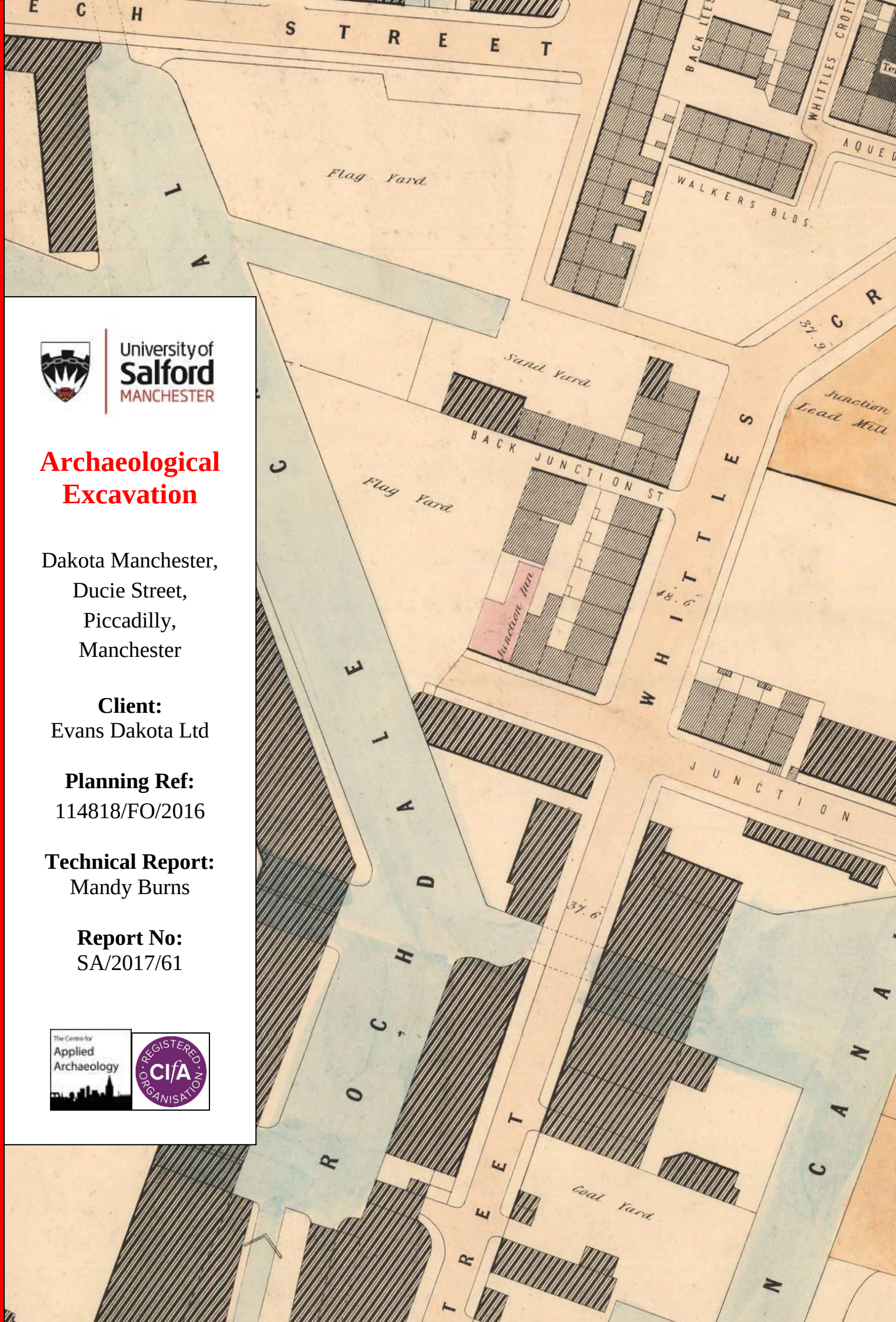

University of Salford MANCHESTER

Archaeological Excavation

Dakota Manchester,
Ducie Street,
Piccadilly,
Manchester

Client:
Evans Dakota Ltd

Planning Ref:
114818/FO/2016

Technical Report:
Mandy Burns

Report No:
SA/2017/61

The Centre for Applied Archaeology

REGISTERED ORGANISATION CIfA

Site Location: The study area comprises a brownfield site in the Piccadilly area of Manchester city centre, bounded to the west and north by the Rochdale Canal, a car park to the east and Ducie Street to the south.

NGR: Centred at NGR SJ 84843 98193

Project: Dakota Manchester, Ducie Street, Piccadilly: Excavation

Planning Ref: 114818/FO/2016

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Contents

Summary

In July 2017, Salford Archaeology was commissioned by Evans Dakota Ltd to carry out an archaeological excavation of a site situated off Ducie Street in the Piccadilly area of Manchester (centred on NGR SJ 84843 98193). The work was required to satisfy a condition attached to planning consent for the Dakota Manchester hotel development (Planning Ref 114818/FO/2016).

The excavation was carried out in the light of the conclusions drawn from an initial archaeological evaluation of the site that was undertaken in June 2017, and comprised the excavation of a single L-shaped trench that was placed across the footprint of two early 19th-century buildings associated with the Rochdale Canal. The excavation was required to ensure that a detailed record of the buried remains of the building was compiled to mitigate their ultimate loss during the proposed construction works, in line with the guidance provided by the National Planning Policy Framework.

