

University of  
**Salford**  
MANCHESTER

**Archaeological  
Evaluation  
Report:**

Exchange Court,  
Greengate,  
Salford.

**Client: Renaker  
Build Ltd.**

**Technical Report:**

M. Burns

**Report No: 2016/24**



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## Summary

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In April 2016, Salford Archaeology, within the Centre for Applied Archaeology at the University of Salford, was commissioned by Renaker Build Ltd to carry out an archaeological evaluation of a plot of land currently used as a car park, situated between Greengate and Trinity Way in Salford city centre (centred on NGR 383553 399050). The work was carried out to inform the planning process for the proposed development of Exchange Court, and were intended to determine the presence, extent, depth, state of preservation and significance of the archaeological resource to enable informed recommendations to be made for the future treatment of any surviving remains, in line with the guidance provided by the National Planning Policy Framework.

The evaluation comprised the excavation of eight trial trenches, and revealed archaeological remains dating to the eighteenth, nineteenth and twentieth centuries. The remains appeared to relate to the former industrial use of the site variously as textile-finishing works, a hat manufactory and a later rubber works, although there was no surviving physical evidence for any medieval activity or the buildings shown on eighteenth-century mapping to have occupied the Greengate street frontage. Historical mapping suggests that these structures were domestic houses and shops, together with a hat manufactory in the eastern corner of the site. By 1850, the footprint of the buildings along the Greengate frontage remained largely unchanged, but the hat manufactory had expanded to occupy a much larger area, which essentially remained unchanged until at least 1908. By 1922, this building had been subsumed by a rubber works, which expanded to occupy the entire site.

The evaluation revealed archaeological remains which confirmed and expanded on historical research and mapping. By comparing the results of the excavations with historical mapping it was possible to identify three phases of development dating from the late eighteenth century through to the early twentieth century, together with four structures relating to the hat manufactory and rubber works.

Following consultation with the Greater Manchester Archaeological Advisory Service, in their capacity as archaeological advisors to Salford City Council, it is concluded from the results obtained from the evaluation that whilst buried archaeological remains do survive, these are of a fragmentary nature. As such, further archaeological investigation in advance of development is not merited.



# 1. Introduction

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## 1.1 Planning Background

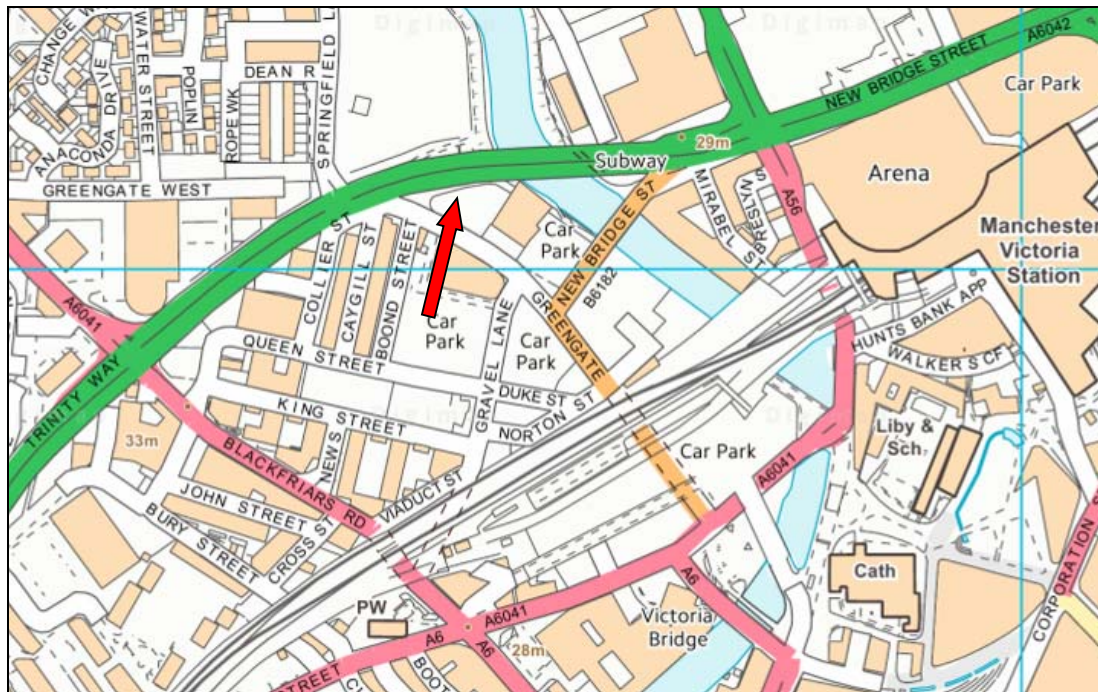
Renaker Build Ltd is devising proposals for a new development known as Exchange Court that focused on land bounded by Trinity Way and Greengate in Salford. The site is shown on the earliest map of the area to have been developed by the mid-seventeenth century. By the late eighteenth century, the site contained a range of buildings that probably included shops, workshops, dwellings, and an early industrial works on the western bank of the River Irwell. The development proposals will necessitate considerable earth-moving works that have a potential to impact on any buried remains of archaeological interest that do survive *in-situ*.

In April 2016, Salford Archaeology within the Centre for Applied Archaeology at the University of Salford was commissioned by Renaker Build Ltd to carry out an archaeological evaluation of a plot of land between Greengate and Trinity Way (**fig. 1**), as part of the redevelopment proposals. This work was carried out in accordance with a Written Scheme of Investigation compiled by Ian Miller of the CfAA. The work was undertaken in April 2016, and comprised the excavation of eight evaluation trenches (**fig. 2**). These were targeted on the footprint of buildings of potential archaeological interest, which were identified in a desk-based study that was carried out during the design stage of the development (OA North 2015).

The evaluation was carried out in order to determine the presence, extent, depth, state of preservation and significance of the archaeological resource in order to secure archaeological interests and to enable informed recommendations to be made for the future treatment of any surviving remains. This historic environment work was undertaken as part of a planning process, as recommended by the *National Planning Policy Framework* - NPPF - (Department for Communities and Local Government, March 2012, paragraphs 188 to 192).



### 2.1 Location



**Fig 1:** Map of Salford, with arrow marking the location of the study area.

<http://digimap.edina.ac.uk/roam/os> © University of Edinburgh

The study area (centred on NGR 383553 399050) lies on the fringe of the historic core of Salford, Greater Manchester (**fig. 1**). The city of Salford occupies a site on the right bank of the River Irwell, immediately below its confluence with the River Irk, and is encompassed by a wide meander of the Irwell on all sides but the south-west (**fig. 2**). The study area occupies triangular plot of land bounded by Greengate, Trinity Way and the River Irwell, and lies at a height of approximately 32m above Ordnance Datum (aOD), which is approximately 9m higher than the level of the Irwell.

### 2.2 Geology

The geology of the area consists of Permo-Triassic red mudstones, siltstones and sandstones (Bunter and New Red Sandstones), which date to between 280 and 195 million years ago (Countryside Commission 1998). The overlying drift geology incorporates glacial and post-glacially derived boulder clays and sands, gravels, and clays of fluvial origin (Hall *et al* 1995, 8).

### **2.3 Topography**

Topographically, the Manchester Conurbation as a region is within an undulating lowland basin, which is bounded by the Pennine uplands to the east and to the north. The region as a whole comprises the Mersey river valley, whilst the rivers Irwell, Medlock, and Irk represent the principal watercourses in Manchester (Countryside Commission 1998, 125).

### **2.4 Personnel**

The project was conducted and supervised by professional archaeologists from Salford Archaeology within the Centre of Applied Archaeology at the University of Salford. On-site excavations were conducted by Mandy Burns and Elizabeth Statham. This report was written and compiled by Mandy Burns and associated data and illustrations were compiled by Richard Ker. Archaeological finds were analysed by Kirsty Whittall. The report was edited by Ian Miller, who was also responsible for project management.

### **2.5 Monitoring**

The works were monitored on behalf of Salford City Council by Norman Redhead, Heritage Management Director with the Greater Manchester Archaeological Advisory Service (GMAAS).



**Fig 2:** Recent aerial view looking east across Greengate, marking the study area



## ***3. Historical Background***

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### ***3.1 Introduction***

The following historical overview of the study area is taken from the desk-based assessment report produced by Oxford Archaeology North (2015).

### ***3.2 Prehistoric Period***

Firm archaeological evidence for activity in Salford during the prehistoric period is lacking, although worked flints have been discovered on the gravel terraces in the vicinity of Ordsall Lane and Albert Park. The main local focus of prehistoric activity, however, seems to have been on the Manchester side of the River Irwell on a high spur of land bounded by the Irwell and its tributary the River Irk, an area which now contains Manchester Cathedral and Chetham's School (UMAU 2006).

### ***3.3 Roman Period***

The first military occupation of Manchester was established during the governorship of Agricola (AD 77-84), and commenced with a five-acre wooden fort, known as *Mamucium* (Gregory 2007). The site of this encampment is marked today by Camp Street in the Castlefield area of Manchester city centre, situated approximately 1.5km to the south of the Site Area. During the second century, the fort was developed in association with a substantial extramural settlement, or vicus, which expanded in both a northerly direction, and along the line of Chester Road to the south (Grealey 1974, 11). Roads from the fort linked Manchester with Ribchester to the north, Castleshaw, and York to the north-east, Wigan to the north-west, Chester to the south, and Buxton to the south-east.

No *in-situ* Roman finds are known from the Site Area. Two sherds of Roman pottery are reported to have been recovered from an archaeological excavation undertaken by the former Greater Manchester Archaeological Unit in 1986 on land situated a short distance to the south-east of the Site Area, but these were recovered from an area disturbed by nineteenth-century drains and need not be taken as evidence of the survival of Roman deposits (Gregory and Miller 2015).

### ***3.4 Medieval Period***

Salford has a place-name of Old English origin, meaning 'the ford by the willow trees', presumably referring to a crossing point on the River Irwell (Mills 1976, 130). This may have been situated immediately upstream of the medieval Salford Bridge (replaced by Victoria Bridge) at the junction of Greengate and Chapel Street (UMAU 2006).



Prior to the Norman Conquest, Salford was a royal manor, held directly by the king, and the administrative centre of the much larger area known as the Salford Hundred. Domesday refers to a royal hall here, possibly on the site of the later Salford Hall that stood on Chapel Street. Although in the late Anglo-Saxon period Salford was the secular capital of its hundred, ecclesiastically it was subordinate to Manchester, which was the location of the parish church of St Mary, later to become Manchester Cathedral (Gregory and Miller 2015).

