaken in accordance with relevant professional standards, including:

- IfA’s *Code of Conduct* (1999); *Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology* (1999); *Standard and Guidance for Archaeological Evaluations* (1999);
- English Heritage’s *Management of Archaeological Projects*, 1991;

1.2.2 OA North has unrivalled experience in the assessment, evaluation and excavation of former industrial sites, particularly in the context of Manchester. We have an extensive portfolio of excavating the buried remains of former textile mills in Manchester, including Salvins’ Factory, New Islington Mill, and Waller’s Mill as part of the New Islington Millennium Village, Moore’s Mill on the New Islington Wharf development, Peter Drinkwater’s Mill and Shepley Street Mill in Piccadilly, and the Bengal Street Mill in Ancoats to name but a few. Our excavations at A & G Murray’s Mills in Ancoats also involved placing evaluation trenches across the infilled private canal basin, whilst we have also excavated sections the former Pott Street canal arm at New Islington, and the Bengal Street canal arm in Ancoats.
2 AIMS AND OBJECTIVES

2.1 ACADEMIC AIMS

2.1.1 The main research aim of the investigation, given the commercial nature of the development, will be to establish the presence or absence of buried archaeological remains on the site and, if present, characterise the level of preservation and significance, and provide a good understanding of their potential.

2.2 OBJECTIVES

2.2.1 The objectives of the project may be summarised as follows:

- to determine the presence, character, and extent of the steam-power plant for the industrial building shown on the Ordnance Survey map of 1850 and Adshead’s map of 1851;
- to inform a decision as to whether further archaeological investigation will be required in advance of development ground works;
- to compile an archival record of any archaeological remains within the development area.
3 METHOD STATEMENT

3.1 The development area will be investigated initially via the excavation of a single trial trench. In the event of significant archaeological remains being discovered in the trench, it is likely that further archaeological investigation will be required. Any such additional works will be carried out in accordance with an Updated WSI, which will be devised in consultation with GMAAS.

3.2 EVALUATION

3.2.1 General Methodology: it is proposed that the site be investigated initially via a single trench, measuring 9m long and 3m wide. The trench will be placed within the footprint of the north-western corner of the building shown on mid-nineteenth-century mapping (Figs 1 sand 2).

3.2.2 The evaluation will be carried out once the standing structures have been demolished to ground-floor level. Mechanical excavation of the modern surface will then be carried out under close archaeological supervision. The uppermost levels of overburden/demolition material will also be removed with a machine fitted with a toothless ditching bucket to the top of the first significant archaeological level.

3.2.3 Machine excavation will then be used to define carefully the extent of any surviving foundations, floors, and other remains. Thereafter, structural remains will be cleaned manually to define their extent, nature, form and, where possible, date. If the excavation is to proceed below a depth of 1.2m, then the trenches will be widened sufficiently to allow the sides to be stepped in.

3.2.4 All information identified in the course of the site works will be recorded stratigraphically, using a system adapted from that used by the Centre for Archaeology Service of English Heritage. Results of the evaluation will be recorded on pro-forma context sheets, and will be accompanied with sufficient pictorial record (plans, sections and both black and white and colour photographs) to identify and illustrate individual features. Primary records will be available for inspection at all times.

3.2.5 Photography: a full and detailed photographic record of individual contexts will be maintained and similarly general views from standard view points of the overall site at all stages of the evaluation will be generated. Photography will be undertaken using high-resolution digital cameras and 35mm cameras on archivable black and white print film. All frames will include a visible, graduated metric scale. Photographs records will be maintained on special photographic pro-forma sheets.

3.2.6 Planning: the precise location of the evaluation trench, and the position of all archaeological structures encountered, will be surveyed by EDM tacheometry using a total station linked to a pen computer data logger. This process will generate scaled plans within AutoCAD, which will then be subject to manual survey enhancement.
3.2.7 The drawings will be generated at an accuracy appropriate for 1:20 scale, but can be output at any scale required. Sections will be manually drafted as appropriate at a scale of 1:10. All information will be tied in to Ordnance Datum.

3.2.8 Human remains are not expected to be present, but if they are found they will, if possible, be left in situ covered and protected. If removal is necessary, then the relevant Home Office permission will be sought, and the removal of such remains will be carried out with due care and sensitivity as required by the Burials Act 1857.