The excavation revealed the foundations and plan form of two buildings that are likely to have been built by the Rochdale Canal Company in the early 19th century. Records suggest that these buildings were stables, built in 1824, although a larger building is shown on Johnson's map of 1819, the intended function of which is unknown. Archaeological evidence has confirmed that one of the two buildings excavated was almost certainly used as stables, indicated by the foundation slots for animal stalls. The second, larger building retained very little physical evidence for internal floors, although the vestiges of a cobbled surface were identified in the vertical section of the trench. The foundations of this building, however, were substantial and seemingly over-engineered had the building been intended as a stable block, raising the possibility that it had been designed as a warehouse and perhaps adapted for use as stables subsequently, although there is firm documentary evidence for the building to have been in use as a salt warehouse before the end of the 19th century.

The archaeological excavation has provided a valuable opportunity to investigate the physical remains of the initial development of the Rochdale Canal Company's Piccadilly Basin during the early 19th century. The investigation has revealed remains of building types from the early 19th century that have rarely been subject to archaeological investigation. Whilst the results obtained from the excavation are not of especial significance in isolation, they make an important contribution to the growing body of archaeological evidence for the development and character of the early 19th-century Piccadilly Basin.

1. Introduction

1.1 Background

Evans Dakota Ltd has obtained planning consent (Planning Ref 114818/FO/2016) to deliver the Dakota Manchester hotel development on the edge of the Piccadilly Canal Basin in Manchester city centre. The construction of this new nine-storey tower will inevitably require considerable earth-moving works, which have a potential to impact on any surviving buried archaeological remains. The archaeological interest in the site was highlighted in a desk-based assessment, which concluded that proposed development area had some potential to retain buried remains of local significance that would merit recording should they be damaged or destroyed by the construction works. In particular, it was considered that the site had potential to contain buried remains of late 18th-century workers' houses, a public house and a row of buildings associated with the adjacent canal wharf (Salford Archaeology 2016).

In the light of the conclusions drawn by the desk-based assessment, an initial programme of evaluation trenching was carried out in June 2017, which comprised the excavation of four trial trenches. These were placed across the footprint of the 18th-/early 19th-century workers' housing and public house, and the buildings associated with the canal. Whilst the trenches demonstrated that the eastern part of the site had been subject to considerable redevelopment in the 20th century, with a resultant negative impact on archaeological remains, buried structural remains of early 19th-century buildings associated with the canal were identified *in-situ* in the south-western part of the site (Salford Archaeology 2017a). Research concluded that at least these buildings were in use as stables by the mid-1820s.

As the proposed construction work will lead to the removal these remains, the Greater Manchester Archaeological Advisory Service (GMAAS), which provides archaeological advice to Manchester City Council, recommended that an archaeological excavation should be carried out in advance of development. This was required to ensure that a record was made of the surviving remains to mitigate their ultimate loss, in line with the guidance provided by the National Planning Policy Framework. The excavation was carried out in July 2017.

1.2 Location and Geology

The site of the proposed Dakota Manchester hotel (centred on NGR SJ 84843 98193) lies in the Piccadilly Basin area Manchester city centre (Fig 1). It is bounded to the west and north by the Rochdale Canal, to the east by a car park, and to the south by Ducie Street (Plate 1). The area of archaeological interest as identified in the evaluation trenching was limited to the footprint of two stable blocks dating to the early 19th century, situated in south-western part of the development site (Salford Archaeology 2017a).

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

Plate 1: Aerial view across the study area, marking the position of the excavation area

2. Historical Background

2.1 The Rochdale Canal

The development of the study area commenced in the late 18th century with the construction of the Rochdale Canal, which was authorised by an Act of Parliament in 1794 with the intention of providing a trans-Pennine route that would essentially link Manchester with the ports of the East Coast via the rivers Aire and Trent. The Rochdale Canal was linked to the Ashton Canal at Piccadilly in 1800. This enabled a link from Ashton-under-Lyne to the Bridgewater Canal at Castlefield, and thus provided a direct route to the burgeoning port of Liverpool. These essential links made Piccadilly Basin a key location in the local canal network, and a focus for the trans-shipment of goods.

The first design for the Rochdale Canal Basin was proposed in 1796, and revised in 1804, although neither of these proposed schemes were carried out. The Rochdale Canal Company's first warehouse was eventually constructed in 1806-07, at the end of one of the canal arms to the east of Dale Street and survives today as Dale Warehouse. Dale Street effectively divided the basin into two with a smaller, western section bounded by Lees Street, London Road (later Piccadilly) and Ducie Street. The eastern section was bounded by Back China Lane, Upper Stanley Street, Leech Street and Ducie Street. A plan drawn up in 1810 closely resembles the final layout, and shows 23 proposed wharf plots (Plot T occupying the eastern part of the present study area), with two general wharves and the four buildings that had been completed by that stage (Maw *et al* 2009, 22; Plate 2).