Whilst the origins of the manor of Salford are uncertain, it is known to have been in existence by the time of the Domesday Survey of 1086, when it formed the principal centre of administration for the region, referred to as the Hundred of Salford (Tupling 1962, 115). In 1399, Salford came to the Crown as part of the Duchy of Lancaster, and the Queen today retains the distinction of being the Lady of the Royal Manor of Salford (Kidd 1996, 13). The manor was extensive, with estimates putting it at over 360 acres, although exactly what the manor consisted of remains largely unknown, including the precise location of the manorial hall, although this is thought to have been situated towards Victoria Bridge and Gravel Lane (Gregory and Miller 2015).

Within the manor, the town of Salford became established and was granted market status by Henry III in 1228, and became a free borough by 1231 (Frangopulo 1962). The free borough status, granted by Ranulph de Blundeville, Earl of Chester, listed all the right and privileges awarded to the burgesses and to the land they owned, known as burgage plots. These were often delimited by boundary ditches or other features, and were probably formally laid out. The nature of a free borough encouraged population migration and a good level of prosperity for Salford. This is reflected in the number of burgages in the town, which was estimated by a survey of 1346 to be in excess of 129 (Higham 2004).

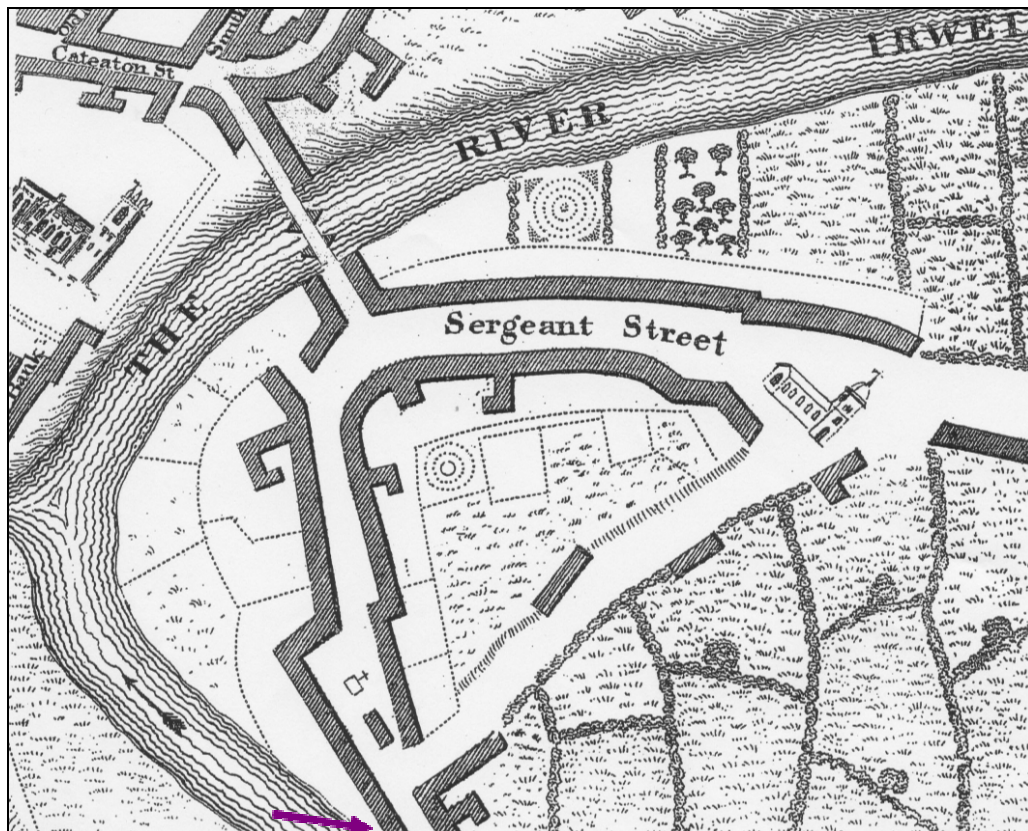
The town plan was an irregular triangle, comprising Greengate (known as Back Salford), Sergeant Street (known subsequently as Chapel Lane), and Gravel Lane. The interior of the triangle is likely to have been occupied by garden plots, orchards or crofts, whilst the frontages of the main streets would have been clustered with buildings. The market was held on a rectangular green on Greengate, near its junction with Gravel Lane, immediately to the north-west of the present study area. This provided the site for the market cross, the stocks and the town pump, together with the exchange building or courthouse.

This street plan persisted into the post-medieval period, and is depicted on the earliest detailed maps of the area. During this period, Salford was connected to Manchester via a wooden bridge across the river Irwell, which was extant by 1226 (Thomson 1966, 37). This was replaced by a stone bridge, the presence of which is mentioned in the will of Thomas del Bothe of Barton in 1368, who bequeathed £30 for the erection of a chantry chapel on it (*op cit*, 52). The bridge lay at the eastern edge of the town, close to the point where Greengate and Chapel Lane converged.

Archaeological work centred at the junction of Greengate and Gravel Lane, opposite the present study area, uncovered evidence for continuous occupation of the site from the thirteenth century (UMAU 2005). The medieval activity appeared to be associated with plots to the rear of buildings that had fronted onto Greengate, and the excavated features included two rubbish pits, one of which yielded a leather archer's bracer. Evidence for medieval property boundaries in the form of burgage ditches was also recovered, and a deep layer of garden soil may have represented intense garden activity associated with a building that had fronted onto Gravel Lane (*ibid*).

### 3.5 Post-medieval Salford

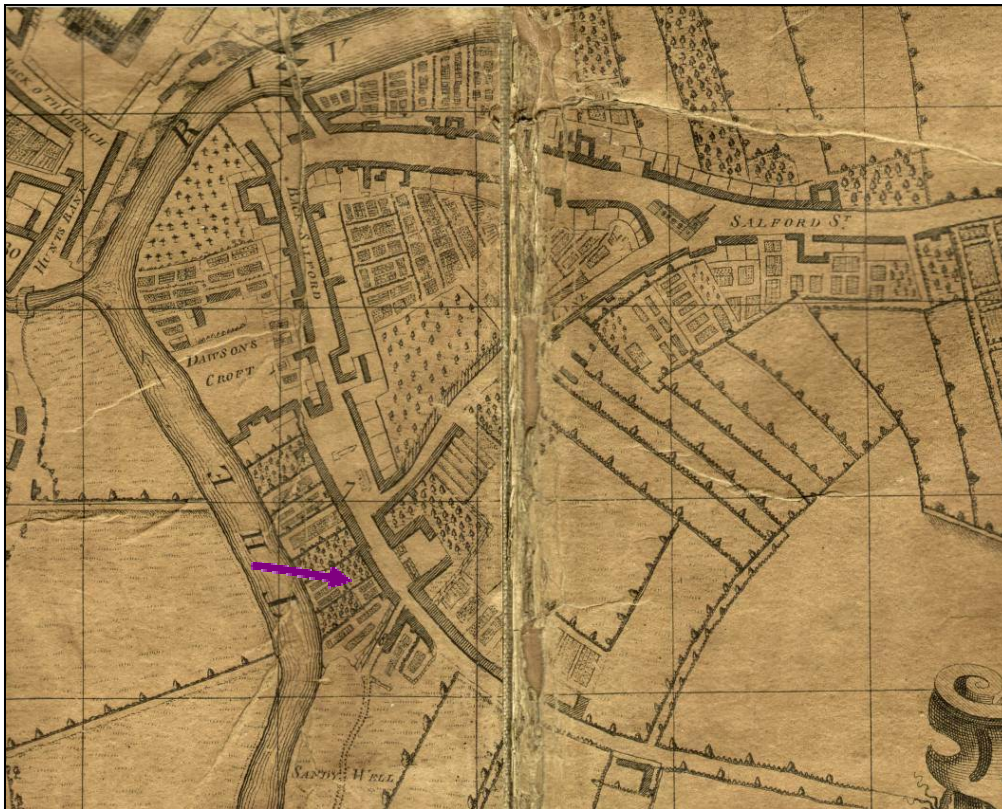
According to Aston, who was writing in the early nineteenth century, it was during the reign of James I that Salford became 'a populous place; Sergeant Street and Greengate being nearly in the state they are now' (Aston 1816, 15). It was not until after the Reformation, in 1635, that the medieval parish church (Holy Trinity) in Salford was founded (Pevsner 1993, 389). The market area continued to provide a focus for the town, and the market cross is annotated upon the earliest known map of the area, which has been dated to c.1650 (**fig. 3**). This depicts the form of the post-medieval town, showing the main medieval streets, building ranges, and the position of the market cross.



**Fig. 3:** Plan of Manchester and Salford dating to c 1650, with arrow marking the approximate position of the study area



In the early eighteenth century, the market was described as ‘taking up two streets’ length usually occupied by textile production’ (Fiennes 1995). The limits of the town during this period are shown on two surviving maps. The earliest of these, produced by Hill in 1740 at a scale of c.1:2000, replicates the detail of the c 1650 map, and annotates a series of buildings fronting onto Greengate with open land to the rear. However, the detail provided is insufficient to elucidate information pertaining to individual buildings within the present study area. A more detailed map of the area was published by Casson and Berry in 1741 (**fig. 4**). This shows the main streets in Salford, clustered with buildings. Those towards the northern end of Greengate, in the vicinity of the market place and partially within the study area, appear to be larger properties than those to the south, hinting that these may have been occupied by the wealthier sector of the townsfolk.



**Fig. 4:** Casson and Berry's 1741 map of Manchester and Salford, marking the study area

The River Irwell became a major transport route after 1734, when the Mersey Irwell Navigation was completed. This new navigation formed an efficient link to the expanding port of Liverpool and enabled sea-going vessels to sail up the Irwell into Manchester and Salford. Wharfage facilities for boats of up to 50 tons were provided by a quay established on the Manchester side of the river by Edward Byrom, a wealthy fustian dealer and one of the proprietors of the Mersey Irwell Navigation Company (George and Brumhead 2002, 22). In 1755, the Navigation Company opened a quay on the opposite side of the Irwell, with the intention of securing the Salford trade (Nevell 2004, 31).



A survey by Tinker, published in 1772, annotates Quay Street leading from Salford down to the river. Tinker's map also depicts the three main streets in Salford, marking Greengate as 'Back Salford', but provides little detail of individual buildings. However, some development of the land between Greengate and the River Irwell is shown to have occurred relative to the earlier maps, including a large L-shaped structure on the bank of the river. The prosperity of Salford during the post-medieval period was given a significant boost by the development of the textile industries, both woollen and later cotton. The town's textile tradition was based upon weaving and finishing, using the relatively pure water of the River Irwell for bleaching and dyeing (Williams with Farnie 1992, 22).