3.2.9 Any gold and silver artefacts recovered during the course of the excavation will be removed to a safe place and reported to the local Coroner according to the procedures relating to the Treasure Act, 1996.

3.2.10 **Finds policy:** finds recovery and sampling programmes will be in accordance with best practice (following current Institute for Archaeologists’ guidelines) and subject to expert advice in order to minimise deterioration. OA North employs in-house artefact and palaeoecology specialists, with considerable expertise in the investigation, excavation, and finds management of sites of all periods and types, who are readily available for consultation. Finds storage during fieldwork and any site archive preparation will follow professional guidelines (UKIC). Emergency access to conservation facilities is maintained by OA North with the Department of Archaeology, the University of Durham.

### 3.3 Health and Safety

3.3.1 Full regard will be given to all constraints during the course of the project. OA North provides a Health and Safety Statement for all projects and maintains a Safety Policy. All site procedures are in accordance with the guidance set out in the Health and Safety Manual compiled by the Standing Conference of Archaeological Unit Managers.

3.3.2 OA North undertakes to safeguard, so far as is reasonably practicable, the health, safety and welfare of its staff and of others who may be affected by our work. This applies in particular to providing and maintaining suitable premises, ensuring the safety of all equipment supplied by the Company, and providing all reasonable safeguards and precautions against accidents. OA North will also take all reasonable steps to ensure the health and safety of all persons not in their employment, such as volunteers, students, visitors, and members of the public (this includes trespassers). OA North will ensure that no one suffers injury because of dangers arising from the state of the premises, or things done, or omitted to be done, on the premises.

3.3.3 OA North is fully familiar with and will comply with all current and relevant legislation, including, but not limited to:
• The Health and Safety at Work Act (1974);
• Management of Health and Safety at Work Regulations (1999);
• Manual Handling Operations Regulations 1992 (as amended in 2002);
• The Construction (Design and Management) Regulations (2007);
• The Control of Asbestos Regulations (2006);
• The Workplace (Health, Safety and Welfare) Regulations (1992);
• Construction (Health, Safety and Welfare) Regulations (1996);
• The Health and Safety (Miscellaneous Amendments) Regulations (2002);
• The Work at Height Regulations (2005);
• The Control of Substances Hazardous to Health Regulations (2002);
• The Health and Safety (First-Aid) Regulations (1981);
• The Regulatory Reform (Fire Safety) Order (2005);
• The Provision and Use of Work Equipment Regulations (1998);

3.3.4 OA North has professional indemnity to a value of £2,000,000, employer's liability cover to a value of £10,000,000 and public liability to a value of £15,000,000. Written details of insurance cover can be provided if required.

3.3.5 Normal OA North working hours are between 9.00 am and 5.00 pm, Monday to Friday, though adjustments to hours may be made to maximise daylight working time in winter and to meet travel requirements. It is not normal practice for OA North staff to be asked to work weekends or bank holidays and should the Client require such time to be worked during the course of a project a contract variation to cover additional costs will be necessary.

3.4 OTHER MATTERS

3.4.1 Project Monitoring: the aims of monitoring are to ensure that the archaeological works are undertaken within the limits set by the Written Scheme of Investigation, and to the satisfaction of the curatorial archaeologist at the Greater Manchester Archaeological Advisory Service (GMAAS). The curatorial archaeologist will be given at least five days’ notice of when work is due to commence, and will be free to visit the site by prior arrangement with the project director. It is anticipated that there will be at least one formal monitoring meeting during the course of the evaluation, which should also be attended by the Client or his representative.

3.4.2 Confidentiality: the final report is designed as a document for the specific use of the Client, and should be treated as such; it is not suitable for publication as an academic report, or otherwise, without amendment or revision. Any requirement to revise or reorder the material for submission or presentation to third parties beyond the Written Scheme of Investigation can be fulfilled, but will require separate discussion and funding.
3.5 POST-EXCAVATION AND REPORT PRODUCTION

3.5.1 Report: a report will be produced within four working weeks of the completion of the fieldwork, and will include:

- a summary statement of the findings;
- the background to the evaluation, including location details;
- an outline of the methodology of the survey;
- a description of the site’s setting, including topography and geology;
- an account of the documented historical background to the site;
- a summary, assessment, and interpretation of the results of the evaluation;
- an assessment of any finds and samples recovered from the trenches;
- a description of the significance of the site in its local and regional context;
- recommendations for any further archaeological investigation that is considered merited to mitigate the impact of the development works;
- a catalogue of archive items, including a list of photographs, and details of the final deposition of the project archive.