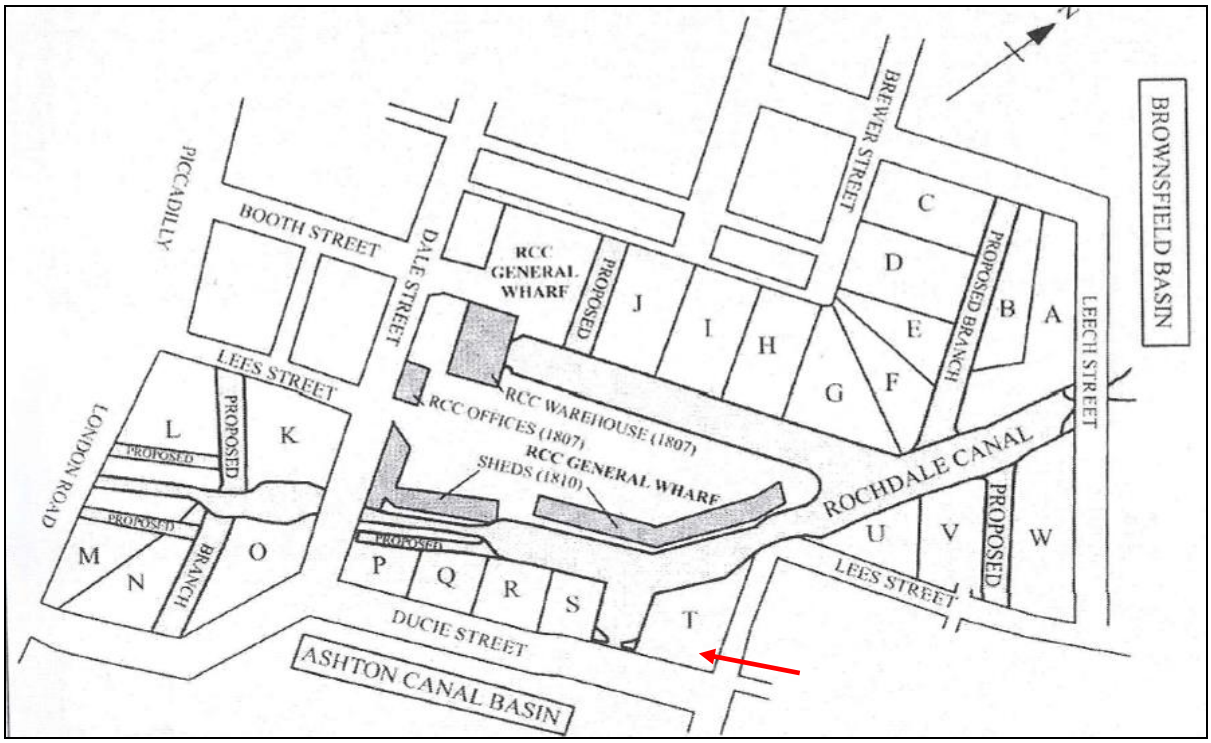

Plate 2: A plan of the Rochdale Canal Basin drawn in 1810, with arrow marking the study area

After the development of the Dale Warehouse, the Company's offices were constructed immediately to the south-east in 1807, with two warehouses, or 'sheds', located between the two arms (Plate 2). These buildings had been constructed by 1810 and formed one of the two general wharfs for the Rochdale Canal Company. The study area had been allocated as a proposed wharf by the Rochdale Canal Company, but seemingly remained undeveloped.

Development of the rest of the basin was slow, being progressed during periods of prosperity. The next major development was not until 1817, when existing warehouses were expanded and increased its width and height from three to five storeys, reflecting the huge volume of goods that was passing through the basin. Other improvements included surfacing the wharfs and installing cranes for loading and unloading goods, whilst Johnson's map of 1819 appears to depict a building within the study area (Fig 3); the intended function of this building remains uncertain. Other primary documents, however, imply that two stable blocks were erected in the study area in 1824 (Maw *et al* 2009, 22-3), comprising a range along Junction Street and a short, but slightly wider block on Ducie Street, occupying the footprint of the building shown on Johnson's map.

New warehousing was built in 1822, replacing the western warehouse of 1810, and was one of the first to employ iron in its structure. Over the next few years, the Rochdale Canal Company made several minor improvements, including renovating warehouse space as well as constructing the short Lees Street branch of the basin on the western edge. As part of traffic regulation, the Rochdale Canal Company ordered the construction of a stone gateway between the offices and the 'new' warehouse, which still stands today (*ibid*).

Expansion into the north-eastern part of the basin was carried out in 1825, with the cutting of the Upper Stanley Street canal arm, as well as one further west, near Dale Warehouse, towards Back China Street. Growth stagnated in 1826 and, in 1829, the Merchant's Warehouse on Back China Lane was destroyed by fire, leading the Rochdale Canal Company to implement new safety regulations. Trade picked up again during the 1830s, and warehousing was added at the south-west corner of Ducie and Dale Street, as well as around Upper Stanley Street. Jackson's Warehouse was completed in 1836, named after a carrier company that operated between Liverpool and Hull (*op cit* 23-5).

One of the buildings in the excavation area is annotated 'stables' on the detailed Ordnance Survey map of 1851, which also shows the late 18th-century workers' houses and public house on the north-eastern side of Junction Street (Fig 4). A plan of the Rochdale Canal Company's properties in Piccadilly Basin was produced in 1855, and similarly identified the two buildings in the study area as stables, partially enclosing a central courtyard referred to as 'Stable Yard', which was occupied by 'sundry persons' (Plate 3). The 1855 plans also identifies Junction Wharf to the north-east of the stables as a stone wharf and a small sand shed, occupied by Hargreaves & Craven, stone dealers. Stone was the dominant cargo arriving in Piccadilly Basin during this period, accounting for 28% of Rochdale Canal Company's income in 1845, and was used across Manchester for road construction and building. The stone was quarried mainly in the Pennine uplands around Rochdale and Rossendale, and carried westwards along the Rochdale Canal to Manchester (*op cit*, 27).