### ***3.6 Industrial Period***

The River Irwell also had considerable potential to power waterwheels, offering a distinct advantage over Manchester to pioneering factory masters prior to the advent of steam engines. Hence, in 1782, James Ackers, Jonathan Beever and Joseph Ramsbottom established Bank Mill, and William Douglas built a mill beside the Irwell at Pendleton in Salford, representing two of the earliest water-powered mills in Lancashire (Aspin 2003, 453). By 1795, the latter concern was the largest firm in the Manchester district (Greenwood 1951, 143-6).

An impression of the local importance of the textile and related industries to Salford may be gained by examining the occupations listed in contemporary trade directories. Scholes' directory for 1797, for instance, identifies a cloth hall to have been on Greengate, together with a linen and woollen hall (Scholes 1797). The directory also lists the residences of several cotton-manufacturers on Greengate, together with a silk-thrower, a wool-dealer, a print-cutter, and a hat manufacturer. Other occupations listed in Scholes' directory for Greengate include an umbrella-maker, a nailor, a brush-maker, a shoe-maker, an attorney, several flour dealers, merchants, and 'gentlemen'. Indeed, in the early 1820s, Butterworth noted that the buildings on Greengate were inhabited by 'persons of utmost respectability' (Butterworth 1823).

Several of the premises along Greengate, such as those referred to as the Bull's Head and The Shearers, located on the opposite side of the road to the Site Area, are known to have existed until they were demolished in c.1938. Two other historic structures were known to have been close to the Site Area; Town House and the Edinburgh Castle. Town House had originally been a single-storey town house, complete with a burgage plot and orchard to the rear, which was converted into three tenements in the early 1800s, and refurbished at various times subsequently until 1901, when the structure was demolished. The Edinburgh Castle was a sixteenth-century timber-framed building, which may also have originated as a town house, but was later in use as a beerhouse/pub; it was demolished in 1872.



## ***4. Methodology***

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### ***4.1 Excavation Methodology***

Eight evaluation trenches were excavated using a mechanical excavator fitted with a 1.8m wide toothless ditching bucket. The locations of the trenches are shown in **(fig 4)**. The machine excavation was supervised by a professional archaeologist at all times.

After machine excavation had taken place, all further excavations proceeded by hand. Excavated spoil was placed at least 1.00m from the edge of each trench and spoiled on one side only. A-frame fencing supplied by Renaker Build Ltd was located around all areas containing trenches during the evaluation.

Any archaeological features identified on site were excavated by hand to a depth of 1.2m, after which only machine excavation took place to reach their complete depth, where possible, and recorded using the following methodology. All material removed during the excavation was used to backfill the trenches, then machine tamped.

### ***4.2 Recording Methodology***

Separate contexts were recorded individually on (CfAA) pro-forma context sheets. Plans and sections were recorded on CfAA pro-forma drawing sheets at an appropriate scale of 1:10, 1:20, or 1:50, depending on the complexity of the data and features encountered. All drawings were individually identified and cross referenced, contexts enumerated and principal layers and features annotated with OD level information.

Photography of all relevant phases and features was undertaken with digital formats. General working photographs were taken during the duration of the archaeological works, to provide illustrative material covering the wider aspects of the archaeological work undertaken.

All finds were recorded by context. All fieldwork and recording of archaeological features, deposits and artefacts was carried out to acceptable archaeological standards.



## 5. Archaeological Descriptions

### 5.1 Evaluation

The site (centred on NGR 383553 399050) is located within the heart of Salford on the southern side of Trinity Way. Eight trenches were placed within the triangular-shaped study area, flanked to the north by Trinity Way and to the south-west by Greengate, with the River Irwell passing on the eastern side (**fig. 5**).



**Fig. 5:** Trench locations within the study area



## 5.2 Results

The trenches were located within the space formerly occupied by a car park (**fig. 5**), and orientated at various angles, covering an area of approximately 200m<sup>2</sup>. The trenches were excavated to a maximum depth of 2.6m. The archaeological remains found within the trenches are discussed within Chapter 6.

### *Trench 1*

Trench 1 was located in the western corner of the study area, aligned north-east/south-west, and measuring 16m x 2m. The purpose of this trench was to locate any remains of domestic housing and shops fronting Greengate, dating to the medieval or post-medieval periods.

At the south-western end of the trench, the ground was made up of a modern tarmac surface 0.08m deep, 0.15m of light grey limestone gravel hardcore (mot), 0.18m of yellow gravel, 1.69m of demolition material consisting of very dark grey silty sand containing ashy patches, black cinder, infrequent fragments of broken red brick, fragments of stone and very infrequent fragments of broken modern, ceramic drain pipe. The bottom fill of the trench was mid-dark grey clay containing infrequent, small fragments of red brick, charcoal, stone and small clumps of yellow clay. Parts of the bottom of the trench contained red sand (or degraded red sandstone) with sub-rounded pebbles below the grey clay.



**Fig. 6:** *The south-western end of Trench 1, showing the depth of the concrete floor*

Up to 11m from the western end of the trench was a concrete floor at a depth of 2.60m (**figs. 6 & 7**), the depth of which meant only machine excavation could take place. The instability of the trench sides, which were prone to collapse, meant the south-western end of the trench had to be backfilled immediately after recording. At 11m from the south-western end was a hand-made red brick wall (**fig. 8**), two courses wide at a depth of 1.05m (surviving height) below the modern surface, which crossed the trench diagonally, aligned roughly north/south. The component bricks measured 0.23x0.11x0.07m and were bonded with hard black mortar indicative of a late nineteenth-century construction date. Directly east of this wall was another concrete floor surface, also 1.05m below the modern tarmac surface (**fig. 8**). As before, the instability of the trench sides made further recording impossible. The material on top of the concrete floor consisted of 0.08m of modern tarmac, 0.15m of grey limestone mot, the yellow mot was absent and the remaining material was crushed red sandstone.



**Fig. 7:** Concrete floor of the rubber works at the south-western end of Trench 1





*Fig. 8: Brick wall and upper concrete floor surface at the north-eastern end of trench, looking north*

### *Trench 2*

Trench 2 was located to the south of trench one, aligned east/west, measuring 15m by 2m. The purpose of this trench was to locate any remains of post-medieval buildings fronting Greengate, together with any physical evidence for medieval activity.

At the western end of the trench, the stratigraphic sequence comprised a modern tarmac surface 0.10m deep, 0.12m of light grey limestone mot, 0.25m of yellow mot, 0.95m of demolition material consisting of very dark grey silty sand containing ashy patches, black cinder, infrequent fragments of broken red brick, fragments of stone and very infrequent fragments of broken modern, ceramic drain pipe. This overlay a mixed deposits 1.22m deep, consisting of mid-dark grey/brown clay containing infrequent, small fragments of red brick, charcoal, stone and small clumps of yellow clay, together with modern plastic rubbish. The latter demonstrated clearly that that part of the study area had been subject to considerable modern disturbance, which had entirely removed any archaeological remains.



Up to 9.60m from the western end of the trench was a concrete floor at a depth of 2.60m (**fig. 9**), the depth of which meant only machine excavation could take place. The instability of the trench sides, which were prone to collapse, meant the south-western end of the trench had to be backfilled immediately after recording. At 9.60m from the western end was a hand-made red brick wall, approximately 0.45m wide at a depth of 1.09m (surviving height) below the modern surface and aligned roughly north-west/south-east across the trench. The wall was bonded with hard black mortar and the bricks measured 0.23x0.11x0.07m, dating the wall to the late nineteenth century. Directly east of this wall was another concrete floor, also 1.09m below the modern ground surface (**fig. 10**). As before, the instability of the trench sides made further recording impossible. The material on top of the upper concrete floor consisted of 0.08m of modern tarmac, 0.10m of grey limestone mot, and 0.91m of crushed red sandstone containing brick fragments.



**Fig. 9:** The depth of the concrete floor and stratigraphy at the western end of Trench 2, modern plastic rubbish can be seen in the bottom left corner, looking south



**Fig. 10:** *Brick wall and upper concrete surface in Trench 2, looking east*

### *Trench 3*

Trench 3 was located to the south of Trench 2, aligned north-west/south-east, measuring 10m by 2m. The purpose of this trench was to locate any remains of post-medieval housing and shops fronting Greengate, together with any physical evidence for medieval activity.

At the south-eastern end of the trench, the ground was made up of a modern tarmac surface 0.08m deep, 0.10m of light grey limestone mot, 0.20m of yellow mot and 1.98m of demolition material consisting of mid brown silty sand containing ashy patches, black cinder, infrequent fragments of broken red brick, fragments of stone and modern plastic rubbish (**fig. 11**).



As with trenches one and two, the material in the trench sides was very unstable, which meant this end of the trench had to be backfilled immediately. Due to the close proximity of the north-western end of the trench to trench two, it was decided not to excavate the remainder of the trench, based on evidence from historic maps (and health and safety issues), which suggested the rubber works had removed all traces of the earlier housing and shops. What was presumed to be the same concrete floor as found in trench two was located at a depth of 2.40m from the modern surface.



*Fig. 11: The north-western end of Trench 3 showing the depth of the concrete floor and the stratigraphy, looking east*



#### *Trench 4*

Trench 4 was located to the east of Trench 1, along the northern edge of the site area, aligned east/west, measuring 20m by 2m. The purpose of this trench was to locate the remains of an industrial building associated with the hat manufactory, dating to the late eighteenth century and depicted on historical mapping until 1896.

At the western end of the trench, the ground was made up of a modern tarmac surface 0.11m deep, 0.29m of light grey limestone mot, and 0.58m of crushed red sandstone containing broken red brick and small sub-angular white stones. At 0.90m from the modern surface was what appeared to be a hard, compact, concrete floor 0.20-0.40m thick, made up of a similar material to the fill above it (**fig. 12**).