3.5.2 Archive: the results of the archaeological investigation will form the basis of a full archive to professional standards, in accordance with current English Heritage guidelines (The Management of Archaeological Projects, 2nd edition, 1991) and the Guidelines for the Preparation of Excavation Archives for Long Term Storage (UKIC 1990). The project archive represents the collation and indexing of all the data and material gathered during the course of the project. The deposition of a properly ordered and indexed project archive in an appropriate repository is considered an essential and integral element of all archaeological projects by the IfA in that organisation’s code of conduct. As part of the archiving process, the on-line OASIS (On-line Access to Index of Archaeological Investigations) form will be completed.

3.5.3 The paper and finds archive for the archaeological work undertaken at the site will be deposited with the Science and Industry Museum at Manchester, as this is the nearest museum which meets Museums’ and Galleries’ Commission criteria for the long term storage of archaeological material (MGC 1992). This archive can be provided in the English Heritage Centre for Archaeology format, both as a printed document and on CD (as appropriate). The archive will be deposited with the museum within six months of the completion of the fieldwork. Except for items subject to the Treasure Act, all artefacts found during the course of the project will be donated to the receiving museum.
4 WORK TIMETABLE

4.1 A four-day period should be allowed to excavate and record the evaluation trench. In the event of significant archaeological remains being discovered during the evaluation, a programme of further investigation may be anticipated. The time required for any additional investigation cannot be determined until the results of the evaluation are known.

4.2 A report will be submitted within four weeks of the completion of the fieldwork.

4.3 OA North can execute projects at very short notice once an agreement has been signed with the Client.

5 STAFFING PROPOSALS

5.1 The project will be under the overall charge of Ian Miller BA FSA (OA North Senior Project Manager) to whom all correspondence should be addressed. Ian has over 20 years experience of commercial archaeology, and has a particular interest in the archaeology of the Industrial Period, and particular that of Greater Manchester and Lancashire. He managed the excavation of the Percival, Vickers & Co Flint Glass Works in Manchester, and was responsible for managing the archaeological elements of the Murrays’ Mills Major Repairs Project in Manchester, which culminated in the production of an academic monograph of the steam-powered mills in the Ancoats area of Manchester. He has also managed many other evaluations and excavations of former industrial sites in Manchester.

5.2 His role will be to ensure that the Written Scheme of Investigation is implemented within the framework of the Project Objectives. He will be responsible for all aspects of staff and resource logistics, ensuring the smooth running of the project programme. He will liaise with the Client and County Archaeologist with regard to progress, and will maintain relationships with other contractors.

5.3 The fieldwork is likely to be undertaken by Graham Mottershead BA (OA North Project Supervisor). Graham is an highly experienced field archaeologist, with over 20 years continuous experience of field archaeology. It is not possible to provide details of specific technicians that will be involved with the fieldwork at this stage, but all shall be suitably qualified archaeologists with proven relevant experience. It is anticipated that up to two technician will be required for the initial stage of the fieldwork.

5.4 Assessment of any finds recovered from the evaluation will be undertaken by OA North's in-house finds specialist Christine Howard-Davis BA (OA North Finds Manager). Christine has extensive knowledge of all finds of all periods from archaeological sites in northern England, and is a recognised expert in the analysis of post-medieval artefacts.
Figure 1: Proposed location of archaeological trench, superimposed on Adshead's map of 1851
Figure 2: Proposed location of archaeological trench, superimposed on the Ordnance Survey map of 1932.
ILLUSTRATIONS

LIST OF FIGURES

Figure 1: Site location

Figure 2: Location of excavation area superimposed on the Ordnance Survey map of 1850

Figure 3: Plan of the excavated remains
Figure 3: Plan of the excavated remains