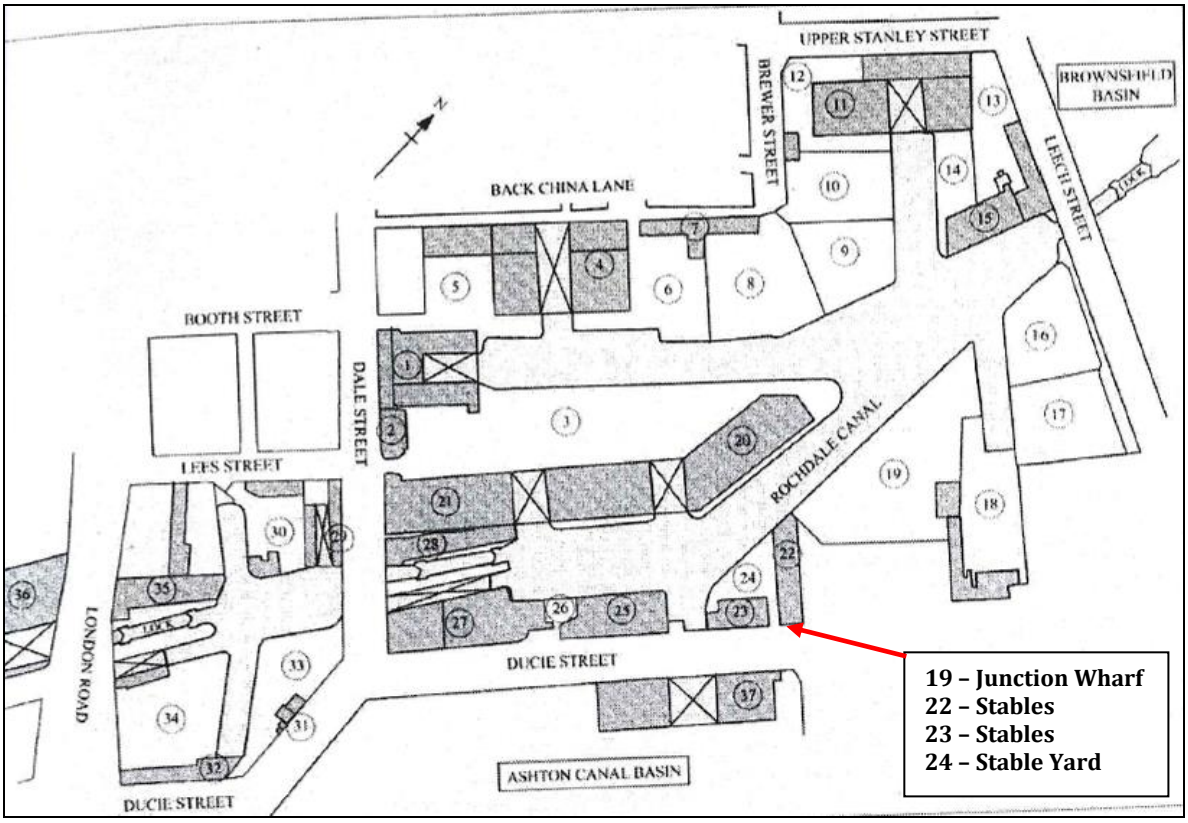

Plate 3: Copy of a plan of the Rochdale Canal Basin drawn in 1855, with arrow marking the excavation area

By the mid-1850s, however, the canal companies were facing increasing competition from the railways, which offered an alternative, and faster, means of transporting bulk goods. The advantages of this new form of transportation were recognised instantly, leading to the rapid expansion of the railway network. The Ashton Canal was purchased by the Manchester, Sheffield & Lincolnshire Railway in 1842, and was operated as a single concern together with the Peak Forest and Macclesfield canals. The Rochdale Canal Company resisted take-over bids from various railway companies initially but, in 1855, it leased the canal to a consortium of railway companies.

Part of the study area was redeveloped during the later 19th century, with the building on Ducie Street being either extended or rebuilt entirely, with the new structures also subsuming Stable Yard, along with a smaller building to the north with a chimney. The resultant layout of buildings is captured on the Ordnance Survey Town Plan of 1891 (surveyed in 1888), which shows the former stable block on Junction Street to have been sub-divided into four compartments of differing sizes (Fig 5). Goad's insurance plan of 1889, however, shows this range to have been divided into five compartments, each of two storeys. The larger building fronting onto Ducie Street is identified as a 'drysaltery and warehouse', and was of a single storey.

Entries in trade directories for the period indicate that the building along the drysaltery was occupied by Thomas Hassall, a salt merchant (Slater 1895, 147); the former stable block on Junction Street is not listed.

By 1922, the late 18th-century housing and public house in the north-eastern part of the development area had been demolished and replaced with a multi-storey office block known as Eider House (since demolished). The footprint of the buildings in the excavation area, however, appears to have remained unaltered until the mid-20th century.

The Ordnance Survey map of 1951 shows the former stables to have been divided into five units, suggesting that the building had been subject to considerable remodelling, or even a complete rebuild. The revised layout is also shown on the next edition of Ordnance Survey mapping, published in 1965, which identifies the properties as 6-16 Junction Street, with Thomas Hassall's drysaltery to the south marked as 17 Ducie Street (Plate 4).