**Fig. 12:** The crushed and compacted red sandstone and brick during excavation, looking east



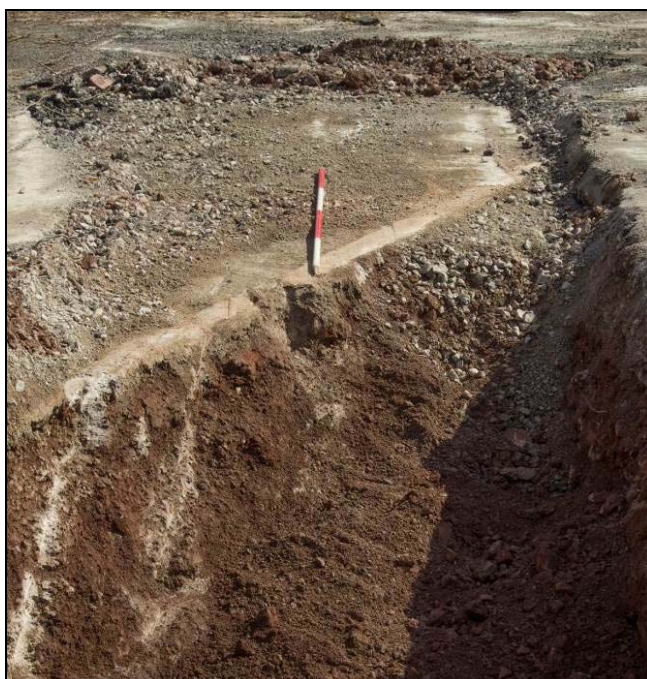
At 5m from the western end of the trench the stratigraphy included 0.11m of modern tarmac, 0.29m of mot, 0.70m of crushed red sandstone and broken brick with the compact surface at 1.10m from the modern surface. Here, a sondage (**fig. 14**) was dug through the compact surface to a depth of 2m, revealing natural yellow sand and river pebbles. At this point, a modern concrete ring beam crossed the trench at 5m from the western end along the northern trench edge, running diagonally, crossing the southern trench edge between 9 and 10m, measuring 5.10m in length and 0.14m thick at a depth of 0.12m from the modern surface (**fig. 15**). There remained a possibility that modern gas and electricity services could have been present along the eastern side of the beam and so a decision was made in respect of Health and Safety, not to try to remove this beam, which was at least 1m deep. To the east of the concrete beam, modern light grey concrete covered the remaining 10m of the eastern end of the trench (**fig. 16**). An attempt was made to break through the concrete with a breaker, but concerns were raised about disturbing any live services that may lie below the surface. Other than the possible concrete surface, no other remains of the hat manufactory were found.



**Fig. 13:** The concrete surface below the crushed red sandstone and brick, looking east. The concrete ring beam can be seen at the top of the photo.



*Fig. 14: Sondage through concrete surface showing natural sand and river pebbles below, looking west*



*Fig. 15: The modern concrete ring beam running through Trench 4, looking east*





***Fig. 16:** The remainder of Trench 4 unexcavated due to an expanse of concrete, looking east*

### *Trench 5*

Trench 5 was located at the northern-most area of the site, aligned north-east/south-west, measuring 10m by 2m, however, only the southern 4m could be excavated due to the build-up of made ground at the northern end and the presence of a public footpath beyond. The purpose of this trench was to locate the remains of an industrial building associated with the late eighteenth-century hat manufactory.

At the north-eastern end of the trench, the ground was made up of a modern tarmac surface 0.10m deep, 0.20m of light grey limestone mot, and 0.20m of yellow mot. Below this was a deep levelling layer of red sand, which continued to a depth of 2.40m from the modern surface, at the bottom of which, was a shallow, mid-grey, ashy deposit covering a red brick floor surface (**fig. 19**). The instability and depth of the loose red sand made any further excavation unsafe. At the south-western end of the trench was a hand-made brick wall aligned north-west/south-east crossing the entire trench, which appeared to be at least four-brick courses wide (**fig. 17**) and continued to the depth of the brick floor (**fig. 18**). The bricks measured 0.23x0.11x0.07m, and were bonded with hard black mortar, however, some of the bricks at the south-eastern end appeared to be of a later date, confirming the various changes made to the building over a period of almost 100 years.



*Fig. 17: The stratigraphy and hand-made brick wall, looking north*



*Fig. 18: Sondage through the red sand showing the brick floor at the base, looking south-west*





*Fig. 19: The depth of the brick floor with the grey ashy deposit visible at the base of the staff, looking north*

### *Trench 6*

Trench 6 was located to the east of Trench 5, aligned north-east/south-west, measuring 10m by 2.15m, however, only the southern 3.60m could be excavated due to a steep sloping of the ground at the northern end and the presence of a public footpath beyond. The purpose of this trench was to locate the remains of an industrial building associated with the hat manufactory, dating to the late eighteenth century.



The modern upper layers consisted of 0.12m of tarmac, 0.16m of light grey limestone mot, 0.20m of yellow mot and 0.17m of black cinder, below which were found, two walls running parallel to each other. Both walls were at least four-brick courses wide (excavated), and were constructed from hand-made bricks (measuring 0.23x0.11x0.07m) with later glazed and frogged bricks (measuring 0.22x0.115x0.08m) added (**fig. 20-21**). Further machine excavation revealed that both walls continued down to a considerable depth with a narrow gap in between them. A small bucket on the machine was used to try to excavate between them, which was successful to a depth of around 1m, after which, the walls were collapsing, meaning it was not possible to reach the bottom without causing substantial damage to the earliest surviving archaeology on the site. Historic maps suggests there was likely to be another brick floor (or other type) at a similar depth to that found in Trench 5. A structure revealed between the walls at the north-east limit of excavation (**fig. 22**) is likely to represent the remains of a flue associated with the hat manufactory.



**Fig. 20:** Trench 6 after removal of the modern deposits showing two walls flanking the sides of the trench. The frogged bricks can be seen in the bottom left corner, looking north-east.





**Fig. 21:** stamped, frogged and glazed bricks alongside hand-made bricks, which read l-r; “DUKINFIELD” “DUKINFIELD” “DENNIS RUABON” “CLIFF” (see Chapter 6)



**Fig. 22:** Trench 6 showing two walls of the hat manufactory, which may have formed a flue, looking north-east/south-west





*Fig. 23: Wall along the northern edge of the trench, looking north*

### *Trench 7*

Trench 7 was located to the south-west of Trench 6, aligned north-west/south-east, measuring 9m by 2m. The purpose of this trench was to locate the remains of an industrial building associated with the hat manufactory, dating to the late eighteenth century and depicted on maps until 1896. Green's map of 1794 suggests the building started off small in the southern tip of the site, which had been extended to the north-east by 1824 and had been significantly enlarged by 1896.

The upper surface consisted only of 0.08m of modern concrete forming the former car park surface. Below this at the south-eastern end of the trench was a concrete surface with a hand-made brick wall directly adjacent to it followed by another concrete surface approximately 0.15-0.20m lower than the first one. On top of the lower concrete was a layer of compact crushed red brick as seen in trench 4 (**fig. 24**). All these features were removed to access any archaeology below, which revealed that the brick wall continued to a depth of approximately 0.70m from the modern surface (**fig. 25**), sitting on natural sand, the upper layer of concrete was approximately 0.18m thick and the lower concrete appeared as only a thin lens on top of a slightly thicker layer of crushed sandstone. The lower layer of concrete appeared only on the north-western side of the wall. Natural sand was reached at a depth of approximately 0.85m.





**Fig. 24:** The upper concrete surface can be seen on the left of the photo and the lower surface to the right, looking south-west



**Fig. 25:** The depth of the brick wall sitting on natural sand, looking south-west

The mid-section of the trench consisted of a thin lens of modern black tarmac (car park surface) below this, a thin lens of light grey concrete with a thicker layer below of the same crushed brick/red sandstone as seen at the south-eastern end of the trench mostly of natural sand with a very slight chance of medieval plough soil at the top (**fig. 26**). Further north-west at a depth of approximately 0.60m was a brick constructed flue with stone capping, likely to have been associated with the chimney marked on the 1891 Ordnance Survey map (**fig. 27**).





**Fig. 26:** *The mid-section of the trench, south-west-facing section, with natural sand at the base of the ranging pole, possible remnants of medieval plough soil, looking north*

At the north-western end of the trench another drain was found cut into and backfilled with natural sand. This appeared to have been installed before the laying of the cobbled surface and was probably associated with one of the extensions to building 7 (**fig. 39**).



**Fig. 27:** *The drain cut into natural sand at the north-western end of the trench. On the right of the photo is the base of a possible brick-built flue with stone capping, looking north-east*



### *Trench 8*

Trench 8 was located to the south-west of Trench 7, aligned north-west/south-east, measuring 7.5m by 2m. The purpose of this trench was to locate the remains of an industrial building associated with the hat manufactory. Green's map of 1794 suggests the building started off small in the southern tip of the site, which had been extended to the north-east by 1824, and had been significantly enlarged by 1896.

Below the modern tarmac and a layer of crushed brick and red sandstone concrete was a stone-flagged floor, with a brick wall (**fig. 32**) directly adjacent to it to the north-west followed by the remains of a cobbled floor surface (**fig. 28**). Below the cobbled surface in the vicinity of the brick wall were two narrow lead pipes, which possibly carried water. One was located below what appeared to be an extension to the wall or a brick surface which was supported underneath by a stone beam, the other appeared to have been built into the brickwork (**fig. 29**).

At the far north-western end of the trench was the remains of a toilet, which appeared to have been within a brick structure. A protruding pipe to the left suggests there had been another toilet cubicle next to it (**fig. 31**). Natural sand was reached at a depth of 1.40m from the modern surface.



**Fig. 28:** *The stone-flagged floor and remains of the cobbled surface prior to removal, looking north-west*





**Fig. 29:** The remains of a possible brick surface with a stone beam below and the lead pipes. The white arrow shows where the large concrete block had been located (**fig. 30**), looking south-west



**Fig. 30:** A large concrete block with a cast-iron fitting on top, found next to the brick wall, suggesting this may have formed part of the main wall structure.





**Fig. 31:** *The remains of a twentieth-century toilet block in the south-east-facing section, looking north-west. Natural river sands and gravels can be seen below.*



**Fig. 32:** *The remains of the wall at the south-east end of the trench, looking south-east*

## 6. Discussion

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### 6.1 Evaluation

The evaluation area was focused in a small area of land between the modern Trinity Way and the historic thoroughfare of Greengate (**fig. 1**), and was investigated in advance of the proposed redevelopment of the site as Exchange Court. The evaluation was undertaken in accordance with the Written Scheme of Investigation, and comprised the excavation of eight trenches (from 10m-20m x 2m) aligned in various directions.

### 6.2 Results & Discussions

Excavations within the trenches reached a maximum depth of 2.6m. At this depth it became clear that the twentieth-century rubber works had removed any traces of the buildings shown on late eighteenth-century mapping, and any firm evidence for medieval activity, although traces of a ploughsoil of potential medieval or early post-medieval date were identified. The earliest structure remains revealed pertained to the former hat manufactory in the north-east corner of the site, which is shown on late eighteenth-century mapping.

Trenches 1, 2 and 3 contained only the remains of the later phase of the rubber works as shown on the 1922 map (**fig. 40**). All three trenches produced concrete cellar floors at a depth of 2.4m to 2.6m, brick walls and upper concrete floors, which all clearly dated to the twentieth century. The depth of these remains demonstrate that no earlier deposits survived *in-situ*.

Trench 1 contained a wall identified on the 1922 map, and it is possible that the upper concrete surface represented the alleyway between the smaller building fronting Greengate and the large building which encompassed earlier buildings shown on nineteenth-century mapping (**fig. 39 & 40**).

The remains found in Trench 2, when overlaid on to the 1922 map, suggest the wall found separated a large building fronting Greengate and the large building amalgamating the area of earlier buildings, with the concrete floor possibly representing an internal floor of the latter (**fig. 39 & 40**). Trench 3 appeared to be contained within the building fronting Greengate, containing only a concrete floor at what was probably cellar level, as seen in Trenches one and two.

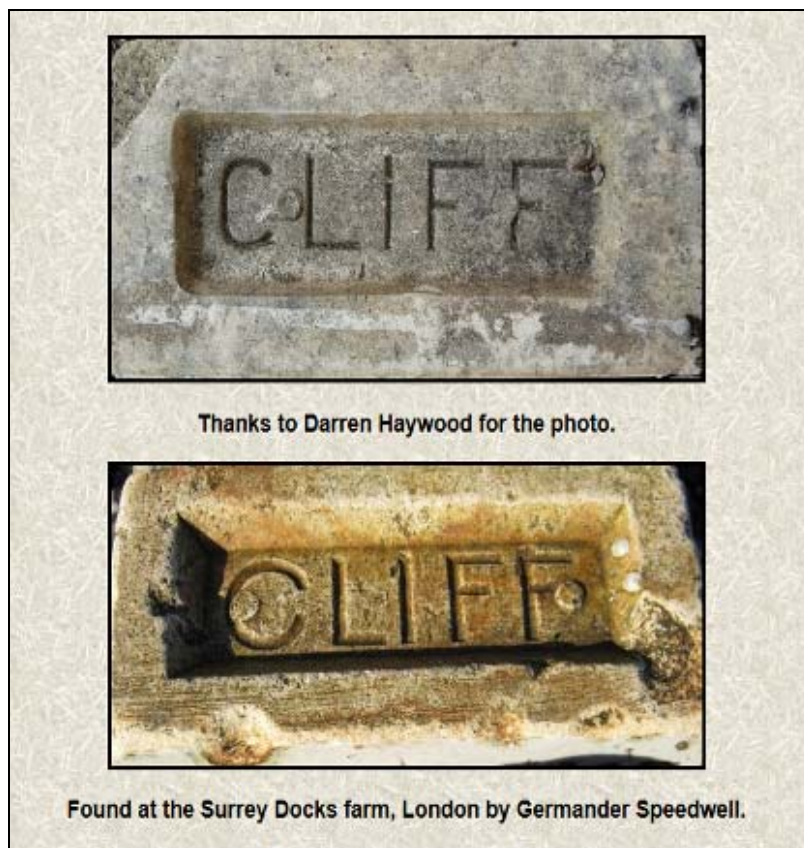
Trench 4, which should have contained the remains of part of a rubber works (**fig. 39**) was partly encompassed by a concrete ring beam and concrete surface to the north-east, the extent of which rendered half of the trench impossible to excavate. The north-western end contained what appeared to be various phases of nineteenth- to twentieth-century concrete floors, below which was natural river sands and gravels. This evidence demonstrated that there was no potential for earlier remains to survive below the modern concrete footings.



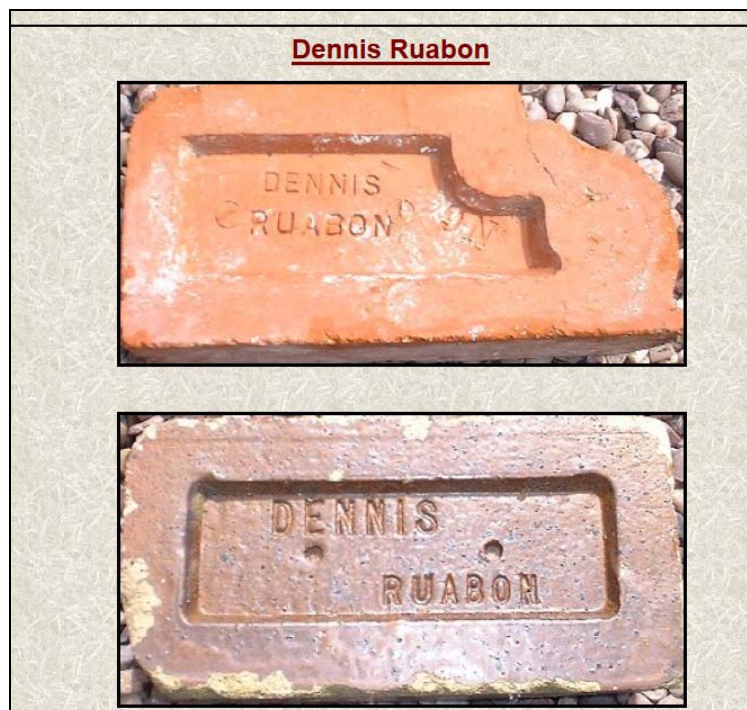
The oldest and most significant remains were found in the north-west corner of the site in Trenches 5 and 6, which was the location of a probable industrial building depicted on Greens map of 1794 (**fig. 39**), which according to research suggests originally formed part of a textile-finishing works and later hat manufactory, which in turn became encompassed by the rubber works. The building underwent various modifications and extensions from the late eighteenth century to the mid-twentieth century prior to its eventual demolition.

In trench 5, it was possible to identify the remains of a wall as belonging to the southern wall of this early industrial building. It appeared that the original hand-made brick wall survived with later modifications using mould-made bricks. A brick floor found on the north-eastern side of the wall confirmed that this was likely to represent an interior floor, which may have been at cellar level as suggested by an early twentieth-century Goad Insurance map, which denotes a basement.

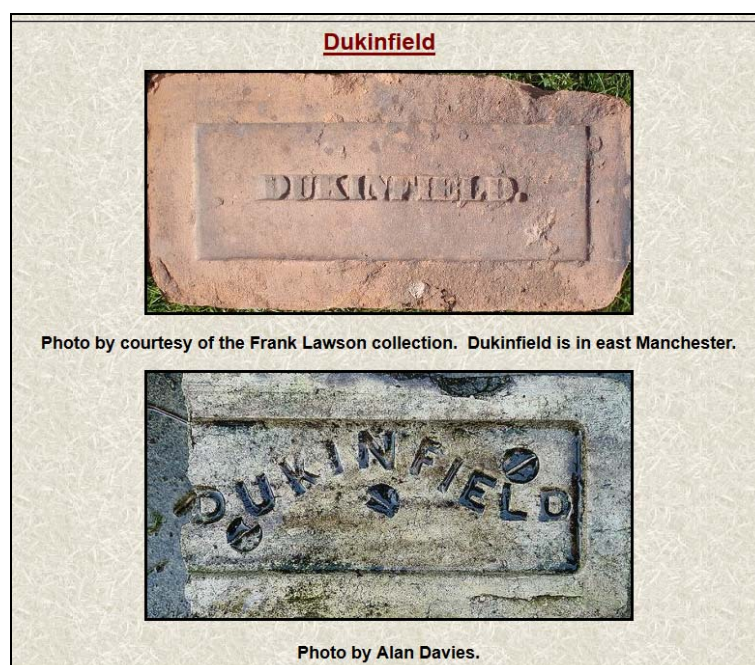
There is no suggestion on maps up to 1933 for the function of the two parallel walls found in Trench 6. However, the narrow gap between them and the blackened appearance of the two elevations facing each other suggest this was a flue, along with the close proximity to a chimney marked on the OS 1:500 map of 1891. The presence of frogged and stamped refractory bricks may indicate a re-lining of the flue at a later date (**figs 20-23 & 33-35**).



**Fig. 33:** A screenshot taken from *penmorfa* website showing the maker of one of the bricks found in Trench 6



**Fig. 34:** Screenshot taken from penmorfa website with the background information quoted below (Sallery 2016: online)



**Fig. 35:** Screenshot of the two 'Dukinfield' bricks pictured on the penmorfa website. (Sallery 2016: online)



Trenches 7 and 8 investigated the area of a narrow rectangular building depicted on eighteenth-century mapping, and expanded by 1820 (**fig. 39**), of which, only the north-western edge of the building lay within the site area. This building was also one of the original textile finishing works shown on Greens 1794 map. This too became encompassed by the hat manufactory and later rubber works and underwent various extensions and changes, spreading further north and east over time.

The brick wall found in Trench 7 could possibly represent the outer wall of an earlier phase of the building. It does not appear to be in the location of the final position of the outer wall of the building according to the 1922 map, but could represent an internal wall with concrete floors either side marking two floor surfaces of separate rooms as suggested by the 1908 map. Two possible cobbled floor surfaces seen in the south-east-facing section could represent the final two phases of the extension of the building (**fig. 24**). Another possible flue was found crossing the trench, appearing as a linear brick feature, which appeared to have been stone capped (see **fig. 27**), roughly aligned with the chimney referred to early. It remains possible that both this flue and the one found in Trench 6 could have fed into the same chimney.

Only two pieces of pottery were recovered from Trench 7. The sherd of nineteenth-century iron glazed stoneware (on the left **fig. 36**), which dates to c 1820-50, was found in the fill of the brick-built flue. The sherd on the right could possibly date to the late seventeenth to early eighteenth-century, which was found in the only area of the site that had remained undeveloped, *ie* the courtyard, from a mid-brown deposit just above natural sand, which could be the only surviving area of medieval plough soil (**fig. 26**). This sherd was identified by Finds Archaeologist Kirsty Whittall as a regional variant of Midland Purple courseware with an iron-based glaze and possible slip decoration, which is the precursor to the sherd of iron-glazed stoneware found in the flue.



**Fig. 36:** Two sherds of pottery found in Trench 7. Left; nineteenth to twentieth-century iron glaze, right; possible seventeenth-century stoneware.



***Fig. 37:** Two possible phases of cobbled flooring of the outer courtyard as seen in section, Trench 7, looking north-west*

Within Trench 8, the remains of a stone-flagged floor, cobbled surface and twentieth-century toilets suggests only the later remains of the rubber works survived. However, **fig. 32** shows a hand-made brick wall, which, as with Trench 7 could have survived from an earlier phase of building seven. Historic maps show that over time the rubber works enveloped most of the site leaving only a small open area (where the toilet was found - **fig. 31**), and covered alleyways/entrances to the interior courtyard, likely to be marked by the cobbled surfaces. As with Trench 7, the stone-flagged floor at the southern end of the trench (**fig. 28**) is likely to have formed an interior floor. Cobbles at the northern end are likely to have formed the courtyard surface.