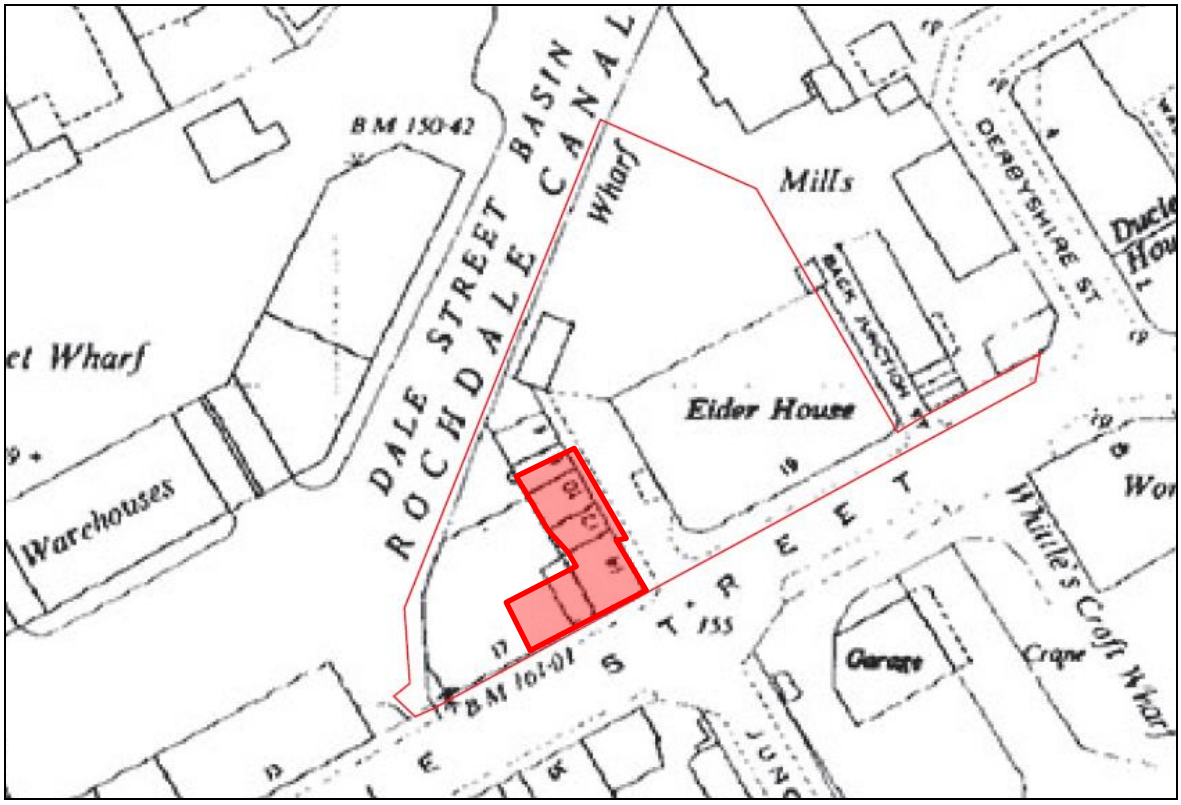

Plate 4: Development area boundary superimposed on the Ordnance Survey map of 1965, showing the location of the excavation area

Hassall's salt warehouse and the former stable on Junction Street (known as Jutland Street by the late 1960s) are shown on subsequent mapping, and feature in two photographs taken during the 1960s. These indicate that the salt warehouse was occupied by Clark & Partridge Ltd, who specialised in heating boilers and radiators. The building is shown as a tall, single-storey, brick-built structure, with large arched windows on the street front, inconsistent with an original use as a stables (Plates 5 and 6). The southern gable of the former stable appears to have been either re-pointed or rebuilt at first-floor level on Junction Street. Painted logos show that it was. All the buildings on the site were cleared after the 1980s, and the land has been used as a car park since.

Plate 5: The former stables just visible beyond Eider House

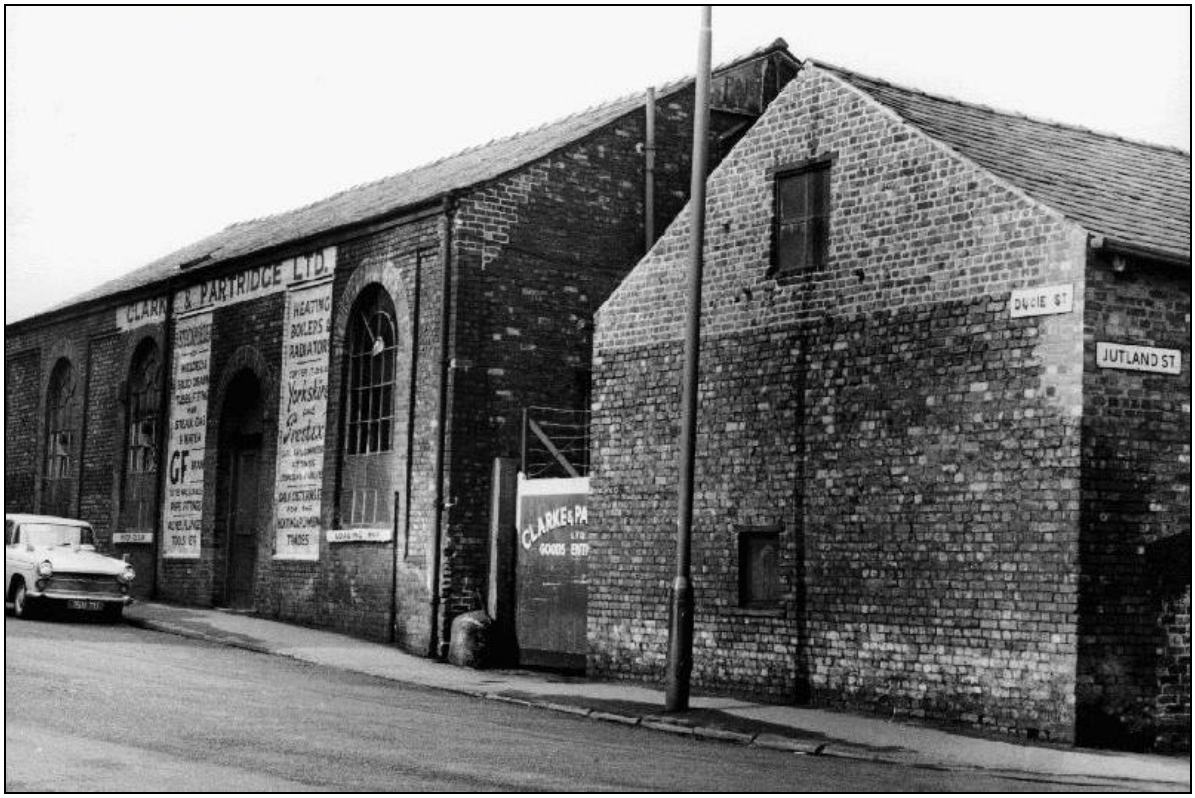

Plate 6: Detailed view of the excavated buildings captured on a photograph taken in 1967

3. Methodology

3.1 Excavation Methodology

A single, open-area trench was excavated using a 13 ton tracked mechanical excavator with a 1.80m wide toothless ditching bucket down to the level of surviving archaeological features or natural geology. Thereafter, all excavation was carried out using exclusively manual techniques. The machine excavation was supervised by a professional archaeologist at all times. The location of the trench is shown on Figure 2 (*Appendix 2*).

3.2 Recording Methodology

Separate contexts were recorded individually on Salford Archaeology *pro-forma* trench sheets. The trench was located and planned using GPS technology provided by Salford Archaeology.

Photography of all features and structural remains were undertaken in digital format using a digital SLR camera. General working photographs were taken during the archaeological works, to provide illustrative material covering the wider aspects of the work undertaken.

All fieldwork and recording of archaeological features, deposits and artefacts were carried out in accordance with the approved Written Scheme of Investigation (*Appendix 1*), and were consistent with the standards set out in the Code of Conduct of the Chartered Institute for Archaeologists.

4. Excavation Results

4.1 Introduction

A single L-shaped trench was placed across the south-western part of the proposed development site (Fig 2). The trench was targeted on the footprint of an early 19th-century building/two stable blocks associated with the Rochdale Canal that were considered in the evaluation trenching to be of potential archaeological interest (Salford Archaeology 2017a).

4.2 Excavation Results

Located towards the south-western corner of the development area, this L-shaped, north-west/south-east-aligned trench measured approximately 25 x 5m.

Plate 7: General view of the stable block adjacent to Ducie Street, looking south

Remains of the former building/stable block along Ducie Street were revealed at the south-eastern end of the L-shaped trench. The upper surviving course of the foundations of a north-west/south-east-aligned wall (***1***) were exposed at a distance of 3.70m from the south-western end of the trench, at a depth of *c* 1m below the modern concrete surface. The wall survived to a height 12 brick courses, and was three brick-courses wide (0.36m). The fabric comprised hand-made bricks (0.23 x 0.11 x 0.07m) bonded with sandy lime-based mortar, consistent with an early 19th-century construction date. The fairly substantial foundations of wall ***1*** implied that it had been an external wall, although its location was consistent with it having been an internal partition (Figs 4 and 5).

*Plate 8: Wall **1** of the building/stable block along Ducie Street, looking north-east*

*Plate 9: The north-east-facing elevation of Wall **1**, looking south-west*

The foundations of a second brick-built wall (***2***) were exposed at a distance of 4.50m north-east of wall ***1***, running parallel across the trench. The bottom course of the wall lay at 2.30m beneath the modern surface, and had evidently been laid directly onto the natural clay.

*Plate 10: The south-east-facing elevation of wall **2**, looking north-west*

*Plate 11: The north-west facing elevation of wall **2**, the black arrows show the stopped-ends*

*Plate 12: Walls **1** (black arrow) and **2** (white arrow) of the building/stable block, looking south-west*

The lower 1.30m of the wall comprised poorly coursed bricks with no visible mortar (Plates 10-12). The upper courses were laid regularly and incorporated a stepped course, which may have represented the position of the internal floor. Both excavated ends of the wall had been bonded with coarse, grey, sandy mortar and appeared to have two stopped-ends (Plate 11). Two large, rectangular, stone blocks, one deeper than the other, were identified in the central section of the wall (Plate 11), which appeared to have formed a doorway threshold. The doorway had been bricked-up subsequently, presumably during the 20th century, based on the cement-based mortar employed in the blocking (Plate 11). The position of the wall corresponds precisely with the north-eastern wall of the stable shown on the OS 1851 map (Fig 4), and had almost certainly been constructed in the early 19th century.

The only indication of a floor surface within the building was identified in the south-western side of wall ***2***, and in the west-facing section between walls ***1*** and ***2***, which appeared to have comprised large pebbles/cobbles (Plates 13-14). Given this location between the two walls, the cobbles presumably represented at least part of the internal floor, although this had been almost entirely removed when the building was demolished.

Plate 13: The possible vestiges of an interior cobbled floor, looking east

*Plate 14: Possible remains of a cobbled surface in the west-facing section between walls **1** and **2***

Situated to the north-east of the Ducie Street building lay the foundations of the second stable block, which had been built adjacent and parallel to Junction Street. These remains comprised several walls and surfaces, representing different compartments, or stalls, within the stables. The most recent surface in the southern part of the building, comprising a 20th-century concrete surface, was exposed immediately beneath the modern car-park surface, and almost certainly represented a late phase in the development of the building (Plate 15). This abutted wall ***3***, a two-brick course wide wall, comprising hand-made bricks bonded with sandy lime-based mortar typical of an early 19th-century construction date, that formed an internal partition towards the southern end of the stable block (Fig 4).