## 7. Conclusion

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This section deals with the archaeological implications (if any), of the excavation results, providing the context within which planning conditions affecting the archaeological resource can be assessed.

### 7.1 Evaluation

The evaluation works carried out produced significant archaeological remains relating to the eighteenth, nineteenth and twentieth centuries. By comparing the results of the evaluations with historical mapping it is possible to suggest that the archaeological remains discovered appeared to relate to the former textile works, hat manufactory and rubber works structures. Historical mapping suggest that some of the buildings adjacent to the Greengate frontage were extant by the late eighteenth century (1787-94), and remained in occupation undergoing various modifications as they were consumed by later businesses, until demolition in the late twentieth century. Similarly, the archaeological remains of buildings in the western corner of the site close survived in part until 1896, until they were eventually subsumed by Greengate Rubber Works. The installation of cellars during the period of expansion of the rubber works removed any traces of the earlier housing and shops, which had once fronted Greengate.

By comparing the results of the excavations with historical mapping it was possible to identify two phases of development within the archaeological remains and by overlaying the plan drawings produced during the excavations onto historic mapping it was possible to identify remains of structures from the earliest recorded activity on the site and the final phase of the rubber works in the late twentieth century. Specific walls of a former industrial building overlooking the River Irwell (**fig. 39**) were identified.

The characteristics of the remains suggest that during the final phase of the rubber works, workers conducted a thorough clearing of the foundations of the early houses and shops in order to install cellars. Any substantial walls remaining in the south-western half of the site can be attributed to the rubber works and the wall found crossing trenches five and six to the building established around 1794.

In light of the twentieth-century redevelopment of the site, and the resultant damage and removal of earlier remains, it is concluded that no further archaeological investigation of the site is merited.



## *8. Archive Location*

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The archive comprises annotated field drawings, digital photographs and written records. This archive is currently held by Salford Archaeology, and a copy of this report will be forwarded to Renaker Build Ltd.

A copy of this report will be deposited with the Greater Manchester Historic Environment Record, held by the Greater Manchester Archaeological Advisory Service.



## *9. Acknowledgements*

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The Centre for Applied Archaeology would like to thank Renaker Build Ltd for commissioning and supporting the archaeological works. Salford Archaeology would also like to thank Norman Redhead for providing monitoring support and advice through GMAAS. The site excavations were conducted by Mandy Burns and Elizabeth Statham. This report was written and compiled by Mandy Burns, edited by Ian Miller and illustrated by Richard Ker. The project was managed by Ian Miller.

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## ***Maps***

Bancks & Co's map of 1831

Green's map of Manchester and Salford, 1787-94.

Ordnance Survey 60": 1 mile 1850.

Ordnance Survey 25": 1 mile 1896

Ordnance Survey 25": 1 mile 1908

Ordnance Survey 25": 1 mile 1922

Swire's map of Manchester and its Environs, 1824

## ***Web Sources***

Sallery, D. 2016 [online]: available at; ***Old Bricks – history at your feet.***  
<http://www.penmorfa.com/bricks/> (Accessed 10/5/16)



## *Appendix 1: Drawings*

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**Fig. 38:** Trench locations and levels above Ordnance Datum