Plate 15: Remains of a concrete surface at the southern end of the second stable block

Below the concrete surface were the fragmentary remains of an earlier brick floor, comprising hand-made bricks laid in no discernible pattern (Plate 16). This surface was removed, revealing a surface of large stone setts below. Fine cleaning of the stone sett surface revealed a pattern indicate of individual stalls separated by a wooden partition, each with a central drainage stone, which in turn led into a stone-carved channel that drained through a metal grid and into a ceramic drain pipe that was exposed on the southern side of wall ***3***. Three apparent stalls were uncovered (the northernmost only partially); the central stall measured 1.64m in width and the southernmost 1.71m, and both were 2.76m long. They were separated by a narrow slot between the cobbles measuring 0.11-0.13m by 1.45m and 1.65m in length, which contained the remains of decaying timber, indicative of wooden partitions between the stalls. Each of the stone drainage blocks measured 0.94 x 0.45m. The long drainage channel running across the ends of the stables was made up of varying lengths of stone block, concaved on the upper surface, 0.45m in width, which led into a square drain, 0.23m square (Plates 17-19).

Plate 16: The fragmentary remains of an earlier brick surface below the concrete floor, looking east

Plate 17: The stone sett surface at the southern end of the stable block, and a flagstone path in the foreground, looking east

Plate 18: The surface of stone setts with stables, drainage channel and ceramic drain pipe in the foreground, looking north-east

To the west of the long drainage channel was a single row of cobbles and a three brick-course wide wall (***4***), comprising hand-made bricks bonded with sandy lime-based mortar. West of wall ***4*** was a flagstone path, laid on a levelling layer of rubble (Plate 17). West of wall ***4*** was another stone drainage channel, narrower than the aforementioned, measuring 0.26m wide. West of the drainage channel was another stone-sett floor of a very similar arrangement to the first, also indicative of stalls in a stable. These may have been slightly smaller than the ones to the east of wall ***4***, but this could not be determined as the floor had been truncated on the northern half and covered by to the south Staffordshire Blue bricks of late 19th- or early 20th-century date (Plate 18). The two partial stable stalls uncovered measured 1.60m and 1.54m in width, separated by a stone drainage block, as seen in the other set, but these were slightly smaller at 0.83m by 0.25m.

The stratigraphic sequence below the stone-sett floor was examined in a small sondage, and consisted of a layer of brick rubble overlaying disturbed natural clay with undisturbed natural geology reached at a depth of approximately 1.30m below the modern surface (Plates 20-21). Wall ***5*** lay on the western side of the sondage, aligned north-east/south-west, comprising two brick-courses in width bonded with lime mortar. The bottom course of the wall was reached at approximately 1.30m from the modern surface, sitting on natural clay with one foundation step below the top four courses. The component bricks in this course had been laid on edge (Plate 21).

Plate 19: Drainage system associated with the stables, looking north-east

To the west of wall ***5*** was another surface of stone setts, although the stones were missing up to 1m directly west of the wall but contained two larger stone blocks, one measuring 0.70 x 0.25m and the other 0.88 x 0.46m. The surviving stone setts were laid fairly regularly until they were crossed by another stone-block drainage-channel running across the room and turning at an angle part way across, before continuing west by less than 1m, after which the setts had been removed. This area was excavated to reveal natural clay over an area of 5 x 2m, which revealed the foundations of two more brick walls (***6*** and ***7***).

Wall ***6*** was aligned north-west/south-east and would have formed the north-eastern wall of the former stable block. It survived to a height of 11 brick courses (1.18m), comprising two courses in width and bonded with lime-based mortar. Wall ***7***, running parallel to wall ***5***, was three brick courses wide and appeared to represent another partition within the stables. The bottom 11 courses formed the foundation, which had been laid directly onto the natural clay geology. The two upper surviving courses were reduced to two brick courses in width. Both walls had been constructed using hand-made brick and probably dated to the original phase of the building in the early 19th century (Plates 23 and 24).

*Plate 20: Sondage excavated between the truncated floor and wall **5**, looking north-east*

*Plate 21: Wall **5** and the stone-sett floor to the west, looking west*

*Plate 22: The east-facing elevation of wall **7** showing natural clay below, looking south-west*

*Plate 23: Walls **6** and **7** at the western end of the trench, looking north-east*

At the northern end of the trench, 1.28m north of wall ***7***, was a narrow (0.09m), single row of stone setts laid on edge in a line parallel to wall ***7***. The setts, of varying sizes, had been set into a thin lens (0.04m) of cinder, overlying 0.07m of coarse red sand, below which lay redeposited clay excavated to a depth of 0.08m. Their exact function was unclear but the setts are most likely to have marked the edge of an internal path or separated two different types of flooring inside the room (Plates 24 and 25).

Excavation to the north of the stone setts revealed evidence for modern disturbance, which had removed all remains of the 19th-century building. Similarly, excavation to the south-west of wall ***1*** at the other end of the excavated trench indicated that no early foundations had survived 20th-century redevelopment works.

Plate 24: A single row of stone setts found at the far western end of the trench, looking south-west

Plate 25: Detail of the row of stone setts found at the far western end of the trench, looking south-west

4.3 Finds

Despite the size of the area excavated, virtually no artefacts of archaeological interest were recovered. The majority of the finds were indentified in the overburden that sealed the 19th-century structural remains, and comprised modern material that probably derived from the demolition of the buildings in the late 20th century. None of these modern artefacts were retained.

5. Discussion

5.1 Introduction

The single L-shaped trench placed across the site of two early 19th-century buildings associated with the Rochdale Canal has enabled a complete record to be made of the buried foundations that survived, although large parts of both buildings had been removed entirely during modern redevelopment works. Previous research concluded that these two buildings had been stable blocks that were erected in 1824 (Maw *et al* 2009, 22-3), although a building is shown in the same location on Johnson's plan of 1819. However, Johnson's survey was produced at a scale that does not allow the detail of individual buildings to be elucidated, and it is possible that the single building shown in the study area was actually the two separate blocks shown on subsequent mapping.