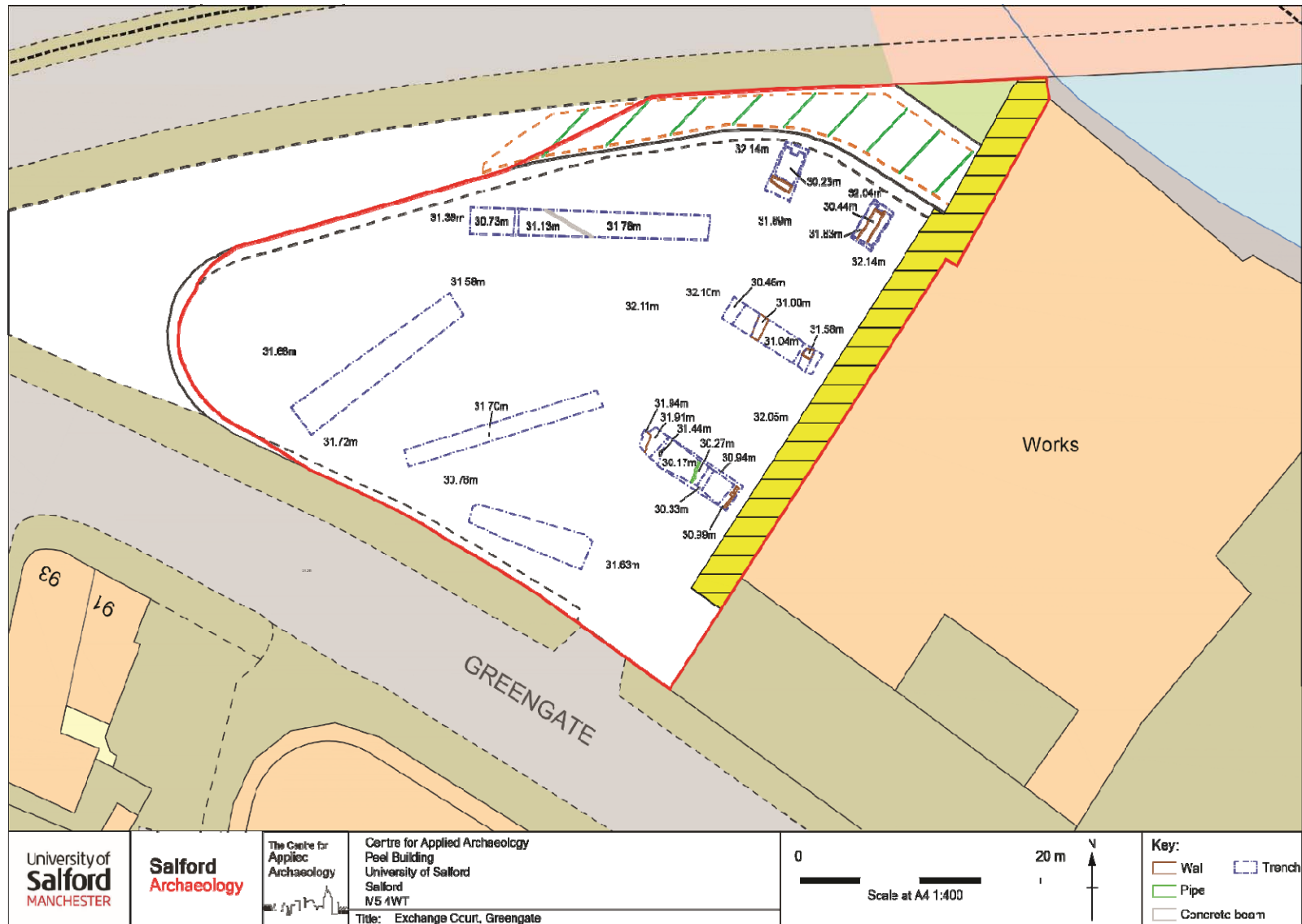


Fig. 39: Trenches superimposed on map the sites of archaeological interest

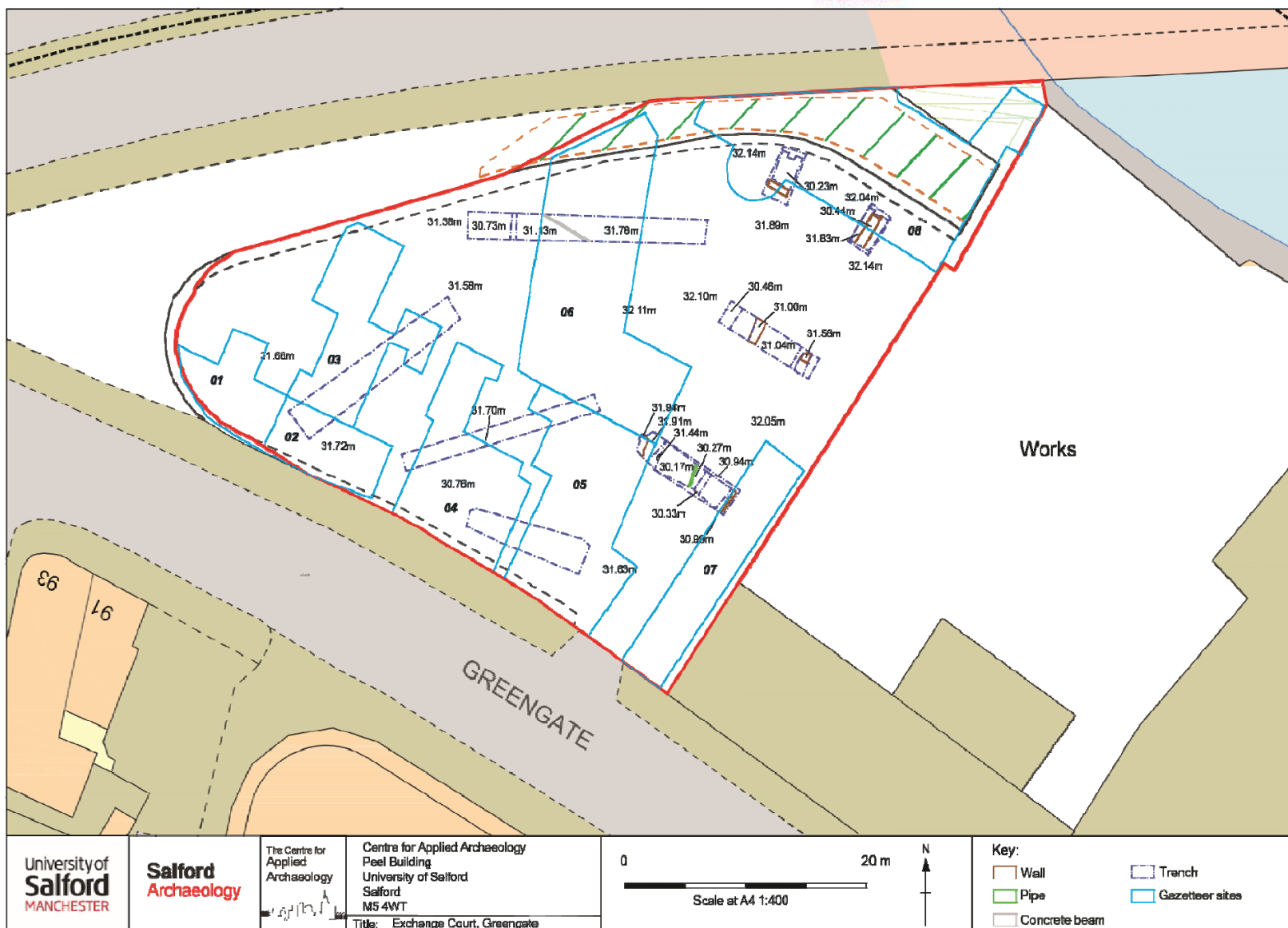
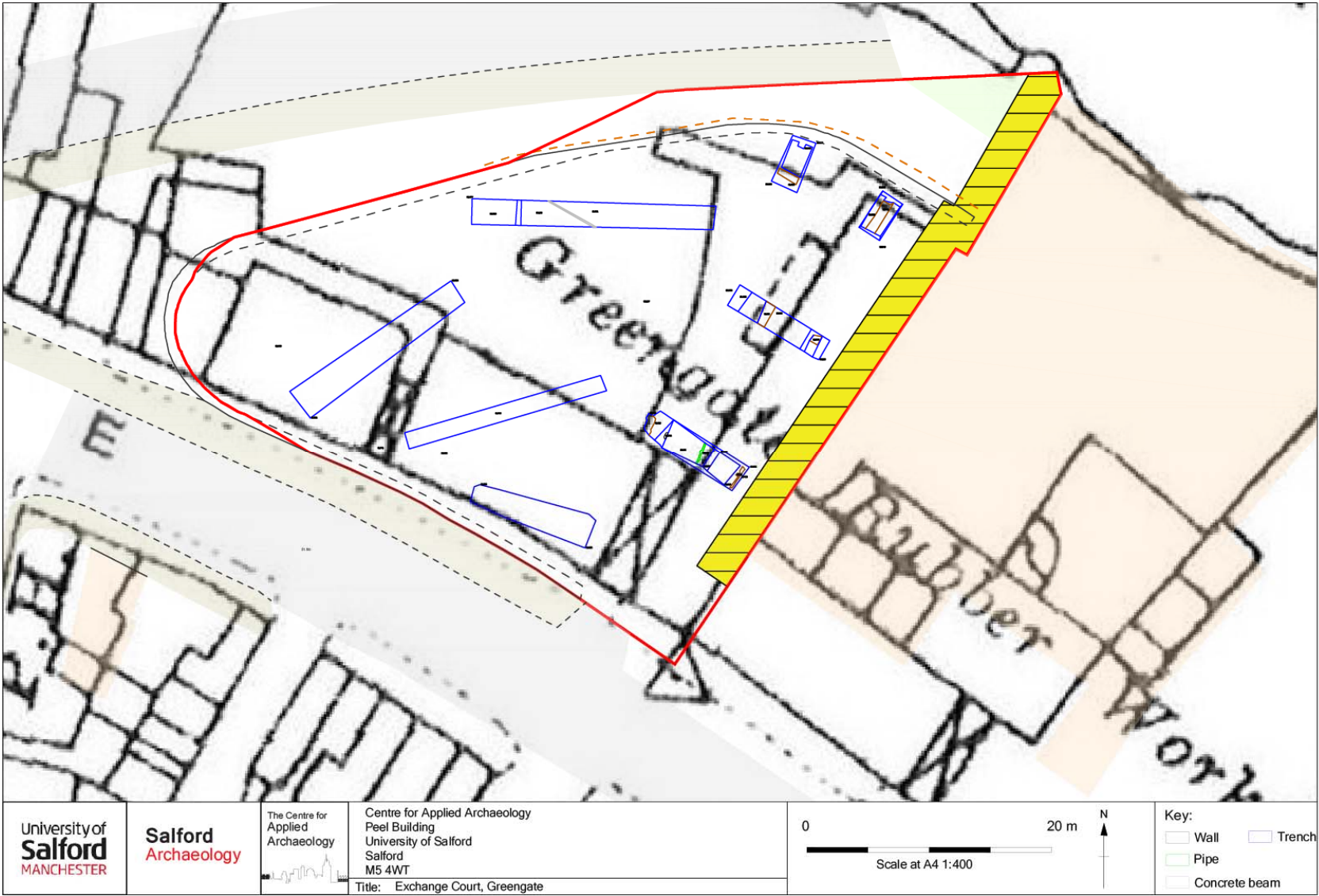
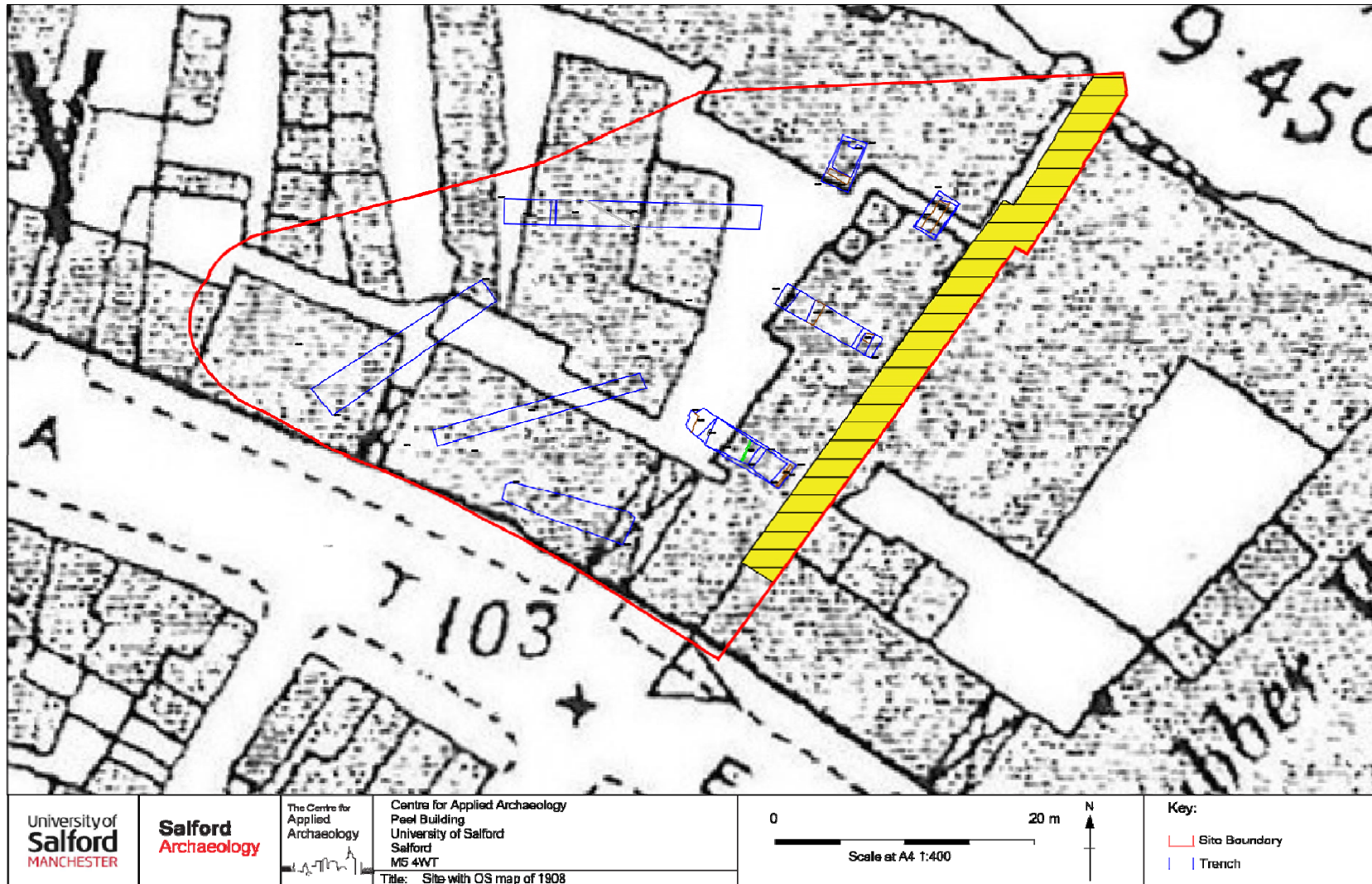




Fig. 40: Trenches superimposed on the OS 25":1 mile map of 1922

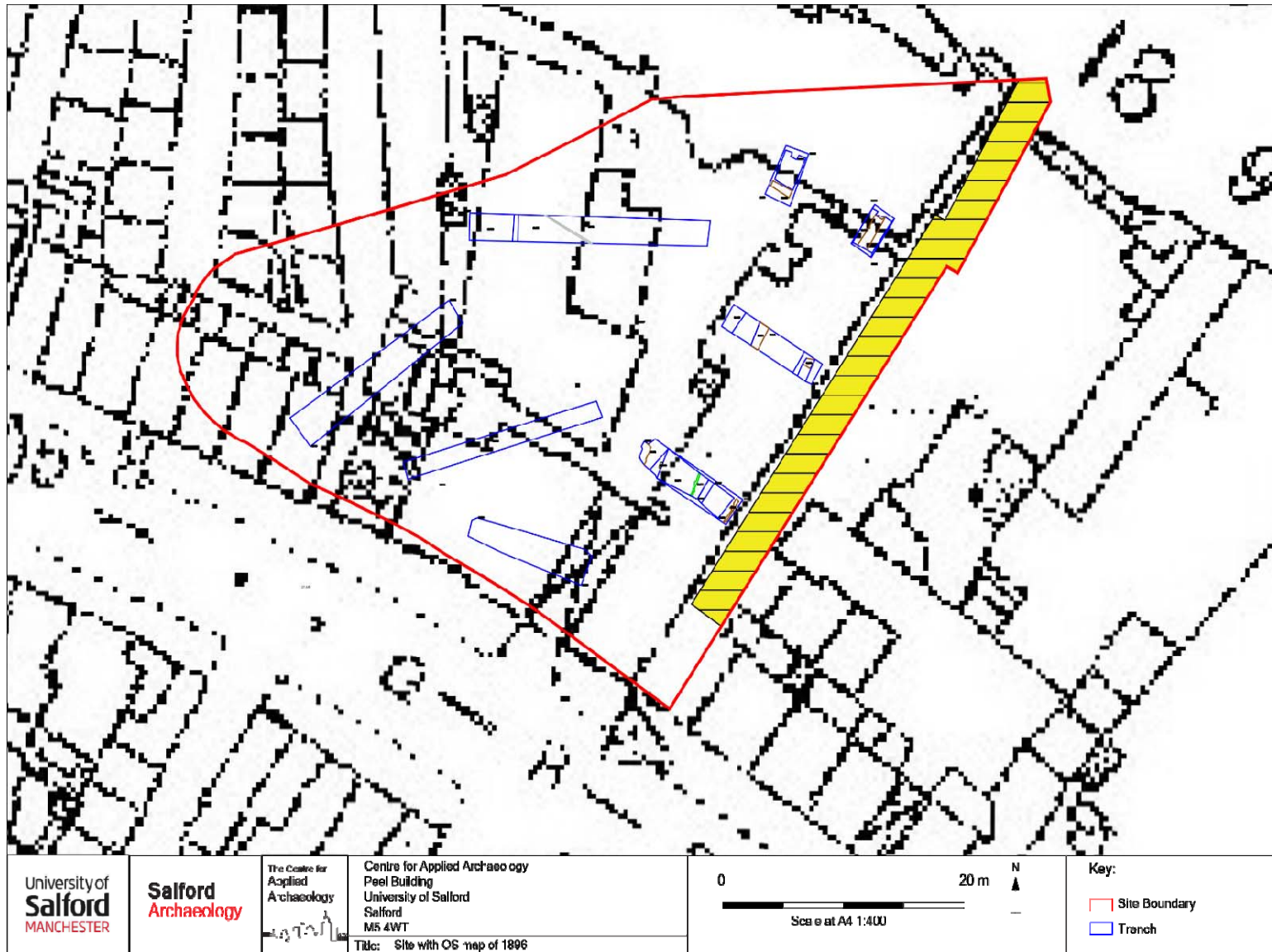


*Fig. 41: Trenches superimposed on the OS 25":1 mile map of 1908*

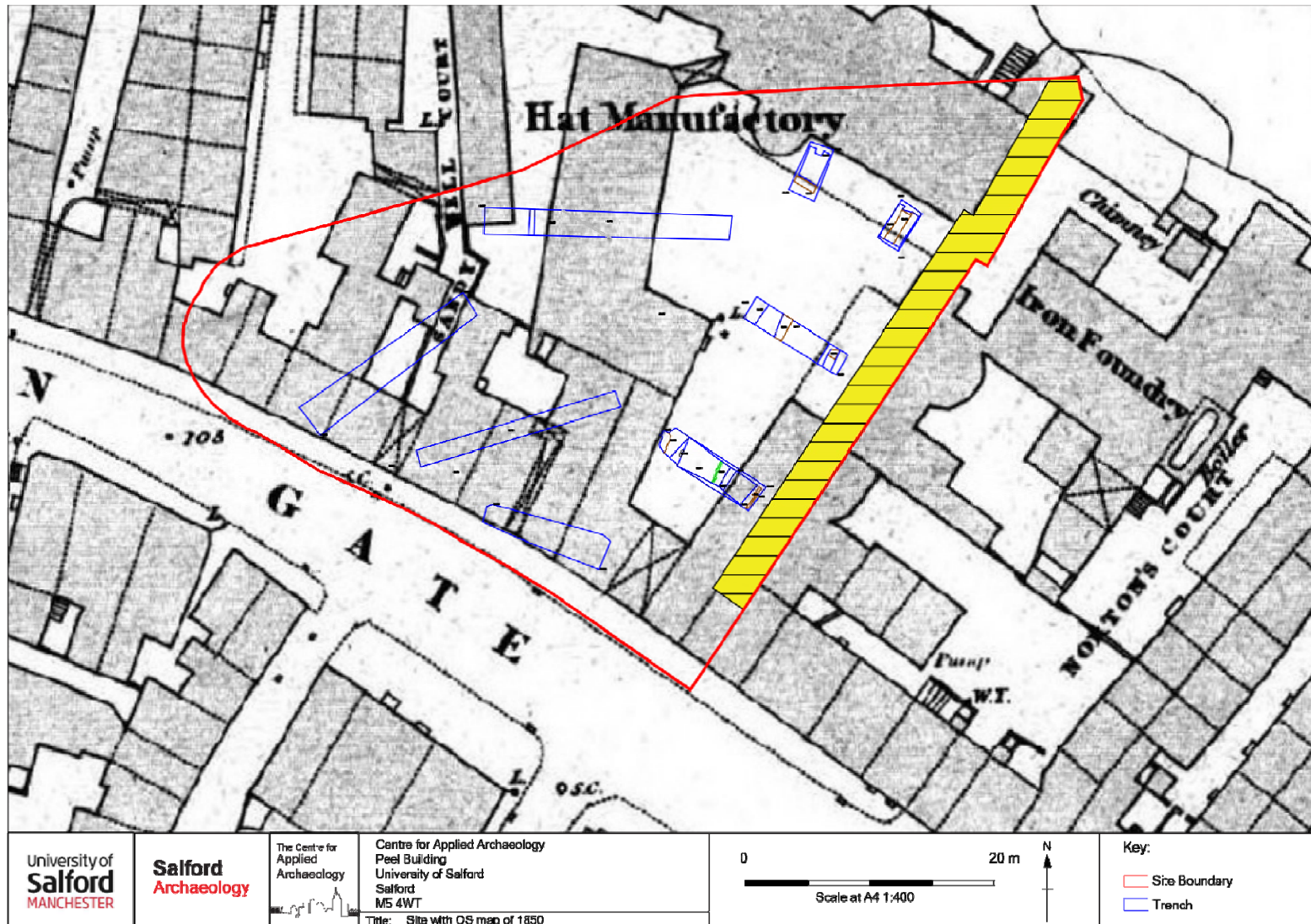




**Fig. 42:** Trenches superimposed on the OS 25":1 mile map of 1896

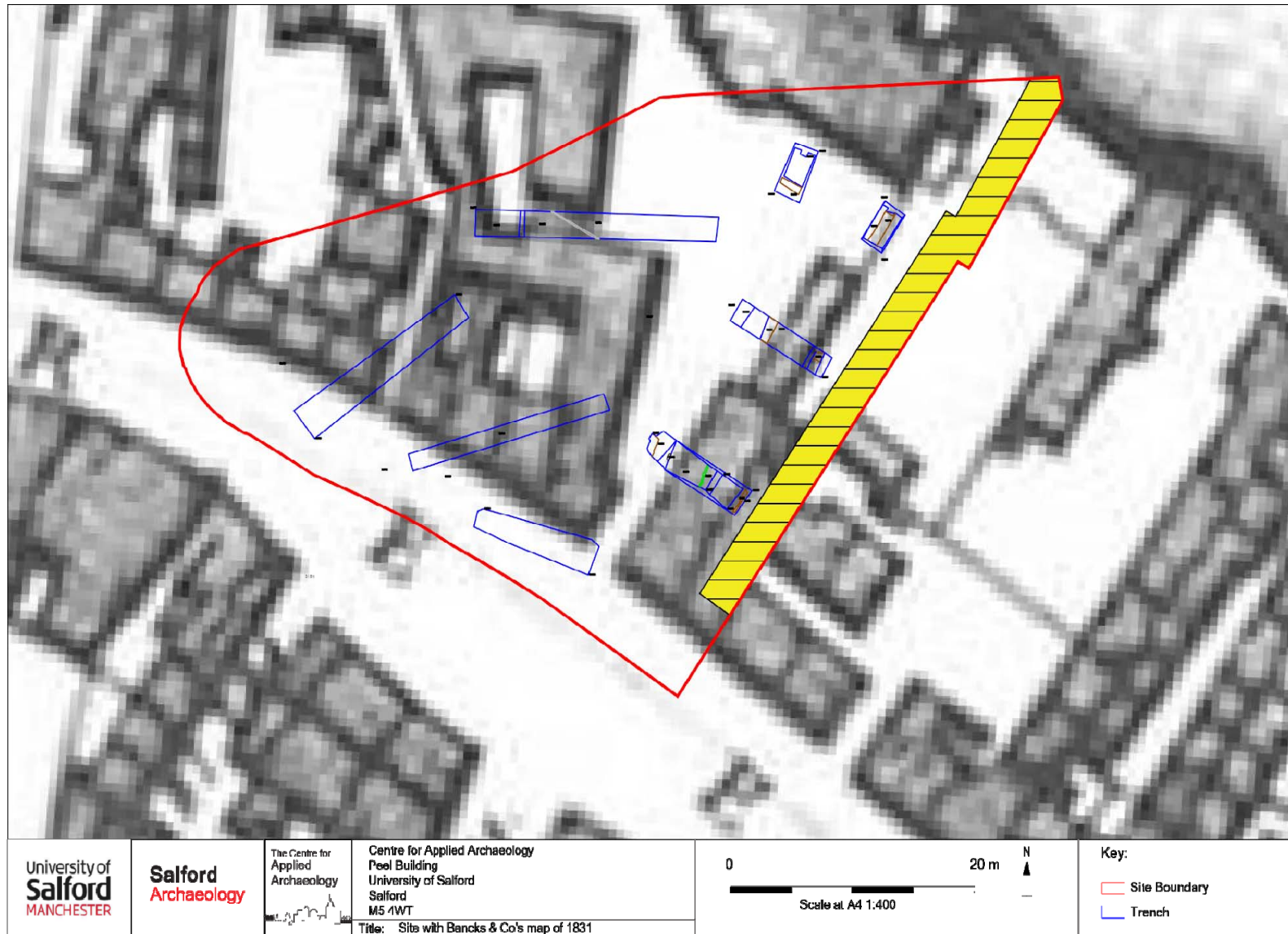


**Fig. 43:** Trenches superimposed on the OS 60":1 mile map of 1850





**Fig. 44:** Trenches superimposed on Bancks & Co's map of 1831



**Fig. 45:** site area and trenches superimposed on Swire's map of 1824





### CONSULTANCY



### DESK BASED ASSESMENTS



### WATCHING BRIEF & EVALUATION



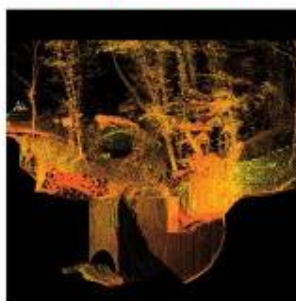
### EXCAVATION



### BUILDING SURVEY



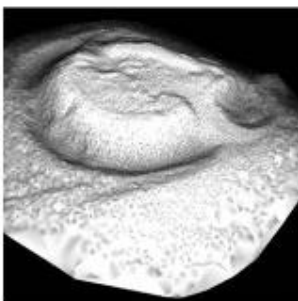
### 3D LASER SCANNING



### COMMUNITY INVOLVEMENT



### LANDSCAPE SURVEYS



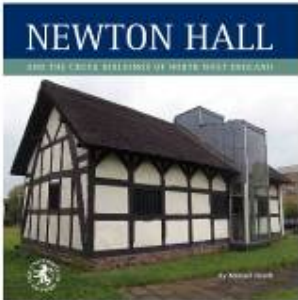
### GEOPHYSICAL SURVEYS



### WORKSHOPS & VOCATIONAL TRAINING



### RESEARCH PUBLICATIONS



### SEMINARS, DAYSCHOOLS CPD EVENTS