The archaeological remains that did survive comprised the brick-build foundations and a series of floors within one of the buildings, the earliest of which retained convincing evidence for its original use as a stable, presumably housing some of the Rochdale Canal Company's horses. The second building, fronting onto Ducie Street, had seemingly been demolished below the original floor level, removing any physical evidence for internal surfaces, fixtures and fittings, although the brick-built wall foundations survived to depth. The substantial nature of these foundations appeared inconsistent with the intended use of the building as a stable, although it is identified as such in a survey carried out by the Rochdale Canal Company in 1855. The building was used subsequently as a salt warehouse, and finally as a domestic heating engineer.

5.2 The Junction Street Stables

The building along Junction Street appears from documentary and physical evidence to have been built in 1824 as a stable, and whilst the excavated foundations for this building were fairly substantial, the building is shown to have been of two storeys on photographs taken in the 1960s. Whilst episodes of repair, or perhaps localised rebuilding is apparent on these photographs, there is little to suggest that the building did not date to the mid-1820s. It seems likely that rather than having a first floor *per se*, the building originally had a mezzanine/hay loft for storing hay and tack for the horses.

Excavation yielded evidence for a series of stalls in the stables, together with surface drainage in each stall. The original floor of the stables seemingly comprised stone setts, representing a relatively early date for the use of squared stone setts in surfacing. The stalls appear to have been via a flagstone-paved passage. The excavation demonstrated that a brick floor was laid over the stone setts, probably during the later 19th century, which in turn was sealed by a concrete surface during the 20th century.

The building appears to have been sub-divided during the 20th century, and of some of the resultant compartments were in use as garages for motor vehicle repairs before demolition in the 1980s. Patches of oil found adhered to the floor surfaces in the rooms in the middle of the row, together with a few modern features, are consistent with the final use of the building as a garage. Plate 26 shows various features such as stone blocks and a metal tank, which appeared to have been later additions to the fabric of the building.

Plate 26: The black arrows show probable later additions to the flooring in the second room from the east

5.3 The Ducie Street Building

An 1824 construction date has been previously attributed to the building along Ducie Street, which is referred to in documentary sources as a stable (Maw *et al* 2009, 22). However, this could not be corroborated from the fragmentary physical remains that were exposed during the excavation, although the deep and substantial foundations that were revealed are more consistent with a warehouse rather than a stable. This is supported to some degree by a photograph taken in the 1960s, which shows a tall single-storey building with architectural features inconsistent with a stable. The extent to which the building was remodelled during its adaptation to a salt warehouse cannot be ascertained confidently from the photograph, although the character and fabric of the excavated foundations were consistent with an early 19th-century construction date.

6. Conclusion

6.1 Conclusion

The archaeological excavation has provided a valuable opportunity to investigate the physical remains of the initial development of the Rochdale Canal Company's Piccadilly Basin during the early 19th century. The investigation has revealed remains of building types from the early 19th century that have rarely been subject to archaeological investigation.

Whilst the results obtained from the excavation are not of especial significance in isolation, they make an important contribution to the growing body of archaeological evidence for the development and character of the early 19th-century Piccadilly Basin.

Acknowledgments

Salford Archaeology would like to thank Richard Lockey of Kilmartin, Plowman & Partners Ltd for commissioning and supporting the archaeological works on behalf of Evans Dakota Ltd. Thanks are also expressed to Rob Rushworth of GMI Construction Group for logistical support. Salford Archaeology would also like to thank Norman Redhead for providing monitoring support and advice through GMAAS.

The on-site excavations were conducted by Mandy Burns, assisted by Graham Mottershead, Liz Statham and Matthew Boughen. This report was compiled by Mandy Burns, and illustrated by Richard Ker. The report was edited by Ian Miller, who was also responsible for project management.

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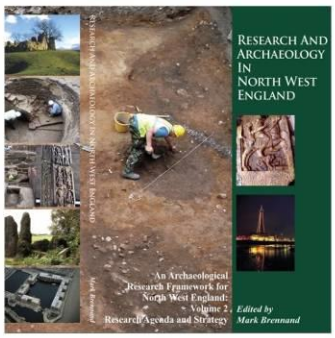

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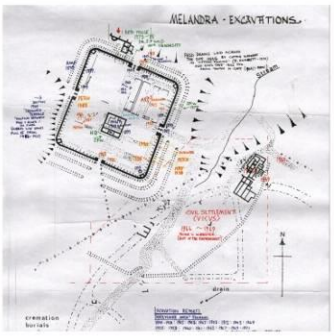

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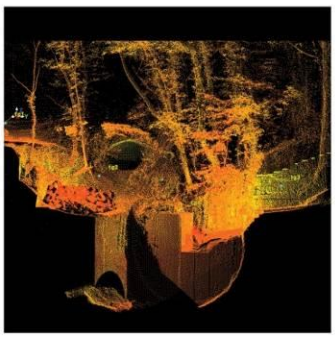
3D LASER SCANNING



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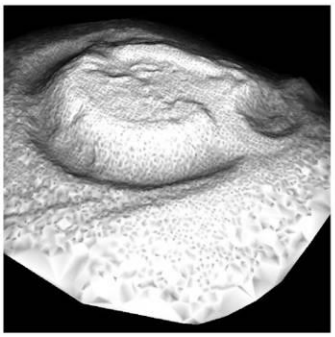

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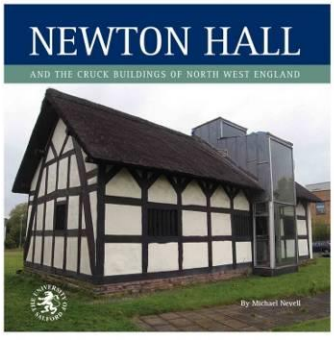

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